

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 180116-010

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

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

WHEREAS, The SFMTA Board of Directors approved a series of parking and traffic modifications for the Upper Market Safety Project on May 2, 2017, including a protected Class IV bike lane and supportive parking and loading restrictions and adjustments;

WHEREAS, The SFMTA Project team has since collaborated with project stakeholders to address outstanding concerns related to traffic and parking modifications that support implementation of the Class IV bike lane:

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

- A. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Guerrero Street and Pearl Street (crossing eastbound Class IV bikeway); Market Street, between Pearl Street and McCoppin Street (crossing eastbound Class IV bikeway)
- B. ESTABLISH – TOW AWAY NO STOPPING ANY TIME - Market Street, north side, from Octavia Boulevard to 111 feet westerly; Market Street, north side, from 191 feet west of Octavia Boulevard to Hermann Street; Market Street, north side, from Laguna Street to 94 feet westerly; Market Street, north side, from 174 feet west of Laguna Street to Duboce Street; Market Street, south side, from Guerrero Street to 85 feet easterly; Market Street, south side, from 165 feet east of Guerrero Street to Pearl Street; Market Street, south side, from McCoppin Street to 43 feet westerly; Laguna Street, west side, from Hermann Street to 25 feet northerly; Laguna Street, west side, from Waller Street to 27 feet southerly; Waller Street, south side, from Octavia Street to 12 feet westerly; Hermann Street, north side, from Laguna Street to 15 feet westerly; Hermann Street, south side, from Laguna Street to 18 feet westerly
- C. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES – Market Street, north side, from 111 feet to 191 feet west of Octavia Boulevard; Market Street, north side, from 94 feet to 174 feet west of Laguna Street; Market Street, south side, from 85 feet to 165 feet east of Guerrero Street
- D. ESTABLISH COMMERCIAL LOADING ZONE, AT ALL TIMES - Market Street, south side, from 43 feet to 88 feet west of McCoppin Street
- E. ESTABLISH - GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Laguna Street, west side, from 25 feet to 65 feet north of Hermann Street; Laguna Street, west side, from 27 feet to 93 feet south of Waller Street; Waller

Street, south side, from 12 feet to 112 feet west of Octavia Street; Hermann Street, north side, from 15 feet to 95 feet west of Laguna Street; Hermann Street, south side, from 18 feet to 96 west of Laguna Street; Duboce Avenue, north side, from 52 feet to 86 feet east of Market Street

F. ESTABLISH – BLUE ZONE - Waller Street, south side, from 112 feet to 134 feet west of Octavia Street.

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

WHEREAS, The proposed Upper Market Street Safety Project is subject to the California Environmental Quality Act (CEQA); and,

WHEREAS, CEQA provides an exemption from environmental review for minor alteration of existing public facilities as provided in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On February 3, 2017, the Planning Department determined (Case Number 2017-000817ENV) that the proposed Upper Market Street Safety Project is categorically exempt from CEQA as provided in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, An appeal of the Planning Department’s CEQA determination was heard and denied by the San Francisco Board of Supervisors on July 7, 2017; and

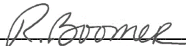
WHEREAS, January 3, 2018, the Planning Department determined that the proposed modifications to the Upper Market Safety Project did not constitute a substantial modification and no further environmental review is necessary; and,

WHEREAS, The SFMTA Board approval of the Upper Market Safety Project on May 2, 2017 was the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department, File No. 2017-000817ENV, at 1650 Mission Street in San Francisco, and is incorporated herein by reference; now, therefore be it

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

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 16, 2018.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency