

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 190604-063

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving its Vision Zero goal of eliminating transportation related fatalities; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, Mayor London Breed wrote a letter to the SFMTA Board of Directors on March 19, 2019, stressing the urgency of transportation safety, and asking the Board to “develop a strong and comprehensive policy around near-term safety projects”; and,

WHEREAS, A quick-build project is defined to include only reversible and/or adjustable project installations and parking and traffic modifications, such as painted safety zones, bike lanes, adjustments to parking regulations, parking and loading changes, changes to the configuration of traffic lanes and/or other safety improvements to be implemented using materials such as roadway and curb paint, traffic signs, traffic delineators, traffic signal changes, and transit boarding islands; and,

WHEREAS, Implementing quick-build transportation safety projects on San Francisco’s High Injury Network, the 13 percent of San Francisco streets where 75 percent of severe and fatal collisions occur, will help eliminate transportation related fatalities; and,

WHEREAS, A quick-build project shall include a thorough and transparent evaluation, including soliciting stakeholder feedback, collecting and analyzing safety and performance data, and posting evaluation results on the SFMTA website; and,

WHEREAS, The evaluation duration of a quick-build project is for 24 months starting June 4, 2019, and an informational report will be provided to the SFMTA Board of Directors at the conclusion of that period with findings and any future recommendations; and,

WHEREAS, The Transportation Code establishes the position of City Traffic Engineer as an employee of the SFMTA licensed with the State of California as a Civil or Traffic Engineer and designated by the Director of Transportation to exercise certain powers; and,

WHEREAS, The proposed Transportation Code legislation authorizes the City Traffic Engineer to approve certain parking and traffic modifications that currently require approval by the SFMTA Board of Directors including: designating blue zones, intersections at which right, left or U turns are prohibited; intersections at which turns against a red or stop sign are prohibited; intersections at which one direction of traffic shall be required to yield to the other; intersections at which traffic shall be required to stop, or where a required stop is eliminated; and establishing multiple turn lanes where

vehicles can make right or left turns from more than one lane; and,

WHEREAS, The proposed Transportation Code legislation authorizes the City Traffic Engineer to reclassify existing Class II bike lanes or bikeways to Class IV cycle tracks or protected bikeways based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety following a public hearing; and,

WHEREAS, The SFMTA proposes to develop quick-build safety projects for the following corridors on the city's High-Injury Network:

- 7th Street between Folsom Street and 16th Street
- Alemany Boulevard between Congdon Street and Putnam Street
- California Street between Arguello Boulevard and 18th Avenue
- Golden Gate Avenue between Polk Street and Market Street
- Howard Street between The Embarcadero and 3rd Street
- Leavenworth Street between McAllister Street and O'Farrell Street
- Valencia Street between 19th Street and Cesar Chavez Avenue; and,

WHEREAS, To implement these quick-build projects on a timely basis, the SFMTA Board authorizes the City Traffic Engineer to determine locations to install tow-away zones on the following four corridors where bike lanes currently exist and may be re-classified, based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety:

- 7th Street between Folsom Street and 16th Street
- Golden Gate Avenue between Polk Street and Market Street
- Howard Street between The Embarcadero and 3rd Street
- Valencia Street between 19th Street and Cesar Chavez Avenue; and,

WHEREAS, On May 22, 2019, the SFMTA, under authority delegated by the Planning Department, determined that the above-mentioned amendments to Transportation Code, Division II, to delegate authority to the City Traffic Engineer to approve certain parking and traffic modifications following a Public Hearing, is not defined as a "project" under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, Authorizing the City Traffic Engineer does not commit the SFMTA to a definite course of action in carrying out any individual proposal or tow-away zone; any projects proposed as "quick-build" projects that would result in a direct or indirect physical change to the environment will undergo environmental review before project approval; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and,

RESOLVED, That the SFMTA Board of Directors amends the Transportation Code, Division II, Section 201 to delegate authority to the City Traffic Engineer to approve certain parking and traffic modifications following a Public Hearing including, among other things; designate blue zones, intersections at which right, left or U turns are prohibited; intersections at which turns against a red or stop sign are prohibited; intersections at which one direction of traffic shall be required to yield to the other; intersections at which traffic shall be required to stop, or where a required stop is eliminated; establish multiple turn lanes where vehicles can make right or left turns from more than one lane; and, be it further,

RESOLVED, That the SFMTA Board of Directors amends Division II, Section 201 of the Transportation Code to authorize the City Traffic Engineer to reclassify existing Class II bike lanes or bikeways to Class IV cycle tracks or protected bikeways, as provided in the Transportation Code legislation, based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety following a public hearing; and, be it further,

RESOLVED, That the SFMTA Board of Directors approves the seven corridors on the city's High-Injury Network listed above on which the SFMTA can install reversible and/or adjustable project installations and parking and traffic modifications such as roadway and curb paint, traffic signs, traffic delineators, traffic signal changes, transit boarding islands, and parking and loading changes which can also include painted safety zones, bike lanes, adjustments to parking regulations, changes to the configuration of traffic lanes and other safety improvements designated as "quick-build projects" in order to expedite these safety improvements; and,

RESOLVED, That the SFMTA Board of Directors authorizes the City Traffic Engineer to install tow-away zones on the following four corridors where bike lanes currently exist and may be reclassified, based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety:

- 7th Street between Folsom Street and 16th Street
- Golden Gate Avenue between Polk Street and Market Street
- Howard Street between The Embarcadero and 3rd Street
- Valencia Street between 19th Street and Cesar Chavez Avenue; and, be it further,

RESOLVED, That SFMTA staff shall make a report to the SFMTA Board of Directors at the conclusion of any quick-build project, including evaluation findings and recommendations.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 4, 2019.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code - City Traffic Engineer Approval of Certain Parking and Traffic Controls]

Resolution amending Division II of the Transportation Code to grant the City Traffic Engineer authority to approve certain parking and traffic controls after a public hearing.

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 200 of Division II of the Transportation Code is hereby amended by revising Section 201, to read as follows:

SEC. 201. PROCEDURES FOR IMPLEMENTING PARKING AND TRAFFIC CONTROLS.

(a) **Office of City Traffic Engineer.** The position of City Traffic Engineer is established. The City Traffic Engineer shall be an employee of the SFMTA licensed with the State of California as a Civil or Traffic Engineer and designated by the Director of Transportation to exercise the powers and perform the duties of City Traffic Engineer established by this Code. The City Traffic Engineer shall have the authority to:

- (1) Identify, study and implement measures to improve traffic conditions and increase the safety of vehicles and pedestrians in furtherance of the City's Transit First Policy.
- (2) Review and investigate requests to install, modify, or remove Traffic Control Devices.

(3) Install color curb markings, including painting red zones not to exceed 20 (continuous) feet in length where needed to ensure public safety, proper Parking Meter spacing, or vehicular access to private or public driveways and Streets.

(4) Design, install, operate, and maintain Traffic Control Devices as necessary to guide, warn, and control moving vehicular and pedestrian traffic.

(5) Install or remove any temporary Traffic Control Devices on any Street for the purpose of controlling Parking or traffic during emergencies, special conditions or events, construction work, short-term testing, or when necessary for the protection of public health and safety. Such temporary Traffic Control Devices shall be removed when they are no longer required following the emergency, condition, or event.

(6) Implement Parking and traffic control measures approved by the SFMTA Board of Directors.

(7) Determine the hours and days during which any Traffic Control Device shall be in operation except where such hours or days are established by law or by resolution of the SFMTA Board of Directors.

(8) Conduct engineering and traffic surveys necessary to establish and maintain appropriate speed limits.

(9) Regulate or prohibit obstructions on Streets and grant or deny Special Traffic Permits.

(10) Mark center lines, lane lines, crosswalks, the boundaries of Parking Spaces associated with Parking Meters, and other distinctive markings upon the surface of any Street, or place any signs to indicate the course to be traveled by vehicles or pedestrians.

(11) Take other actions to regulate Parking and traffic or prohibit Obstructions to Traffic which do not require public hearing or approval of the SFMTA Board of Directors as described in subsections (b) and (c) of this Section 201.

(12) To remove without notice any unauthorized Traffic Control Device, including color curb markings or other markings that regulate Parking and traffic.

(13) Indicate by signs or red curb markings where Parking is prohibited by five feet on each side of any low pressure fire hydrant, and by seven and one-half feet on each side of any high pressure fire hydrant.

(14) Carry out all functions of the City Traffic Engineer consistent with all laws, regulations, generally accepted traffic engineering standards, and SFMTA policies.

(15) Install signs giving notice of the days and hours that Parking is prohibited in order to allow street cleaning as requested by the Department of Public Works.

(b) **Public Hearings.** The following Parking and traffic measures may be implemented following a public hearing:

(1) Locate and install Traffic Calming Devices.

(2) Designate the location of Stands, the types of vehicles authorized to use such Stands, and the days and hours in which Parking restrictions shall be enforced at any Stand.

(3) ~~With the exception of blue zones for the exclusive use of persons with disabilities designated in accordance with Vehicle Code § 21458(a)(5), d~~Determine the locations for Parking restrictions designated by painted curb colors in accordance with Vehicle Code Section 21458 and the times that Parking is prohibited in such locations.

(4) Determine the locations of Truck Loading Zones and the times that Parking is prohibited in that Zone.

(5) Designate motorcycle Parking Spaces.

(6) Designate on-street bicycle Parking Spaces for the installation and use of Bicycle Racks and Bicycle Sharing Stations, or to grant a permit for a Stationless Bicycle Share Program. In the event that a temporary relocation of a bicycle parking space, bicycle rack, or bicycle sharing station is necessary to improve safety or traffic operations, or to accommodate construction or roadway maintenance, the Director of Transportation has the authority to temporarily relocate a bicycle parking space, bicycle rack, or bicycle sharing station prior to holding a public hearing. If the bicycle parking space, bicycle rack, or bicycle sharing station will be temporarily relocated for less than ninety days, no public hearing is required. If the temporary relocation is for ninety days or longer, a public hearing must be held within ninety days following the temporary relocation.

(7) Designate intersections at which right, left, or U turns are prohibited.

(8) Designate intersections at which turns against a red or stop signal are prohibited.

(9) Establish multiple turn lanes where vehicles can make right or left turns from more than one lane.

(10) Designate intersections at which one direction of traffic shall be required to yield to the other.

(11) Designate intersections at which traffic shall be required to stop, or where a required stop is eliminated.

(12) Re-classify existing Class II bike lanes or bikeways to Class IV cycle tracks or bikeway based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety.

(c) **SFMTA Board of Directors' Action Required.** The following Parking and traffic measures may not be implemented without a public hearing and prior approval of the SFMTA Board of Directors, taking into consideration the recommendation of the City Traffic Engineer:

(1) Designate Parking Meter Zones and Streets on which Parking Meters are to be installed in each Parking Meter Zone.

~~(2) Designate blue zone Parking Spaces for the exclusive use of persons with disabilities in accordance with Vehicle Code § 21458(a)(5).~~

(32) Establish, modify, or eliminate preferential Parking programs in accordance with Vehicle Code §§ 22507 and 22507.1, including the applicable geographical area(s) and the days and hours of applicable Parking restrictions.

(43) Install or remove bicycle lanes. The City Traffic Engineer shall have the authority to re-classify existing Class II bike lanes or bikeways to Class IV cycle tracks or bikeways, following a public hearing, based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety.

~~(5) Implement the following changes within the bicycle route network, as defined in the most recent update of the Transportation Element of the San Francisco General Plan:~~

~~(A) The narrowing of right hand travel lanes with Parking, including turn lanes to less than 22 feet or the narrowing of right hand travel lanes without Parking, including turn lanes to less than 14 feet;~~

~~(B) The narrowing or elimination of any bicycle lanes, bicycle paths, or bicycle routes;~~

~~(C) The addition of traffic lanes, except where such lanes consist of left turn or right turn pockets.~~

~~(D) — Subsections (c)(5)(A) through (c)(5)(C) shall not apply to construction zones involving temporary changes to lane widths or lane configurations.~~

~~(6) — Designate intersections at which right, left, or U turns are prohibited.~~

~~(7) — Designate intersections at which turns against a red or stop signal are prohibited.~~

~~(8) — Establish multiple turn lanes where vehicles can make right or left turns from more than one lane.~~

(94) Designate one-way Streets.

~~(10) — Designate intersections at which one direction of traffic shall be required to yield to the other.~~

~~(11) — Designate intersections at which traffic shall be required to stop, or where a required stop is eliminated.~~

(125) Designate the location of all bus zones for the use of public transit vehicles.

(136) Set time limits for, and the days and hours of enforcement of, any Parking restriction except for street cleaning Parking restrictions.

(147) Establish or close a crosswalk.

(158) Establish a tow-away zone.

(169) Designate the angle or direction in which vehicles are required to Park on the Street.

(1710) Designate locations where Parking by vehicles over 6 feet high is restricted within 100 feet of an intersection.

(1811) Establish bus, truck, and weight restrictions on Streets.

(1920) Establish transit only lane regulations.

(2021) Establish speed limits on Streets.

~~(2122)~~ Establish on-street Car Share Vehicle Parking Spaces.

~~(2223)~~ Designate locations where Parking by vehicles over twenty-two feet in length or seven feet in height, or camp trailers, fifth-wheel travel trailers, house cars, trailer coaches, mobile homes, recreational vehicles, or semi-trailers are prohibited from parking between the hours of midnight and 6 a.m.

~~(2324)~~ Close a street to vehicular traffic for non-ISCOTT permitted events authorized by Division I, Article 6.

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

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

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

By: _____
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 June 4, 2019



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SFMTA BOARD OF DIRECTORS

6/5/2019

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