

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 170502-059

WHEREAS, The San Francisco Municipal Transportation Agency, building on past neighborhood planning efforts, and in support of the City's Vision Zero goals, identified a need for safety improvements on the Upper Market Street corridor from Octavia Boulevard to Castro Street; and,

WHEREAS, The segment of the Upper Market Street corridor from Octavia Boulevard to Duboce Avenue carries some of the highest numbers of daily bicyclists in the City, is a critical gap in the City's low-stress bikeway network, and has been prioritized for a protected Class IV bike lane; and,

WHEREAS, The SFMTA Project team has engaged the community since October 2014 via Public Open House meetings, workshops, briefings to community groups, walkthroughs, public events, and other forums to gather feedback on areas of safety concern and to solicit feedback on project proposals; 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 parking protected cycletrack proposed as part of the project meets these three requirements; and,

WHEREAS, The parking protected cycletrack 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,

WHEREAS, The Upper Market Street Safety Project identified the following traffic and parking modifications necessary to implement the proposed project:

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- A. ESTABLISH – CLASS IV BIKEWAY - Market Street, westbound, from Octavia Boulevard to Buchanan Street (parking-protected bikeway); Market Street, eastbound, from Guerrero Street to Octavia Boulevard (parking-protected bikeway); Octavia Boulevard, northbound, from Market Street to 80 feet northerly (protected bikeway with concrete island)
- B. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Laguna Street and Octavia Boulevard (crossing westbound Class IV bikeway); Market Street, between Buchanan Street and Laguna Street (crossing westbound Class IV bikeway)
- C. ESTABLISH – MEDIAN ISLANDS - Market Street, at Noe Street, east crossing (thumbnail for boarding island); Market Street, at Noe Street, west crossing (thumbnail for boarding island); Guerrero Street, from 50 feet to 150 feet south of Market Street (3-foot wide median extension); Laguna Street, at Hermann Street, north crossing (6-foot wide island); Market Street, from 90 feet to 250 feet west of Octavia Boulevard (10-foot wide center median); Market Street, at Laguna Street, east crossing (10-foot wide boarding island extension with pedestrian refuge, through eastern crosswalk, from current terminus to 40 feet westerly)
- D. ESTABLISH – SIDEWALK NARROWING - Market Street, north side, from Laguna Street to 90 feet easterly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to 40 feet westerly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to Highway 101 Off-Ramp (8-foot narrowing)
- E. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16<sup>th</sup> Street, north side, from Market Street to 20 feet easterly (6-foot wide bulb); 16<sup>th</sup> Street, south side, from Market Street to 24 feet westerly (12-foot wide bulb); Noe Street, west side, from 16<sup>th</sup> Street to 24 feet northerly (6 foot-wide bulb); 15<sup>th</sup> Street, south side, from Market Street to 29 feet westerly (6-foot wide bulb); 15<sup>th</sup> Street, south side, from Market Street to 18 feet easterly (6-foot wide bulb); 15<sup>th</sup> Street, north side, from Sanchez Street to 18 feet westerly (6-foot wide bulb); Sanchez Street, west side, from 15<sup>th</sup> Street to 27 feet northerly (6-foot wide bulb); Sanchez Street, east side, from Market Street to 50 feet southerly (12-foot wide bulb); 14<sup>th</sup> Street, south side, from Market Street to 33 feet easterly (6-foot wide bulb, relocates one blue zone); Guerrero Street, east side, from Market Street to 54 feet southerly (29-foot wide bulb, removes 3 motorcycle stalls); Pearl Street, east side, from Market Street to 41 feet southerly (15-foot wide bulb, relocates pilot on-street car share stall); Market Street, south side, from Highway 101 Off-Ramp to 31 feet easterly (6-foot wide bulb)
- F. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Market Street, south side, from 150 feet to 170 feet west of Noe Street (removes meter #2309); Market Street, north side, from 108 feet to 149 feet east of Noe Street (removes meter #2254, REINO 569-2260 [3 motorcycle spaces]); Market Street, south side, from 90 feet to 154 feet west of Sanchez Street (removes meters #2217, #2219, REINO 569-22110 [5 motorcycle spaces]); Market Street, south side, from 260 feet to 275 feet east of Church Street (removes meter #2135); Market Street, south side, from 95 feet to 144 feet west of Dolores Street (removes meters #2045, #2047); Market Street, north side, from 189 feet to 211 feet west of Duboce Avenue (removes meter #2028); Market Street, north side, from 231 feet to 278 feet west of Laguna Street (removes meters #1932, 1930 for parking-protected bikeway); Market Street, north side, from 111 feet to 131 feet west of Laguna

- Street (removes meter #1918 for SFFD clear zone); Market Street, north side, from Laguna Street to 71 feet westerly (removes meter #1912 for parking-protected bikeway); Market Street, north side, from Hermann Street to 139 feet easterly (removes meters #1828-G, 1826, 1824 for parking-protected bikeway); Market Street, north side, from 159 feet to 179 feet east of Hermann Street (removes meter #1820 for SFFD clear zone); Market Street, north side, from Octavia Boulevard to 92 feet westerly (relocates passenger loading zone for parking-protected bikeway); Market Street, south side, from Guerrero Street to 77 feet easterly (removes meter #1823-G for parking protected bikeway); Market Street, south side, from 117 feet to 137 feet east of Guerrero Street (removes meter #1817 for SFFD clear zone); Market Street, south side, from 177 feet to 197 feet east of Guerrero Street (removes meter #1811 for SFFD clear zone); Market Street, south side, from McCoppin Street to 43 feet westerly (relocates 2 existing yellow zones westerly for SFFD clear zone); Hermann Street, south side, from Laguna Street to 30 feet westerly (removes 1 unregulated parking space for SFFD clear zone); Laguna Street, east side, from Hermann Street to 35 feet northerly (removes meter #2 for SFFD clear zone); Octavia Boulevard, west side, from Market Street to Waller Street (relocates existing blue zone)
- G. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Market Street, north side, from 171 feet to 193 feet east of Noe Street (replaces GMP meter #2250)
- H. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 154 feet to 174 feet west of Sanchez Street (replaces GMP meter #2221)
- I. ESTABLISH YELLOW METERED LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - Market Street, south side, from 43 feet to 66 feet west of McCoppin Street (relocates meter #1803); Market Street, south side, from 66 feet to 88 feet west of McCoppin Street (relocates meter #1805)
- J. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES - Market Street, north side, from 92 feet to 132 feet west of Octavia Boulevard (relocated westerly for parking-protected bikeway, removes meters #1810, #1812)
- K. RESCIND – BLUE ZONE - 14<sup>th</sup> Street, south side, from 11 feet to 33 feet east of Market Street; Octavia Boulevard, west side, from 2 feet to 22 feet north of Market Street
- L. ESTABLISH - BLUE ZONE - 14<sup>th</sup> Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 132 feet to 154 feet west of Octavia Boulevard (removes meter #1814)
- M. RESCIND – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14<sup>th</sup> Street, south side, from 33 feet to 55 feet east of Market Street (removes meter #633-G); Market Street, north side, from 77 feet to 99 feet east of Hermann Street (removes meter #1828-G); Market Street, south side, from 57 feet to 77 feet east of Guerrero Street (removes meter #1823-G)
- N. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14<sup>th</sup> Street, south side, from 78 feet to 100 feet east of Market Street (replaces meter #633); Market Street, north side, from 139 feet to 157 feet east of

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Hermann Street (replaces meter #1822); Market Street, south side, from 97 feet to 117 feet east of Guerrero Street (replaces meter #1819)

- O. RESCIND – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
- P. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from 18 feet to 38 feet south of Market Street
- Q. ESTABLISH – ONE-WAY STREET - Hermann Street, eastbound, between Buchanan Street and Laguna Street
- R. ESTABLISH – NO RIGHT TURN ON RED - Market Street, westbound, at Buchanan Street (for bike box); Market Street, westbound, at Laguna Street (for bike box); Market Street, eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and,

WHEREAS, The proposed Upper Market Street Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and,


WHEREAS, The Planning Department determined that the proposed Upper Market Street Safety Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304 (Case Number 2017-000817ENV); and

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

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed bicycle and parking and traffic modifications, listed in items A-S above, associated with the Upper Market Street Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 2, 2017.

  
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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency