

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Amending Division II of the Transportation Code to authorize the City Traffic Engineer to approve certain parking and traffic modifications following a public hearing, including re-classifying existing Class II bike lanes or bikeways to Class IV cycle tracks or protected bikeways, approve the seven corridors on the city's High-Injury Network where the SFMTA can install reversible and/or adjustable project installations and parking and traffic modifications; and authorizing the City Traffic Engineer to install tow-away zones on four designated corridors where bike lanes currently exist and may be re-classified.



SUMMARY:

- Amending the Transportation Code will enable staff to accelerate implementation of transportation safety improvements and help achieve Vision Zero, the elimination of all traffic deaths in San Francisco.
- The proposed action will expedite the implementation of quick-build projects on San Francisco's High Injury Network.
- Implementation of quick-build projects will allow construction and evaluation over a 24-month period.
- Quick-build projects are defined to include various reversible treatments designed to enhance pedestrian and bicyclist safety.
- Quick-build projects will include thorough and transparent evaluations, including soliciting stakeholder feedback, collection and analysis of technical data regarding safety and performance, and publication of evaluation results.

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code legislation
3. High Injury Network Map

APPROVALS:

DIRECTOR  _____
SECRETARY  _____

DATE

May 28, 2019

May 28, 2019

ASSIGNED SFMTAB CALENDAR DATE: June 4, 2019

PURPOSE

Amending Division II of the Transportation Code to authorize the City Traffic Engineer to approve certain parking and traffic modifications following a public hearing, including re-classifying existing Class II bike lanes or bikeways to Class IV cycle tracks or protected bikeways, approve the seven corridors on the city's High-Injury Network where the SFMTA can install reversible and/or adjustable project installations and parking and traffic modifications; and authorizing the City Traffic Engineer to install tow-away zones on four designated corridors where bike lanes currently exist and may be re-classified.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals and Transit First Policy Principles:

Goal 1: Create a safer transportation experience for everyone.

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.2: Enhance and expand use of the city's sustainable modes of Transportation.

Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.

Transit First 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. 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.
3. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian 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.
6. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

DESCRIPTION

San Francisco adopted Vision Zero in 2014, committing the City to a goal of eliminating all traffic fatalities in San Francisco by 2024. Achieving Vision Zero will require investments in the design and engineering of streets (Safe Streets), as detailed by the San Francisco Vision Zero Action Strategy. To help expedite the delivery of Safe Streets, the SFMTA seeks authority to implement quick-build

projects on San Francisco's High Injury Network (i.e., the 13 percent of city streets that account for 75 percent of severe and fatal injuries) by:

- amending Division II of the Transportation Code to authorize the City Traffic Engineer to approve certain parking and traffic modifications after a public hearing that currently require approval by the SFMTA Board of Directors including: (1) designating blue zones, intersections at which right, left or U turns are prohibited, intersections at which turns against a red or stop sign are prohibited, intersections at which one direction of traffic shall be required to yield to the other, and intersections at which traffic shall be required to stop, or where a required stop is eliminated; (2) establishing multiple turn lanes where vehicles can make right or left turns from more than one lane; and (3) re-classifying existing Class II bike lanes or bikeways to Class IV cycle tracks or protected bikeways;
- approving a list of seven corridors on which the SFMTA can install reversible and/or adjustable project installations and parking and traffic modifications including painted safety zones, bike lanes, adjustments to parking regulations, changes to the configuration of traffic lanes and other safety improvements designated as "quick-build projects", to be implemented using materials such as roadway and curb paint, traffic signs, traffic delineators, traffic signal changes, transit boarding islands; and
- authorizing the City Traffic Engineer to install tow-away zones on four of these seven designated corridors where bike lanes currently exist and may be re-classified.

Policy Background On March 19, 2019, Mayor London Breed wrote a letter to the SFMTA Board of Directors stressing the urgency of transportation safety and asking the Board to "develop a strong and comprehensive policy around near-term safety projects". The proposed action responds directly to the Mayor's request by:

- Amending the Transportation Code to enable staff to accelerate implementation of transportation safety improvements and help achieve Vision Zero, the elimination of all traffic deaths in San Francisco by expediting the implementation of quick-build projects on San Francisco's High Injury Network,
- Identifying a set of seven priority corridors on the High Injury Network where quick-build projects may be pursued immediately,
- Authorizing the City Traffic Engineer to install tow-away zones on four of these seven designated corridors where bike lanes currently exist and may be re-classified based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety; and
- Creating clear accountability through required evaluation and reporting.

SFMTA Board approval of the proposed Transportation Code amendments will significantly shorten the outreach and project approval phase of projects by allowing for a more iterative field-testing of potential design modifications, resulting in expedited implementation of safer roadway conditions. Moreover, approval of this process will help SFMTA staff accelerate project delivery and achieve the Mayor's goal of installing 20 miles of protected bike lanes in the next two years.

The Vision Zero SF Action Strategy includes a list of strategic actions, including increased use of quick-build projects to improve safety and help to reduce the number of transportation related fatalities. Amending the Transportation Code will help increase the use and reduce the time associated with these projects, resulting in safer roadway conditions sooner.

High Injury Network and Initial Project Locations

Quick-build projects are proposed as transportation safety improvements on the High-Injury Network and will result in expedited progress in meeting the Vision Zero goal. The High Injury Network is defined as the 13 percent of San Francisco streets where 75 percent of severe and fatal collisions occur. By amending the Transportation Code, quick-build projects can happen sooner on streets defined in High Injury Network map (available here: <https://www.visionzerosf.org/maps-data/>).¹ This priority network of streets was created by the San Francisco Department of Public Health (SFDPH) where historically, the highest number of fatalities and severe injuries occurred in San Francisco. SFDPH shares this network with City and County agencies to help inform where street improvements could save lives and reduce injury severity and they update it approximately every two years.

Quick-Build Project Definition

A quick-build project is defined to only include reversible or adjustable traffic controls to facilitate transportation safety, such as roadway and curb paint, traffic signs, traffic delineators, traffic signal changes, transit boarding islands, and parking and loading changes. Safety improvements implemented using these traffic control measures can include painted safety zones, bike lanes, adjustments to parking regulations, changes to the configuration of traffic lanes, and other changes. While quick-build projects are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process.

Amending the Transportation Code so that the City Traffic Engineer can approve certain parking and traffic modifications including designating blue zones, intersections at which right, left or U turns are prohibited, intersections at which turns against a red or stop sign are prohibited, intersections at which one direction of traffic shall be required to yield to the other, and intersections at which traffic shall be required to stop, or where a required stop is eliminated; (2) establishing multiple turn lanes where vehicles can make right or left turns from more than one lane; and (3) re-classifying existing Class II bike lanes or bikeways to Class IV cycle tracks or protected bikeways, following a public hearing will save at least three months per project, resulting in faster implementation of quick-build projects. Additionally, with this approach, the SFMTA can be more responsive to stakeholder feedback and evaluation results by incrementally implementing and adjusting project designs without repeatedly returning to the SFMTA Board of Directors for approval of any necessary adjustments.

Seven Corridors for Implementation of Potential Quick-Build Projects

As presented to the SFMTA Board of Directors on April 2, 2019, the SFMTA is committed to delivering a set of quick-build safety projects on corridors within 2019. Staff has identified the following seven corridors on the city's High-Injury Network where the proposed Transportation Code amendment would help quick-build implementation:

¹ San Francisco Department of Public Health-Program on Health, Equity and Sustainability. 2017. Vision Zero High Injury Network: 2017 Update – A Methodology for San Francisco, California. San Francisco, CA.

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

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

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

Should the proposed action be approved, the SFMTA intends to continue to maintain an updated list of upcoming quick-build projects going forward, including informational presentations and/or approval actions by the SFMTA Board as appropriate.

Transportation Code Amendment

Transportation Code, Division II, Section 201 designates the authority for approving parking and traffic modifications. Staff recommends authorizing the City Traffic Engineer to approve the following modifications following a public hearing:

- Designate blue zones;
- Designate intersections at which right, left or U turns are prohibited;
- Designate intersections at which turns against a red or stop sign are prohibited;
- Designate intersections at which one direction of traffic shall be required to yield to the other;
- Designate intersections at which traffic shall be required to stop, or where a required stop is; eliminated; and,
- Establish multiple turn lanes where vehicles can make right or left turns from more than one lane.

Staff also recommend authorizing the City Traffic Engineer to re-classify existing Class II bike lanes or bikeways as Class IV cycle tracks or protected bikeways based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety following a public hearing.

Public Hearing

Amending the Transportation Code will authorize the City Traffic Engineer to implement certain traffic and parking modifications listed in the Transportation Code legislation following a public hearing. The

public will be notified of the public hearing at which the proposed parking and traffic modifications by (1) a posting on at least two utility poles in the affected area for no less than ten calendar days prior to the hearing, and (2) via the SFMTA website consist with Transportation Code requirements.

Construction and Evaluation

For quick-build projects, construction and evaluation will occur over a 24-month period. During this time SFMTA staff will conduct thorough and transparent evaluations, including soliciting stakeholder feedback and collecting and analyzing technical data on the safety and performance of safety improvements. Results from quick-build project evaluations will be publicized on the SFMTA website.

Quick-build projects will allow the SFMTA to implement safety improvements more quickly and it will also provide an opportunity for SFMTA staff to evaluate the effectiveness of improvements and allow the public to see the actual specific improvements on the ground, observing how they change operations for all users. After the 24-month quick-build phase for each project, SFMTA staff will report to the SFMTA Board of Directors on the results of the project evaluation and provide any future recommendations.

STAKEHOLDER ENGAGEMENT

Based on input from stakeholders at previous SFMTA Board of Directors meetings as well as input from Mayor Breed, the public would like street safety improvements on San Francisco's most dangerous streets to occur sooner. With the implementation of quick-build projects, the public will see and use street safety improvements and provide feedback to the SFMTA that will in-turn be shared publicly on the SFMTA website and with the SFMTA Board of Directors 24-months after implementation. For some streets, public outreach and stakeholder engagement has started, including Howard Street and Valencia Street.

ALTERNATIVES CONSIDERED

Alternatives to quick-build projects are building and implementing projects under the current legislative system that can be lengthy for locations where there are immediate safety needs.

FUNDING IMPACT

The proposed action will not result in a funding impact, as the expected quick-build projects will be implemented through funding and projects already identified in the SFMTA Capital Improvement Program.

ENVIRONMENTAL REVIEW

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

The proposed changes to the Transportation Code do not commit the SFMTA to a definite course of action in carrying out any individual proposal or tow-away zone; any projects proposed as “quick-build” projects that would result in a direct or indirect physical change to the environment will undergo environmental review before project approval.

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

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney’s Office has reviewed this calendar item.

RECOMMENDATION

SFMTA staff recommend that the SFMTA Board of Directors amend Division II of the Transportation Code to authorize the City Traffic Engineer to approve certain parking and traffic modifications following a public hearing, including re-classifying existing Class II bike lanes or bikeways to Class IV cycle tracks or protected bikeways, approve the seven corridors on the Vision Zero High Injury Network where the SFMTA can install reversible and/or adjustable project installations and parking and traffic modifications; and authorize the City Traffic Engineer to install tow-away zones on four designated corridors where bike lanes currently exist and may be re-classified.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION NO.

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

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

NOTE: Additions are single-underline Times New Roman;
deletions are ~~strike-through Times New Roman~~.

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

Section 1. Article 200 of Division II of the Transportation Code is hereby amended by revising Section 201, to read as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) Locate and install Traffic Calming Devices.

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

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

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

(5) Designate motorcycle Parking Spaces.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(94) Designate one-way Streets.

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

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

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

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

(147) Establish or close a crosswalk.

(158) Establish a tow-away zone.

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

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

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

(1920) Establish transit only lane regulations.

(2021) Establish speed limits on Streets.

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

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

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

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

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

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

By: _____
JOHN I. KENNEDY
Deputy City Attorney

n:\legana\as2019\1900597\01362743.docx

Enclosure 3: High Injury Network Map

