

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 15-115

WHEREAS, The San Francisco Municipal Transportation Agency has received numerous requests from the public to improve conditions for pedestrians and bicyclists on Second Street between Market Street and King Street; and,

WHEREAS, There have been multiple reported pedestrian and bicycle injury collisions on Second Street between Market Street and King Street; 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 Second Street Improvement 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, Goal 1 of The San Francisco Municipal Transportation Agency Strategic Plan is to "Create a safer transportation experience for everyone"; and,

WHEREAS, Goal 2 of The San Francisco Municipal Transportation Agency Strategic Plan is to "Make transit, walking, bicycling, taxi, ridesharing, and carsharing the preferred means of travel"; and,

WHEREAS, The San Francisco Municipal Transportation Agency led a comprehensive and inclusive planning process to identify pedestrian and bicycle safety improvements, Muni improvements, and color curb changes for Second Street between Market Street and King Street; and,

WHEREAS, The specific parking and traffic modifications are as follows:

- A. ESTABLISH – CLASS II BIKEWAY – 2nd Street, southbound, from Market Street to Howard Street; 2nd Street, northbound, from Market Street to Howard Street; 2nd Street, northbound, from King Street to Townsend Street.
- B. ESTABLISH – NO TURN ON RED EXCEPT BICYCLES – 2nd Street, northbound, at Market Street.
- C. ESTABLISH – RIGHT LANE MUST TURN RIGHT – 2nd Street, southbound, at Mission Street; 2nd Street, northbound, at Mission Street; 2nd Street, southbound, at Howard Street.
- D. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – 2nd Street, west side, from 7 feet to 158 feet south of Jessie Street (rescinds parking meters #48, 50, 52 and yellow meters #44, 46, 54, 56); 2nd Street, east side, from 17 feet to 56 feet south of Mission Street (rescinds parking meters #103, 105); 2nd Street, west side, from Natoma to 145 feet southerly (rescinds parking meters #148, 150, 158, 160 and passenger loading space #162).
- E. ESTABLISH – YELLOW METERED LOADING ZONE 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Jessie Street, south side, from 6 feet to 71 feet west of 2nd Street (replaces parking meters #101, 103, 107).
- F. ESTABLISH – CLASS IV BIKEWAY – 2nd Street, southbound, from Stevenson Street to Townsend Street; 2nd Street, northbound, from Townsend Street to Stevenson Street.
- G. ESTABLISH – TRAFFIC SIGNALS – 2nd Street and South Park Street.
- H. ESTABLISH – NO TURN ON RED – Townsend Street, eastbound, at 2nd Street.
- I. RESCIND – BUS ZONE – 2nd Street, east side, from 113 feet to 222 feet south of Stevenson Street (replaced by bus bulb); 2nd Street, west side, from Stevenson to 106 feet southerly (replaced by bus bulb); 2nd Street, east side, from 43 feet to 125 feet south of Howard Street (replaced by bus bulb); 2nd Street, east side, from Folsom Street to 102 feet southerly (bus stop removed); 2nd Street, west side, from Folsom Street to 130 feet southerly (bus stop removed); 2nd Street, east side, from Harrison Street to 82 feet northerly (relocated as bus bulb); 2nd Street, west side, from Harrison Street to 133 feet southerly (replaced by bus bulb); 2nd Street, east side, from Brannan Street to 96 feet southerly (replaced by bus bulb); Harrison Street, north side, from 2nd Street to 80 feet westerly (replaced by bus bulb on 2nd Street, restores meter #608).
- J. ESTABLISH – BUS ZONE and ESTABLISH – SIDEWALK WIDENING (BUS BULBS) – 2nd Street, east side, from Stevenson Street to 90 feet southerly (90-foot bus bulb); 2nd Street, west side, from 12 to 83 feet south of Stevenson Street (71-foot bus bulb); 2nd Street, east side, from Minna Street to 65 feet southerly (65-foot bus bulb); 2nd Street, west side, from Howard Street to 135 feet southerly (135-foot bus bulb); 2nd Street, east side, from 71 feet to 192 feet north of Harrison Street (121-foot bus bulb); 2nd Street, west side, from 69 feet to 141 feet south of Dow Place (72-foot bus bulb); 2nd Street, east side, from Federal Street to 70 feet southerly (70-foot bus bulb); 2nd Street, west side, from South Park Street to 100 feet northerly (100-foot bus bulb); 2nd Street, east side, from 74 feet to 174 feet north of Townsend Street (100-foot bus bulb).
- K. ESTABLISH – MID-BLOCK CROSSWALK – 2nd Street, east side, between Stevenson Street and Mission Street (establishes marked crosswalk between sidewalk and bus bulb); 2nd Street, west side, between Stevenson Street and Jessie Street (establishes marked

- crosswalk between sidewalk and bus bulb); 2nd Street, east side, between Minna Street and Natoma Street (establishes marked crosswalk between sidewalk and bus bulb); 2nd Street, west side, between Howard Street and Tehama Street (establishes marked crosswalk between sidewalk and bus bulb); 2nd Street, east side, between Harrison Street and Folsom Street (establishes marked crosswalk between sidewalk and bus bulb); 2nd Street, west side, between Dow Place and Harrison Street (establishes marked crosswalk between sidewalk and bus bulb); 2nd Street, east side, between Federal Street and De Boom Street (establishes marked crosswalk between sidewalk and bus bulb); 2nd Street, west side, between South Park Avenue and Taber Place (establishes marked crosswalk between sidewalk and bus bulb); 2nd Street, east side, between Townsend Street and Brannan Street (establishes marked crosswalk between sidewalk and bus bulb).
- L. ESTABLISH – BUS ZONE – Townsend Street, north side, from 2nd Street to 100 feet westerly.
- M. RESCIND – PASSENGER LOADING ZONE – 2nd Street, east side, from 47 feet to 113 feet south of Stevenson Street; 2nd Street, east side, from 25 feet to 91 feet north of Mission Street; 2nd Street, west side, from 139 feet to 164 feet north of Folsom Street; 2nd Street, east side, from 20 feet to 40 feet north of De Boon Street (converts parking meter #553).
- N. ESTABLISH – RIGHT LANE MUST TURN RIGHT – 2nd Street, southbound, at Harrison Street; 2nd Street, northbound, at Bryant Street; 2nd Street, southbound, at Brannan Street.
- O. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BICYCLES – 2nd Street, southbound, at Townsend Street.
- P. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – 2nd Street, east side, from Stevenson Street to Mission Street (rescinds yellow meters #23, #27, #49, #51); 2nd Street, east side, from Mission Street to Howard Street (rescinds white zone meter #115, yellow zone meters #123, #125, #127, #129, #131, #133, #151, #155, #157, #161, and parking meters #111, #113, #147, #149); 2nd Street, west side, from Mission Street to Howard Street (rescinds multispace meters #1, #2, #3, #4, #5, #6, yellow meters #124, #128, #130, #132, yellow #134); 2nd Street, east side, from Howard Street to 117 feet southerly; 2nd Street, east side, from Tehama Street to 20 feet northerly (rescinds meter #215); 2nd Street, east side, from Tehama Street to 22 feet southerly (rescinds meter #223); 2nd Street, west side, from 2 feet to 44 feet north of Tehama Street (rescinds motorcycle parking spaces #202-02140 and #202-02160); 2nd Street, west side, from Tehama Street to Folsom Street (rescinds parking meters #226, #228, #230, #234, #236, #236, #238, #246, #248, #250, #252, #254); 2nd Street, east side, from Folsom Street to 176 feet southerly (rescinds parking meter #319); 2nd Street, west side, from Folsom Street to Harrison Street (rescinds parking spaces #316, #318, #320, #322, #324, #326, #344, #346, #348, #350, #352, #354, #356, yellow meters #340, 342, motorcycle spaces #330, #332, #334, #336); 2nd Street, east side, from Harrison Street to 412 feet southerly (rescinds parking meters #421, #425, #427, #431, #433, #435, #455 and yellow meters #415, #417, #439); 2nd Street, west side, from Harrison Street to Bryant Street (rescinds parking spaces #418, #420, #428, #430, #432, #434, #436, #462, #464, #466, #468, #470, #472); 2nd Street, east side, from Bryant Street to 91 feet southerly (rescinds parking meters #505, #507, #509, #511); 2nd Street, east side, from Federal Street to 30 feet northerly (rescinds parking meters #517); 2nd Street, east side, from Federal Street to 34

feet southerly (rescinds parking meters #541 and #543); 2nd Street, east side, from De Boom Street to 20 feet northerly (rescinds parking meter #555); 2nd Street, east side from Brannan Street to 116 feet northerly (rescinds parking meters #575, #577, #579, #581, #583, #585); 2nd Street, west side, from Bryant Street to Brannan Street (rescinds parking spaces #502, #504, #506, #532, #534, #536, #538, #568, #570, #572, #574, #578, #580, #582 and motorcycle metered spaces #540, #542, #544, #546, #548, #550, #552, #554); 2nd Street, east side, from Brannan Street to Townsend Street (removes parking meters #617, #619, #621, #623, #625, #627, #629, #633, #635, #637, #639, #641, #643, #645, #647, #649, #651, #653, #655, #657); 2nd Street, west side, from Brannan Street to 115 feet southerly (rescinds parking spaces #604, #606, #608).

- Q. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY – 2nd Street, west side, from 80 feet to 134 feet west of Mission Street (restores parking meters #48, #50); 2nd Street, west side, from 21 feet to 65 feet north of Natoma Street (meters #136, #140); 2nd Street, east side, from 20 feet to 40 feet north of Tehama Street (converts meter #213 from 6 wheeled commercial vehicle loading); 2nd Street, east side, from 22 feet to 44 feet south of Tehama Street (converts meter #225); 2nd Street, east side, from 276 feet to 339 feet south of Folsom Street (converts meters #331, #333, #335); 2nd Street, east side, from 40 feet to 80 feet north of De Boom Street (converts parking meters #539 and #551).
- R. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 4 PM, MONDAY THROUGH FRIDAY – 2nd Street, east side, from 104 feet to 146 feet north of Bryant Street (converts meter #459, #461)
- S. ESTABLISH – NO PARKING ANYTIME – 2nd Street, east side, from Clementina to 12 feet southerly (shortens tour bus zone from 58 feet to 46 feet in length).
- T. RESCIND – BIKE SHARE STATION – 2nd Street, east side, from 105 feet to 161 feet south of Folsom Street (relocated southerly).
- U. ESTABLISH – BIKE SHARE STATION – 2nd Street, east side, from 120 feet to 176 feet south of Folsom Street (relocated bike share station).
- V. ESTABLISH – MOTORCYCLE PARKING ONLY – 2nd Street, east side, from 339 feet to 359 feet south of Folsom Street (converts meters #337, #339, #341, #343, #345).
- W. ESTABLISH – SIDEWALK WIDENING – 2nd Street, east side, from Harrison Street to Townsend Street (5-foot widening from 10 feet to 15 feet); 2nd Street, west side, from Harrison Street to Townsend Street (5-foot widening from 10 feet to 15 feet).
- X. RESCIND – BLUE ZONE – 2nd Street, east side, from 3 feet to 25 feet north of Mission Street; 2nd Street, west side, from Brannan Street to 20 feet southerly.
- Y. ESTABLISH – BLUE ZONE – 2nd Street, west side, from 15 feet to 35 feet south of Townsend Street (rescinds parking meter #704); Minna Street, north side, from 32 feet to 53 feet west of 2nd Street (rescinds parking meter #106); Harrison Street, north side, from 40 feet to 60 feet west of 2nd Street (partially replaces rescinded bus zone).
- Z. RESCIND – PART-TIME TAXI LOADING ZONE – 2nd Street, west side, from 100 feet to 264 feet north of Townsend Street (relocated northerly, rescinds meters #646, #644, #642, #640, #638); 2nd Street, west side, from 15 feet to 35 feet south of Townsend Street (parking meter #704, shortens taxi loading zone from 105 feet to 85 feet).
- AA. ESTABLISH – PART-TIME TAXI LOADING ZONE – 2nd Street, west side, from 160 feet to 264 feet south of Brannan Street (converts meters #620, #622, #624, #626, #628).

- BB. ESTABLISH – NO LEFT TURNS – 2nd Street, southbound, at Mission Street, Folsom Street, Harrison Street, Bryant Street and Brannan Street; 2nd Street, northbound, at Mission Street, Howard Street, Harrison Street and Brannan Street.
- CC. ESTABLISH – 45-DEGREE ANGLED GENERAL METERED PARKING – Brannan Street, south side, from 50 feet to 195 feet east of 2nd Street (establishes meters #273, #271, #269, #267); Brannan Street, north side, from 131 feet to 226 feet east of 2nd Street (establishes meters #274, #272).
- DD. ESTABLISH – LEFT LANE MUST TURN LEFT– Brannan Street, eastbound, at 2nd Street; Hawthorne Street, southbound, at Folsom Street.
- EE. ESTABLISH – TOW AWAY NO PARKING FROM 4 PM TO 7 PM, MONDAY THROUGH FRIDAY – Hawthorne Street, east side, from Folsom Street to 42 feet northerly (converts meters #45, #43).

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

WHEREAS, In accordance with CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code, the San Francisco Planning Department determined that a Supplemental Environmental Impact Report (SEIR) to supplement the San Francisco Bicycle Plan Project Final EIR was required for the Second Street Improvement Project and published a Draft SEIR on February 11, 2015; and,

WHEREAS, The Planning Commission held a public hearing on the DSEIR on March 19, 2015, and accepted written comments until March 30, 2015; and

WHEREAS, The Planning Department prepared a response to comments received on environmental issues, and made minor text changes to the SEIR in a Responses to Comments document published on July 30, 2015; and,

WHEREAS, The San Francisco Planning Commission, on August 13, 2015, certified the Final SEIR 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 FSEIR was adequate, accurate and objective, and that the Responses to Comments document contains no significant revisions to the Draft SEIR; and,

WHEREAS, The San Francisco Municipal Transportation Agency Board of Directors has reviewed the contents of the Bicycle Plan FEIR, the Second Street Improvement Project Final Supplemental EIR, including the Draft SEIR, and the Responses to Comments, and the proposed Findings as required by CEQA regarding alternatives, mitigation measures and significant impacts analyzed in the Final SEIR, and a statement of overriding considerations and the Mitigation Monitoring and Reporting Program (MMRP), all of which was made available to the public and this Board for the Board's review, consideration and actions; and,

WHEREAS, The proposed actions are Approval Actions as defined by the S. F. Administrative Code Chapter 31; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, in exercising its independent judgment, makes and adopts the necessary findings under CEQA, as attached to the Calendar Item , including a statement of overriding considerations and the Mitigation Monitoring and Reporting Program .

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic and parking modifications listed in items A-EE above associated with the Second Street Improvement Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 18, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency