

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various parking and traffic changes associated with the Better Market Street (BMS) Project; amending Transportation Code, Division II, Section 702 to reduce the speed limit on Market Street between Franklin Street and Steuart Street from 25 miles per hour to 20 miles per hour; and amending Transportation Code, Division II, Section 601 to designate a transit-only lane on Market Street, westbound, from 50 feet east of Kearny Street to Kearny Street.



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 which was approved by the SFMTA Board in October 2019.
- This legislative package includes modifications due to design changes to be included in Phase 1 between 5th to 8th streets anticipated to start construction in mid-2021, the Phase 2 F-Loop anticipated to start construction in 2024, as well as permanent legislation for minor modifications implemented by directive in the quick-build phase implemented in winter 2020.
- The proposed parking and traffic modifications have been reviewed pursuant to the California Environmental Quality Act (CEQA).
- 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 Amendments
3. Better Market Street Project CEQA Findings, Statement of Overriding Considerations, Mitigation Monitoring and Reporting Program, and Final Environmental Impact Report <https://sfplanning.org/project/better-market-street-environmental-review-process#info>

APPROVALS:

	DATE
DIRECTOR 	January 12, 2021
SECRETARY 	January 12, 2021

ASSIGNED SFMTAB CALENDAR DATE: January 19, 2021

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PURPOSE

Approving various parking and traffic changes associated with the Better Market Street (BMS) Project; amending Transportation Code, Division II, Section 702 to reduce the speed limit on Market Street between Franklin Street and Steuart Street from 25 miles per hour to 20 miles per hour; and amending Transportation Code, Division II, Section 601 to designate a transit-only lane on Market Street, westbound, from 50 feet east of Kearny Street to Kearny Street

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The item will support the following goals and objectives of the SFMTA Strategic Plan:

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 item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the transportation system provides 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. Use designated transit lanes and streets to expedite the movement of public transit vehicles and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Market Street is San Francisco's busiest street for people walking, cycling, and riding public transit, including taxis. Prior to the COVID-19 crisis, approximately 72,000 people rode Muni on surface routes daily, 500,000 people walked along Market Street on a given day, approximately 200 Muni vehicles per hour provided Market Street service during peak hours, and over 800 people biked per hour in the morning rush hour.

Better Market Street (BMS) is a phased project to revitalize and improve San Francisco's busiest pedestrian, bicyclist and transit corridor. The City's multi-agency project along 2.2 miles of Market Street between Steuart Street and Octavia Boulevard, is a major capital investment designed to enhance safety for people traveling down Market Street, improve transit service, and create a vibrant and inclusive destination where people want to live, work and visit.

This calendar item includes four types of changes:

- Modifications to be included in Phase 1 between 5th to 8th streets, anticipated to start construction in mid-2021
- Modifications to be included in Phase 2 (the F Loop on McAllister and Charles J Brenham), anticipated to start construction in late 2023 or early 2024
- Clean-up legislation of elements that were either part of the original project design but not included in the October 2019 legislation, or minor adjustments to the design implemented in the winter 2020 quick-build phase via directive as temporary emergency measures

Background and October 2019 Project Approval

The Better Market Street Project is a multi-agency project, led by Public Works in partnership with SFMTA, the Planning Department, the Public Utilities Commission, and the Transportation Authority. After nearly ten years of planning and five rounds of public workshops, the BMS project was approved by the SFMTA Board in October 2019. The project approval included legislation for the 2.2-mile project corridor and cross streets. East of 10th Street, the design included a sidewalk-level bikeway. The full project from Octavia Boulevard to Steuart Street was estimated to cost over \$600M when the project was approved. Funding at that point had been secured for Phase 1 between 5th and 8th Streets, planned to begin construction in mid-2021, with the hope that Phase 1 would be a showcase project that would help the City secure the remaining funds needed to complete the remaining 1.5 miles of the Project Corridor.

Winter 2020 Quick-build Implementation

In January 2020, SFMTA delivered safety and transit reliability measures to Market Street as a part of its quick-build program, implementing car-free Market Street. Elements included making Market Street a car-free zone from 10th Street to Main Street, adding 100 new cross-street passenger and commercial loading zones to accommodate safe loading, implementing peak hour loading restrictions on Market Street to reduce conflicts between people on bicycles, transit and commercial vehicles, and adding bicycle intersection improvements at Eighth, Page, Battery, and Valencia streets.

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The success of Quick-Build to implement car-free Market Street showed us how much can be achieved quickly and efficiently, with only \$3.4M and little to no construction impacts. With signage and ground treatments we were able to fundamentally transform Market Street into a multi-modal corridor that prioritizes transit, cyclists, and pedestrians, and allows continued use for taxis, paratransit and commercial vehicles essential for doing business along the corridor. In the two months between implementation in January and the COVID-19 shelter-in-place order in mid-March, bike ridership on Market Street increased by 25%, resulting in large platoons of people biking as shown in Figure 1. People biking on Market at 8th Street four-abreast after the quick-build implementation. In that same time frame, transit efficiency increased by up to 12%.



Figure 1. People biking on Market at 8th Street four-abreast after the quick-build implementation

This calendar item includes several “clean-up” parking and traffic modifications that were installed on a temporary basis as part of the quick-build implementation to account for adjustments made during implementation and are now being brought to public hearing for permanent approval. There were some parking and traffic modifications near Stevenson and 2nd Street to better accommodate local traffic circulation once 2nd Street was converted to car-free north of Stevenson. In addition, there are some parking changes on Ellis, Hayes, and Fell streets.

- A. ESTABLISH – WHITE PASSENGER LOADING ZONE – Ellis Street, northside, from 38 feet to 44 feet west of Stockton Street
- B. ESTABLISH – RED ZONE – Ellis Street, south side, from Powell Street to 20 feet easterly; Ellis Street, south side, from 101 feet to 109 feet east of Powell Street
- C. ESTABLISH – GREEN METERED PARKING, 30-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Hayes Street, south side, from 179 feet to 223 feet west of Larkin Street
- D. RESCIND – TOW AWAY NO STOPPING, 7 AM TO 9 AM, MONDAY THROUGH FRIDAY – Fell Street, south side, from Franklin Street to Van Ness Avenue.
- E. ESTABLISH – STOP SIGN – Stevenson Street, westbound, at New Montgomery Street
- F. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Stevenson Street, north side, from New Montgomery to 65 feet easterly (removes 11 metered motorcycle spaces); Stevenson Street, north side, from 2nd Street to 56 feet westerly (removes 20’ white zone)
- G. ESTABLISH – MOTORCYCLE METERED PARKING – 2nd Street, east side, from Stevenson Street to 46 feet northerly (removes a 36’ white zone)

In addition, there are some minor traffic control changes proposed to support the two-way conversion of Jones between Market and Golden Gate to complete the quick-build implementation making Market car-free.

- H. ESTABLISH – NO RIGHT TURN ON RED – Jones Street, northbound, at Golden Gate Avenue
- I. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI AND BICYCLES – Jones Street, southbound, at McAllister Street
- J. ESTABLISH – LEFT TURN ONLY EXCEPT MUNI AND BICYCLES – McAllister Street, eastbound, at Jones Street

Phase 1 2020 Redesign

At the time of the October 2019 project approvals, the project team had anticipated starting the capital construction between 5th and 8th Streets in mid-2020. However, soon after the quick-build implementation phase, the COVID-19 pandemic hit, creating new economic challenges and changing demands for San Francisco. As a result, the project’s City departments came together and made the tough decision to adjust the design for Better Market Street in order to move the project forward. The design for the first phase of Better Market Street has been updated to align the project cost with the available funding, expand the capacity for people biking, and reduce construction impacts on local businesses. Phase 1 of Better Market Street will focus on constructing improvements that provide the greatest safety benefits and perform the necessary state of good repair work that is required to keep Market Street running.

As shown in *Error! Reference source not found.* the 2019 design would have widened the sidewalks by two feet, and shifted all poles and trees close to the roadway to create space for the sidewalk-level bikeway. The design required shifting 89% of the curb line, creating significant construction impacts for businesses. It also included replacing the entire bike sidewalk with new pavers.

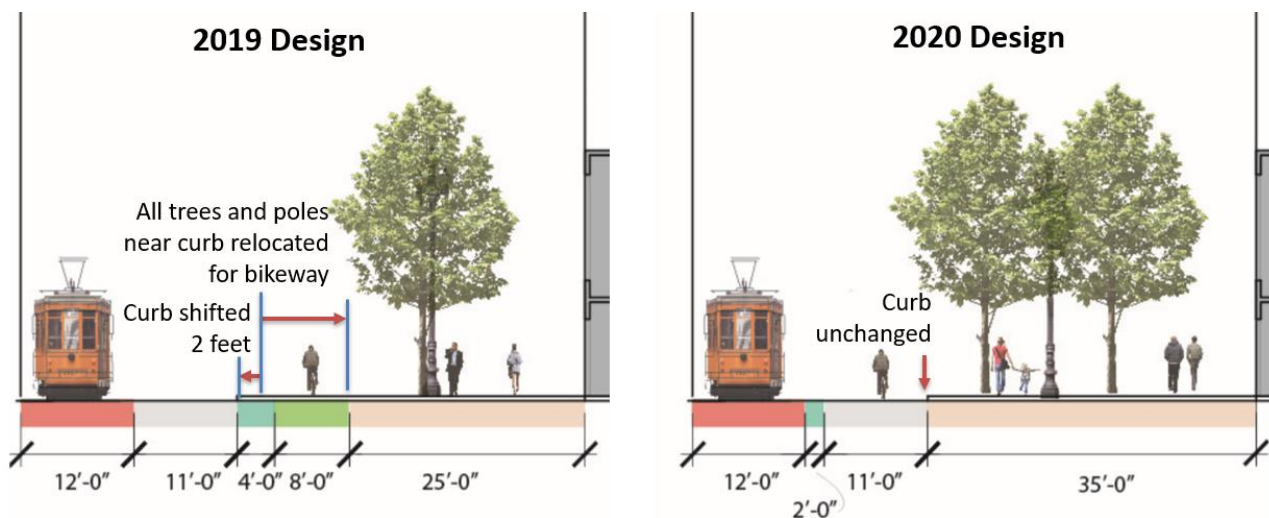


Figure 2. Typical cross-section of 2019 and 2020 designs

While performing value engineering on the 2019 design, the project team realized that the sidewalk-level bikeway did not provide enough capacity to meet the huge demand that was seen after just the quick-build phase. Best practices for bike facility design recommend that a one-way bike facility with volumes over 750 bikes/peak hour should be 10 to 11 feet wide. The 2019 design proposed an 8-foot wide dedicated bikeway because that was the widest bikeway that Market Street could accommodate, and the design team felt that including a dedicated bikeway was important, even if it was narrower than what was recommended best practice. Unfortunately, during the detailed design phase it was realized that the bikeway had to be narrowed to 5 or 6 feet at BART portals, loading zones and curb side stops. As a result, more than half of the bikeway too narrow for side-by-side bike riding and the bikeway was far more constrained than originally expected, as shown in *Figure 3*. It was expected that the majority of people biking during peak hours would bike in the roadway; however, the 2019 design did not include any design accommodations for people biking in the curb lane.

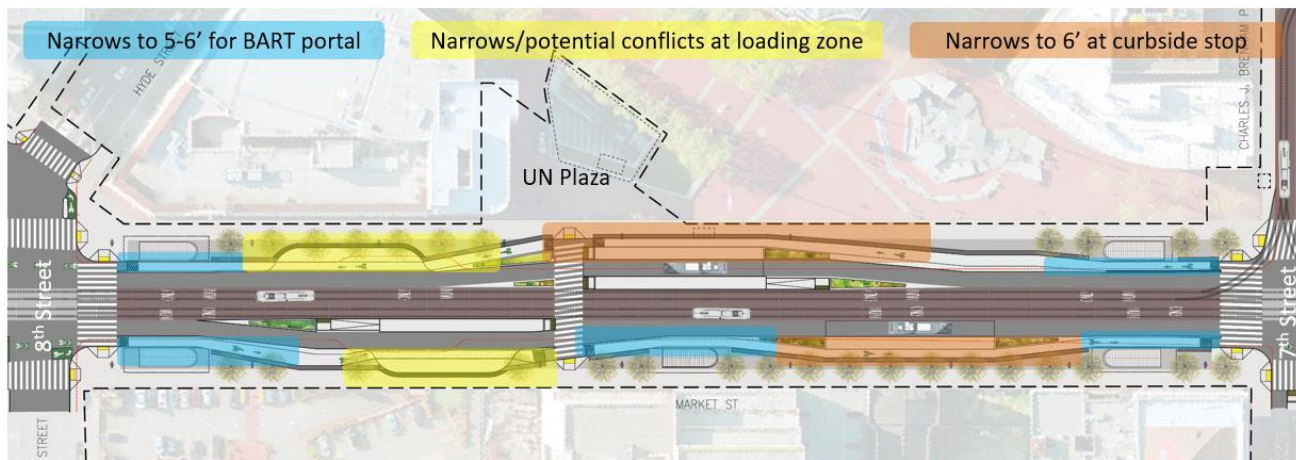


Figure 3. 2019 Design plan view of Market Street between 7th and 8th streets highlighting where bikeway narrowed

The primary parameters that guided the redesign was to save costs and minimize construction impacts to businesses. The 2020 design achieves this by keeping the curb line in its currently place where possible, moving only the 27% of the curb line where required to create ADA accessible bus boarding islands, avoiding the relocation of the historic Path of Gold streetlight poles and minimizing utility relocations and work near sub-sidewalk basements. It also proposes refurbishing, rather than replacing, the existing brick sidewalks and delaying the replacement of Path of Gold poles and other utilities that are still in good condition. The details of this proposed redesign are described below.

All Muni service in center Muni-only lane at new, larger boarding islands

The 2020 design for Phase 1 removes transit from the curb lane and all curbside transit stops between 5th and 8th Streets. All Muni buses will move to the center lane between 5th and 8th, Muni-only lane, which was already legislated to eliminate taxis and other transit in 2019. This removes Muni service from the curb lane, except where Muni buses use the curb lane to turn off Market Street, such as the 5/5R at McAllister and the 31 at Turk Street.

To reduce crowding, the new boarding islands at UN plaza (Figure 4. New ADA-accessible boarding islands) and at 6th Street will be twice as big as the current islands, and will have shelters with seating, be fully accessible, and include wheelchair ramps for F-line service. In addition, combining all the Muni service in the same lane allows the signals to be better optimized to favor transit, minimizing time transit spends at red lights. The proposed stop locations in Phase 1 are shown in Figure 5. Proposed Muni Service With this package of improvements, there would be enough capacity for the center lane to support all pre-COVID (February 2020) service in the center lanes.



Figure 4. New ADA-accessible boarding islands

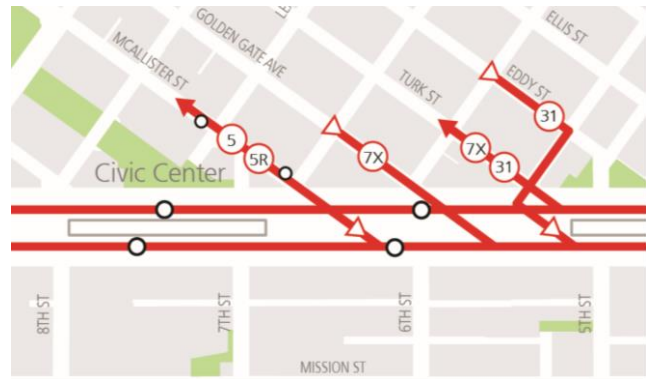


Figure 5. Proposed Muni Service

Shared curb lane with lower speed limit speed tables and additional required right turns

Removing transit from the curb lane eliminates conflicts between buses and other users, most notably bicycles. Existing loading restrictions in the morning and evening peak commute hours will continue to limit delivery vehicles and conflicts during the busiest times on Market Street. With car-free Market and the new transit service plan, there will be 75% fewer vehicles in curb lane. To further reduce the number of commercial vehicles and taxis in the curb lane while maintaining access, two new required right turns are proposed in each direction – eastbound at 8th Street and 6th Street, and westbound at Geary/Kearny streets and Turk Street, as shown in Figure 6. Turn restrictions for commercial vehicles and taxis In addition, SFMTA staff proposes creating a short, 50-foot westbound transit-only lane in the curb lane of Market Street just east of Kearny since commercial vehicles and taxis are not allowed to continue westbound on Market Street after Kearny; however, bicycles are also authorized to use this lane. (See discussion below.)

These are in addition to the required right turns that were approved in 2019, restricting commercial vehicles from going eastbound at 12th and westbound at 9th, and restricting both commercial vehicles and taxis from going eastbound at Beale street. Taxis would continue to have the option to use the bus and taxi-only lane on the parallel Mission Street corridor, and the project will improve taxi mobility along the Mission corridor by making taxis exempt from seven existing left-turn prohibitions on Mission Street. Paratransit vehicles are also able to use the center Muni-only lane. In order for the previously approved turn restrictions to be consistent with the Vehicle Code, the proposed modifications include an exemption for paratransit vehicles from the required right turn eastbound at Beale Street.



Figure 6. Turn restrictions for commercial vehicles and taxis

While there is no dedicated bicycle facility, the 2020 revised project includes a number of safety improvements for people biking. A painted buffer between traffic lanes will provide separation between bicyclists and transit vehicles, as well as discourage speeding and lane changing. Speed tables in the curb lane adjacent to the boarding islands will also discourage speeding in the slow zone adjacent to transit stops. An example block with the speed tables is shown in Figure 7. Plan View of Market Street, 8th to 7th streets with 2020 design

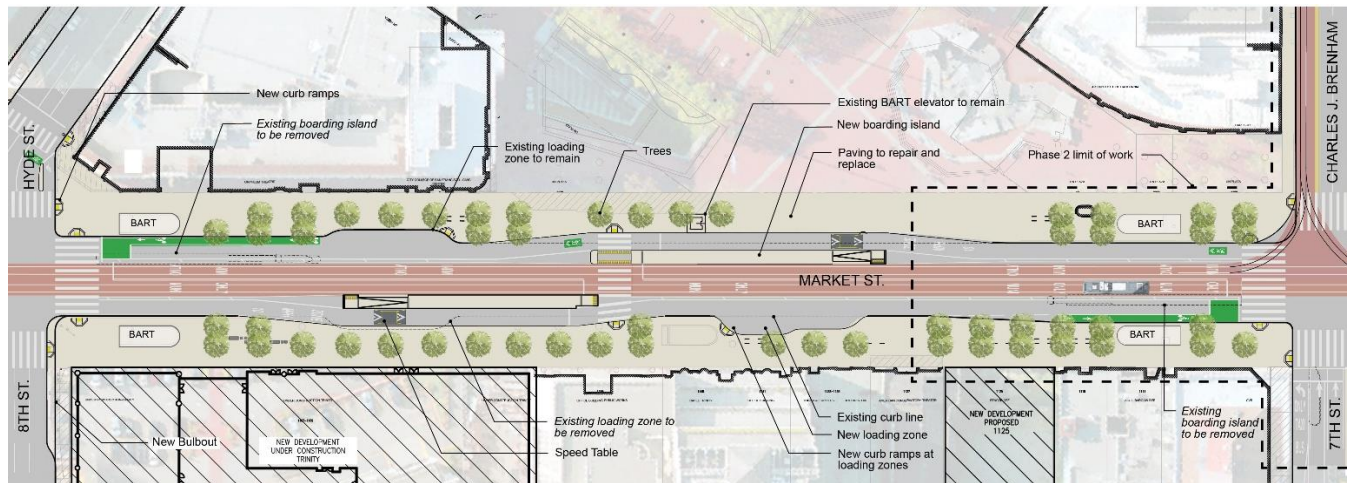


Figure 7. Plan View of Market Street, 8th to 7th streets with 2020 design

Furthermore, the speed limit on Market Street between Franklin Street and Steuart Street will be reduced from 25 miles per hour to 20 miles per hour. SFMTA has conducted an engineering a traffic survey and determined that the 25-mph prima facie speed limit is more than is reasonable and safe, in accordance with Vehicle Code section 22358.4. Market Street is a high injury corridor, as well as a high-density pedestrian and bicycle street with a number of high crash locations for both pedestrian and bicycle crashes. Four of the top ten intersections for injury collisions involving bicycles and pedestrians in the past five years are on Market Street. Slower speeds can reduce the injuries to vulnerable users of Market Street, in keeping with Vision Zero efforts. A slower speed limit will improve safety for bicycles in the shared lane by lowering the speed of commercial vehicles and taxis using the curb lane, and discouraging the use of Market Street as a thoroughfare to destinations.

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The 2020 redesign largely maintains the same crossing distances for crossing Market Street as existing conditions, which at a typical intersection without boarding islands measured at 50 feet. Because the 2019 design's sidewalk-level bikeway transitioned to roadway level at intersections, the crossing distance was increased to 70 feet, as pedestrians had cross two cycle tracks in addition to the existing four traffic lanes. By removing the cycle tracks, the 2020 design reduces pedestrian exposure to cross-traffic and makes crossing Market St easier than in the 2019 design, especially for seniors and people with disabilities.

A rendering of the shared curb lane design is shown in Figure 8. Rendering of shared curb lane.



Figure 8. Rendering of shared curb lane

In October 2019, the SFMTA Board approved a sidewalk-level bikeway on Market Street between 8th and Steuart streets, and this calendar item does not rescind that approval in order to preserve the option of installing a sidewalk-level bikeway at a later date. The refurbishment of the Path of Gold is being deferred at this time as the historic-replica street poles have ten to fifteen years of life remaining. When the poles are replaced in the future, the brick sidewalk may also be replaced with sidewalk pavers as the construction of new poles will necessitate significant sidewalk reconstruction. In conjunction with any sidewalk replacement, the shared lane design will be evaluated to determine if it was successful in meeting the project goals, or if the sidewalk-level bikeway should be implemented at that time. Implementing the sidewalk-level bikeway would still require widening the sidewalk by 2 feet on each side and significant utility relocation.

Other Safety Improvements

Better Market Street Phase 1 project will add additional safety improvements to all intersections between 5th to 8th streets:

- 53 curb ramps upgraded and widened from 4' to 8' on Market
- Repaving crosswalks and upgrading BART grates
- Adding Accessible Pedestrian Signals at all crosswalks
- Upgrading traffic signals from 8" to 12" indications will improve signal visibility

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In addition to the universal improvements for all intersections above, there are additional improvements at each intersection.

- At 8th/Hyde/Grove streets, a new crosswalk would be added crossing Hyde Street, and a northbound contraflow lane on Hyde would provide access between the Market Street and Grove Street bike facilities.
- At UN Plaza, the crosswalks would have a new pedestrian refuge at the widened, ADA accessible boarding islands.
- At 7th Street/Charles J Brenham Way, the protected cycle track on 7th Street would be extended north to McAllister Street.
- At McAllister Street, a new crosswalk would be added on the west side.
- At 6th Street/Golden Gate Avenue/Taylor Street, the crosswalks would be widened and realigned, and the sidewalk widened on the southeast side. Also, the new ADA accessible boarding islands would serve as pedestrian refuges.
- At Turk/Mason streets, the sidewalk would be widened on the northwest corner.

Core Infrastructure Improvements

Phase 1 includes many infrastructure and state of good repair improvements:

- The road, trackway, and crosswalks will all be fully repaved.
- The tracks will be upgraded from “tie and ballast” to “direct fixation”, which will reduce the amount of vibration caused by trains. This will reduce the wear and tear on the roadway surface, lowering ongoing maintenance needs.
- The BART grates will also be upgraded to a new design that better accommodates bicycle traffic.
- The existing traffic signals poles are an older style with smaller, 8” traffic signals, and the poles are rusting and cannot be maintained. The signals will be replaced with new, 12” signals that meet current standards.
- Some water and sewer pipes that have reached the end of their design life will be replaced and others relined to extend their life.
- Transit infrastructure in need of replacing, including the overhead catenary system (OCS), traction power systems that provide electricity to vehicles, and switches, will be upgraded.

Proposed Parking and Traffic Modifications to support 2020 Redesign

Related to the redesign, the proposed traffic and parking modifications will relocate a proposed loading zone to minimize sidewalk narrowing, install speed tables and lower the speed limit on Market Street between Franklin Street and Steuart Street from 25 miles per hour to 20 miles per hour. Based on feedback received in the Virtual Open House, we are also proposing four new required turns for taxis and commercial vehicles, as well as removing some left-turn restrictions for taxis from Mission Street.

- K. 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 464 feet to 528 feet east of 8th Street
- L. ESTABLISH – SPEED TABLES – Market Street, eastbound curb lane, between 8th Street and 7th Street (1 speed table); Market Street, eastbound curb lane, between 7th Street and 6th Street (1 speed table); Market Street, westbound curb lane, between 8th Street and 7th Street

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(1 speed table); Market Street, westbound curb lane, between 6th Street and Mason Street (1 speed table)

- M. ESTABLISH – RIGHT TURN ONLY, EXCEPT TRANSIT, PARATRANSIT, BICYCLES, and EMERGENCY VEHICLES – Market Street, eastbound at 8th Street; Market Street, eastbound, at 6th Street; Market Street, westbound, at Geary and Kearny Streets; Market Street westbound at Turk Street
- N. RESCIND – RIGHT TURN ONLY, EXCEPT MUNI AND BICYCLES and ESTABLISH – RIGHT TURN ONLY, EXCEPT MUNI, PARATRANSIT AND BICYCLES – Market Street, eastbound, at Beale Street intersection
- O. ESTABLISH – TRANSIT ONLY LANE– Market Street, westbound, from 50 feet east of Kearny Street to Kearny Street
- P. RESCIND – NO LEFT TURN and ESTABLISH – NO LEFT TURN EXCEPT TAXIS AND MUNI –Mission Street westbound at New Montgomery Street; Mission Street westbound at 5th Street, Mission Street, westbound at 2nd Street
- Q. RESCIND – NO LEFT TURN EXCEPT MUNI and ESTABLISH – NO LEFT TURN EXCEPT TAXIS AND MUNI – Mission Street, westbound and eastbound at 11th Street; Mission Street eastbound at 9th Street;
- R. RESCIND – NO LEFT TURN EXCEPT BUSES and ESTABLISH – NO LEFT TURN EXCEPT TAXIS AND BUSES—Mission Street, westbound, at 6th Street
- S. ESTABLISH - 20 MPH SPEED LIMIT – Market Street between Franklin Street and Stuart Street

Phase 2: F-Loop Changes

Following the construction project between 5th to 8th streets, SFMTA will build a new F-line turnaround loop (F-loop). The F-loop will improve Muni service with new rail service along McAllister Street and Charles J. Brenham Place, allowing the F Market & Wharves streetcars to provide more frequent service along the high-ridership segment between 6th Street and Fisherman’s Wharf. To minimize disruption from construction, the area of work along Market Street between McAllister and Charles J. Brenham will be done as part of the F-loop construction contract. Construction of the F-loop will begin by 2024.

The F loop was included in the Project approval in October 2019. Modifications to the F loop have since been proposed to remove revenue service from the loop due to its irregular hours potentially causing customer confusion. Instead of a part-time transit stop on Charles J Brenham way, a full-time center boarding island on Market Street at 6th street is being added. Eliminating revenue service from the loop allows the removal of the high-level platform which created a pinch point and necessitated sidewalk widening. It also allows the cycle track on 7th street to be continued northerly, in conjunction with shifting the Golden Gate Transit stop from farside Market to nearside at a boarding island, with a cycle track behind the island. A loading zone for the Yotel will be shifted south of the new bus boarding island. The updated design for the F Loop is shown in Figure 9. Updated Phase 2 F loop design

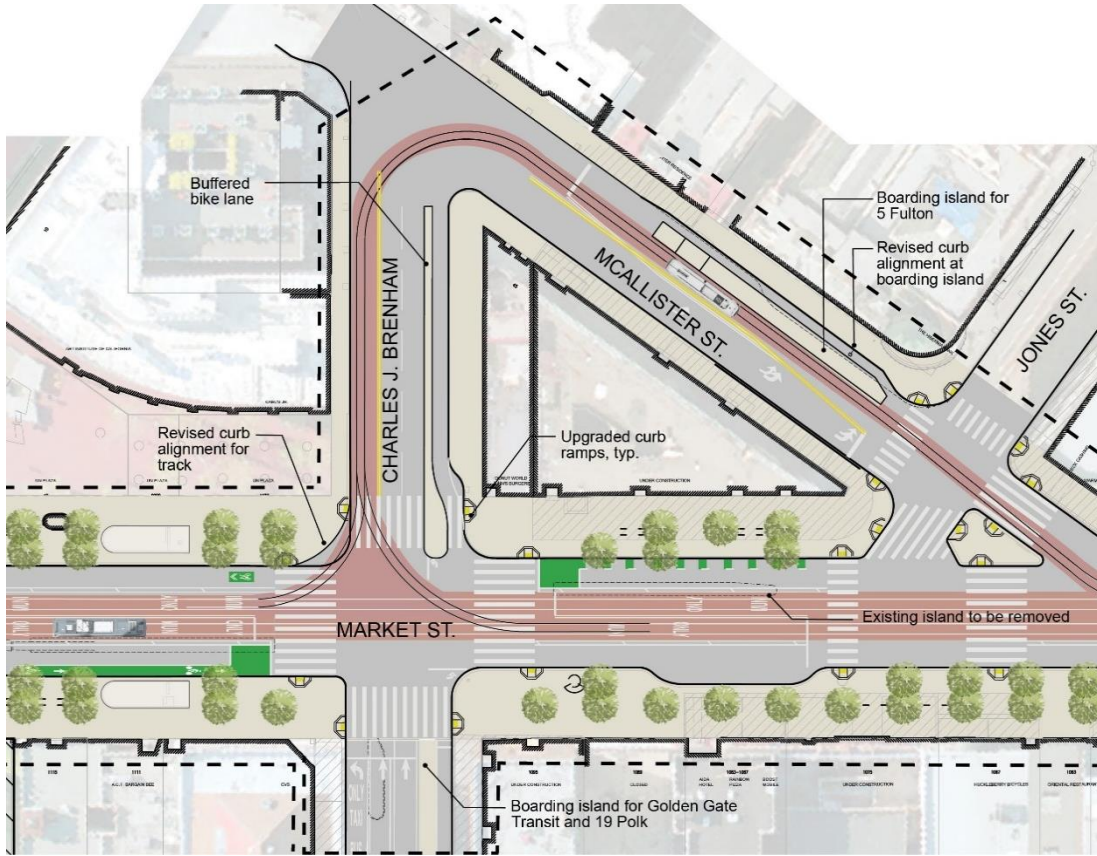


Figure 9. Updated Phase 2 F loop design

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 bikeway on 7th Street meets 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

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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 7th 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 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.

The proposed modifications below support the modifications to the Phase 2 F Loop.

- T. ESTABLISH – CROSSWALK – Market Street at Jones Street/McAllister Street, west crossing
- U. RESCIND – CROSSWALK – Market Street at Jones Street/McAllister Street, from south sidewalk to median island
- V. RESCIND – BUS ZONE and ESTABLISH – TOW-AWAY NO STOPPING ANY TIME – Charles J. Brenham Place, east side, from Market Street to McAllister Street
- W. ESTABLISH – BUS ZONE – 7th Street, east side, from 10 feet to 110 feet south of Market Street
- X. ESTABLISH – WHITE PASSENGER LOADING ZONE – 7th Street, east side, from 110 to 150 feet south of Market Street
- Y. ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAYS) – 7th Street, northbound, between Market Street and Stevenson Street

STAKEHOLDER ENGAGEMENT

The Project has had an extensive stakeholder engagement process with five major rounds of outreach between 2011 and the Project's approval in 2019, which were described in detail in the October 15, 2019 staff report. For the redesign, the Project engaged in an intensive outreach process to engage stakeholders, 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.

- **Virtual Open House.** The Project's Virtual Open House from November 2-30 provided an opportunity for the public to learn more about the project, view design updates since the Project was approved, and provide feedback on the project. As an in-person open house was not possible, the material typically presented on poster boards was presented using an ArcGIS StoryMap, including highlights about the Project Background, 2020 Market Street Quick-Build, Design Considerations, 5th - 8th Streets Design, F-Loop, Project Plans and Cross Sections, and Project Timeline.
- **Virtual Live Meetings.** Due to COVID-19, in lieu of in-person meetings the project hosted two virtual meetings on November 4 and 9, which were attended by a combined 281 participants. These meetings allowed people who participated online to have the chance to learn about the project and provide the same kind of feedback typically collected at in-person 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. Targeted outreach included Walk SF, San Francisco Bicycle Advisory Committee, San Francisco Bicycle Coalition, San Francisco Transit Riders, Tenderloin Community Benefit District (CBD), Mid-Market CBD, stakeholders near the F Loop, and SF Taxi Workers Alliance.
- **Community Working Group.** In September 2020, the BMS Project Community Working Group that was formed in 2010 was officially changed into a Community Advisory Committee (CAC). The CAC members come from a diverse selection of demographic, geographic and advocacy groups. The CAC met six times since September 2020 to engage with project staff regarding the redesign and provide feedback.
- **Surveys.** There was also an online survey available from November 12 to December 4 to collect feedback, which received 388 responses. Some key messages heard/incorporated into the project are described below and additional documentation is available on the BMS website.
- **Merchant outreach.** Staff conducted door-to-door outreach to update affected properties on Market between 5th and 8th Streets about the upcoming changes.
- **Email updates and newsletters.** The project has a list of nearly 3,000 email 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, outreach included multi-lingual components, and interpretation was provided upon request.
- **Outreach to people with disabilities.** The project continued to coordinate with key stakeholders representing people with disabilities including the Mayor's Office on Disability and Lighthouse for the Blind. A working group with the Mayor's Office on Disability, the SFMTA, and SF Public Works met to address the ADA components of the conceptual design. A virtual meeting specifically focusing on the needs of people with disabilities was held on November 12, and staff gave presentations to the SFMTA Multimodal Accessibility Advisory Committee and the Paratransit Coordinating Council.

Common Themes of Feedback on 2020 redesign

Positive Feedback

The 2020 redesign addressed some design details that were of concern in the 2019 design, and these changes have been positively received:

- **Eliminating sidewalk-level loading zones.** In the 2019 design, commercial and paratransit loading would have been accommodated via sidewalk-level loading zones that required vehicles to merge across the bikeway to access. Several cyclists expressed some concern that this design required cyclists and loading vehicles to cross paths at these points, and narrowed the bikeway to 6 feet at these loading zones. The 2020 design eliminates the need for commercial vehicles to cross the bikeway, and maintains the full lane width adjacent to loading zones.
- **Eliminating new conflicts between people bicycling and people walking, including people with disabilities.** Some stakeholders had concerns about separating people walking from people biking, given that the bikeway would have been at sidewalk-level bikeway. In addition, people accessing a curb-side bus stop would have to cross the sidewalk-level bikeway at uncontrolled crosswalks. The 2020 design clearly separates people biking from people walking by a 6" curb, and transit stops are all accessed at signalized crosswalks.
- **Maintains the existing pedestrian through-way.** Another common comment raised by Walk San Francisco and other stakeholders was that the pedestrian through zone would have been narrowed with the project, with some stakeholders concerned that this would not leave adequate width for future pedestrian volumes in the corridor. The 2020 design no longer narrows the pedestrian through-zone.

New Areas of Concern

Some of the major areas of feedback regarding the updated design received through stakeholder meetings, email comments and the online survey have included the following:

- **Shared 11-foot curb lane in place of 5- to 8-foot separated bikeway.** There was very strong support for the separated bikeway, particularly among existing Market Street bike riders and the San Francisco Bicycle Coalition (SFBC). In general, the feedback has emphasized the need for a safe facility that people of all ages and abilities feel comfortable riding on, and concern about sharing the curb lane with taxis and commercial vehicles. Many stakeholders have expressed that they feel the revised design does not achieve the project goals.
- **Transit Capacity.** Some stakeholders, such as the SF Transit Riders and the Market Railway, have expressed concerns Muni reliability with only one lane, particularly with the inclusion of the proposed mountable curb between lanes.
- **Condensed Outreach.** Some stakeholders have expressed that the outreach process for these changes feels rushed, as the previous planning process was developed over nine years. The three-month outreach period for the redesign did not feel adequate to those with a strong emotional attachment to the previous design.
- **High project cost.** While the Phase 1 project cost has been reduced from \$191M to \$128M, saving \$63M, some feel that the cost is too expensive.
- **F-loop.** Some stakeholders with properties in close proximity to the F loop (Proper Hotel, Hibernia Bank) had concerns that the project team has worked to address.

Proposal Revisions in Response to Feedback

The design for Phase 1 between 5th and 8th has been modified in response to feedback heard during the public outreach process, as described in the Table 1.

Table 1. Proposal Revisions in Response to Feedback

	Concerns Heard	Response
Shared Curb Lanes	<ul style="list-style-type: none"> • Concern about bicycles sharing lane with taxis and commercial vehicles • Concern about people biking needing to pass double parked vehicles 	<ul style="list-style-type: none"> • Added required right turns for commercial vehicles and taxis at four locations to reduce conflicts with people biking while maintaining access. • Added left turn exemptions on Mission Street to improve taxi circulation.
Speed Tables and Mountable Curbs	<ul style="list-style-type: none"> • Concern from taxis, paratransit and transit users about needing to cross mountable curb to pass double parked or broken-down vehicles • Ambivalence from people biking about both mountable curbs and speed tables • Concern about flexibility for transit with mountable curb 	<ul style="list-style-type: none"> • Proposal for speed tables scaled back to only locations adjacent to boarding islands • Proposed mountable curb removed from Phase 1 Contract; will experiment with more flexible, surface-applied treatments
Car Free Enforcement	<ul style="list-style-type: none"> • Concern that some private vehicles continue to use Market Street and would like more enforcement 	<ul style="list-style-type: none"> • Will investigate photo enforcement solutions

SCHEDULE

The capital construction contract for Phase 1 is expected to advertise this in early 2021, and construction may begin as early as late Summer. The construction phase is anticipated to last approximately two years.

In a parallel effort, the project team will pursue a number of quick-build elements. Implementation of the new required right turn westbound at Kearny/Geary Streets is included in this calendar item. (The right turns eastbound at 6th and 8th streets and westbound at Turk Street will be impacted by the Phase 1 construction, and therefore will not be fully implemented until the completion of construction.) Also, the Muni-only lanes will be extended easterly from 3rd Street to Main Street, as long-awaited trackway repaving was recently completed. The conversion of the unit blocks of Jones and Spear to two-way traffic are needed to complete the new circulation patterns to support car-free Market Street, but were not feasible during the January 2020 quick-build phase as they were awaiting signal hardware modifications, which have also been recently completed. All of these elements should be completed in spring and Summer 2021.

In addition, in response to feedback from the public outreach phase, we will investigate how best to experiment with vertical elements and speed tables, and options to do photo enforcement of illegal turns onto Market Street.

ALTERNATIVES CONSIDERED

Previous Alternatives Analysis

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 create an 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 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 two inches above roadway level) cycle-track. The alternative that ultimately approved in 2019 located the bikeway at sidewalk-level, which creates the opportunity 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. All of these options were considered as part of the redesign of the segment between 5th and 8th Streets and were eliminated because they do not meet the project goals, are financially infeasible at this time, or have high construction impacts for the corridor's businesses.

FUNDING IMPACT

The full project from Octavia Street to Steuart Street was estimated to cost over \$600 million when the project was approved. However, the City has only secured approximately \$200 million to plan, design and construct the project. The funding gap was going to be a challenge even before the current financial crisis decimated our department budgets.

With this redesign, the project will leave the existing sidewalk and curb largely as they are now, avoiding costly relocation of utilities and light fixtures while also reducing construction that would impact businesses. These are temporary solutions necessary to meet the challenges we face at the moment as we move forward to deliver key infrastructure improvements as part of the first phase of this project; the segment between 5th and 8th streets will be revisited in the future when funding becomes available.

The total construction cost for the revised Phase 1 was reduced from \$191M to approximately \$111 million. Some of the work on Phase 1 that overlaps with the construction of the F-loop, approximately \$17 million, will be moved to Phase 2. The saving in construction costs is approximately \$63 million. With the redesign, Phase 1 is fully funded, as shown in the Project's funding plan in Table 2.

The Construction Cost by Trade, shown in Table 3, reflects that significant portions of the core infrastructure on Market Street are in poor condition and in need of upgrade or repair. For Phase 1, approximately \$11 million will go to repairing the water, sewer, and Auxiliary Water Supply System (AWSS). And approximately \$7.4 million will be used for roadway repaving and BART grate replacement. In order to keep Muni operational, approximately \$20.5 million will be used for Muni state of good repair work that includes track replacement, overhead contact system, and traction power system, and approximately \$3.2 million will be spent to upgrade the traffic signals to meet

current standards and improve visibility.

Table 2. Better Market Street Funding Plan

Funding Source	Full Corridor Env. Review & 30% design	Design Phase 1A¹	Redesign Phase 1²	Construction Phase 1³	Future Phases	Total by Funding Source
General Fund	\$5.2 M					\$5.2 M
Octavia Land Sales	\$3.0M					\$3.0 M
Market/Octavia Impact Fees	\$1.5 M					\$1.5 M
Transit Center Impact Fees					\$2.0 M	\$2.0 M
Prop A GO Bond	\$13.0 M	\$7.6 M	\$7.0 M	\$67.9 M	\$30.8 M	\$126.3 M
MTA Transit Funds		\$1.4 M				\$1.4 M
Prop K (EP 22U)		\$2.2 M				\$2.2 M
BUILD (Better Utilizing Investments to Leverage Development) Grant				\$15.0 M		\$15.0 M
Prop K (EP 22U & 44)				\$11.6 M		\$11.6 M
One Bay Area Grant (OBAG)				\$3.4 M		\$3.4 M
Affordable Housing and Sustainable Communities (AHSC) Grant				\$2.7 M		\$2.7 M
BART (8th/Grove/Hyde/Market)		\$0.2 M		\$0.4 M		\$0.6 M
PUC Sewer and Water Funds ⁴		\$2.1 M		\$20.0 M		\$21.1 M
Total Identified Funding	\$22.7 M	\$13.6 M	\$7.0 M	\$121.0 M	\$32.8 M	\$197.0 M

1. Phase 1A design cost included sidewalk-level bikeway
2. Phase 1 redesign cost includes shared curb lane
3. Full cost for Phase 1 (Market Street from 5th Street to 8th Street). The segment between McAllister and Charles J. Brenham is part of Phase 2 (F-Loop).
4. Actual PUC cost will be determined through cost share negotiations

Table 3. Construction Costs by Trade in 2020 Design

Construction Costs by Trade	2020 (Phase 1) @ 65% Design	Shifted to Phase 2 @ 5% Design
Track	\$8.7 M	\$0.2 M
Traction Power	\$6.7 M	\$0.7 M
Roadway	\$5.6 M	\$1 M
Overhead Contact System (OCS)	\$5.1 M	-
Water	\$4.5 M	\$0.4 M
Auxiliary Water Supply System (AWSS)	\$3.5 M	\$0.9 M
Landscape	\$3.3 M	\$0.5 M
Traffic Signal	\$3.2 M	\$1 M
Sewer	\$3.1 M	\$0.5 M

Traffic Routing	\$3 M	\$0.5 M
Structural	\$1.9 M	\$0.5 M
BART Grate Replacement	\$1.8 M	\$0.8 M
Site Assessment & Remediation (SAR)	\$1 M	\$0.3 M
Power Distribution	-	-
Streetlights (Path of Gold)	-	-
Other Construction Cost	\$13.4 M	\$2.5 M
Subtotal of Construction Costs by Trade:	\$64.8 M	\$9.8 M

The quick-build elements that will be completed in spring and summer 2021 will be funded by the remaining funds from the 2020 Market Street quick-build project.

ENVIRONMENTAL REVIEW

The Better Market Street Project Environmental Impact Report (Final EIR) evaluated the environmental impacts of the Better Market Street Project pursuant to the CA Public Resources Code Sections 21000 et seq. (CEQA) and SF Administrative Code Chapter 31. The Final EIR was certified by the San Francisco Planning Commission in Motion No. 20538 on October 10, 2019 (Case No. 2014.0012E).

On October 15, 2019, the SFMTA Board of Directors approved Resolution No. 191015-131 adopting the Better Market Street Project, environmental findings as required under CEQA (the CEQA Findings), including a Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program.

On December 21, 2020, the San Francisco Planning Department issued an addendum to the Final EIR and determined that the proposed parking and traffic modifications would not cause new significant impacts that were not identified in the Final EIR, no new mitigation measures would be necessary to reduce significant impacts and no supplemental environmental review is required beyond the addendum.

Copies of the Better Market Street Project FEIR and addendum are on file with the Secretary to the SFMTA Board of Directors at 1 South Van Ness Avenue in San Francisco, CA 94103 and may be found in the records of the Planning Department at 49 South Van Ness Avenue 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.

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Additional federal, local, and Caltrans approvals will be required before construction of the capital project as well as potential Board of Supervisor approvals.

The City Attorney has reviewed this report.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve various parking and traffic changes, as set forth in Items A through Y above, associated with the Better Market Street (BMS) Project; amending Transportation Code, Division II, Section 702 to reduce the speed limit on Market Street between Franklin Street and Steuart Street from 25 miles per hour to 20 miles per hour; and amending Transportation Code, Division II, Section 601 to designate a transit-only lane on Market Street, westbound, from 50 feet east of Kearny Street to Kearny Street.

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; prior to the COVID-19 pandemic, approximately 500,000 people walked along Market Street on a given day, there were approximately 200 Muni vehicles per hour during peak hours and there were 800 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 was approved by the SFMTA Board in October 2019; 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, 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

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WHEREAS, The City Traffic Engineer is authorized to conduct engineering and traffic surveys to modify speed limits on City streets subject to approval by the SFMTA Board of Directors; and

WHEREAS, Based on these surveys, the City Traffic Engineer recommends reducing the speed limit on Market Street between Franklin Street and Steuart Street from 25 miles per hour to 20 miles per hour; and

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

- A. ESTABLISH – WHITE PASSENGER LOADING ZONE –Ellis Street, northside, from 38 feet to 44 feet west of Stockton Street
- B. ESTABLISH – RED ZONE – Ellis Street, south side, from Powell Street to 20 feet easterly; Ellis Street, south side, from 101 feet to 109 feet east of Powell Street
- C. ESTABLISH – GREEN METERED PARKING, 30-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Hayes Street, south side, from 179 feet to 223 feet west of Larkin Street
- D. RESCIND – TOW AWAY NO STOPPING, 7 AM TO 9 AM, MONDAY THROUGH FRIDAY – Fell Street, south side, from Franklin Street to Van Ness Avenue.
- E. ESTABLISH – STOP SIGN – Stevenson Street, westbound, at New Montgomery Street
- F. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Stevenson Street, north side, from New Montgomery to 65 feet easterly; Stevenson Street, north side, from 2nd Street to 56 feet westerly
- G. ESTABLISH – MOTORCYCLE METERED PARKING – 2nd Street, east side, from Stevenson Street to 46 feet northerly
- H. ESTABLISH – NO RIGHT TURN ON RED – Jones Street, northbound, at Golden Gate Avenue
- I. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI AND BICYCLES – Jones Street, southbound, at McAllister Street
- J. ESTABLISH – LEFT TURN ONLY EXCEPT MUNI AND BICYCLES – McAllister Street, eastbound, at Jones Street
- K. 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 464 feet to 528 feet east of 8th Street
- L. ESTABLISH – SPEED TABLES – Market Street, eastbound curb lane, between 8th Street and 7th Street; Market Street, eastbound curb lane, between 7th Street and 6th Street; Market Street, westbound curb lane, between 8th Street and 7th Street; Market Street, westbound curb lane, between 6th Street and Mason Street
- M. ESTABLISH – RIGHT TURN ONLY, EXCEPT TRANSIT, PARATRANSIT, BICYCLES, and EMERGENCY VEHICLES – Market Street, eastbound at 8th Street; Market Street, eastbound at 6th Street; Market Street, westbound at Geary and Kearny Streets; Market Street, westbound at Turk Street
- N. RESCIND – RIGHT TURN ONLY, EXCEPT MUNI AND BICYCLES and ESTABLISH – RIGHT TURN ONLY, EXCEPT MUNI, PARATRANSIT AND BICYCLES – Market

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Street, eastbound, at Beale Street intersection

- O. ESTABLISH – TRANSIT ONLY LANE– Market Street, westbound, from 50 feet east of Kearny Street to Kearny Street
- P. RESCIND – NO LEFT TURN and ESTABLISH – NO LEFT TURN EXCEPT TAXIS AND MUNI –Mission Street westbound at New Montgomery Street; Mission Street westbound at 5th Street, Mission Street, westbound at 2nd Street
- Q. RESCIND – NO LEFT TURN EXCEPT MUNI and ESTABLISH – NO LEFT TURN EXCEPT TAXIS AND MUNI – Mission Street, westbound and eastbound at 11th Street; Mission Street eastbound at 9th Street;
- R. RESCIND – NO LEFT TURN EXCEPT BUSES and ESTABLISH – NO LEFT TURN EXCEPT TAXIS AND BUSES—Mission Street, westbound, at 6th Street
- S. ESTABLISH - 20 MPH SPEED LIMIT – Market Street between Franklin St. and Steuart St
- T. ESTABLISH – CROSSWALK – Market Street at Jones Street/McAllister Street, west crossing
- U. RESCIND – CROSSWALK – Market Street at Jones Street/McAllister Street, from south sidewalk to median island
- V. RESCIND – BUS ZONE and ESTABLISH – TOW-AWAY NO STOPPING ANY TIME – Charles J. Brenham Place, east side, from Market Street to McAllister Street
- W. ESTABLISH – BUS ZONE – 7th Street, east side, from 10 feet to 110 feet south of Market St.
- X. ESTABLISH – WHITE PASSENGER LOADING ZONE – 7th Street, east side, from 110 to 150 feet south of Market Street
- Y. ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAYS) - 7th Street, northbound, between Market Street and Stevenson 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, The Better Market Street Environmental Impact Report (Final EIR) evaluated the environmental impacts of the Better Market Street Project pursuant to the CA Public Resources Code Sections 21000 et seq. (CEQA) and SF Administrative Code Chapter 31; the Final EIR was certified by the San Francisco Planning Commission in Motion No. 20538 on October 10, 2019 (Case No. 2014.0012E); on October 15, 2019, the SFMTA Board of Directors approved Resolution No. 191015-131 adopting the Better Market Street Project environmental findings as required under CEQA (CEQA Findings), including a Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program; and

WHEREAS, On December 21, 2020, the San Francisco Planning Department issued an addendum to the Final EIR and determined that the proposed parking and traffic modifications would not cause new significant impacts that were not identified in the Final EIR, no new mitigation measures would be necessary to reduce significant impacts and no supplemental environmental review is required beyond the addendum; and

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WHEREAS, Copies of the Better Market Street FEIR and addendum are on file with the Secretary to the SFMTA Board of Directors at 1 South Van Ness Avenue in San Francisco, CA 94103 and may be found in the records of the Planning Department at 49 South Van Ness Avenue in San Francisco and are incorporated herein by reference 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 the SFMTA Board has reviewed and considered the Better Market Street Project FEIR, addendum, and record as a whole, including the Planning Department's December 21, 2020 determination and finds that the FEIR is adequate for the Board's use as the decision-making body for the actions taken herein, and incorporates the CEQA findings by this reference as though set forth in this Resolution; and, be it further

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, That the SFMTA Board of Directors approves the parking and traffic modifications, as set forth in Items A through Y above, as a part of the Better Market Street Project; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code, Division II, Section 702 to reduce the speed limit on Market Street between Franklin Street and Steuart Street from 25 miles per hour to 20 miles per hour; and therefore be it further

RESOLVED, That the SFMTA Board amends Transportation Code Division II to designate a transit-only lane on Market Street, westbound, from 50 feet east of Kearny Street to Kearny Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 19, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION

[Transportation Code – Reduced Speed Limit on Market Street]

Resolution amending the Transportation Code to reduce the speed limit on Market Street between Franklin Street and Steuart Street from 25 miles per hour to 20 miles per hour.

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 700 of Division II of the Transportation Code is hereby amended by Section 702, to read as follows:

SEC. 702. DESIGNATED SPEED LIMITS.

(a) 20 Miles Per Hour. A prima facie speed limit of 20 miles per hour is established in the following locations:

(1) Market Street between Franklin Street and Steuart Street.

(ab) **30 Miles Per Hour.** A prima facie speed limit of 30 miles per hour is established in the following locations:

(1) 3rd Street between Channel and Kirkwood Streets.

* * * *

(28) Twin Peaks Boulevard between Panorama Drive and Palo Alto Avenue.

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(bc) **35 Miles Per Hour.** A prima facie speed limit of 35 miles per hour is established in the following locations:

(1) Alemany Boulevard between Junipero Serra Boulevard and Mission Street.

* * * *

(30) Woodside Avenue between Portola Drive and Laguna Honda Boulevard.

(ed) **40 Miles Per Hour.** A prima facie speed limit of 40 miles per hour is established in the following locations:

(1) Alemany Boulevard, westbound, between Bayshore Boulevard and Mission Street.

* * * *

(9) Visitacion Avenue between Mansell Street and Hahn Street.

(de) **45 Miles Per Hour.** A prima facie speed limit of 45 miles per hour is established in the following locations:

(1) Alemany Boulevard, eastbound, between Mission Street and Bayshore Boulevard.

* * * *

(5) San Jose Avenue between Randall Street and a point 425 feet northeasterly of the east line of Diamond Street.

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,

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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: _____ /s/
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 January 19, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION

[Transportation Code – Market Street Transit-Only Lane]

Resolution amending Division II of the Transportation Code by amending Section 601 to designate a transit-only lane on Market Street, westbound, from 50 feet east of Kearny Street to Kearny 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 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).

(1) **Cable Car Lanes on Powell Street Between California Street and Sutter Street.** Except as to cable cars, Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within, over, upon or across the cable car lanes, or make any left or U-turn on the exclusive cable car lanes on Powell Street between California and Sutter Streets except to pass a disabled vehicle.

* * * *

(32) **Beale Street, southbound, from Market Street to Natoma Street.** Except as to Municipal Railway vehicles, Golden Gate Transit vehicles, and authorized emergency vehicles, no vehicle may operate within the Transit-only Area on Beale Street, southbound, from Market Street to Natoma Street.

(33) **Market Street, westbound, from 50 feet east of Kearny Street to Kearny Street.** Except as to buses, authorized emergency vehicles, and bicycles, no vehicle may operate within Transit-only Areas on Market Street, westbound, from 50 feet east of Kearny Street to Kearny Street.

(34) **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:

* * * *

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: _____ /s/ _____

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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 January 19, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency