

**THIS PRINT COVERS CALENDAR ITEM NO.: 10.3**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Streets

**BRIEF DESCRIPTION:**

Approving various parking and traffic modifications along Dr. Carlton B. Goodlett Place to improve transportation safety and connectivity, including the establishment of new Class IV protected bikeways.



**SUMMARY:**

- The Dr. Carlton B. Goodlett Place Quick-Build Project proposes new Class IV separated bikeways, bike and pedestrian safety improvements, a road diet, and parking and loading changes.
- The proposed Class IV separated bikeways connect to the existing protected bikeways north and south of the project area on Polk Street.
- The Dr. Carlton B. Goodlett Place Quick-Build Project proposes reversible, adjustable treatments from the SFMTA’s Quick-Build toolkit—such as paint, traffic delineators, street signs, and parking and loading changes—to support the City’s Vision Zero goal of eliminating traffic deaths.
- The Planning Department has determined that the Dr. Carlton B. Goodlett Place Quick-Build Project is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTA Board Resolution
2. Proposed Plan View
3. Project Rendering
4. Existing Striping Drawings
5. Proposed Striping Drawings
6. Transportation Code Legislation

**APPROVALS:**

DIRECTOR  \_\_\_\_\_  
SECRETARY  \_\_\_\_\_

**DATE**

September 25, 2024  
September 25, 2024

**ASSIGNED SFMTAB CALENDAR DATE:** October 1, 2024

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### **PURPOSE**

Approving various parking and traffic modifications along Dr. Carlton B. Goodlett Place to improve transportation safety and connectivity, including the establishment of new Class IV protected bikeways.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

### **DESCRIPTION**

#### **Existing Conditions**

The Dr. Carlton B. Goodlett Place Quick-Build Project is proposed along one block on Dr. Carlton B. Goodlett Place from McAllister Street to Grove Street. Dr. Carlton B. Goodlett Place is a two-way north-south street located on the block immediately east of City Hall. North and south of Dr. Carlton B. Goodlett Place, the corridor continues as Polk Street.

The Polk Street/ Dr. Carlton B. Goodlett Place corridor provides a connection for people who walk, bike and drive between neighborhoods in northern San Francisco—like Russian Hill and Fort Mason—and Market Street, South of Market, and beyond. Dr. Carlton B. Goodlett Place between McAllister and Grove streets is also home to the front steps of City Hall on the west side and Civic Center Plaza on the east side, making this block a popular destination.

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From June 1, 2019 to May 31, 2024, 25 reported traffic collisions occurred in the project area and resulted in injury. Over half of these reported collisions involved bicyclists or pedestrians, and the most common collision factors were red light violations, unsafe turns, failure to yield to pedestrians at crosswalks, and unsafe speeds.

Dr. Carlton B. Goodlett Place has a right-of-way width of approximately 115 feet; it has 22-foot-wide sidewalks on both sides, leaving a curb-to-curb width of approximately 71 feet. Dr. Carlton B. Goodlett Place features two southbound vehicle lanes and one northbound vehicle lane. A signalized midblock crossing exists today, connecting the front steps of City Hall with Civic Center Plaza. There are Class II bike lanes on both sides of the street between the parking and vehicle travel lanes.

On the west side of Dr. Carlton B. Goodlett Place there are currently 20 permitted parallel parking spaces, one ADA (blue) parking space, and an approximately 41-foot (white) passenger loading zone. On the east side there are currently 23 permitted angled parking spaces, 7 general metered parking spaces, 13 motorcycle parking spaces, and one ADA parking space. The loading zone on the west side of the street is insufficiently long to accommodate the high demand for loading in front of City Hall for meetings and events.

The inbound Muni 21 bus makes a northbound left onto Dr. Carlton B. Goodlett Place from Grove Street and travels northbound on Dr. Carlton B. Goodlett Place for one block before taking an eastbound right onto McAllister Street.

## Project Elements

### Bicycle Safety and Connectivity Improvements

The project proposes to improve connectivity and safety for people traveling by bicycle on Dr. Carlton B. Goodlett Place by upgrading the existing Class II bike lanes to Class IV separated bikeways on both sides of Dr. Carlton B. Goodlett Place between McAllister and Grove streets. The proposed separated bikeways would connect to the existing separated bikeways north and south of the project area on Polk Street.

The separated bikeways would be located curbside. Physical separation from moving vehicular traffic would be reinforced on both sides using buffers with plastic delineators and on-street parallel parking as part of the quick-build implementation, with the possibility of replacing the delineators with concrete in the long term.

The following treatments are also proposed at various locations along the corridor as part of the project:

- **“Crossbikes” through intersections** - Intersection crossing markings indicate the intended path of bicyclists and guide bicyclists on a direct path through intersections. Crossbikes provide a clear boundary between the paths of through bicyclists and merging points with crossing motor vehicles in the adjacent lane. The project proposes crossbikes

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through both the McAllister and Grove street intersections.

- **Bike lane separation (through to the intersection)** - The project would introduce two protected corners to reduce potential conflicts between right-turning vehicles and people riding bikes, one on the southeast corner of the Dr. Carlton B. Goodlett/ McAllister intersection, and one on the northwest corner of the Dr. Carlton B. Goodlett/ Grove intersection. This separation slows turning vehicles and makes the vehicles cross the cyclist path at more of a right angle.
- **Floating parking lanes** - This parking configuration offers greater bicyclist separation, reduces the risk of “dooring”, and limits double parking to the travel lane, while preserving on-street parking and loading.

### Pedestrian Safety Improvements

The project would improve safety for pedestrians crossing Dr. Carlton B. Goodlett Place at the signalized mid-block crossing by reducing the number of southbound travel lanes north of the crossing from two to one, and by adding islands north and south of the crossing on both sides of the street. As part of the quick-build implementation, the islands would consist of paint and plastic delineator posts with space for planters. In the long term, these could be upgraded to planted concrete islands. Design of quick-build and long-term planters or planted areas would consider pedestrian visibility. Additionally, the project will increase daylighting at the mid-block crosswalk and the two intersections, at Grove Street and McAllister Street.

### Vehicle Travel Lane Changes

The project would reduce the number of southbound travel lanes on Dr. Carlton B. Goodlett Place between McAllister Street and the midblock crossing from two lanes to one lane, and two lanes between the midblock crossing and Grove Street would remain. At the north end of the project area, there is already one travel lane feeding into Dr. Carlton B. Goodlett Place, and at the south end of the project area there are two southbound travel lanes.

Traffic counts taken in 2024 during a weekday PM peak hour indicated approximately 60 southbound right turns from Dr. Carlton B. Goodlett Place onto Grove Street. The project shall maintain two southbound travel lanes south of the midblock crossing, which will accommodate this right-turn movement without dramatically altering existing traffic conditions.

### Parking and Loading Changes

On the west side of the corridor, 5 permitted parallel parking spaces would be removed to accommodate a longer accessible passenger loading zone, daylighting, and transitions for the protected bike lane. On the east side of the corridor, parking would need to be reoriented from angled to parallel spaces to provide for the protected bike lane. Further, the design on the east side would have a new accessible passenger loading zone and include daylighting and transitions; consequently, 13 motorcycle and 5 general meter parking spaces would be removed along with 9 permitted parking spaces. The resulting curb space would provide 30 permitted parallel parking spaces, two ADA spaces, and 120 feet of accessible passenger loading. Parking permit-holders whose spaces are being removed have been offered either reserved or general parking spaces in the nearby Civic Center garage, owned by the Recreation and Parks

Department. Additionally, SFMTA staff worked with City Hall staff to modify parking on the south side of Grove Street between Dr. Carlton B. Goodlett Place and Van Ness Avenue. The following table presents the total parking and loading changes with the project.

	Existing	With Project
Permit Parking	51	38
Accessible Parking	2	2
Motorcycle Parking	13	0
General Meter Parking	10	0
Passenger Loading	2	6
Commercial Loading	1	0

**PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS**

Below is a list of all the traffic modifications associated with the proposed project. Items C, I, M and N require SFMTA Board Approval. Further, although Transportation Code, Division II, Section 201 subsection (a) delegates to the City Traffic Engineer the authority to approve items E and H and, subsection (b) delegates to the City Traffic Engineer the authority to approve the following items after a public hearing A, B, D, F, G, and J through L, the City Traffic Engineer recommends that the SFMTA Board approve these items as part of the Dr. Carlton B. Goodlett Place Quick-Build Project.

**A. ESTABLISH – CLASS IV PROTECTED BIKEWAY (PARKING SEPARATED BIKEWAY)**

Dr. Carlton B. Goodlett Place, northbound and southbound, both sides, from Grove Street to McAllister Street

**B. ESTABLISH – RED ZONE**

Dr. Carlton B. Goodlett Place, west side, from Grove Street to 28 feet northerly (28-foot zone); Dr. Carlton B. Goodlett Place, west side, from 235 feet to 255 feet north of Grove Street (20-foot zone); Dr. Carlton B. Goodlett Place, west side, from 231 feet to 256 feet south of McAllister Street (25-foot zone); Dr. Carlton B. Goodlett Place, west side, from McAllister Street to 29 feet southerly (29-foot zone); Dr. Carlton B. Goodlett Place, east side, from Grove Street to 29’ feet northerly (29-foot zone); Dr. Carlton B. Goodlett Place, east side, from 206 feet to 253 feet north of Grove Street (47-foot zone); Dr. Carlton B. Goodlett Place, east side, from 235 feet to 255 feet south of McAllister Street (20-foot zone); Dr. Carlton B. Goodlett Place, east side, from McAllister Street to 54 feet southerly (54-foot zone)

**C. RESCIND – METERED GREEN ZONE, SHORT-TERM PARKING, 30-MINUTE LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Grove Street, south side, from 199 feet to 222 feet east of Van Ness Avenue, meter stall number 17 (23-foot zone)

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- D. RESCIND – BLUE ZONE, DISABLED PARKING, AT ALL TIMES  
Dr. Carlton B. Goodlett Place, east side, from Grove Street to 12 feet northerly, (12-foot zone)
- E. ESTABLISH – BLUE ZONE, DISABLED PARKING, AT ALL TIMES  
Dr. Carlton B. Goodlett Place, east side, from 29 feet to 49 feet north of Grove Street, (20-foot zone)
- F. RESCIND – BLUE ZONE, DISABLED PARKING, AT ALL TIMES  
Dr. Carlton B. Goodlett Place, east side, from 50 feet to 62 feet south of McAllister Street (12-foot zone)
- G. RESCIND – BLUE ZONE, DISABLED PARKING, AT ALL TIMES  
Dr. Carlton B. Goodlett Place, west side, from 5 feet to 26 feet south of McAllister Street, (21-foot zone)
- H. ESTABLISH – BLUE ZONE, DISABLED PARKING, AT ALL TIMES  
Dr. Carlton B. Goodlett Place, west side, from 29 feet to 49 feet south of McAllister Street, (20-foot zone)
- I. RESCIND – METERED MOTORCYCLE PARKING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY  
Dr. Carlton B. Goodlett Place, east side, from 16 feet to 37 feet south of McAllister Street, meter stall numbers 44, 46, 48, 50, 52, 54; Dr, Carlton B. Goodlett Place, east side, from 5 feet to 29.5 feet north of midblock crosswalk, meter stall numbers 2, 4, 6, 8, 10, 12, 14
- J. RESCIND – WHITE ZONE, ACCESSIBLE PASSENGER LOADING, AT ALL TIMES  
Dr. Carlton B. Goodlett Place, west side, from 205 feet to 246 feet north of Grove Street, (41-foot zone)
- K. ESTABLISH – WHITE ZONE, ACCESSIBLE PASSENGER LOADING, AT ALL TIMES  
Dr. Carlton B. Goodlett Place, west side, from 155 feet to 235 feet north of Grove Street, (80-foot zone)
- L. ESTABLISH – WHITE ZONE, ACCESSIBLE PASSENGER LOADING, AT ALL TIMES  
Dr. Carlton B. Goodlett Place, east side, from 195 feet to 235 feet south of McAllister Street, (40-foot zone)
- M. ESTABLISH – PERMIT PARKING, 6 AM TO 7 PM, MONDAY THROUGH FRIDAY –  
Dr. Carlton B. Goodlett Place, east side, from 49 feet to 206 feet north of Grove Street (157-foot zone); Dr. Carlton B. Goodlett Place, east side, from 54 feet to 195 feet south of McAllister Street (141-foot zone); Grove Street, south side, from 25 feet to 206 feet west of Polk Street (181-foot zone).
- N. ESTABLISH – PERMIT PARKING, AT ALL TIMES –  
Dr. Carlton B. Goodlett Place, west side, from 49 feet to 231 feet south of McAllister Street (182-foot zone); Dr. Carlton B. Goodlett Place, west side, from 28 feet to 155 feet north of Grove Street (127-foot zone)

## ALTERNATIVES CONSIDERED

The project team assessed design alternatives prior to recommending the proposed design of curbside, parking-protected separated bikeways with parallel parking and loading. The following description details the alternative options considered and the associated tradeoffs and constraints.

- *Option 1 – Class IV Separated Bikeway + Half-block Southbound Travel Lane Reduction + Conversion of Angled Parking to Parallel Parking + Larger Loading Zone (Build).* This option is the option recommended by staff.

Several variations on the proposed project were considered:

- *Maintaining existing Loading Zone (41') on West side.* Maintaining the existing loading zone on the west side of Dr. Carlton B. Goodlett Place as is would result in the removal of two fewer parking spaces. The project team determined that additional loading space was necessary to accommodate the high demand for loading in front of City Hall for meetings and events.
- *Full-block Southbound Travel Lane Reduction.* The project team recommends against a full-block southbound travel lane reduction given the heavy peak-hour southbound right-turn movement at Grove Street that was observed. Maintaining two lanes from the midblock crossing to Grove Street would better accommodate this right-turn movement while keeping southbound through-vehicle traffic moving.
- *No Southbound Travel Lane Reduction.* The project team recommends against maintaining the existing two southbound lanes from McAllister Street to the midblock crosswalk given that the travel lane reduction before the crosswalk provides pedestrian safety benefits by increasing pedestrian visibility and reducing the crossing distance and exposure for pedestrians.
- *Maintaining Angled Parking on East side.* The project team recommends against maintaining angled parking on the east side of Dr. Carlton B. Goodlett Place given that it would limit the width of bike lanes to 6 feet. In addition, a full-block travel lane reduction would be required to both maintain angled parking and upgrade the bikeways.
- *Option 2 – No-Build.* The project team considered the option of not upgrading the bicycle facilities on Dr. Carlton B. Goodlett Place between McAllister Street and Grove Street from a Class II bikeway to a Class IV bikeway. However, this option does not meet SFMTA Strategic Plan Goals or Transit First Policy Principles.

A Class IV bikeway (separated bikeway) is preferable to a Class II bikeway as it offers upgraded protection for people traveling by bike and limits their exposure to vehicular traffic. Furthermore, the travel lane reduction on Dr. Carlton B. Goodlett Place between McAllister Street and the midblock crosswalk results in reduced exposure for pedestrians crossing Carlton B. Goodlett Place by reducing the crossing distance while also increasing the visibility of pedestrians. For this reason, the project team recommends Option 1.

**STAKEHOLDER ENGAGEMENT**

The SFMTA conducted outreach with stakeholders throughout the project's planning, analysis, and conceptual design phases from May through September of 2024. Given that the project area is adjacent to City Hall on one side and Civic Center Plaza on the other, key stakeholders included various City departments as well as the Civic Center Community Benefit District and Bill Graham Civic Auditorium.

The project team held in-depth discussions regarding the proposed project design with the following stakeholders:

- Bill Graham Civic Auditorium/ Another Planet Entertainment
- Civic Center Community Benefit District
- San Francisco City Administrator’s Office
- San Francisco City Hall Building Management Department
- San Francisco Department of Public Works
- San Francisco Planning Department
- San Francisco Recreation and Parks Department
- San Francisco Bicycle Coalition
- San Francisco Bicycle Advisory Committee
- City Hall Preservation Commission

During the stakeholder engagement process, the project team considered and adjusted the proposed parking and loading legislation to address issues and concerns raised.

**FUNDING IMPACT**

Funding for the proposed traffic modifications is provided by Prop D. The total project cost is broken down into the following budget:

Funding Source	Planned/ Programmed	Phases
Prop D	\$300,000	Planning & Design
Prop D	\$385,000	Construction
SF Public Works	\$200,00	Construction- Paving
<b>TOTAL</b>	<b>\$885,000</b>	

**ENVIRONMENTAL REVIEW**

The proposed Dr. Carlton B. Goodlett Place Quick-Build Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including



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new facilities, within the public right of way pursuant to Public Resources Code Section 21080.25.

The Planning Department determined, on September 5, 2024, that the proposed Dr. Carlton B. Goodlett Place Quick-Build Project (Case Number 2024-007872ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

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 [<https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2024-007872ENV>] and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The San Francisco Fire Department, San Francisco Police Department, and San Francisco Department of Public Works have reviewed the project through the interagency Transportation Advisory Staff Committee (TASC) on August 22, 2024.

Item C, I, M and N listed above is subject to the Board of Supervisors review pursuant to the San Francisco Transportation Code Section 10.1.

The City Attorney has reviewed this report.

**RECOMMENDATION**

SFMTA staff recommend that the SFMTA Board approve various parking and traffic modifications along Dr. Carlton B. Goodlett Place to improve transportation safety and connectivity, including the establishment of new Class IV separated bikeways, as part of the Dr. Carlton B. Goodlett Place Quick-Build Project.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

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

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

WHEREAS, The SFMTA is committed to creating a network of protected bikeways citywide; and,

WHEREAS, The permit spaces located on Dr. Carlton B. Goodlett Place are used by government officials and employees and the parking restrictions are codified in the Transportation Code; and,

WHEREAS, The SFMTA has proposed the installation of protected bikeways and parking and traffic modifications along Dr. Carlton B. Goodlett Place, as follows:

**A. ESTABLISH – CLASS IV PROTECTED BIKEWAY (PARKING SEPARATED BIKEWAY)**

Dr. Carlton B. Goodlett Place, northbound and southbound, both sides, from Grove Street to McAllister Street

**B. ESTABLISH – RED ZONE**

Dr. Carlton B. Goodlett Place, west side, from Grove Street to 28 feet northerly (28-foot zone); Dr. Carlton B. Goodlett Place, west side, from 235 feet to 255 feet north of Grove Street (20-foot zone); Dr. Carlton B. Goodlett Place, west side, from 231 feet to 256 feet south of McAllister Street (25-foot zone); Dr. Carlton B. Goodlett Place, west side, from McAllister Street to 29 feet southerly (29-foot zone); Dr. Carlton B. Goodlett Place, east side, from Grove Street to 29' feet northerly (29-foot zone); Dr. Carlton B. Goodlett Place, east side, from 206 feet to 253 feet north of Grove Street (47-foot zone); Dr. Carlton B. Goodlett Place, east side, from 235 feet to 255 feet south of McAllister Street (20-foot zone); Dr. Carlton B. Goodlett Place, east side, from McAllister Street to 54 feet southerly (54-foot zone)

**C. RESCIND – METERED GREEN ZONE, SHORT-TERM PARKING, 30-MINUTE LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**

Grove Street, south side, from 199 feet to 222 feet east of Van Ness Avenue, meter stall number 17 (23-foot zone)

**D. RESCIND – BLUE ZONE, DISABLED PARKING, AT ALL TIMES**

Dr. Carlton B. Goodlett Place, east side, from Grove Street to 12 feet northerly, (12-foot

- zone)
- E. ESTABLISH – BLUE ZONE, DISABLED PARKING, AT ALL TIMES  
Dr. Carlton B. Goodlett Place, east side, from 29 feet to 49 feet north of Grove Street,  
(20-foot zone)
  - F. RESCIND – BLUE ZONE, DISABLED PARKING, AT ALL TIMES  
Dr. Carlton B. Goodlett Place, east side, from 50 feet to 62 feet south of McAllister Street  
(12-foot zone)
  - G. RESCIND – BLUE ZONE, DISABLED PARKING, AT ALL TIMES  
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Dr. Carlton B. Goodlett Place, east side, from 16 feet to 37 feet south of McAllister  
Street, meter stall numbers 44, 46, 48, 50, 52, 54; Dr, Carlton B. Goodlett Place, east  
side, from 5 feet to 29.5 feet north of midblock crosswalk, meter stall numbers 2, 4, 6, 8,  
10, 12, 14
  - J. RESCIND – WHITE ZONE, ACCESSIBLE PASSENGER LOADING, AT ALL TIMES  
Dr. Carlton B. Goodlett Place, west side, from 205 feet to 246 feet north of Grove Street,  
(41-foot zone)
  - K. ESTABLISH – WHITE ZONE, ACCESSIBLE PASSENGER LOADING, AT ALL  
TIMES  
Dr. Carlton B. Goodlett Place, west side, from 155 feet to 235 feet north of Grove Street,  
(80-foot zone)
  - L. ESTABLISH – WHITE ZONE, ACCESSIBLE PASSENGER LOADING, AT ALL  
TIMES  
Dr. Carlton B. Goodlett Place, east side, from 195 feet to 235 feet south of McAllister  
Street, (40-foot zone)
  - M. ESTABLISH – PERMIT PARKING, 6 AM TO 7 PM, MONDAY THROUGH FRIDAY  
– Dr. Carlton B. Goodlett Place, east side, from 49 feet to 206 feet north of Grove Street  
(157-foot zone); Dr. Carlton B. Goodlett Place, east side, from 54 feet to 195 feet south  
of McAllister Street (141-foot zone); Grove Street, south side, from 25 feet to 206 feet  
west of Polk Street (181-foot zone).
  - N. ESTABLISH – PERMIT PARKING, AT ALL TIMES –  
Dr. Carlton B. Goodlett Place, west side, from 49feet to 231 feet south of McAllister  
Street (182-foot zone); Dr. Carlton B. Goodlett Place, west side, from 28 feet to 155 feet  
north of Grove Street (127-foot zone)

WHEREAS, Although the City Traffic Engineer has the authority to approve Items A, B, D through H, and J through L, the City Traffic Engineer recommends that the SFMTA Board of Directors approve these items as part of the Dr. Carlton B. Goodlett Place Quick-Build Project;

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,

WHEREAS, The proposed Dr. Carlton B. Goodlett Place Quick-Build Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right of way pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The Planning Department determined, on September 5, 2024, that the proposed Dr. Carlton B. Goodlett Place Quick-Build Project (Case Number 2024-007872ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

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

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at [<https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2024-007872ENV>] and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed Class IV bikeways and parking and traffic modifications associated with the Dr. Carlton B. Goodlett Place Quick-Build Project listed as Items A-N above.

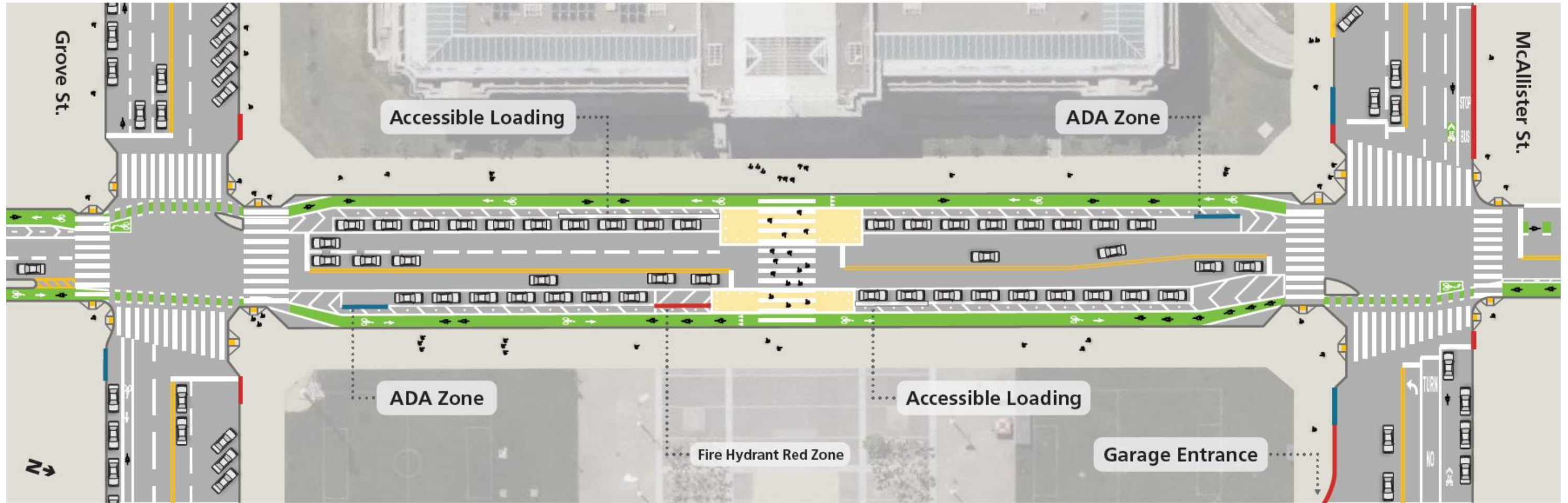
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends the Transportation Code Division II, Section 801 to revise parking restrictions on Dr. Carlton B. Goodlett Place and Grove Street to accommodate separated bicycle lanes and other transportation measures on Dr. Carlton B. Goodlett Place.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 1, 2024.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

Enclosure 2: Proposed Plan View





Enclosure 3: Project Rendering











RESOLUTION NO.

[Transportation Code – Parking Restrictions on Dr. Carlton B. Goodlett Place and Grove Street]

**Resolution amending Division II of the Transportation Code to revise parking restrictions on Dr. Carlton B. Goodlett Place and Grove Street in the vicinity of Dr. Carlton B. Goodlett Place.**

NOTE: **Additions** are in *single-underline italics Times New Roman font*.  
**Deletions** are in *strike-through italics Times New Roman font*.  
**Asterisks (\* \* \* \*)** indicate the omission of unchanged Code subsections or parts of tables.

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

Section 1. Article 800 of Division II of the Transportation Code is hereby amended by revising Section 801, to read as follows:

**SEC. 801. PARKING RESTRICTIONS BY LOCATION.**

(a) It shall be a violation of Division I, Section 7.2.42 (Parking Restrictions) for any person to Park any vehicle, whether attended or unattended, in any of the locations listed below during times when Parking is restricted without displaying a valid permit for Parking in that location. A permit issued for Parking pursuant to this Article does not exempt a vehicle from street-cleaning Parking restrictions. These parking restrictions shall not apply to any state, federal, or foreign consulate vehicle parked to carry out official government business.

(b) **Removal Authorized.** Pursuant to the authority of Vehicle Code Section 22651(n) any vehicle Parked in violation of this Section 801 may be removed by the SFMTA or SFPD.

(c) **Restricted Locations:**

\* \* \* \*

**(14) Dr. Carlton B. Goodlett Place.**

**(A) Locations:**

~~(i) Dr. Carlton B. Goodlett Place, east side, from 32 feet to 150 feet north of Grove Street (118-foot zone, accommodating 10 angled parking stalls).~~

~~(ii) Dr. Carlton B. Goodlett Place, east side, from 150 feet to 224 feet north of Grove Street (74-foot zone, accommodating 6 angled parking stalls);~~

~~(iii) Dr. Carlton B. Goodlett Place, east side, from 184 feet to 208 feet south of McAllister Street (24-foot zone, accommodating 2 angled parking stalls);~~

~~(iv) Dr. Carlton B. Goodlett Place, west side, between McAllister Street and Grove Street (531-foot zone, accommodating 20 parallel parking stalls);~~

(i) Dr. Carlton B. Goodlett Place, east side, from 49 feet to 206 feet north of Grove Street (157-foot zone, accommodating 8 parallel parking stalls);

(ii) Dr. Carlton B. Goodlett Place, east side, from 54 feet to 195 feet south of McAllister Street (141-foot zone, accommodating 7 parallel parking stalls);

(iii) Dr. Carlton B. Goodlett Place, west side, from 49 feet to 231 feet south of McAllister Street (182-foot zone, accommodating 9 parallel parking stalls);

(iv) Dr. Carlton B. Goodlett Place, west side, from 28 feet to 155 feet north of Grove Street (127-foot zone, accommodating 6 parallel parking stalls).

**(B) Time:** ~~For subsection (A)(i), from 6 a.m. to 7 p.m. Monday through Friday. For subsections (A)(ii) (iv), at all times.~~ For subsection (14)(A)(i) and (14)(A)(ii), from 6 a.m. to 7 p.m. Monday through Friday. For subsections (14)(A)(iii) and (14)(A)(iv), at all times.

**(C) Exempt Vehicles:** Vehicles displaying a permit issued by the SFMTA.

\* \* \* \*

**(21) Grove Street.**

(A) **Locations:**

(i) Grove Street, north side, between Van Ness Avenue and Polk Street (360-foot zone, accommodating 25 angled parking stalls).

(ii) ~~Grove Street, south side, from 266 feet to 358 feet east of Van Ness Avenue (92-foot zone, accommodating 4 parallel parking stalls).~~ Grove Street, south side, from 25 feet to 206 feet west of Polk Street (181-foot zone, accommodating 8 parallel parking stalls).

(B) **Time:** 6:00 a.m. to 7:00 p.m., Monday through Friday.

(C) **Exempt Vehicles:** Vehicles displaying a permit issued by the SFMTA.

\* \* \* \*

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

Section 3. Scope of Resolution. In enacting this resolution, 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 resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

APPROVED AS TO FORM:  
DAVID CHIU, City Attorney

By: \_\_\_\_\_  
MISHA TSUKERMAN  
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 1, 2024.

\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency