

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 210119-014

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.

Caroline Celaya

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[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.

Caroline Celaya

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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Caroline Celaya

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency