

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving the Better Market Street (BMS) Project, including the western variant; approving various parking and traffic modifications associated with the BMS Project; amending the Transportation Code to designate transit-only areas; and adopting findings under the California Environmental Quality Act (CEQA) including adoption of both a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP).

SUMMARY:

- The BMS Project is a proposed, major capital investment to improve transit performance and traffic safety and to beautify the public realm Market Street between Octavia Boulevard and Steuart Street.
- The BMS Project has gone through an extensive environmental review process culminating in certification of the FEIR in October 2019.
- The BMS Project team conducted a variety of public outreach activities
- The proposed project is not subject to the Board of Supervisors review because the project is a large capital project that is over \$600M pursuant to Ordinance 127-18.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code, Division II Amendment
3. Better Market Street Project CEQA Findings and Statement of Overriding Considerations
4. Mitigation Monitoring and Reporting Program and Final Environmental Impact Report
<https://sfplanning.org/project/better-market-street-environmental-review-process#info>

APPROVALS:

DIRECTOR  _____

SECRETARY  _____

DATE

October 8, 2019

October 7, 2019

ASSIGNED SFMTAB CALENDAR DATE: October 15, 2019

PURPOSE

Approving the Better Market Street (BMS) Project, including the western variant, a Vision Zero and Muni Forward supporting project; approving various parking and traffic changes associated with the BMS Project including: prohibiting entry on Market Street between Steuart and 9th streets, westbound direction, and between 10th and Main streets, eastbound direction, except for buses, taxis, bicycles, commercial vehicles, and emergency vehicles, and on Market Street between 9th and 12th streets, in the westbound direction, and between 12th and 11th streets, in the eastbound direction, except for Muni, AC transit, taxis, bicycles, and emergency vehicles; implementing turn restrictions on both sides of Market Street; and permanently closing Bush/Battery Street between Bush and Market streets and Page Street between Franklin and Market streets to vehicular traffic except for bicycles and emergency vehicles; implementing Class IV bikeways on Market, 11th, McAllister, and Valencia streets and Charles J Bernham Place; amending the Transportation Code to designate transit-only areas at the following locations: Market Street, eastbound, between 10th and Main streets; Market Street, westbound, between Beale and 8th streets; Market Street, eastbound, between Gough and 10th streets; Market Street, westbound, between 8th and 12th streets; 11th Street, northbound, from Market Street to 134 feet south of Market Street (in F trackway area); 2nd Street, northbound, from Market and Stevenson streets; Main Street, northbound, from Market Street to 180 feet southerly; Charles J Brenham Place, southbound, from McAllister to Market Street; and rescind transit-only areas on Market Street, eastbound, between 12th and 3rd streets; and Market Street, westbound, between South Van Ness Avenue and 3rd Street; and adopting findings under the California Environmental Quality Act (CEQA) including adoption of both a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP).

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan goals and objectives:

- Goal 1: Create a safer transportation experience for everyone
 - Objective 1.1:* Achieve Vision Zero by eliminating all traffic deaths
 - Objective 1.2:* Improve the safety of the transit system
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel
 - Objective 2.1:* Improve transit service
 - Objective 2.2:* Enhance and expand use of the city’s sustainable modes of transportation
- Goal 4: Create a workplace that delivers outstanding service
 - Objective 4.3:* Enhance customer service, public outreach, and engagement

This action supports the following Transit First Policy Principles:

- Policy 1 - To ensure quality of life and economic health in San Francisco, the transportation system provides safe and efficient movement of people and goods.

Policy 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.

Policy 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.

Policy 4 - Use designated transit lanes and streets to expedite the movement of public transit vehicles and to improve pedestrian safety.

Policy 5 - Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

Policy 6 - Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

The Better Market Street (BMS) Project is a major capital investment to improve transit performance and traffic safety and to beautify the public realm along 2.2 miles of Market Street between Octavia Boulevard and Steuart Street.

Background

Market Street is San Francisco's busiest street for people walking, cycling, and riding public transit, including taxis. Approximately 72,000 people ride Muni on surface routes daily, 500,000 people walk along Market Street on a given day, there are over 200 Muni vehicles per hour during peak hours and there are 650 people biking per hour in the morning rush hour. In recent years, the SFMTA has made several incremental improvements to help with transit performance and safety including: extending the center transit-only lanes and enhancing them with red colorization; protecting existing bike lanes with safe hit posts at some locations; installing high-visibility crosswalks; and implementing vehicle turn restrictions on the southside of Market Street as part of the Safer Market Street Project. Yet key transportation needs remain including:

- **Safety challenges for all modes:** the entire project corridor is part of the Vision Zero high-injury network and it experiences a disproportionate share of severe and fatal traffic collisions. Market Street has, on average, more than 100 collisions per year which is a rate four times higher than its closest peer, Mission Street (32.0 vs 6.9 collisions per million vehicle miles traveled), even though both streets are busy downtown streets with four traffic lanes and frequent transit service. Collisions on Market Street are of significant concern because they involve a high number of vulnerable roadway users. Market Street has four of the top 10 intersections for pedestrian- and bicycle-involved

collisions in the past five years. The collision patterns suggest that the high collision rate is, in part, caused by the mixing of automobiles on a street that also has a large presence of bicyclists, pedestrians, and transit.

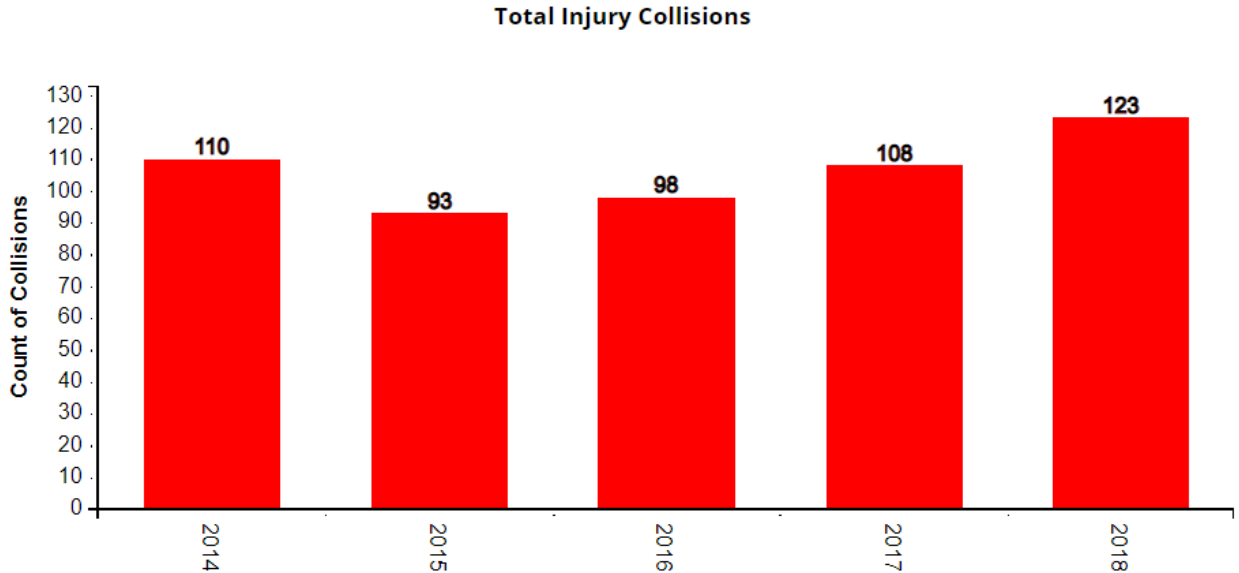


Figure 1. Injury Collisions per Year on Market between Octavia and Steuart

- **Transit performance challenges:** Market Street is San Francisco’s most important transit corridor, with over 20 bus routes and one streetcar line operating on the surface, in addition to underground Muni Metro and BART service. With over 100 transit vehicles/hour/direction and plans to increase transit service on Market, the sheer scale of surface transit traffic presents an operational challenge. Existing center-boarding islands are not wide nor long enough to adequately accommodate this scale of transit service. Closely spaced stops also contribute to slow travel times. Also, the F line experiences crowding and heavy demand, particularly from the Embarcadero to Powell Street. F line infrastructure is inflexible, with only one location along Market Street where trains can be taken out of service to perform maintenance or re-balance service after a disruption. There is also currently no opportunity to offer short-line service that could increase capacity on the core of the F line route, between Fisherman’s Wharf and the Union Square area.

- **Accessibility challenges:** Many elements of the SFMTA’s Market Street assets need to be upgraded to better comply with current Americans with Disabilities Act (ADA) standards. Many center boarding islands are too narrow to provide accessible boarding to buses using the wheelchair lift/ramp. In addition, all of the F line stops will be made wheelchair accessible.

Figure 2. Existing narrow center-boarding islands are crowded and do not provide wheelchair access.



- **Discontinuous bike facility and conflicts between modes:** Market Street experiences high levels of cycling, but the existing facility has varying levels of protection. Some segments of the corridor have bike lanes with safe hit posts; however east of 8th Street people bike in a shared lane with no protection from buses and private and commercial vehicles. It is particularly challenging for bus operators and people biking to pass one another, creating a stressful operating environment for everyone. The high volumes of people traveling along Market Street by all modes create conflicts that detract from the safety, comfort, and reliability of travel for everyone.

Figure 3. People biking on Market Street squeeze between cars queued and the sidewalk.



- **Aging infrastructure:** Many of the SFMTA’s assets along Market Street are aging and in need of upgrade or replacement. This includes components of the Overhead Catenary System (OCS) that powers trolley coach buses and the F line. It also includes the traction power system that powers OCS (and Muni Metro), comprised of substations in Downtown (Stevenson Street) and Civic Center (UN Plaza) with underground duct banks that connect the substation power to the OCS. Finally, it also includes the F line track and the traffic signal system. As assets age, they require greater levels of maintenance and result in more frequent transit and traffic disruptions and ultimately require major upgrades or replacement to prevent failure. The traffic signals, in particular, have reached the end of their service lives, as many are suffering from extreme corrosion which renders them irreparable.

Proposed Project

The BMS Project would bring Market Street’s design into the 21st century, re-designing the street for improved safety, transit performance, and accessibility. As discussed below, the Planning Department has determined that prohibiting entry onto Market Street in certain locations by non-transit vehicles and other vehicular circulation changes are designed to

implement Objective 18 of the City's General Plan's Transportation Element and provides for the health and safety of citizens consistent with California Vehicle Code section 21101(f).

Objective 18 of the City's General Plan provides:

“The City should engage in a comprehensive redesign of Market Street from the Embarcadero to Castro Street. Improvements to Market Street should emphasize its importance for pedestrians, cyclists, and transit.”

Further, other major SFMTA-relevant features of the new street design include:

- **Muni-only lanes:** Existing center transit-only lanes and some additional center lane segments would be converted to Muni-only lanes, excluding taxis, paratransit vehicles, bicycles, other buses, and all other vehicles (except emergency vehicles) at all times. These lanes would be located on Market Street, eastbound between 10th and Main streets; Market Street, westbound between Beale and 8th streets; Charles J Brenham Place, southbound, between McAllister and Market streets; and 11th Street, northbound, from Market Street to 134 feet southerly.
- **Transit-only lanes:** The existing center transit-only lanes and some additional center lane segments would be converted to MUNI and AC Transit-only lane, except taxis and emergency vehicles, at all times. These lanes would be westbound on Market Street between 8th and 12th streets and eastbound on Market Street between 12th and 10th streets. In addition to the lanes being proposed on Market Street, there are two other street segments which are proposing to convert a lane of traffic to a transit, taxi, bicycle, commercial vehicle, and emergency vehicle lane, at all times. These are located on Main Street, northbound, between Market and 180 feet southerly and on 2nd Street, northbound, between Market and Stevenson streets.
- **Muni boarding islands and stop changes:** Center lane boarding islands would be removed and relocated to provide a wider stop spacing, eliminating five stops in each direction and changing the average distance between stops from about every 1,000 feet to about every 2,000 feet - consistent with SFMTA's goals for Rapid service spacing. Curbside stops would remain at similar stop spacing as today, with a stop at nearly every block. Center boarding islands would be doubled in size, to about nine feet wide and up to 210 feet long, in order to improve wheelchair accessibility and provide additional space for waiting passengers. Wheelchair ramps would be constructed to serve the F line.
- **New F line loop:** New tracks would be installed on McAllister Street and Charles J. Brenham Place to create a new F line turnback loop, improving operational flexibility, and enabling short-turns to allow for additional service between Downtown and Fisherman's Wharf, where the highest levels of crowding are experienced. The proposed F loop would also allow the SFMTA to minimize the impact of traffic disruptions by providing a new place to temporarily store trains for emergency maintenance or to rebalance service.
- **New continuous protected bikeway:** A new sidewalk-level bikeway would be constructed on the majority of Market Street in each direction between the curb lanes and the sidewalk with buffers, a distinct paving pattern, and vertical obstructions like railings to prevent bicycles crossing back and forth from the lane to the sidewalk. In addition,

roadway-level protected bikeways would be installed on 11th, McAllister, and Valencia streets, and Charles J Bernham Place on the blocks approaching Market Street. Due to site constraints, some locations will be at roadway-level. Please see bikeway improvement section below for more information.

- **Pedestrian bulb-outs:** New sidewalk widening will occur at many intersections along the corridor which will decrease crossing distances for people walking and improve intersection visibility. Bulb-outs are under Public Works jurisdiction which is the agency that has the authority to approve them.
- **Vehicle turn restrictions:** Vehicular access to Market Street would be limited to transit and commercial vehicles, with the exception of taxis and bicycles. Private vehicles, including Transportation network company vehicles (TNCs), such as Uber and Lyft, would be prohibited from Market between 12th and Steuart, except eastbound 11th to 10th, and Drumm to Steuart. Commercial vehicles and taxis would be allowed on Market Street, except the eastbound direction between 12th and 11th streets and the westbound direction between Hayes and Franklin Streets. Public transportation, emergency vehicles, taxis, paratransit, and bicycles would be permitted on Market Street at all times. These vehicle restrictions reflect the “western variant” design, which includes additional sidewalk widening and vehicle restrictions near the Van Ness Avenue and Market Street intersection, building upon the Planning Department’s Hub planning process. In addition, vehicles traveling eastbound on Market Street would not be able to turn right onto Valencia Street. Caltrans approval may be required in order to implement proposed right turn restrictions at the intersection of Van Ness Avenue/South Van Ness Avenue/Market Street (See items Y and QQQ).
- **New sidewalk-level loading zones:** Existing loading bays would be removed and new loading areas would be created near or at the same location as many of the existing loading bays. The curb within the loading zones would be mountable, allowing loading vehicles to cross the bikeway to access the loading area. In addition, the BMS Project will also create additional loading zones and make color curb changes on alleyways and cross streets. These changes include converting 243 existing parking spaces to commercial loading spaces and converting 46 parking spaces to passenger loading zones. In addition, 42 parking spaces would be removed for daylighting and future pedestrian bulb-outs.
- **Street closures:** Street closures would be implemented in both directions of Page Street between Market and Franklin streets (except for bicycles and emergency vehicles) and Bush/Battery Street, southbound, between Bush and Market streets (except for bicycles and emergency vehicles).
- **State of good repair elements:** The project would take advantage of this once-in-a-generation construction project on Market Street to replace numerous infrastructure systems on Market Street that are nearing the end of their useful life. The “lolly-pop” traffic signals would be replaced with new traffic signals that meet current state and federal standards for improved visibility. Muni’s rails, overhead catenary system and traction power systems would be replaced. In addition, the pavement, sidewalks, curb ramps, streetlights (including path of gold light standards), sewer system, water system, and communication lines will all be replaced.



Figure 4. Proposed Project Visualization

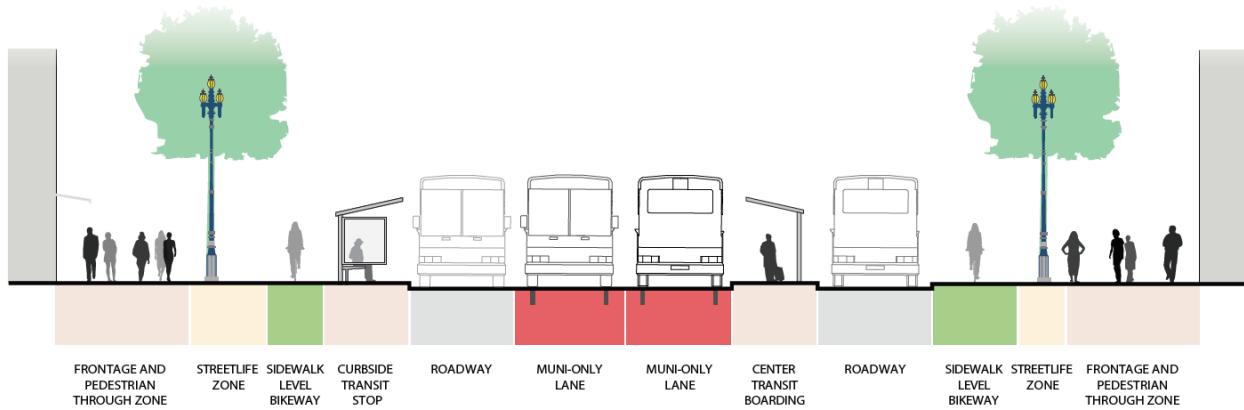


Figure 5. Proposed Project Typical Cross Section, showing 12-foot road lanes, 8-foot-wide bikeway, and a 15-foot-wide pedestrian through zone.

Altogether, these improvements are expected to provide substantial transportation benefits including:

- Reduction in severe and fatal collisions, particularly for vulnerable road users (e.g. people biking and walking)
- Faster, more reliable Muni bus service, including up to 25% travel time savings
- More pleasant, lower-stress experience for people bicycling by providing a dedicated, protected facility
- Safer, more pleasant walking/waiting environment for people walking and riding transit
- Faster, more reliable F line service and improved access to Fisherman’s Wharf
- Improved resiliency to better manage transit service during major delays or events

Proposed Closure of Market Street to Non-Transit Vehicles and Other Street Closures

The BMS Project will prohibit entry by vehicles on Market Street between Steuart and 9th streets, westbound direction, and between 10th and Main streets, eastbound direction, except for buses, taxis, bicycles, commercial vehicles, and emergency vehicles and on Market Street between 9th and 12th streets, in the westbound direction, and between 12th and 11th streets, in the eastbound direction, except for Muni, AC transit, taxis, bicycles, and emergency vehicles. These vehicle restrictions reflect the “western variant” design, which includes additional sidewalk widening and vehicle restrictions near the Van Ness Avenue and Market Street intersection, building upon the Planning Department’s Hub planning process. Pursuant to California Vehicle Code section 21101(f), local authorities can adopt regulations by ordinance or resolution to prohibit entry to, or exit from, or both, any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of a city’s general plan. Consistent with this state statute, the Planning Department has determined that prohibiting entry onto Market Street in certain locations by non-transit vehicles and other vehicular circulation changes are designed to implement Objective 18 of the City’s General Plan’s Transportation Element. Prohibition of private vehicles allows the right of way to be allocated for other users of the street, thereby improving safety, prioritizing sustainable transportation modes, providing for loading to support adjacent land uses, and improving Market Street as a civic space. Such redesign of Market Street is called for in the City’s General Plan. The Planning Department has submitted a letter to the SFMTA to this effect and a copy of it is on file with the Secretary to the SFMTA Board of Directors. Further, SFMTA staff has determined that prohibiting entry onto Market Street would provide for the health and safety of citizens due to the fact that collisions on Market Street are of significant concern because they involve a high number of vulnerable roadway users and Market Street has four of the top 10 intersections for pedestrian- and bicycle-involved collisions in the past five years. The proposed restrictions on private vehicles will substantially improve safety for pedestrian and cyclists by prioritizing their needs.

In addition, permanently closing Bush/Battery Street, southbound, between Bush and Market streets and Page Street between Franklin and Market streets to vehicular traffic, except for bicycles and emergency vehicles, is necessary in order to enhance safety and comfort for vulnerable street users and to improve traffic and transit operations in the vicinity since SFMTA staff have determined that the above referenced street segments are no longer needed for vehicular traffic, given the closure of Market Street and associated turn restrictions, pursuant to California Vehicle Code section 21101(a). Since these two street segments terminate at Market Street, the installation of the BMS project and western variant turn restrictions would remove all vehicles from using these two segments. As such, these streets can be closed to vehicular traffic and used to provide more public space protected from traffic and provide a safer connection to and from Market Street for people walking or bicycling.

BIKEWAY IMPROVEMENTS

The BMS Project proposes the installation of Class IV protected bikeways in both directions on various segments of Market Street and several cross streets within the project area, improving

safety for people riding bicycles. Protected bikeways provide a specific space for bicyclists, separating them from faster moving motor vehicles. Double parking and parking in the unprotected bike lanes are a frequent occurrence and force people who ride bikes to merge into the vehicle lane when blocked. The proposed Class IV protected bike lane will reduce the frequency of vehicles stopped in the bike lanes and improve safety for all roadway users. A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and vehicle traffic.

A Class IV protected bikeway, including a grade separation with the bikeway at sidewalk level, is proposed for the following segments: Market Street, eastbound, between Octavia Street and Van Ness Avenue and between 10th Street and Steuart Street; Market Street, westbound, between Steuart Street and Rose Street and between Valencia Street and Octavia Street. When the bikeway is at sidewalk level, the project design includes a one- to four-foot wide concrete buffer between the roadway curb and the bikeway, and three- to ten-foot wide buffer zone with a detectable delineator, street furniture, trees and other elements to provide physical separation between the bikeway and the pedestrian through-zone.

A Class IV cycle track, at roadway level, is proposed for the following segments on Market Street: Market Street, eastbound, between 11th Street and 10th Street; Market Street, westbound, between Rose Street and Valencia Street. In addition, the project would implement roadway level cycletracks on several cross streets on the blocks directly adjacent to Market Street: Valencia Street, northbound, between Market Street and McCoppin Street; 11th Street, northbound, from Market Street to 222 feet southerly; McAllister Street, westbound, between Market Street and Charles J Brenham Place; and Charles J Brenham Place, northbound, between Market Street and McAllister Street. When the bikeways are at roadway level, the project design uses a combination of parking and loading lanes, transit boarding islands, painted buffers, and plastic delineators for physical separation.

Separated bikeways are authorized under California State law (Assembly Bill No. 1193 effective January 1, 2015). 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 protected bikeways on these streets meet these three conditions. The alternative criteria for the protected bikeway design have been reviewed and approved by a qualified engineer 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 and greater sense of comfort for bicyclists, and provide a greater perception of safety for bicyclists. These alternative criteria will be adopted by the SFMTA Board of Directors as part of this calendar item. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Information Number 89 Class IV Bikeway Guidance. The NACTO guidelines state that protected bikeways require the following features:

- A separated bikeway, like a bike lane, is a type of preferential lane as defined by the Manual on 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 pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed 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. The separated bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office of Disability, and Department of Public Works to ensure accessibility for all street users. The painted buffer alongside the parking lanes that separates the vehicle travel lane from the bikeway, such as for the parking-protected bikeway to be installed on Valencia Street, will be clearly marked with cross-hatching and at least 60-inches in width, the recommended buffer width. It was also reviewed by the San Francisco Fire Department.

Proposed Project Parking and Traffic Modifications

The SFMTA proposes that the SFMTA Board approve the following parking and traffic modifications associated with the BMS Project on Market Street between Octavia Boulevard and Steuart Street:

- A. PROHIBITING ENTRY – EXCEPT BUSES, TAXIS, BICYCLES, COMMERCIAL VEHICLES, AND EMERGENCY VEHICLES – Market Street between Steuart and 9th streets, (westbound roadway); Market Street between 10th and Main streets (eastbound roadway)
- B. PROHIBITING ENTRY – EXCEPT MUNI, AC TRANSIT, TAXIS, BICYCLES, AND EMERGENCY VEHICLES – Market Street, between 12th and 11th streets (eastbound roadway); Market Street, between 9th and 12th streets (westbound roadway)
- C. ESTABLISH – RIGHT/LEFT TURN ONLY, EXCEPT BUSES, TAXIS, BICYCLES,

COMMERCIAL VEHICLES, and EMERGENCY VEHICLES – 2nd Street , northbound, at Stevenson Street

- D. ESTABLISH – ROAD CLOSURE, EXCEPT BICYCLES, and EMERGENCY VEHICLES – Page Street between Market and Franklin (eastbound and westbound roadways); Bush/Battery Street between Bush and Market streets (southbound roadway)
- E. ESTABLISH – MUNI ONLY LANE – Market Street, eastbound, between 10th Street and Main Street; Market Street, westbound, between Beale Street and 8th Street
- F. ESTABLISH – MUNI, AC TRANSIT, AND TAXI ONLY LANE – Market Street, eastbound, between Gough Street and 10th Street; Market Street, westbound, between 8th Street and 12th Street;
- G. RESCIND – BUS AND TAXI ONLY LANE – Market Street, eastbound, between 12th Street and 3rd Street; Market Street, westbound, between South Van Ness Avenue and 3rd Street
- H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Drumm Street, west side, from California to Market streets (8'-wide bulb-out; removes one southbound general-purpose lane); 4th Street, east side, from Market Street to 17 feet southerly (5'-wide bulb-out; removes 18 feet of white zone); Fell Street, south side, from Market Street to 56 feet westerly (12'-wide bulb-out); 12th Street, west side, from Market Street to 30 feet southerly (14'-wide bulb-out; removes 4 general metered spaces, 002, 004, 006, 008); 12th Street, east side, from Market Street to 26 feet southerly (10'-wide bulb-out); Hayes Street, south side, from Polk Street to 28 feet easterly (removes 1 general metered space, 035)
- I. RESCIND –TRUCK LOADING ZONE and ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 9th Street, west side, from Market Street to 16 feet southerly (5'-wide bulb-out; removes a 6-wheel commercial space, 002)
- J. RESCIND – YELLOW COMMERCIAL METERED SPACE and ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Main Street, west side, from Market Street to 30 feet southerly (5'-wide bulb-out; removes 1 yellow commercial metered space, 002); Beale Street, west side, from Market Street to 22 feet southerly (5'-wide bulb-out; removes 1 yellow commercial metered space, 002); 1st Street, east side, from Market Street to 22 feet southerly (5'-wide bulb-out; removes one commercial metered space, 001); Ellis Street, both sides, from Stockton Street to 38 feet westerly (6'-wide bulb-outs; removes two yellow commercial metered spaces, 005 and 004); 11th Street, east side, from 60 feet to 126 feet south of Market Street (mixing zone and curbside boarding island)
- K. RESCIND – WHITE PASSENGER ZONE and ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 5th Street, east side, from Market Street to 24 feet southerly (6.5'-wide bulb-out); 11th Street, east side, from 126 feet to 227 feet south of Market Street (curbside boarding island)
- L. RESCIND – METERED MOTORCYCLE SPACES and ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 11th Street, east side, from Market Street to 57 feet southerly
- M. ESTABLISH – NO STOPPING EXCEPT BICYCLES and ESTABLISH – BIKE SHARE STATION – Market Street, north side, at Steuart Street (removes 6 general

metered spaces, 002, 004, 006, 008, 010, 012)

- N. ESTABLISH – TWO-WAY STREET – Spear Street, between Market Street and Mission Street
- O. ESTABLISH – ONE-WAY STREET WESTBOUND – Ellis Street, between Market Street and Cyril Magnin Street (makes Ellis Street one-way westbound for 2 blocks)
- P. ESTABLISH – NO LEFT TURN EXCEPT MUNI AND BICYCLES – Davis Street, southbound, at Market Street; Market Street, eastbound, at Sansome/Sutter Streets; Market Street, westbound, at 6th Street; Sansome Street, southbound, at Market Street
- Q. ESTABLISH – NO RIGHT TURN EXCEPT BICYCLES, BUSES, TAXIS, AND COMMERCIAL VEHICLES – Mission Street, westbound, at Steuart Street; Main Street, northbound, at Market Street; Drumm Street, southbound, at Market Street; Davis Street, southbound, at Market Street (turn onto Pine Street is still permitted); Fremont Street, northbound, at Market Street; Montgomery/Post Streets, southbound, at Market Street; Hyde/Grove Streets, southbound, at Market Street; 9th Street, northbound, at Market Street
- R. ESTABLISH – NO LEFT TURN EXCEPT BUSES AND TAXIS – Fremont Street, northbound, at Market Street
- S. ESTABLISH – RIGHT TURN ONLY EXCEPT BICYCLES, BUSES, TAXIS, AND COMMERCIAL VEHICLES – Jones Street, southbound, at Market/McAllister Streets; Market Street, westbound, at Sansome/Sutter Streets
- T. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI – Spear Street, northbound, at Market Street
- U. ESTABLISH – NO LEFT TURN EXCEPT BICYCLES, BUSES, TAXIS, AND COMMERCIAL VEHICLES – Mission Street, eastbound, at Steuart Street; Main Street, northbound, at Market Street; Battery/Bush Streets, southbound, at Market Street; Montgomery/Post Streets, southbound, at Market Street
- V. ESTABLISH – BICYCLES, BUSES, TAXIS, AND COMMERCIAL VEHICLES ONLY LANE – 2nd Street, northbound, between Stevenson Street and Market Street; Main Street, northbound, from Market Street to 180 feet southerly
- W. ESTABLISH – LEFT TURN ONLY EXCEPT MUNI – O’Farrell Street, eastbound, at Market Street
- X. ESTABLISH – NO RIGHT TURN EXCEPT BICYCLES – Market Street, westbound, at 8th Street; Market Street, eastbound, at Valencia Street; Market Street, westbound, at Page/Franklin Streets
- Y. ESTABLISH – NO RIGHT TURN EXCEPT MUNI, SAMTRANS, AC TRANSIT, AND BICYCLES – Van Ness Avenue, northbound, at Market Street
- Z. ESTABLISH – NO RIGHT TURN EXCEPT BICYCLES, MUNI, AND TAXIS – Fell Street, southbound, at Market Street
- AA. ESTABLISH – RIGHT LANE MUST TURN RIGHT – Page Street, eastbound, at Franklin Street (becomes a required right turn only)
- BB. ESTABLISH – NO LEFT TURN EXCEPT BICYCLES, MUNI, AND TAXIS – 9th Street, northbound, at Market Street; Polk Street, southbound, at Market Street
- CC. ESTABLISH – RIGHT TURN ONLY EXCEPT BICYCLES, TAXIS, AND MUNI – Market Street, westbound, at 9th Street

- DD. RESCIND – YELLOW COMMERCIAL METERED SPACES and ESTABLISH – TOW-AWAY, NO STOPPING, EXCEPT METERED TRUCK LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Hayes Street, south side, from 100 feet to 157 feet west of Larkin Street (converts 2 yellow commercial metered spaces to 6-wheel, 011 and 015)
- EE. ESTABLISH – TOW-AWAY NO STOPPING, EXCEPT TRUCK LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – 30-MINUTE LIMIT – Stevenson Street, south side, from 295 feet to 351 feet west of 6th Street (extends current loading zone by 16 feet)
- FF. ESTABLISH – TOW-AWAY NO STOPPING, EXCEPT METERED TRUCK LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Main Street, west side, from Mission Street to 47 feet northerly (converts 2 general metered spaces, 062 and 064)
- GG. RESCIND – WHITE PASSENGER ZONE and ESTABLISH – TOW-AWAY NO STOPPING, EXCEPT METERED TRUCK LOADING ZONE, 7 AM TO 3 PM, MONDAY THROUGH FRIDAY – 4th Street, east side, from 22 to 42 feet south of Market Street
- HH. RESCIND – TOW-AWAY NO PARKING ANYTIME and ESTABLISH – TOW-AWAY NO STOPPING, EXCEPT YELLOW COMMERCIAL ZONE, 30-MINUTE LIMIT, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Annie Street, east side, from 22 feet to 88 feet north of Jessie Street (adds three 22-foot loading zones); Stevenson Street, south side, from 616 feet to 657 feet west of 5th Street (adds a 41-foot loading zone)
- II. RESCIND – TOW-AWAY NO PARKING ANYTIME and ESTABLISH – TOW-AWAY NO STOPPING, EXCEPT YELLOW COMMERCIAL ZONE, 30-MINUTE LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Stevenson Street, south side, from 253 feet to 308 feet west of 5th Street (adds a 55-foot loading zone)
- JJ. ESTABLISH – YELLOW COMMERCIAL ZONE, 30-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Stevenson Street, south side, from 245 feet to 280 feet west of 6th Street (rescinds 1-hour parking and adds a 35-foot loading zone)
- KK. ESTABLISH – YELLOW COMMERCIAL ZONE, 30-MINUTE LIMIT, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Stevenson Street, south side, from 351 feet to 451 feet west of 6th Street (adds 100-foot long commercial loading zone); Stevenson Street, north side, from 34 feet to 149 feet east of 7th Street (creates 115-foot long commercial loading zone); Stevenson Street, north side, from 193 feet to 253 feet east of 7th Street (creates 60-foot long commercial loading zone)
- LL. ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Steuart Street, west side, from 124 feet to 149 feet south of Market Street (a new 25’ yellow commercial metered space); Drumm Street, west side, from 13 feet to 71 feet south of Sacramento Street (converts 3 existing general metered spaces, 025, 027, 029); California Street, south side, from 14 feet to 174 feet west of Drumm Street (converts 8 existing general metered spaces, 001, 003, 005, 007, 009, 011, 013, 015); Taylor Street, east side, from 93 feet to 137 feet north of Golden Gate Avenue (converts 2 general metered spaces, 006 and 008); Golden Gate Avenue,

south side, from 93 feet to 143 feet west of Market Street (converts 2 general metered spaces, 011 and 015); Brady Street, east side, from 10 feet to 70 feet south of Market Street (converts 3 general metered spaces, 001, 003, 005); Gough Street, west side, from 40 feet to 80 feet north of Haight Street (converts 2 general metered spaces, 065 and 067); Gough Street, east side, from Market Street to 60 feet southerly (converts 5 back-in angled metered spaces, 052, 050, 048, 046, 044)

- MM. RESCIND – TOW-AWAY NO STOPPING, 7 AM TO 7 PM EVERYDAY
ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM,
MONDAY THROUGH FRIDAY – Montgomery Street, east side, from 20 feet to 204 feet south of Sutter Street (adds 8 new yellow commercial metered spaces);
- NN. RESCIND – TOW AWAY NO STOPPING, 7 AM TO 7 PM MONDAY THRU
FRIDAY & 11 AM TO 7 PM SATURDAY AND SUNDAY and ESTABLISH –
YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY
THROUGH FRIDAY – Montgomery Street, east side, from 10 feet to 252 feet south of
Bush Street (adds 11 new yellow commercial metered spaces);
- OO. RESCIND – PART TIME GENERAL METERED PARKING SPACES and
ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM,
MONDAY THRGOUH FRIDAY – Hyde Street, west side, from 29 feet to 109 feet
north of Grove Street (converts 4 part-time general metered spaces, 003, 005, 007, 009);
Hyde Street, east side, from 4 feet to 48 feet south of Fulton Street (converts 2 part-time
general metered spaces, 020 and 022); Hyde Street, east side, from 79 feet to 123 feet
south of Fulton Street (converts 2 part-time general metered spaces, 010 and 012);
- PP. RESCIND – BLUE ZONE and ESTABLISH – YELLOW COMMERCIAL
METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Gough Street,
west side, from Market Street to 26 feet southerly (converts 1 blue zone)
- QQ. RESCIND – GENERAL METERED PARKING and ESTABLISH – YELLOW
COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH
FRIDAY – Gough Street, west side, from 26 feet to 76 feet south of Market Street
(converts 2 general metered spaces, 049 and 051);
- RR. ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 1 PM,
MONDAY THROUGH FRIDAY – Grant Avenue, east side, from 120 feet to 162 feet
south of Geary Street (converts 2 general metered spaces, 034 and 036); Golden Gate
Avenue, north side, from 39 feet to 78 feet east of Jones Street (converts 2 general
metered spaces, 040 and 044); Jones Street, west side, from 70 feet to 133 feet south of
Golden Gate Avenue (converts 3 general metered spaces, 017, 019, 021); Grove Street,
north side, from 32 feet to 72 feet west of Hyde Street (converts 2 general metered
spaces, 010 and 012)
- SS. ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM,
MONDAY THROUGH SATURDAY – Stevenson Street, north side, from 33 feet to 77
feet east of 3rd Street (converts 2 general metered spaces, 170, 172); Hayes Street, south
side, from 157 feet to 179 feet west of Larkin Street (converts 1 general metered space,
017); Fell Street, north side, from 61 feet to 165 feet west of Market Street (converts 5
general metered spaces, 008, 010, 012, 014, 016); Page Street, south side, from 90 feet to
132 feet west of Franklin Street (converts 2 general metered spaces, 011 and 013);

- Franklin Street, west side, from 45 feet to 111 feet north of Page Street (converts 3 general metered spaces, 005, 007, 011)
- TT. RESCINDS – TOW-AWAY NOT STOPPING ANYTIME and ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Cyril Magnin Street, east side, from 22 feet to 88 feet south of Ellis Street (creates three new commercial metered spaces);
- UU. ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 9 AM TO 3 PM, MONDAY THROUGH FRIDAY – Davis Street, west side, from 23 feet to 91 feet north of Pine Street (converts 3 general metered spaces, 003, 005, 007)
- VV. ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 10 AM TO 6 PM, MONDAY THROUGH SATURDAY – Jessie Street, south side, from 4 feet to 78 feet east of 5th Street (converts 4 general metered spaces, 393, 395, 397, 399)
- WW. RESCIND – TOW-AWAY NO PARKING ANYTIME EXCEPT LAW ENFORCEMENT VEHICLES and ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Stevenson Street, south side, from 7th Street to 375 feet easterly
- XX. ESTABLISH – RED ZONE – Steuart Street, west side, from Market Street to 14 feet southerly (extends current red zone by 3 feet)
- YY. RESCIND – YELLOW COMMERCIAL METERED ZONE and ESTABLISH – RED ZONE – Spear Street, east side, from 31 feet to 43 feet south of Market Street (removes 1 commercial metered space, 003 for adjacent blue zone); Pine Street, south side, from Market Street to 21 feet westerly (removes 1 yellow commercial metered space, 005); Pine Street, north side, from Market Street to 24 feet westerly (removes 1 yellow commercial metered space, 002);
- ZZ. RESCIND – TOW-AWAY NO STOPPING 7 AM TO 7 PM EVERYDAY ESTABLISH – RED ZONE – Montgomery Street, east side, from Sutter Street to 20 feet southerly; Montgomery Street, east side, from Post Street to 20 feet northerly;
- AAA. RESCIND – TOW-AWAY NO STOPPING 7 AM TO 7 PM, MONDAY THROUGH FRIDAY & 11 AM TO 7 PM, SATURDAY AND SUNDAY and ESTABLISH – RED ZONE – Montgomery Street, east side, from Bush Street to 10 feet southerly; Montgomery Street, east side, from Sutter Street to 20 feet northerly;
- BBB. ESTABLISH – BLUE ZONE – Page Street, south side, from Gough Street to 20 feet easterly (removes 1 general metered space, 039); Gough Street, west side, from Stevenson Street to 20 feet southerly (removes 1 general metered space, 037)
- CCC. RESCIND – GREEN METERED SPACE and ESTABLISH – BLUE ZONE – 9th Street, east side, from Mission Street to 21 feet northerly (removes 1 green metered space, 059-G)
- DDD. ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Larkin Street, west side, from 25 feet to 69 feet north of Hayes Street (converts 2 general metered spaces, 003 and 005); Franklin Street, west side, from Page Street to 45 feet northerly (converts 2 general metered spaces, 001 and 003)
- EEE. RESCIND – BIKE SHARE STATION and ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Steuart Street, west side, from 77 feet to 124 feet south of Market Street
- FFF. RESCIND – PART-TIME WHITE ZONES and ESTABLISH – WHITE PASSENGER

LOADING ZONE AT ALL TIMES – Stuart Street, west side, from 14 feet to 77 feet south of Market Street

- GGG. RESCIND – YELLOW COMMERCIAL METERED SPACES and ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Drumm Street, west side, from 6 feet to 68 feet north of California Street (converts 3 commercial metered spaces, 003, 005, 007); 1st Street, west side, from 19 feet to 59 feet south of Market Street (converts 2 commercial metered spaces, 004 and 006); Ellis Street, north side, from 44 feet to 110 feet west of Stockton Street (converts 3 commercial metered spaces, 006, 008, 010); Eddy Street, south side, from 20 feet to 59 feet west of Cyril Magnin Street (converts 2 yellow commercial metered spaces, 001 and 003);
- HHH. RESCIND – TOW-AWAY NO STOPPING, 7 AM TO 7 PM EVERYDAY and ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Montgomery Street, east side, from 20 feet to 65 feet north of Post Street (new 45-foot white zone);
- III. RESCIND – TOW-AWAY NO STOPPING ANYTIME and ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Stevenson Street, north side, from 2nd Street to 20 feet westerly;
- JJJ. RESCIND – BLUE ZONE and ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Ellis Street, south side, from Cyril Magnin to 80 feet easterly (removes 1 blue zone, extends existing white zone);
- KKK. RESCIND – GREEN METERED SPACE and ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Hayes Street, south side, from 80 feet to 100 feet west of Larkin Street (converts 1 green metered space, 009-G);
- LLL. ESTABLISH – GREEN METERED PARKING, 30-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY – Hayes Street, south side, from 179 feet to 223 feet west of Larkin Street (converts 2 general metered spaces, 019 and 021)
- MMM. RESCIND – TOW-AWAY, NO STOPPING, 7 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY – Montgomery Street, west side, from Sutter Street to Post Street (converts 12 part-time yellow commercial metered spaces to full time)
- NNN. RESCIND – TOW-AWAY, NO STOPPING, 3 PM TO 6 PM, MONDAY THROUGH FRIDAY – Eddy Street, south side, from Mason Street to Cyril Magnin Street (changes meter times for 5 existing yellow commercial metered spaces)

The above items will be implemented as part of Quick Build implementation in early 2020 once all approvals have been made. The sidewalk widening will be done in the form of painted safety zones.

- OOO. ESTABLISH – MUNI ONLY LANE – 11th Street, northbound, from Market Street to 134 feet southerly (in the F trackway area); Charles J Brenham Place, southbound, from McAllister to Market Street
- PPP. ESTABLISH – CLASS IV CYCLETRACK (ROADWAY LEVEL) – 11th Street, northbound, from Market Street to 222 feet southerly; Valencia Street, northbound, between Market Street and McCoppin Street; Market Street, eastbound, between 11th Street and 10th Street; Market Street, westbound, between Rose Street and Valencia

- Street
- QQQ. ESTABLISH – NO RIGHT TURN EXCEPT MUNI, SAMTRANS, AC TRANSIT, AND BICYCLES – Van Ness Avenue, southbound, at Market Street; Market Street, both directions, at Van Ness Avenue
 - RRR. ESTABLISH – RIGHT LANE MUST TURN RIGHT – Market Street, eastbound, between Valencia Street and Gough Street
 - SSS. ESTABLISH – LEFT TURN ONLY ONTO MARKET STREET – 12th Street, northbound, at Market Street (removes option to go right onto eastbound Market Street or onto Page or Franklin streets)
 - TTT. ESTABLISH – RIGHT TURN ONLY EXCEPT BICYCLES, TAXIS, AC TRANSIT, AND MUNI – Market Street, eastbound, at 12th Street
 - UUU. ESTABLISH – LEFT TURN ONLY EXCEPT BICYCLES, BUSES, TAXIS, AND COMMERCIAL VEHICLES – McAllister Street, eastbound, at Jones/Market Streets
 - VVV. ESTABLISH – TWO-WAY STREET – Jones Street, between Market Street and Golden Gate Avenue
 - WWW. ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Van Ness Avenue, west side, from 20 feet to 64 feet south of Hickory Street (2 yellow commercial metered spaces, changes to be coordinated with Van Ness BRT removal of curbside stop)
 - XXX. ESTABLISH – BLUE ZONE – Van Ness Avenue, west side, from Hickory Street to 20 feet southerly (changes associated with Van Ness BRT removal of curbside stop)
 - YYY. RESCIND –YELLOW COMMERCIAL METERED ZONE and ESTABLISH –BLUE ZONE – Ellis Street, north side, from 9 feet to 30 feet west of Powell Street (converts 1 yellow commercial metered space, 104)
 - ZZZ. RESCIND –RED ZONE and ESTABLISH –BLUE ZONE – Jones Street, east side, from 25 feet to 46 feet north of McAllister Street

The above items will be implemented in a medium-term (1-5 years) timeframe once development and other minor infrastructure projects commence or are close to commencement.

- AAAA. ESTABLISH – RIGHT TURN ONLY, EXCEPT MUNI AND BICYCLES – Market Street, eastbound, at Beale Street intersection
- BBBB. ESTABLISH – CLASS IV CYCLETRACK (SIDEWALK LEVEL) – Market Street, eastbound, between 8th Street and Steuart Street (narrow sidewalk by 1 to 17 feet while creating an additional 6 to 15 feet of sidewalk-level bikeway, buffers, and curbside stops); Market Street, westbound, between Steuart Street and Hyde Street (establishes 1 to 15 feet of sidewalk narrowing, and an additional 6 to 25 feet of sidewalk-level bikeway, buffers, and curbside transit stops); Market Street, eastbound, between Octavia Street and Van Ness Avenue (narrow sidewalk by 0 to 5 feet while creating an additional 6 to 22 feet of sidewalk-level bikeway, buffers, and curbside stops); Market Street, eastbound, between 10th Street and 8th Street (narrow sidewalk by 0 to 4 feet while creating an additional 12 to 20 feet of sidewalk-level bikeway, buffers, and curbside stops); Market Street, westbound, between Hyde Street and Rose Street (narrow sidewalk by 0 to 8 feet while creating an additional 12 to 22 feet of sidewalk-

level bikeway, buffers, and curbside stops); Market Street, westbound, between Valencia Street and Octavia Street (narrow sidewalk by 0 to 3 feet while creating an additional 10 to 12 feet of sidewalk-level bikeway and buffers)

CCCC. ESTABLISH – CLASS IV CYCLETRACK (ROADWAY LEVEL) – McAllister Street, westbound, between Market Street and Charles J Brenham Place; Charles J Brenham Place, northbound, between Market Street and McAllister Street

DDDD. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Market Street, south side, from Steuart Street to 66 feet westerly (Steuart/Market near side curbside boarding island); Market Street, north side, from 51 feet east of Spear Street to Drumm Street (Drumm/Market near side curbside boarding island); Market Street, south side, from Beale Street to Main Street (Drumm/Market near side curbside boarding island); Market Street, north side, from Front Street to 128 feet easterly (Front/Market near side curbside boarding island); Market Street, south side, from 1st Street to 157 feet westerly (1st/Market near side center lane boarding island); Market Street, south side, from Sansome Street to 145 feet westerly (Sansome/Market far side curbside boarding island); Market Street, north side, from 2nd Street to 172 feet easterly (2nd/Market near side center lane boarding island); Market Street, north side, from 90 feet to 215 feet west of Montgomery Street (mid-block curbside boarding island); Market Street, south side, from 130 feet to 320 feet west of Montgomery Street (mid-block curbside boarding island); Market Street, south side, from 3rd Street to 235 feet westerly (3rd/Market near side center lane boarding island); Market Street, south side, from O'Farrell Street to 197 feet westerly (O'Farrell/Market near side curbside boarding island); Market Street, north side, from 45 feet to 170 feet west of O'Farrell Street (mid-block curbside boarding island); Market Street, south side, from Powell Street to 277 feet easterly (far side center lane boarding island); Market Street, north side, from Powell Street to 5th Street (near side center lane boarding island); Market Street, north side, from 62 feet to 187 feet east of Mason Street (mid-block curbside boarding island); Market Street, south side, from Mason Street to 212 feet westerly (far side curbside boarding island); Market Street, north side, from 72 feet to 197 feet west of 6th Street (mid-block curbside boarding island); Market Street, south side, from 118 feet to 308 west of 6th Street (mid-block curbside boarding island); Market Street, north side, from UN Plaza mid-block crossing to 175 feet easterly (near side center lane boarding island); Market Street, north side, from 87 feet to 227 feet east of UN Plaza mid-block crossing (mid-block curbside boarding island); Market Street, south side, from 167 feet to 292 feet east of UN Plaza mid-block crossing (mid-block curbside boarding island); Market Street, south side, from UN Plaza mid-block crossing to 170 feet westerly (near side center lane boarding island); Market Street, south side, from Gough Street to 107 feet easterly (Gough/Market far side curbside boarding island); Market Street, north side, from Gough Street to 107 feet easterly (Gough/Market near side center lane boarding island); Market Street, both sides, from Van Ness Avenue to 190 feet westerly (Van Ness/Market curbside boarding island); 11th Street, east side, from 154 feet to 222 feet south of Market Street (mid-block curbside boarding island); Market Street, north side, from 40 feet to 160 feet west of 9th Street (far side curbside boarding island); Market Street, south side, from 40 feet to 165 feet east of 9th Street (far side curbside boarding island)

- EEEE. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Mason Street, west side, between Turk and Mason streets (conversion of painted safety zone); 6th Street, both sides, from Market Street to 10 feet southerly (matches new sidewalk width previously approved with 6th Street Improvement Project)
- FFFF. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Market Street, between Octavia Street and Steuart Street, except where there are designated truck loading zones; McAllister Street, north side, from Jones Street to Charles J Brenham Place (new F loop, transit boarding island, and class IV bikeway; removes 3 general metered spaces, 016, 018, 020)
- GGGG. RESCIND –YELLOW COMMERCIAL METERED SPACES and ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME EXCEPT MUNI – Spear Street, east side, from Mission Street to 137 feet northerly (for the Muni 9 San Bruno layover, removes 11 yellow commercial metered spaces, 071, 073, 075, 077, 079, 081, 083, 085, 087, 089, 091)
- HHHH. ESTABLISH – NO RIGHT TURN ON RED – Market Street, westbound, at McAllister/Jones/Market Streets intersection (F-loop turning movements)
- IIII. ESTABLISH – NO LEFT TURN EXCEPT MUNI AND BICYCLES – Market Street, westbound, at 2nd Street
- JJJJ. ESTABLISH – NO LEFT TURN EXCEPT MUNI – McAllister Street, westbound, at Charles J Brenham Place
- KKKK. RESCIND – RIGHT TURN ONLY – Charles J Brenham Place, southbound, at Market Street
- LLLL. ESTABLISH – TRAFFIC SIGNAL – Market Street at Steuart Street; Market Street, between Powell Street and 4th Street (new mid-block signal); Grove Street, at Hyde Street (becomes part of the Hyde/Market/8th traffic signal)
- MMMM. ESTABLISH – CROSSWALK – Market Street at Main Street, east crossing; Market Street at McAllister Street, east crossing; Hyde Street at Grove Street, north crossing; Fell Street at Polk Street; Market Street, between Gough Street and Brady Street, from south sidewalk to curbside transit stop (1 midblock crossing); Market Street, between 12th Street and South Van Ness Avenue, from south sidewalk to curbside transit stop (1 midblock crossing); Market Street, between Franklin Street and Van Ness Avenue, from north sidewalk to paratransit/taxi loading area (1 midblock crossing); Market Street, between Franklin Street and Van Ness Avenue, from north sidewalk to curbside transit stop (1 midblock crossing); Market Street, between Fell Street and Van Ness Avenue, from north sidewalk to paratransit/taxi loading area (1 midblock crossing); Market Street, between Polk Street and Hayes Street, from north sidewalk to paratransit/taxi loading area and curbside transit stop (4 midblock crossings); Market Street, between 9th Street and 8th Street, from south sidewalk to curbside transit stop and tour bus loading area (5 midblock crossings); Market Street, between UN Plaza midblock and 7th Street, from south sidewalk to curbside transit stop (3 midblock crossings); Market Street, between UN Plaza midblock and Charles J Brenham Place, from north sidewalk to curbside transit stop (3 midblock crossings); McAllister Street, between Jones Street and Leavenworth Street, from north sidewalk to curbside transit stop (2 midblock crossings); Market Street, between 7th Street and 6th Street , from south sidewalk to

- curbside transit stop (3 midblock crossings); Market Street, between Jones Street and Golden Gate Avenue, from north sidewalk to curbside transit stop (3 midblock crossings); Market Street, between 6th Street and 5th Street, from south sidewalk to curbside transit stop (3 midblock crossings); Market Street, between Mason Street and Cyril Magnin Street, from north sidewalk to curbside transit stop (3 midblock crossings); Market Street, between 4th Street and 3rd Street, from south sidewalk to curbside transit stop (3 midblock crossings); Market Street, between Stockton Street and O'Farrell Street, from north sidewalk to curbside transit stop (3 midblock crossings); Market Street, between 3rd Street and New Montgomery Street, from south sidewalk to curbside transit stop (3 midblock crossings); Market Street, between Kearny Street and Montgomery Street, from north sidewalk to curbside transit stop (3 midblock crossings); Market Street, between 2nd Street and 1st Street, from south sidewalk to curbside transit stop (3 midblock crossings); Market Street, between Sansome Street and Battery Street, from north sidewalk to curbside transit stop (3 midblock crossings); Market Street, between Front Street and Pine Street, from north sidewalk to curbside transit stop (2 midblock crossings); Market Street, between Spear Street and Steuart Street, from south sidewalk to curbside transit stop (1 midblock crossing)
- NNNN. ESTABLISH – RAISED CROSSWALK – Brady Street at Market Street; Rose Street at Market Street
- OOOO. ESTABLISH – GENERAL METERED PARKING – Valencia Street, east side, between 111 and 133 feet south of Market Street (removes 1 northbound travel lane, but maintains Class IV cycletrack facility, adds a general metered space); Valencia Street, east side, McCoppin Street and 26 feet northerly (removes 1 northbound travel lane, but maintains Class IV cycletrack facility, adds a general metered space);
- PPPP. ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Valencia Street, east side, between 16 to 62 feet south of Market Street (removes 1 northbound travel lane, but maintains Class IV cycletrack facility, adds a 46-foot white zone)
- QQQQ. ESTABLISH – TOUR BUS LOADING ZONE ONLY, 5-MINUTE TIME LIMIT – Market Street, south side, from 154 feet to 254 feet west of 8th street
- RRRR. ESTABLISH – TOW-AWAY, NO STOPPING, EXCEPT TRUCK LOADING ZONE, 12 AM TO 3 PM AND 7:30 PM TO MIDNIGHT, 30-MINUTE LIMIT – Market Street, north side, from 30 feet to 170 feet west of Steuart Street (140-foot zone at sidewalk level); Market Street, north side, from 46 feet to 191 feet west of Fremont Street (145-foot zone at sidewalk level); Market Street, north side, from 101 feet to 250 feet east of O'Farrell Street (149-foot zone at sidewalk level); Market Street, north side, from 273 feet to 419 feet west of Stockton Street (146-foot zone at sidewalk level); Market Street, north side, from 91 feet to 238 feet east of 6th Street (147-foot zone at sidewalk level); Market Street, north side, from 43 feet to 156 feet east of McAllister Street (113-foot zone at sidewalk level); Market Street, north side, from 105 feet to 225 feet east of 8th Street (120-foot zone at sidewalk level); Market Street, north side, from 210 feet to 361 feet east of 9th Street (151-foot zone at sidewalk level)
- SSSS. ESTABLISH – TOW-AWAY, NO STOPPING, EXCEPT TRUCK LOADING ZONE, 12 AM TO 6 AM AND 9:30 AM TO MIDNIGHT, 30-MINUTE LIMIT – Market

Street, south side, from 95 feet to 235 west of Steuart Street (140-foot zone at sidewalk level); Market Street, south side, from Fremont Street to 121 feet easterly (121-foot zone at sidewalk level); Market Street, south side, from 46 feet to 191 feet west of Fremont Street (145-foot zone at sidewalk level); Market Street, south side, from 93 feet to 237 feet east of 2nd Street (144-foot zone at sidewalk level); Market Street, south side, from Grant Avenue to 108 feet easterly (108-foot zone at sidewalk level); Market Street, south side, from 165 feet to 311 feet east of 6th Street (146-foot zone at sidewalk level); Market Street, south side, from 26 feet to 109 feet east of 7th Street (83-foot zone at sidewalk level); Market Street, south side, from 174 feet to 288 feet east of 8th Street (114-foot zone at sidewalk level)

- TTTT. ESTABLISH – PARATRANSIT/TAXI ZONE – Market Street, north side, from 47 feet to 221 feet west of Fell Street; Market Street, north side, from 20 feet to 88 feet east of 12th Street; Market Street, north side, from 27 feet to 161 feet east of 10th Street
- UUUU. ESTABLISH – YELLOW COMMERCIAL ZONE, 30-MINUTE LIMIT, AT ALL TIMES – Market Street, north side, from Kearny Street to 40 feet easterly
- VVVV. ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Market Street, south side, from 129 feet to 240 feet east of 11th Street

The above items will be implemented with the full capital project of Better Market Street.

Project Delivery

The project would be delivered in phases. If approved, the SFMTA will implement near-term “Quick Build” improvements in early 2020, including vehicle turn restrictions and road closures, painted safety zones, and extensions of Muni-only lanes. The larger, major capital upgrades would be delivered via a series of contracts managed by Public Works. The first phase of the project, Phase 1A, would encompass improvements between 5th and 8th streets and its anticipated schedule is shown below. Subsequent phases identified are Phase 1B (the F loop) and Phase 2 (2nd to 5th Street) with the schedule for these and subsequent subphases still to be determined.

Phase 1A (5th-8th Street) Project Schedule

Phase 1A Complete Design	Summer 2020
Phase 1A Bid & Award	Fall 2020
Phase 1A Notice to Proceed	Spring 2021
Phase 1A Construction phase	2021-2023

STAKEHOLDER ENGAGEMENT

The Project has had an extensive stakeholder engagement process with five major rounds of outreach since 2011. The focus of each round of outreach is described below.

- May 2011: Solicited input on perceptions of Market Street, project vision and goals, and explained the planning process for the project.
- July 2012: Shared draft conceptual designs and their impacts/trade-offs for public input
- July 2013: Shared revised conceptual designs and how they were shaped by public input

- March 2018: Provided overall project update and new sidewalk-level bikeway design, additional details on proposed Muni service plan, F loop, loading, and public realm/urban design for input
- June-August 2019: Provided overall project update, provided more information on the construction schedule for the first phase of the project, sought input on the western variant for Market Street between Hayes and Gough streets.

Outreach Strategies

A variety of outreach strategies were implemented to involve stakeholders in the planning and development of the BMS Project including the following.

- **Website.** A project website, bettermarketstreetsf.org, was established during the planning phase of the project, is regularly updated, and provides a wealth of project information to interested stakeholders.
- **Workshops/Open Houses.** Each of the five major rounds of outreach included either workshops or open houses to share project information and seek feedback. The format varied based on the type of feedback being sought, with earlier phases of outreach using workshops to engage the public in developing and selecting project alternatives, and later phases being open house-style, focused on providing updates and consulting with the public as the project was already well-defined. More information about these events is available on the BMS website.
- **Webinars.** Four webinars were held during the planning phase of the project, providing an opportunity for those who were unable to participate in person or preferred to participate online have the chance to review the same project information and provide the same kinds of feedback as those attending the workshops.
- **Stakeholder Meetings.** The BMS project team has participated extensively in stakeholder meetings, reaching out to organizations to offer project updates customized to their interests.
- **Community Working Group.** In September 2010, the BMS Project formed a Community Working Group (CWG) from a diverse selection of demographic, geographic and advocacy groups. The CWG meets regularly to hear project updates from the BMS project team and provides a forum for engaging the community and incorporating feedback into the process.
- **Turn by Turn Web Map and Plan-View Explorer.** The BMS Project team developed and released innovative web tools to help the public understand the project. The Turn by Turn web page (<http://sf-better-market-street.interline.io/>) allows users to select any origin and destination point on a map. The map then displays existing and future (with project) routes for all modes. This is particularly helpful to visualize how the private vehicle restrictions might change the driving route to and from destinations on or near Market Street. It also helps illustrate that many routes would not change. The Turn by Turn Web Map also displays routing changes associated with the western variant. The Turn by Turn webpage also hosts the Plan-View Explorer, an interactive map that allows you to zoom and scroll to view each block of the proposal. These tools were launched in June 2019 and remain active to continue to provide an easy way for stakeholders to digest some of the more complex aspects of the project and to provide feedback to the project

team.

- **Surveys.** Each of the major rounds of outreach included administration of a survey to seek feedback on key aspects of the project design and help the project team make decisions. Some key messages heard/incorporated into the project are described below and additional documentation is available on the BMS website.
- **Mailings.** The March 2018 open houses, the release of the Draft EIR, and the release of the Final EIR were announced via direct mail to 12,800 addresses within close proximity of the project limits.
- **Merchant loading survey.** In Winter 2018/2019, a comprehensive door-to-door merchant loading survey was conducted to ask merchants about their commercial and passenger loading needs. This input was used to inform the proposed curb space changes in the project.
- **Sharing project information at events.** The BMS Project team joined events to distribute project information, including at farmer's markets, other city project open houses, and other events.
- **Posters in the corridor and on transit vehicles and shelters.** During each of the major rounds of outreach, posters advertising upcoming meetings were developed and placed at areas of major visibility within the project corridor including on-street locations and on transit vehicles and shelters.
- **Email updates and newsletters.** The project has an email list of over 2,800 addresses. Throughout the project's planning and environmental review phase, email updates were regularly sent to notify about upcoming events, news, and to share project updates.
- **Multi-lingual outreach.** In order to provide access to those with limited English proficiency, mailings and posters included multi-lingual components, and interpretation was provided upon request for all public events.
- **Outreach to people with disabilities.** Because the innovative sidewalk-level bikeway design would create novel conditions for people with disabilities to navigate, extensive coordination was conducted with key stakeholders representing people with disabilities including the Mayor's Office on Disability, Lighthouse for the Blind, and Senior Disability Action. A working group was formed between the Mayor's Office on Disability, the SFMTA, and SF Public Works to address the ADA components of the conceptual design. The group met regularly for 2 years to reach a consensus design that pleases all three agencies and meets ADA standards. In addition, a research pilot was conducted to seek feedback from people with disabilities on the type of treatment that will be used to separate the bikeway from the pedestrian through-way. Five different treatments were tested by over 60 participants, and the feedback from people with mobility and visual impairments was used to select the treatment that was most preferred by both groups.

Common Themes of Feedback

Over the course of the project's outreach, some of the major transportation areas of feedback have included the following.

- **Project vision and goals.** There has been very strong support for the project's vision and goals from a broad cross-section of stakeholders. During the March 2018 open house

round, about 90% of respondents were either very satisfied, satisfied, or mostly satisfied with the BMS project goals, with 66% reporting being very satisfied.

- **Separated bikeway.** There has been very strong support for the separated bikeway, particularly among existing Market Street bike riders and the San Francisco Bicycle Coalition (SFBC). In general, their feedback has emphasized the need for a safe facility that people of all ages and abilities feel comfortable riding on.
- **Vehicle turn restrictions and road closures.** Most stakeholders, including SFBC, Walk San Francisco, and the San Francisco Transit Riders (SFTR) as well as many people who ride transit, walk and bike along Market Street have been enthusiastic about the vehicle turn restrictions and road closures, recognizing that the street is so important for people riding transit, walking, and cycling that these modes should receive prioritization on this street. A minority of stakeholders have expressed opposition to these restrictions, noting some people cannot use other modes of transportation, and that these restrictions will create more circuitous vehicular access to some destinations on or near Market Street.
- **Muni service and stop changes.** A majority of stakeholders reached have been supportive of the proposed Muni service and stop changes. Over 85% of Market Street surface transit riders said they would consider walking longer to a stop if it reduced overall transit times. However, the increase in stop spacing proposed for the center lanes has also been met with some stakeholder concern. While the center lane stops are consistent with typical Rapid stop spacing, some local lines, including the F Market & Wharves, the 9-San Bruno, and the 5-Fulton would also operate in the center lanes, with stops at each BART/Muni Metro station. Transit riders wishing to use these lines and minimize walking could transfer along Market Street to/from one of the lines providing curbside service.

Another specific concern raised regarding transit stop spacing was about the lack of center lane transit stops at Fourth Street to facilitate the connection between surface transit and the Central Subway. An option that the SFMTA is currently considering is to have the outbound 5-Fulton and 9-San Bruno lines stop at the curbside stop between O'Farrell and Stockton streets. After the Central Subway begins operation, the SFMTA will collect data on passenger transfer volumes between the existing Fourth Street stops and the Central Subway to gauge how important this transfer is and determine the final stop configuration for this segment of the BMS Project (which would be completed after the Central Subway opens).

- **Sidewalk-level loading zones.** As discussed earlier, commercial and paratransit loading would be accommodated via sidewalk-level loading zones that would feature a rolled curb and require vehicles to merge across the bikeway to access. Several cyclists expressed some concern with this configuration because of the need for cyclists and loading vehicles to mix. While there are tradeoffs with this design, it is not feasible for paratransit loading to happen into an active bikeway, and therefore this was the only feasible configuration. A more typical configuration, with loading then a buffer followed by the bikeway, would have required more sidewalk space which would constrain pedestrian thru movement along Market Street. Time of day restrictions are proposed to eliminate conflicts between truck loading and people biking during peak hours, 6 to 9:30

AM for southern side (eastbound) of street, and 3 to 7:30 PM for the northern side (westbound).

- **Managing conflicts between people bicycling and people walking, including people with disabilities.** While there has been strong support from people bicycling and people walking for the project as a whole, an area of focused feedback from these stakeholders has been on ensuring the design is effective in separating these two distinct uses, given that the bikeway will be at sidewalk-level. This is an area that the BMS design team has dedicated significant time to address. A variety of vertical separation elements will separate the pedestrian through zone (space dedicated specifically for walking) from the bikeway including furnishings, signage, and bicycle racks. In addition, the project team hired a world-renowned ADA expert to test various 1- to 3-foot wide ADA-compliant surfaces there would be separate the through zone and the bikeway so that people with limited vision would be able to avoid accidentally crossing into the bikeway. At curbside stops, people waiting for a bus would be separated from the bikeway by railings or shelters. There would be up to 4 designated crossing points at each curbside stop for people to cross the bikeway.
- **Pedestrian through-way.** Another common comment raised by Walk San Francisco and other stakeholders noted that while the overall sidewalk width will be wider as a result of the project, the pedestrian through zone would be decreased with the project, with some stakeholders concerned that this would not leave adequate width for future pedestrian volumes in the corridor. However, as a part of the EIR, a quantitative analysis of sidewalk crowding was conducted, finding that while the sidewalk width would become more crowded, it would remain adequate to accommodate people walking without resulting in substantial overcrowding or impacting accessibility for people walking.
- **F-loop.** A variety of stakeholders had specific feedback about the F loop. Stakeholders including the Market Street Railway and Fisherman’s Wharf Community Benefit District are strong supporters of the F loop due to the operational benefits it would provide for the F line as well as its improved access to Fisherman’s Wharf. However, some stakeholders with properties in close proximity to the F loop had concerns that the project team has worked to address. As part of the EIR, a noise and vibration study was conducted, finding no significant impacts with inclusion of mitigation measures to minimize construction noise and vibration. The project team has also worked collaboratively with stakeholders in close proximity to the F loop to make design modifications in response to their feedback including relocating the F line passenger stop from McAllister Street to Charles J. Brenham and exploring additional noise-reducing construction techniques for the F line track.

ALTERNATIVES CONSIDERED

A substantial number of cross-sections for the street were considered over the course of the planning phase (2011-2015) and the environmental review phase (2015-2019) of the project. It was challenging to determine the ideal cross-section given the limited right-of-way and the importance of the street for multiple modes. There is not adequate width to provide broad sidewalks, a protected bikeway, and the four lanes of transit needed to operate the level of transit

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service that currently operates on the street. During the planning phase, over 17 design concepts were evaluated and three were selected to move forward into the environmental review process. Options explored included relocating the bikeway from Market Street to Mission Street and decreasing the sidewalk width to provide a grade-separated (elevated 2” above roadway level) cycle-track. Partway through the environmental review process, the three alternatives were further refined into one main project alternative. This alternative locates the bikeway at sidewalk-level. This creates the flexibility to move the bikeway from sidewalk-level to street-level in a longer-term future if there was a dramatic change in surface transit provision along Market Street.

In addition, as required under CEQA, the project considered alternatives to reduce significant unavoidable environmental impacts identified for the project including three alternatives designed to reduce significant unavoidable impacts related to Cultural Resources and one alternative designed to limit significant and unavoidable noise and transportation/circulation impacts during construction. These alternatives are discussed further in Chapter 6 of the environmental document.

FUNDING IMPACT

The cost for the entire BMS Project was estimated at \$604 million, with Phase 1 construction (Phase 1A and 1B, for the 5th to 8th street segment including the F loop) estimated at \$127 million. This estimate was created at the 10% design milestone and is based on unit cost estimations of a typical design and will continue to be refined as engineering on the project progresses. As phases of the project are implemented, and designs for specific segments are refined, this cost is likely to change and will be subject to escalation and market-based factors.

As part of the Fiscal Year 2021 – 2023 Capital Improvement Program approved by the Board, a total of \$3.3 million was allocated to the Better Market Street Quick Implementation Project from Proposition B Population Based General Funds.

To date, the Department of Public Works, the SFMTA and other partners have secured approximately \$144 million in funding from the federal BUILD grant program, OBAG, BART, Prop K, the SFMTA’s Prop A General Obligation bond, and other funding sources. These funds will support the completion of the design for Phase 1A and 1B and part of the funding needed for construction. Staff are working as part of the development of the FY 2023 – 2025 Capital Improvement Program to identify a full funding plan for Phase 1 which will come before the SFMTA Board in Spring 2020. There remains a funding gap of \$460 million in order to fund the entire Better Market Street project.

ENVIRONMENTAL REVIEW

San Francisco Public Works is the sponsor agency for the BMS Project in partnership with the San Francisco Municipal Transportation Agency (SFMTA) and other city agencies.

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Public Works submitted an environmental review application, dated December 27, 2013, to the San Francisco Planning Department (Planning Department) to initiate the environmental review process. The Planning Department published a Notice of Preparation (NOP) for an Environmental Impact Report (EIR) on January 14, 2015.

The Planning Department published the Initial Study and provided public notice of the availability of the Initial Study on March 30, 2016.

The Planning Department published the Draft EIR for the proposed project and western variant and provided public notice of the availability of the Draft EIR for public review and comment on February 27, 2019.

The San Francisco Planning Commission held a duly noticed public hearing on the Draft EIR on April 4, 2019. At this hearing, opportunity for public comment was given, and public comment was received on the Draft EIR. The Planning Department accepted written public comments on the Draft EIR through April 15, 2019.

The Planning Department published the Responses to Comments document on the Draft EIR on September 23, 2019. This document includes responses to both oral and written environmental comments on the Draft EIR and minor changes to the project description.

It is anticipated that on October 10, 2019, the Planning Commission will certify the Final EIR. The FEIR identified several significant impacts and mitigation measures associated with the project. Because the FEIR identified significant and unavoidable environmental impacts that cannot feasibly be mitigated to less-than-significant levels, Public Works as the sponsor agency is required to adopt findings under CEQA, including a statement of overriding considerations, and is required to adopt a Mitigation Measure and Reporting Program (MMRP).

It is anticipated that on October 11, 2019, Public Works will approve the proposed project with the western variant and adopt the CEQA Findings, including a statement of overriding considerations, and the MMRP.

The SFMTA Board of Directors adopts these findings as its own, including the mitigation measures applicable to the proposed project and western variant, M-TR-1: Construction Management Plan – Additional Measures; M-CP-1a: Prepare and Submit Additional Documentation for the Market Street Cultural Landscape District; M-CP-1b: Develop and Implement an Interpretive Program; M-CP-1c: Hold Public Commemorative and Educational Program Series; M-CP-4: Tribal Cultural Resources Interpretive Program; M-NO-1: Prepare and Implement a Construction Noise Control Plan to Reduce Construction Noise at Noise-Sensitive Land Uses; M-NO-3: Nighttime Construction Vibration Control Measures – Annoyance; and M-AQ-1: Off-Road Construction Equipment Emissions Minimization; the SFMTA Board of Directors adopts these mitigation measures as a condition of this approval.

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A copy of the Better Market Street FEIR 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 are incorporated herein by reference. A link to the documents is noted here: <https://sfplanning.org/project/better-market-street-environmental-review-process#about>

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at:

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

The proposed project is not subject to the Board of Supervisors review because the project is a large capital project that is over \$600M.

Additional federal, local, and Caltrans approvals will be required before construction of the capital project as well as potential Board of Supervisor approvals. If necessary, Caltrans approval will be required before items Y and QQQ can be implemented. No additional approvals are required for near-term implementation elements described above (turn restrictions, side-street loading zone changes and curb management, extension of Muni-only lanes, and painted safety zones).

The City Attorney has reviewed this report.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve the Better Market Street (BMS) Project, including the western variant, a Vision Zero and Muni Forward supporting project; approving various parking and traffic changes, as set forth in Items A through VVVV, associated with the BMS Project including: prohibiting entry on Market Street between Steuart and 9th streets, westbound direction, and between 10th and Main streets, eastbound direction, except for buses, taxis, bicycles, commercial vehicles, and emergency vehicles, and on Market Street between 9th and 12th streets, in the westbound direction, and between 12th and 11th streets, in the eastbound direction, except for Muni, AC transit, taxis, bicycles, and emergency vehicles; implementing turn restrictions on both sides of Market Street; and permanently closing Bush/Battery Street between Bush and Market streets and Page Street between Franklin and Market streets to vehicular traffic except for bicycles and emergency vehicles; implementing Class IV bikeways on Market, 11th, McAllister, and Valencia streets and Charles J Bernham Place; amending the Transportation Code to designate transit-only areas at the following locations: Market Street, eastbound, between 10th and Main streets; Market Street, westbound, between Beale and 8th streets; Market Street, eastbound, between Gough and 10th streets; Market Street, westbound, between 8th and 12th streets; 11th Street, northbound, from Market Street to 134 feet south of Market Street (in F trackway area); 2nd Street, northbound, from Market and Stevenson streets; Main Street, northbound, from Market Street to 180 feet southerly; Charles J Brenham Place,

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southbound, from McAllister to Market Street; and rescind transit-only areas on Market Street, eastbound, between 12th and 3rd streets; and Market Street, westbound, between South Van Ness Avenue and 3rd Street; and adopting findings under the California Environmental Quality Act (CEQA) including adoption of both a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP).

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Market Street is San Francisco’s busiest street for people walking, cycling, and riding public transit including taxis; approximately 500,000 people walk along Market Street on a given day, there are over 200 Muni vehicles per hour during peak hours and there are 650 bicyclists in the peak direction during rush hour; and

WHEREAS, Market Street has several key transportation needs including a need to improve safety for all modes, transit performance challenges, accessibility challenges, a discontinuous bike facility, and aging infrastructure; and

WHEREAS, The Better Market Street (BMS) Project is a proposed, major capital investment to address these key transportation needs and to beautify the public realm along 2.2 miles of Market Street between Octavia Boulevard and Steuart Street; and

WHEREAS, San Francisco Public Works is the sponsor agency for the BMS Project in partnership with the San Francisco Municipal Transportation Agency (SFMTA) and other city agencies; and

WHEREAS, The Planning Department has determined that prohibiting the entry of vehicles on Market Street between Steuart and 9th streets, in the westbound direction, and Market Street between 10th and Main streets, in the eastbound direction, except for buses, taxis, bicycles, commercial vehicles, and emergency vehicles and on Market Street between 9th and 12th streets, in the westbound direction, and between 12th and 11th streets, in the eastbound direction, except for Muni, AC transit, taxis, bicycles, and emergency vehicles, and other vehicular circulation changes are designed to implement Objective 18 of the City’s General Plan’s Transportation Element pursuant to California Vehicle Code section 21101(f) in order to allow the right-of-way to be allocated for other users of the street, thereby improving safety, prioritizing sustainable transportation modes, providing for loading to support adjacent land uses, and improving Market Street as a civic space; and

WHEREAS, The SFMTA has determined that prohibiting the entry of vehicles on Market Street between Steuart and 9th streets, in the westbound direction, and Market Street between 10th and Main streets, in the eastbound direction, except for buses, taxis, bicycles, commercial vehicles, and emergency vehicles provides for the health and safety of citizens pursuant to California Vehicle Code section 21101(f) because collisions on Market Street are of significant concern because they involve a high number of vulnerable roadway users and Market Street has four of the top 10 intersections for pedestrian- and bicycle-involved collisions in the past five years; and

WHEREAS, SFMTA staff have determined that permanently closing Bush/Battery Street, southbound, between Bush and Market streets and Page Street between Franklin and Market streets to vehicular traffic, except for bicycles and emergency vehicles, is necessary in order to enhance safety and comfort for vulnerable street users and to improve traffic and transit operations in the vicinity since SFMTA staff have determined that the above referenced street segments are no longer needed for vehicular traffic, given the closure of Market Street and associated turn restrictions, pursuant to California Vehicle Code section 21101(a); 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 protected bikeway proposed as part of the project meets these three requirements; and

WHEREAS, The protected bikeway 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 SFMTA has proposed the installation of parking and traffic modifications as a part of the BMS Project as follows:

- A. PROHIBITING ENTRY - EXCEPT BUSES, TAXIS, BICYCLES, COMMERCIAL VEHICLES, AND EMERGENCY VEHICLES – Market Street between Steuart and 9th streets, (westbound roadway); Market Street between 10th and Main streets (eastbound roadway)
- B. PROHIBITING ENTRY – EXCEPT MUNI, AC TRANSIT, TAXIS, BICYCLES, AND EMERGENCY VEHICLES – Market Street, between 12th and 11th streets (eastbound roadway); Market Street, between 9th and 12th streets (westbound roadway)
- C. ESTABLISH – RIGHT/LEFT TURN ONLY, EXCEPT BUSES, TAXIS, BICYCLES, COMMERCIAL VEHICLES, and EMERGENCY VEHICLES – 2nd Street, northbound, at Stevenson Street

- D. ESTABLISH – ROAD CLOSURE, EXCEPT BICYCLES, and EMERGENCY VEHICLES – Page Street between Market and Franklin (eastbound and westbound roadways); Bush/Battery Street between Bush and Market streets (southbound roadway)
- E. ESTABLISH – MUNI ONLY LANE – Market Street, eastbound, between 10th Street and Main Street; Market Street, westbound, between Beale Street and 8th Street
- F. ESTABLISH – MUNI, AC TRANSIT, AND TAXI ONLY LANE – Market Street, eastbound, between Gough Street and 10th Street; Market Street, westbound, between 8th Street and 12th Street;
- G. RESCIND – BUS AND TAXI ONLY LANE – Market Street, eastbound, between 12th Street and 3rd Street; Market Street, westbound, between South Van Ness Avenue and 3rd Street
- H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Drumm Street, west side, from California to Market streets; 4th Street, east side, from Market Street to 17 feet southerly; Fell Street, south side, from Market Street to 56 feet westerly; 12th Street, west side, from Market Street to 30 feet southerly; 12th Street, east side, from Market Street to 26 feet southerly ; Hayes Street, south side, from Polk Street to 28 feet easterly
- I. RESCIND –METERED TRUCK LOADING ZONE and ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 9th Street, west side, from Market Street to 16 feet southerly
- J. RESCIND – YELLOW COMMERCIAL METERED SPACE and ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Main Street, west side, from Market Street to 30 feet southerly; Beale Street, west side, from Market Street to 22 feet southerly; 1st Street, east side, from Market Street to 22 feet southerly; Ellis Street, both sides, from Stockton Street to 38 feet westerly; 11th Street, east side, from 60 feet to 126 feet south of Market Street
- K. RESCIND – WHITE PASSENGER ZONE and ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 5th Street, east side, from Market Street to 24 feet southerly; 11th Street, east side, from 126 feet to 227 feet south of Market Street
- L. RESCIND – METERED MOTORCYCLE SPACES and ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 11th Street, east side, from Market Street to 57 feet southerly
- M. ESTABLISH – NO STOPPING EXCEPT BICYCLES and ESTABLISH – BIKE SHARE STATION – Market Street, north side, at Steuart Street
- N. ESTABLISH – TWO-WAY STREET – Spear Street, between Market Street and Mission Street
- O. ESTABLISH – ONE-WAY STREET WESTBOUND – Ellis Street, between Market Street and Cyril Magnin Street
- P. ESTABLISH – NO LEFT TURN EXCEPT MUNI AND BICYCLES – Davis Street, southbound, at Market Street; Market Street, eastbound, at Sansome/Sutter Streets; Market Street, westbound, at 6th Street; Sansome Street, southbound, at Market Street
- Q. ESTABLISH – NO RIGHT TURN EXCEPT BICYCLES, BUSES, TAXIS, AND COMMERCIAL VEHICLES – Mission Street, westbound, at Steuart Street; Main Street, northbound, at Market Street; Drumm Street, southbound, at Market Street; Davis Street, southbound, at Market Street; Fremont Street, northbound, at Market Street;

- Montgomery/Post Streets, southbound, at Market Street; Hyde/Grove Streets, southbound, at Market Street; 9th Street, northbound, at Market Street
- R. ESTABLISH – NO LEFT TURN EXCEPT BUSES AND TAXIS – Fremont Street, northbound, at Market Street
- S. ESTABLISH – RIGHT TURN ONLY EXCEPT BICYCLES, BUSES, TAXIS, AND COMMERCIAL VEHICLES– Jones Street, southbound, at Market/McAllister Streets; Market Street, westbound, at Sansome/Sutter Streets
- T. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI– Spear Street, northbound, at Market Street
- U. ESTABLISH – NO LEFT TURN EXCEPT BICYCLES, BUSES, TAXIS, AND COMMERCIAL VEHICLES– Mission Street, eastbound, at Steuart Street; Main Street, northbound, at Market Street; Battery/Bush Streets, southbound, at Market Street; Montgomery/Post Streets, southbound, at Market Street
- V. ESTABLISH – BICYCLES, BUSES, TAXIS, AND COMMERCIAL VEHICLES ONLY LANE– 2nd Street, northbound, between Stevenson Street and Market Street; Main Street, northbound, from Market Street to 180 feet southerly
- W. ESTABLISH – LEFT TURN ONLY EXCEPT MUNI– O’Farrell Street, eastbound, at Market Street
- X. ESTABLISH – NO RIGHT TURN EXCEPT BICYCLES– Market Street, westbound, at 8th Street; Market Street, eastbound, at Valencia Street; Market Street, westbound, at Page/Franklin Streets
- Y. ESTABLISH – NO RIGHT TURN EXCEPT MUNI, SAMTRANS, AC TRANSIT, AND BICYCLES– Van Ness Avenue, northbound, at Market Street
- Z. ESTABLISH – NO RIGHT TURN EXCEPT BICYCLES, MUNI, AND TAXIS– Fell Street, southbound, at Market Street
- AA. ESTABLISH – RIGHT LANE MUST TURN RIGHT– Page Street, eastbound, at Franklin Street
- BB. ESTABLISH – NO LEFT TURN EXCEPT BICYCLES, MUNI, AND TAXIS– 9th Street, northbound, at Market Street; Polk Street, southbound, at Market Street
- CC. ESTABLISH – RIGHT TURN ONLY EXCEPT BICYCLES, TAXIS, AND MUNI– Market Street, westbound, at 9th Street
- DD. RESCIND – YELLOW COMMERCIAL METERED SPACES and ESTABLISH – TOW-AWAY, NO STOPPING, EXCEPT METERED TRUCK LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - Hayes Street, south side, from 100 feet to 157 feet west of Larkin Street
- EE. ESTABLISH – TOW-AWAY NO STOPPING, EXCEPT TRUCK LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – 30-MINUTE LIMIT– Stevenson Street, south side, from 295 feet to 351 feet west of 6th Street
- FF. ESTABLISH – TOW-AWAY NO STOPPING, EXCEPT METERED TRUCK LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Main Street, west side, from Mission Street to 47 feet northerly
- GG. RESCIND – WHITE PASSENGER ZONE and ESTABLISH – TOW-AWAY NO STOPPING, EXCEPT METERED TRUCK LOADING ZONE, 7 AM TO 3 PM, MONDAY THROUGH FRIDAY – 4th Street, east side, from 22 to 42 feet south of

Market Street

- HH. RESCIND – TOW-AWAY NO PARKING ANYTIME and ESTABLISH – TOW-AWAY NO STOPPING, EXCEPT YELLOW COMMERCIAL ZONE, 30-MINUTE LIMIT, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Annie Street, east side, from 22 feet to 88 feet north of Jessie Street; Stevenson Street, south side, from 616 feet to 657 feet west of 5th Street
- II. RESCIND – TOW-AWAY NO PARKING ANYTIME and ESTABLISH – TOW-AWAY NO STOPPING, EXCEPT YELLOW COMMERCIAL ZONE, 30-MINUTE LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Stevenson Street, south side, from 253 feet to 308 feet west of 5th Street
- JJ. ESTABLISH – YELLOW COMMERCIAL ZONE, 30-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Stevenson Street, south side, from 245 feet to 280 feet west of 6th Street
- KK. ESTABLISH – YELLOW COMMERCIAL ZONE, 30-MINUTE LIMIT, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Stevenson Street, south side, from 351 feet to 451 feet west of 6th Street; Stevenson Street, north side, from 34 feet to 149 feet east of 7th Street; Stevenson Street, north side, from 193 feet to 253 feet east of 7th Street
- LL. ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Steuart Street, west side, from 124 feet to 149 feet south of Market Street; Drumm Street, west side, from 13 feet to 71 feet south of Sacramento Street; California Street, south side, from 14 feet to 174 feet west of Drumm Street; Taylor Street, east side, from 93 feet to 137 feet north of Golden Gate Avenue; Golden Gate Avenue, south side, from 93 feet to 143 feet west of Market Street; Brady Street, east side, from 10 feet to 70 feet south of Market Street; Gough Street, west side, from 40 feet to 80 feet north of Haight Street; Gough Street, east side, from Market Street to 60 feet southerly
- MM. RESCIND – TOW-AWAY NO STOPPING, 7 AM TO 7 PM EVERYDAY and ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Montgomery Street, east side, from 20 feet to 204 feet south of Sutter Street
- NN. RESCIND – TOW AWAY NO STOPPING, 7 AM TO 7 PM MONDAY THRU FRIDAY & 11 AM TO 7 PM SATURDAY AND SUNDAY and ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Montgomery Street, east side, from 10 feet to 252 feet south of Bush Street
- OO. RESCIND – PART TIME GENERAL METERED PARKING SPACES and ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THRGOUH FRIDAY – Hyde Street, west side, from 29 feet to 109 feet north of Grove Street ; Hyde Street, east side, from 4 feet to 48 feet south of Fulton Street ; Hyde Street, east side, from 79 feet to 123 feet south of Fulton Street
- PP. RESCIND – BLUE ZONE and ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Gough Street, west side, from Market Street to 26 feet southerly
- QQ. RESCIND – GENERAL METERED PARKING and ESTABLISH – YELLOW

- COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – Gough Street, west side, from 26 feet to 76 feet south of Market Street
- RR. ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 1 PM, MONDAY THROUGH FRIDAY – Grant Avenue, east side, from 120 feet to 162 feet south of Geary Street; Golden Gate Avenue, north side, from 39 feet to 78 feet east of Jones Street; Jones Street, west side, from 70 feet to 133 feet south of Golden Gate Avenue; Grove Street, north side, from 32 feet to 72 feet west of Hyde Street
- SS. ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Stevenson Street, north side, from 33 feet to 77 feet east of 3rd Street; Hayes Street, south side, from 157 feet to 179 feet west of Larkin Street; Fell Street, north side, from 61 feet to 165 feet west of Market Street; Page Street, south side, from 90 feet to 132 feet west of Franklin Street; Franklin Street, west side, from 45 feet to 111 feet north of Page Street
- TT. RESCINDS – TOW-AWAY NOT STOPPING ANYTIME and ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Cyril Magnin Street, east side, from 22 feet to 88 feet south of Ellis Street
- UU. ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 9 AM TO 3 PM, MONDAY THROUGH FRIDAY – Davis Street, west side, from 23 feet to 91 feet north of Pine Street
- VV. ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 10 AM TO 6 PM, MONDAY THROUGH SATURDAY – Jessie Street, south side, from 4 feet to 78 feet east of 5th Street
- WW. RESCIND – TOW-AWAY NO PARKING ANYTIME EXCEPT LAW ENFORCEMENT VEHICLES and ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Stevenson Street, south side, from 7th Street to 375 feet easterly
- XX. ESTABLISH – RED ZONE – Steuart Street, west side, from Market Street to 14 feet southerly
- YY. RESCIND – YELLOW COMMERCIAL METERED ZONE and ESTABLISH – RED ZONE – Spear Street, east side, from 31 feet to 43 feet south of Market Street; Pine Street, south side, from Market Street to 21 feet westerly; Pine Street, north side, from Market Street to 24 feet westerly
- ZZ. RESCIND – TOW-AWAY NO STOPPING 7 AM TO 7 PM EVERYDAY and ESTABLISH – RED ZONE – Montgomery Street, east side, from Sutter Street to 20 feet southerly; Montgomery Street, east side, from Post Street to 20 feet northerly
- AAA. RESCIND – TOW-AWAY NO STOPPING 7 AM TO 7 PM, MONDAY THROUGH FRIDAY & 11 AM TO 7 PM, SATURDAY AND SUNDAY and ESTABLISH – RED ZONE – Montgomery Street, east side, from Bush Street to 10 feet southerly; Montgomery Street, east side, from Sutter Street to 20 feet northerly
- BBB. ESTABLISH – BLUE ZONE – Page Street, south side, from Gough Street to 20 feet easterly; Gough Street, west side, from Stevenson Street to 20 feet southerly
- CCC. RESCIND – GREEN METERED SPACE and ESTABLISH – BLUE ZONE – 9th Street, east side, from Mission Street to 21 feet northerly
- DDD. ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Larkin

- Street, west side, from 25 feet to 69 feet north of Hayes Street; Franklin Street, west side, from Page Street to 45 feet northerly
- EEE. RESCIND – BIKE SHARE STATION and ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Steuart Street, west side, from 77 feet to 124 feet south of Market Street
- FFF. RESCIND –PART-TIME WHITE ZONES and ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Steuart Street, west side, from 14 feet to 77 feet south of Market Street
- GGG. RESCIND – YELLOW COMMERCIAL METERED SPACES and ESTABLISH – WHITE PASSNEGER LOADING ZONE AT ALL TIMES – Drumm Street, west side, from 6 feet to 68 feet north of California Street; 1st Street, west side, from 19 feet to 59 feet south of Market Street; Ellis Street, north side, from 44 feet to 110 feet west of Stockton Street; Eddy Street, south side, from 20 feet to 59 feet west of Cyril Magnin Street
- HHH. RESCIND – TOW-AWAY NO STOPPING, 7 AM TO 7 PM EVERYDAY and ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Montgomery Street, east side, from 20 feet to 65 feet north of Post Street
- III. RESCIND – TOW-AWAY NO STOPPING ANYTIME and ESTABLISH –WHITE PASSENGER LOADING ZONE AT ALL TIMES – Stevenson Street, north side, from 2nd Street to 20 feet westerly
- JJJ. RESCIND – BLUE ZONE and ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Ellis Street, south side, from Cyril Magnin to 80 feet easterly
- KKK. RESCIND – GREEN METERED SPACE and ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Hayes Street, south side, from 80 feet to 100 feet west of Larkin Street
- LLL. ESTABLISH – GREEN METERED PARKING, 30-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY – Hayes Street, south side, from 179 feet to 223 feet west of Larkin Street
- MMM. RESCIND – TOW-AWAY, NO STOPPING, 7 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY – Montgomery Street, west side, from Sutter Street to Post Street (converts 12 part-time yellow commercial metered spaces to full time)
- NNN. RESCIND – TOW-AWAY, NO STOPPING, 3 PM TO 6 PM, MONDAY THROUGH FRIDAY – Eddy Street, south side, from Mason Street to Cyril Magnin Street
- OOO. ESTABLISH – MUNI ONLY LANE – 11th Street, northbound, from Market Street to 134 feet southerly; Charles J Brenham Place, southbound, from McAllister to Market Street
- PPP. ESTABLISH – CLASS IV CYCLETRACK (ROADWAY LEVEL) – 11th Street, northbound, from Market Street to 222 feet southerly; Valencia Street, northbound, between Market Street and McCoppin Street; Market Street, eastbound, between 11th Street and 10th Street; Market Street, westbound, between Rose Street and Valencia Street
- QQQ. ESTABLISH – NO RIGHT TURN EXCEPT MUNI, SAMTRANS, AC TRANSIT, AND BICYCLES – Van Ness Avenue, southbound, at Market Street; Market Street, both directions, at Van Ness Avenue

- RRR. ESTABLISH – RIGHT LANE MUST TURN RIGHT – Market Street, eastbound, between Valencia Street and Gough Street
- SSS. ESTABLISH – LEFT TURN ONLY ONTO MARKET STREET – 12th Street, northbound, at Market Street
- TTT. ESTABLISH – RIGHT TURN ONLY EXCEPT BICYCLES, TAXIS, AC TRANSIT, AND MUNI – Market Street, eastbound, at 12th Street
- UUU. ESTABLISH – LEFT TURN ONLY EXCEPT BICYCLES, BUSES, TAXIS, AND COMMERCIAL VEHICLES – McAllister Street, eastbound, at Jones/Market Streets
- VVV. ESTABLISH – TWO-WAY STREET – Jones Street, between Market Street and Golden Gate Avenue
- WWW. ESTABLISH – YELLOW COMMERCIAL METERED ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Van Ness Avenue, west side, from 20 feet to 64 feet south of Hickory Street
- XXX. ESTABLISH – BLUE ZONE – Van Ness Avenue, west side, from Hickory Street to 20 feet southerly
- YYY. RESCIND –YELLOW COMMERCIAL METERED ZONE and ESTABLISH –BLUE ZONE – Ellis Street, north side, from 9 feet to 30 feet west of Powell Street
- ZZZ. RESCIND –RED ZONE and ESTABLISH –BLUE ZONE – Jones Street, east side, from 25 feet to 46 feet north of McAllister Street
- AAAA. ESTABLISH – RIGHT TURN ONLY, EXCEPT MUNI AND BICYCLES – Market Street, eastbound, at Beale Street intersection
- BBBB. ESTABLISH – CLASS IV CYCLETRACK (SIDEWALK LEVEL) – Market Street, eastbound, between 8th Street and Steuart Street; Market Street, westbound, between Steuart Street and Hyde Street; Market Street, eastbound, between Octavia Street and Van Ness Avenue ; Market Street, eastbound, between 10th Street and 8th Street ; Market Street, westbound, between Hyde Street and Rose Street ; Market Street, westbound, between Valencia Street and Octavia Street
- CCCC. ESTABLISH – CLASS IV CYCLETRACK (ROADWAY LEVEL) – McAllister Street, westbound, between Market Street and Charles J Brenham Place; Charles J Brenham Place, northbound, between Market Street and McAllister Street
- DDDD. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Market Street, south side, from Steuart Street to 66 feet westerly; Market Street, south side, from Beale Street to Main Street; Market Street, north side, from Front Street to 128 feet easterly; Market Street, south side, from 1st Street to 157 feet westerly; Market Street, south side, from Sansome Street to 145 feet westerly; Market Street, north side, from 2nd Street to 172 feet easterly; Market Street, north side, from 90 feet to 215 feet west of Montgomery Street ; Market Street, south side, from 130 feet to 320 feet west of Montgomery Street; Market Street, south side, from 3rd Street to 235 feet westerly; Market Street, south side, from O’Farrell Street to 197 feet westerly; Market Street, north side, from 45 feet to 170 feet west of O’Farrell Street; Market Street, south side, from Powell Street to 277 feet easterly; Market Street, north side, from Powell Street to 5th Street; Market Street, north side, from 62 feet to 187 feet east of Mason Street; Market Street, south side, from Mason Street to 212 feet westerly; Market Street, north side, from 72 feet to 197 feet west of 6th Street ; Market Street, south side, from 118 feet to 308 west of 6th Street;

Market Street, north side, from UN Plaza mid-block crossing to 175 feet easterly;
Market Street, north side, from 87 feet to 227 feet east of UN Plaza mid-block crossing;
Market Street, south side, from 167 feet to 292 feet east of UN Plaza mid-block crossing;
Market Street, south side, from UN Plaza mid-block crossing to 170 feet westerly (near side center lane boarding island);
Market Street, south side, from Gough Street to 107 feet easterly;
Market Street, north side, from Gough Street to 107 feet easterly;
Market Street, both sides, from Van Ness Avenue to 190 feet;
11th Street, east side, from 154 feet to 222 feet south of Market Street;
Market Street, north side, from 40 feet to 160 feet west of 9th Street;
Market Street, south side, from 40 feet to 165 feet east of 9th Street

- EEEE. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Mason Street, west side, between Turk and Mason streets; 6th Street, both sides, from Market Street to 10 feet southerly
- FFFF. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Market Street, between Octavia Street and Steuart Street, except where there are designated truck loading zones; McAllister Street, north side, from Jones Street to Charles J Brenham Place
- GGGG. RESCIND – YELLOW COMMERCIAL METERED SPACES and ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME EXCEPT MUNI, Spear Street, east side, from Mission Street to 137 feet northerly
- HHHH. ESTABLISH – NO RIGHT TURN ON RED – Market Street, westbound, at McAllister/Jones/Market Streets intersection
- IIII. ESTABLISH – NO LEFT TURN EXCEPT MUNI AND BICYCLES – Market Street, westbound, at 2nd Street
- JJJJ. ESTABLISH – NO LEFT TURN EXCEPT MUNI – McAllister Street, westbound, at Charles J Brenham Place
- KKKK. RESCIND – RIGHT TURN ONLY – Charles J Brenham Place, southbound, at Market Street
- LLLL. ESTABLISH – TRAFFIC SIGNAL – Market Street at Steuart Street; Market Street, between Powell Street and 4th Street; Grove Street, at Hyde Street
- MMMM. ESTABLISH – CROSSWALK – Market Street at Main Street, east crossing; Market Street at McAllister Street, east crossing; Hyde Street at Grove Street, north crossing; Fell Street at Polk Street; Market Street, between Gough Street and Brady Street, from south sidewalk to curbside transit stop; Market Street, between 12th Street and South Van Ness Avenue, from south sidewalk to curbside transit stop; Market Street, between Franklin Street and Van Ness Avenue, from north sidewalk to paratransit/taxi loading area ; Market Street, between Franklin Street and Van Ness Avenue, from north sidewalk to curbside transit stop ; Market Street, between Fell Street and Van Ness Avenue, from north sidewalk to paratransit/taxi loading area ; Market Street, between Polk Street and Hayes Street, from north sidewalk to paratransit/taxi loading area and curbside transit stop; Market Street, between 9th Street and 8th Street, from south sidewalk to curbside transit stop and tour bus loading area; Market Street, between UN Plaza midblock and 7th Street, from south sidewalk to curbside transit stop; Market Street, between UN Plaza midblock and Charles J Brenham Place, from north sidewalk to curbside transit stop; McAllister Street, between Jones Street and Leavenworth Street,

from north sidewalk to curbside transit stop; Market Street, between 7th Street and 6th Street, from south sidewalk to curbside transit stop; Market Street, between Jones Street and Golden Gate Avenue, from north sidewalk to curbside transit stop; Market Street, between 6th Street and 5th Street, from south sidewalk to curbside transit stop; Market Street, between Mason Street and Cyril Magnin Street, from north sidewalk to curbside transit stop; Market Street, between 4th Street and 3rd Street, from south sidewalk to curbside transit stop; Market Street, between Stockton Street and O'Farrell Street, from north sidewalk to curbside transit stop; Market Street, between 3rd Street and New Montgomery Street, from south sidewalk to curbside transit stop; Market Street, between Kearny Street and Montgomery Street, from north sidewalk to curbside transit stop; Market Street, between 2nd Street and 1st Street, from south sidewalk to curbside transit stop; Market Street, between Sansome Street and Battery Street, from north sidewalk to curbside transit stop; Market Street, between Front Street and Pine Street, from north sidewalk to curbside transit stop; Market Street, between Spear Street and Steuart Street, from south sidewalk to curbside transit stop

- NNNN. ESTABLISH – RAISED CROSSWALK – Brady Street at Market Street; Rose Street at Market Street
- OOOO. ESTABLISH – GENERAL METERED PARKING – Valencia Street, east side, between 111 and 133 feet south of Market Street; Valencia Street, east side, McCoppin Street and 26 feet northerly
- PPPP. ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Valencia Street, east side, between 16 to 62 feet south of Market Street
- QQQQ. ESTABLISH – TOUR BUS LOADING ZONE ONLY, 5-MINUTE TIME LIMIT – Market Street, south side, from 154 feet to 254 feet west of 8th street
- RRRR. ESTABLISH – TOW-AWAY, NO STOPPING, EXCEPT TRUCK LOADING ZONE, 12 AM TO 3 PM AND 7:30 PM TO MIDNIGHT, 30-MINUTE LIMIT – Market Street, north side, from 30 feet to 170 feet west of Steuart Street; Market Street, north side, from 46 feet to 191 feet west of Fremont Street; Market Street, north side, from 101 feet to 250 feet east of O'Farrell Street; Market Street, north side, from 273 feet to 419 feet west of Stockton Street; Market Street, north side, from 91 feet to 238 feet east of 6th Street; Market Street, north side, from 43 feet to 156 feet east of McAllister Street; Market Street, north side, from 105 feet to 225 feet east of 8th Street; Market Street, north side, from 210 feet to 361 feet east of 9th Street
- SSSS. ESTABLISH – TOW-AWAY, NO STOPPING, EXCEPT TRUCK LOADING ZONE, 12 AM TO 6 AM AND 9:30 AM TO MIDNIGHT, 30-MINUTE LIMIT – Market Street, south side, from 95 feet to 235 west of Steuart Street; Market Street, south side, from Fremont Street to 121 feet easterly; Market Street, south side, from 46 feet to 191 feet west of Fremont Street; Market Street, south side, from 93 feet to 237 feet east of 2nd Street; Market Street, south side, from Grant Avenue to 108 feet easterly; Market Street, south side, from 165 feet to 311 feet east of 6th Street; Market Street, south side, from 26 feet to 109 feet east of 7th Street; Market Street, south side, from 174 feet to 288 feet east of 8th Street
- TTTT. ESTABLISH – PARATRANSIT/TAXI ZONE – Market Street, north side, from 47 feet to 221 feet west of Fell Street; Market Street, north side, from 20 feet to 88 feet east of

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12th Street; Market Street, north side, from 27 feet to 161 feet east of 10th Street
UUUU. ESTABLISH – YELLOW COMMERCIAL ZONE, 30-MINUTE LIMIT, AT ALL
TIMES – Market Street, north side, from Kearny Street to 40 feet easterly
VVVV. ESTABLISH – WHITE PASSENGER LOADING ZONE AT ALL TIMES – Market
Street, south side, from 129 feet to 240 feet east of 11th Street; and

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18; however, the proposed project is not subject to the Board of Supervisors review because the project is a large capital project that is over \$600M; and

WHEREAS, In accordance with CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code, the San Francisco Planning Department determined that an Environmental Impact Report (EIR) was required for the Better Market Street project and published a Notice of Preparation (NOP) for an Environmental Impact Report (EIR) on January 14, 2015; and

WHEREAS, The Planning Department published the Initial Study and provided public notice of the availability of the Initial Study on March 30, 2016; and

WHEREAS, The Planning Department published the Draft EIR for the proposed project and western variant and provided public notice of the availability of the Draft EIR for public review and comment on February 27, 2019; and

WHEREAS, The San Francisco Planning Commission held a duly noticed public hearing on the Draft EIR on April 4, 2019, and accepted written comments until April 15, 2019; and

WHEREAS, The Planning Department prepared a response to comments received on environmental issues, and made minor text changes to the Draft EIR in a Responses to Comments document published on September 23, 2019; and

WHEREAS, The San Francisco Planning Commission, on October 10, 2019, certified the Final EIR and found that the contents of said report and the procedures through which the report was prepared, publicized, and reviewed complied with the provisions of CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code, and found that the Final EIR was adequate, accurate and objective, and that the Responses to Comments document contains no significant revisions to the Draft EIR; and

WHEREAS, A copy of the Better Market Street FEIR 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 are incorporated herein by reference; and

WHEREAS, Public Works, the sponsor agency, approved the proposed project with the western variant and adopted the CEQA Findings, including a statement of overriding

considerations, and the Mitigation Measure and Reporting Program (MMRP) on October 11, 2019; and

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

RESOLVED, That Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18; however, the proposed project is not subject to the Board of Supervisors review because the project is a large capital project that is over \$600M; and be it further

RESOLVED, The SFMTA Board of Directors has reviewed and considered the Better Market Street Final EIR and record as a whole, and finds that the Better Market Street Final EIR is adequate for the Board's use as the decision-making body for the actions taken herein; and, be it further

RESOLVED, The SFMTA Board of Directors adopts the Better Market Street Final EIR CEQA findings as its own, including the mitigation measures applicable to the Better Market Street Project and western variant, M-TR-1: Construction Management Plan – Additional Measures; M-CP-1a: Prepare and Submit Additional Documentation for the Market Street Cultural Landscape District; M-CP-1b: Develop and Implement an Interpretive Program; M-CP-1c: Hold Public Commemorative and Educational Program Series; M-CP-4: Tribal Cultural Resources Interpretive Program; M-NO-1: Prepare and Implement a Construction Noise Control Plan to Reduce Construction Noise at Noise-Sensitive Land Uses; M-NO-3: Nighttime Construction Vibration Control Measures – Annoyance; and M-AQ-1: Off-Road Construction Equipment Emissions Minimization; the SFMTA Board of Directors adopts these mitigation measures as a condition of this approval; a copy of the CEQA findings and MMRP are on file with the Secretary to the SFMTA Board of Directors; and, be it further

RESOLVED, That the SFMTA Board of Directors adopts the BMS Project, including the western variant, which consists of a separate bikeway, private vehicle restrictions, Muni only lanes, Muni service and stop changes, a new F line loop, and parking and loading changes; and, be it further

RESOLVED, That the SFMTA Board of Directors concurs with the Planning Department's determination that prohibiting the entry of vehicles on Market Street between Steuart and 9th streets, in the westbound direction, and Market Street between 10th and Main streets, in the eastbound direction, except for buses, taxis, bicycles, commercial vehicles, and emergency vehicles and on Market Street between 9th and 12th streets, in the westbound direction, and between 12th and 11th streets, in the eastbound direction, except for Muni, AC transit, taxis, bicycles, and emergency vehicles, and other vehicular circulation changes are designed to implement Objective 18 of the City's General Plan's Transportation Element pursuant to California Vehicle Code section 21101(f) in order to allow the right-of-way to be

allocated for other users of the street, thereby improving safety, prioritizing sustainable transportation modes, providing for loading to support adjacent land uses, and improving Market Street as a civic space; and, be it further

RESOLVED, That the SFMTA Board of Directors finds that prohibiting the entry of vehicles on Market Street between Steuart and 9th streets, in the westbound direction, and Market Street between 10th and Main streets, in the eastbound direction, except for buses, taxis, bicycles, commercial vehicles, and emergency vehicles provides for the health and safety of citizens pursuant to California Vehicle Code section 21101(f) because collisions on Market Street are of significant concern because they involve a high number of vulnerable roadway users and Market Street has four of the top 10 intersections for pedestrian- and bicycle-involved collisions in the past five years; and, be it further

RESOLVED, That the SFMTA Board of Directors finds that permanently closing Bush/Battery Street, southbound, between Bush and Market streets and Page Street between Franklin and Market streets to vehicular traffic, except for bicycles and emergency vehicles, is necessary in order to enhance safety and comfort for vulnerable street users and to improve traffic and transit operations in the vicinity since SFMTA staff have determined that the above referenced street segments are no longer needed for vehicular traffic, given the closure of Market Street and associated turn restrictions, pursuant to California Vehicle Code section 21101(a); and, be it further

RESOLVED, That the SFMTA Board of Directors approves the parking and traffic modifications, as set forth in Items A through VVVV above, as a part of the BMS Project; and be it further

RESOLVED, That the SFMTA Board amends Transportation Code Division II to designate transit-only areas at the following locations: Market Street, eastbound, between 10th and Main streets; Market Street, westbound, between Beale and 8th streets; Market Street, eastbound, between Gough and 10th streets; Market Street, westbound, between 8th and 12th streets; 11th Street, northbound, from Market Street to 134 feet south of Market Street (in F trackway area); 2nd Street, northbound, from Market and Stevenson streets; Main Street, northbound, from Market Street to 180 feet southerly; Charles J Brenham Place, southbound, from McAllister to Market Street; and to rescind transit-only areas on Market Street, eastbound, between 12th and 3rd streets; and Market Street, westbound, between South Van Ness Avenue and 3rd Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 15, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code - Transit Only Lanes]

Resolution amending Division II of the Transportation Code to designate new Transit-only lanes on 2nd Street, 11th Street, Charles J. Brenham Place, Main Street, and Market Street, and eliminate an existing Transit-only lane on Market Street.

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

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

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

SEC. 601. DESIGNATED TRANSIT-ONLY AREAS.

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

* * * *

(24) Market Street, eastbound, between 10th Street and Main Street, and Market Street, westbound, between Beale Street and 8th Street. Except as to Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within Transit-only Areas on Market Street, eastbound, between 10th Street and Main Street and Market Street, westbound, between Beale Street and 8th Street.

(25) Market Street, eastbound, between Gough Street and 10th Street, and Market Street, westbound, between 8th Street and 12th Street. Except as to Municipal Railway and AC Transit vehicles, taxis, and authorized emergency vehicles, no

vehicle may operate within Transit-only Areas on Market Street, eastbound, between Gough Street and 10th Street and Market Street, westbound, between 8th Street and 12th Street.

(26) 11th Street, northbound, from Market Street to 134 feet south of Market Street. Except as to Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within Transit-only Areas on 11th Street, northbound, from Market Street to 134 feet south of Market Street.

(27) Charles J. Brenham Place, southbound, from McAllister Street to Market Street. Except as to Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within Transit-only Areas on Charles J. Brenham Place, southbound, from McAllister Street to Market Street.

(28) 2nd Street, northbound, from Market Street to Stevenson Street. Except as to buses, taxicabs, authorized emergency vehicles, bicycles, and commercial vehicles, no vehicle may operate within Transit-only Areas on 2nd Street, northbound, from Market Street to Stevenson Street.

(29) Main Street, northbound, from Market Street to 180 feet south of Market Street. Except as to buses, taxis, authorized emergency vehicles, bicycles, and commercial vehicles, no vehicle may operate within Transit-only Areas on Main Street, northbound, from Market Street to 180 feet south of Market Street.

(2430) Other Transit-Only Areas. Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Transit-only Areas during the times indicated:

Hours of Operation	Street	From	To
All Times	1st St.	Market St.	Howard St.
	3rd St.	Townsend St.	Market St.
	4th St.	Market St.	Folsom St.

	16th St. (Westbound)	Third St.	Church St.
	16th St. (Eastbound)	Bryant St.	Potrero Ave.
	16th St. (Eastbound)	Vermont St.	Third St.
	Bush St. (Eastbound)	151 feet east of Sansome St.	Battery St.
	Church St.	16th St.	Duboce Ave.
	Clay St.	Sansome St.	Davis St.
	Fremont St.	Mission St.	Market St.
	Fremont St. (Northbound)	Harrison St.	Folsom St.
	Geary St.	Market St.	Gough St.
	Geary Blvd. (Westbound)	Gough St.	Baker St.
	Geary Blvd. (Eastbound)	Fillmore St.	Gough St.
	Geary Blvd. (Eastbound)	Baker St.	Steiner St.
	Geary Blvd. (Eastbound)	Masonic Ave.	Presidio Ave.
	Geary Blvd.	Stanyan St.	Collins St.
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
	Judah St.	20th Ave.	La Playa St.
	Market St. (Eastbound)	12th St.	3rd St.
	Market St. (Westbound)	So. Van Ness Ave.	3rd St.
	Mission Street (Northbound)	Randall St.	Cesar Chavez St.
	Mission Street (Eastbound)	1st Street	Beale Street
	Mission St. (Westbound)	Main St.	1st Street
	Mission St. (Westbound)	11th St.	South Van Ness Ave.
	Mission St. (Southbound)	Duboce Ave.	Randall St.
	O'Farrell St.	Stockton St.	Grant St.
	O'Farrell St.	Franklin St.	Powell St.
	Otis St. (Outbound)	South Van Ness Ave.	Duboce Ave.
	Post St.	Gough St.	Grant St.
	Potrero Ave. (Southbound)	25th St.	18th St.
	Sacramento St.,	Drumm St.	Front St.

	(Westbound)		
	Starr King Way	Gough St.	Franklin St.
	Stockton St.	Bush St.	Market St.
	Sutter St.	Gough St.	Kearny St.
	Taraval St. (Eastbound)	46th Ave.	17th Ave.
	Taraval St. (Westbound)	15th Ave.	46th Ave.
6:00 AM – 10:00 AM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
	Bush St. (Eastbound)	Sansome St.	151 Feet Easterly
7:00 AM – 9:00 AM, Monday – Friday	Mission St. (Eastbound)	11th St.	5th St.
	Clay St. (Eastbound)	Powell St.	Sansome St.
	Sacramento St. (Westbound)	Kearny St.	Grant Ave.
7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Front St.	Kearny St.
7:00 AM-6:00 PM, Monday-Friday	Mission St. (Eastbound)	5th St.	1st St.
	Mission St. (Westbound)	1st St.	4th St.
3:00 PM – 8:00 PM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
3:30 PM – 7:00 PM, Monday – Friday	Sacramento St. (Westbound)	Kearny St.	Larkin St.
4:00 PM-6:00 PM, Monday-Friday	Mission St. (Eastbound)	11th St.	5th St.
	Mission St. (Westbound)	4th St.	11th St.
3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
	Clay St. (Eastbound)	Grant Ave.	Sansome St.
3:00 PM-7:00 PM, Monday-Friday	Bush St. (Eastbound)	Sansome St.	151 feet Easterly

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

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words,

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phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

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

By: _____
JOHN I. KENNEDY
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 15, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency