

**THIS PRINT COVERS CALENDAR ITEM NO.: 16**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving parking protected bicycle lanes and various traffic and parking modifications on 5<sup>th</sup> Street between Market Street and Townsend Street to improve bicycling, pedestrian and traffic safety for the community as part of the 5<sup>th</sup> Street Improvement Project.

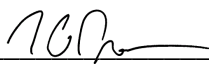

**SUMMARY:**

- The 5<sup>th</sup> Street Improvement Project will remove a vehicle lane on 5<sup>th</sup> Street (primarily in the northbound direction), add protected bikeways in both directions, additional left-turn and right-turn lanes, parking and loading zone changes, and other street enhancements to improve safety for all users.
- The project coordinates improvements with new large-scale developments planned for the corridor including 5M, Flower Mart, 598 Brannan Street, and 88 Bluxome, building on pedestrian and bicycle opportunities on the block faces of these new developments.
- Muni lines were relocated from 5<sup>th</sup> Street to 4<sup>th</sup> Street in anticipation of Central Subway completion with exception of the 27-Bryant and the southbound 47-Van Ness, operating along two blocks of 5<sup>th</sup> Street.
- The project removes 87 general metered parking spaces and two motorcycle parking spaces, and adds 12 loading zones and two accessible blue zones. Overall, the project will retain 50 percent of the parking spaces on project blocks.
- The proposed project is not subject to the Board of Supervisors review pursuant to Ordinance 127-18.

**ENCLOSURES:**

1. SFMTAB Resolution
2. 5<sup>th</sup> Street Improvement Project Plan Graphic and Cross Section
3. SFMTAB Resolution No. 13-054 (Bicycle Plan);  
<https://www.sfmta.com/sites/default/files/agendaitems/2016/05-07-13--13-054.pdf>
4. Bicycle Plan Environmental Impact Report (EIR):  
<https://sfgov.org/sfplanningarchive/environmental-impact-reports-negative-declarations>

**APPROVALS:**

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

**DATE**

September 10, 2019  
September 9, 2019

**ASSIGNED SFMTAB CALENDAR DATE:** September 17, 2019

**PURPOSE**

Approving parking protected bicycle lanes and various traffic and parking modifications on 5<sup>th</sup> Street between Market Street and Townsend Street to improve bicycling, pedestrian and traffic safety for the community as part of the 5<sup>th</sup> Street Improvement Project.

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

This action supports the following San Francisco Municipal Transportation Agency (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.

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.1: Use agency programs and policies to advance San Francisco's commitment to equity.

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.
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## **DESCRIPTION**

### **Project Goals**

The SFMTA proposes transportation safety improvements on 5<sup>th</sup> Street between Market and Townsend Streets. The primary goal of the 5<sup>th</sup> Street Improvement Project is to improve safety and comfort along the corridor for those who walk, bike, take transit and drive in the neighborhood. The 5<sup>th</sup> Street Improvement Project is a critical component of the city's Vision Zero goal to eliminate all traffic deaths. The entire 5<sup>th</sup> Street corridor between Market and Townsend streets is on the Vision Zero High Injury Network, the 13 percent of streets that account for 75 percent of the city's injuries and fatalities.

The proposed bikeway on 5<sup>th</sup> Street also seeks to close a major north-south gap in the city's bicycle network, helping to connect Caltrain and Mission Bay to the downtown core. Currently only 2<sup>nd</sup>, 7<sup>th</sup> and 8<sup>th</sup> streets offer north-south bicycle connections in Central SoMa, leaving a wide gap in the bike network between corridors. The addition of this parking protected bikeway to the bike network also helps connect to the east-west bicycle routes through the area including Market, Howard, Folsom, Brannan, and Townsend Streets. Furthermore, the proposed parking protected bikeway on 5<sup>th</sup> Street fulfills a goal put forward in the 2009 Bike Plan to designate 5<sup>th</sup> Street a major north-south connector in the Central SoMa area. Class II (unprotected) bicycle lanes were originally included in the 2009 Bike Plan in both directions between Market and Townsend Streets, but were put on hold due to 4th Street transit service temporarily shifting onto to 5<sup>th</sup> during Central Subway construction. The proposed project now proposes the construction of a continuous parking protected bikeway (Class IV) in both the northbound and southbound directions for the majority of the 5<sup>th</sup> Street corridor.

Lastly, the 5<sup>th</sup> Street Improvement project aims to address the future transportation and safety demands of the corridor. Over the next five to ten years, more than five million square feet of new development, including office, retail, and residential uses, are slated for development along 5<sup>th</sup> Street. This increase in residents, workers and shoppers will need access to a diverse set of transportation modes and will benefit from this project.

### **Existing Conditions**

In the project area, 5<sup>th</sup> Street is a two-way, four-lane street. Existing traffic volumes were collected for the AM and PM peak hours. The intersection of 5<sup>th</sup> Street and Mission Street has approximately 1,600 vehicles during the AM peak hours, the highest within the study area, while the intersection of 5<sup>th</sup> Street and Howard Street has the most vehicle activity during the PM peak hours, approximately 1,740 vehicles. The highest volume count of bicyclists was along Mission Street during the AM peak hour where there were 73 bicyclists and Howard Street during the PM peak hour where there were 59 bicyclists. The intersection of 5<sup>th</sup> Street and Market Street experiences the highest pedestrian volumes, with over 2,000 pedestrians in both the AM and PM peak hours.

Currently, there are Class III green shared lane markings (i.e., “sharrows”) in both directions on 5<sup>th</sup> Street that are approximately placed every 100 to 120 feet between Market Street and Townsend Street.

There are currently 100 general metered parking spaces, 28 passenger loading zones, 10 commercial loading zones, three accessible parking spaces and ten motorcycle parking spaces on 5<sup>th</sup> Street between Market Street and Townsend Street. Project parking occupancy studies showed an average street parking occupancy of 63 percent during weekdays on 5<sup>th</sup> Street. The SFMTA Mission Street garage, the largest parking garage in San Francisco is located at 5<sup>th</sup> and Mission streets. This city-owned garage is rarely at capacity, except during the winter holiday season in December.

Along 5<sup>th</sup> Street, there are seven transit stops. The 27-Bryant operates along 5<sup>th</sup> Street between Harrison and Market streets in the northbound direction and between Market and Folsom streets in the southbound direction. The service frequency of the 27-Bryant route is approximately every 15 minutes during the peak hours. Starting in September 2019, in coordination with the Townsend Corridor Improvement Project, the proposed 47-Van Ness route will operate along 5<sup>th</sup> Street between Bryant and Townsend streets. This route has a service frequency of approximately every nine minutes during the peak hours.

From January 2011 to December 2016, there were 351 reported collisions on 5<sup>th</sup> Street, including 320 injury collisions. An average of one person per week is injured while traveling on 5<sup>th</sup> Street. From 2016 to 2017, the intersection of 5<sup>th</sup> Street and Market Street had the highest number of pedestrian collisions and one of top ten highest number of bicycle collisions in the city. Close to 50% of the total collisions on 5<sup>th</sup> Street involve a vehicle and pedestrian or vehicle and bicyclist, and 43% of collisions are between motorists.

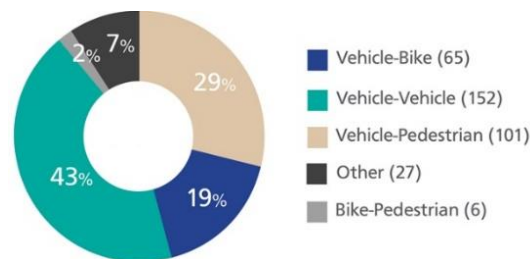


Figure 1. Collisions by mode on 5<sup>th</sup> Street

### Summary of Proposed Improvements

Proposed safety improvements include a vehicle travel lane reduction from four to three lanes on 5<sup>th</sup> Street between Market Street and Townsend Street. The proposed roadway configuration generally includes two lanes in the southbound direction and one lane in the northbound direction from Market Street to Folsom Street, and one lane in the southbound direction and two lanes in the northbound direction from Bryant Street to Townsend Street. Two vehicle travel lanes are preserved at both the northbound I-80 off-ramp at Harrison and 5<sup>th</sup> Street as well as the northbound I-80 on-ramp at Bryant Street. Turn lanes are proposed at three high volume turning locations in the northbound direction at Mission, Howard, and Folsom Streets, and one high

volume turning location in the southbound direction at Brannan Street. The project removes 87 general metered parking spaces but adds twelve loading and two accessible spaces.

The proposed project will use the roadway space from the lane reduction and parking removal to provide parking protected bike lanes for the entire length of the corridor in both the north and southbound directions. Proposed pedestrian improvements include upgraded crosswalks, a new raised crosswalk, increased visibility, signal timing changes, and painted safety zones.

Lastly, the proposed project includes four new transit boarding islands for the 27-Bryant at the following locations:

- between Minna and Natoma streets (northbound);
- between Clementina and Folsom Streets (northbound);
- between Mission and Minna Streets (southbound); and,
- between Clementina and Folsom Streets (southbound).

One new transit boarding island is proposed for the 47-Van Ness between Brannan and Bluxome Streets. The project proposes stop consolidation at two locations for the 27- Bryant. The 27-Bryant will maintain one stop instead of two stops in both the northbound and southbound directions between Howard and Folsom Streets.

## **PROJECT ELEMENTS**

### **Street Safety and Traffic Operations**

Proposed street safety improvements on 5<sup>th</sup> Street include a reduction from two to one vehicle travel lane in the northbound direction from Folsom Street to 120 feet south of Market Street, and from two to one travel lane in the southbound direction from Bryant Street to Townsend Street.

The proposed lane reductions and new roadway reconfiguration is a well-documented safety treatment also known as a “road diet”. Nationally, the Federal Highway Administration (FHWA) compiled decades of data on historic crash reductions and operational performance of road diets. FHWA research found that road diet projects reduce collisions between 19 and 47 percent.<sup>1</sup> Locally, San Francisco has completed dozens of road diets on city streets prone to high collision-rates resulting in a reduction of speeds and collisions. Two recent examples include the 7<sup>th</sup> Safety project between Market and Folsom Streets, and the Turk Street Safety project between Market and Gough Streets. These projects implemented several infrastructure improvements, including a road diet. Post evaluation findings found that 85<sup>th</sup> percentile speeds decreased by 16% on 7<sup>th</sup> Street and by 10% on Turk Street.

Not including alleyways, the project proposes that all intersections on 5<sup>th</sup> Street keep two approach lanes in both directions from Market Street to Townsend Street. The intersections will either have two through lanes, or one turn only lane and a through lane. The turn lanes provide a

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<sup>1</sup> FHWA, Evaluation of Lane Reduction “Road Diet” Measures on Crashes. FHWA Report No. FHWA-HRT-10-053. Washington, D.C. 2010. Accessible at: <https://www.fhwa.dot.gov/publications/research/safety/10053/10053.pdf>

dedicated space for right- and left-turning vehicles to queue as they approach the intersection, reducing interference with through-moving transit and motor vehicles. New turn lanes are proposed on 5<sup>th</sup> Street at the following approaches and intersections:

- Northbound Mission Street – Right Turn Lane (eastbound)
- Northbound Howard Street – Left Turn Lane (westbound)
- Northbound Folsom Street – Right Turn Lane (eastbound)
- Southbound Brannan Street- Left Turn Lane (westbound)

### **Bicycle Safety Improvements**

The 5<sup>th</sup> Street Improvement Project proposes the installation of Class IV protected bikeways in both directions on 5<sup>th</sup> Street between Market and Townsend streets, improving safety for people riding bicycles. Protected bikeways provide a specific space for bicyclists, separating them from faster moving motor vehicles.

A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and vehicle traffic. The project would use a combination of parking and loading lanes, transit boarding islands, and plastic delineators for physical separation. Double parking and parking in the bike lane are a frequent occurrence and force people who ride bikes to merge into the vehicle lane when blocked. The proposed protected bike lane will help reduce the frequency of vehicles stopped in the bike lanes and improve safety for all roadway users.

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 bikeways on 5<sup>th</sup> Street meet 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 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 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 parking 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 5<sup>th</sup> 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.

### **Pedestrian Safety Improvements**

The proposed lane reductions, or road diet, on 5<sup>th</sup> Street between Market and Townsend Streets will greatly improve the safety and mobility of pedestrians traveling along 5<sup>th</sup> Street. A road diet is a well-documented safety treatment that decreases lane crossing distance and reduces vehicle speeds, leading to fewer and less severe collisions.

The project also proposes to upgrade existing crosswalks to high visibility continental crosswalk markings and install advance limit lines at signalized intersection approaches to encourage vehicles from encroaching into the crosswalk. Leading pedestrian intervals will be added at all signalized intersections giving pedestrians priority as they enter intersections to cross the street before motor vehicle traffic receives a green indication. Signal timing at Bryant Street will be improved to give pedestrians additional time to cross 5<sup>th</sup> Street.

At street and alley intersection crossings, the project will use daylighting to improve visibility at crosswalks. These no parking areas will include red paint on the curb and could be enhanced with additional delineation to prevent vehicles from parking in these areas and help slow turning movements.

A raised crosswalk will be added at the eastern crossing of Minna Street at 5<sup>th</sup> Street to improve the safety of pedestrians crossing the alleyway by slowing turning vehicles.

## **Transit Operations**

With the project, transit travel time for the 47-Van Ness will not significantly change given the proposed roadway changes and road diet. This bus line has only a short section of the route on 5<sup>th</sup> Street. The 27-Bryant has a lengthier portion of the route on 5<sup>th</sup> Street and is expected to experience some additional delay due to the proposed project, projected to be a maximum of 66 seconds during afternoon peak hours, primarily between Mission Street and Market Street. With the project, this delay is minimized through bus stop consolidation, transit boarding islands, signal timing changes to give vehicles additional time at Mission Street, and opening 5<sup>th</sup> Street to two lanes in the northbound direction 120 feet south of Market Street. These changes are proposed to minimize transit delay, while maintaining the safety benefits of the project.

## **Curb Management**

The proposed project will reconfigure parking spaces and loading zones to accommodate the project roadway configuration. Many general meter parking spaces will be removed to accommodate the protected bike lanes, and to add visibility red zones at intersections thereby improving the visibility of pedestrians. The project will increase the amount of loading zones in the project area, providing more zones for deliveries and loading, and reduce the frequency of double parking in the vehicle travel lanes and bike lanes. Additionally, the project is adding two blue accessible parking spaces.

This project proposes the following changes to curb spaces:

- Commercial loading zones increase from ten to twenty spaces
- Accessible blue zones increase from three to five spaces
- Motorcycle parking decreases from ten to eight spaces
- General metered parking spaces decrease from 100 to 13 spaces

## **PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS**

- A. ESTABLISH – CLASS IV PROTECTED BIKEWAY (PARKING PROTECTED BIKEWAY) - 5th Street, northbound, from Townsend Street to Market Street; 5th Street, southbound, from Market Street to Townsend Street
- B. RESCIND – TOW-AWAY, NO PARKING ANYTIME- Clementina Street, north side, from 5th Street to Gallagher Lane
- C. RESCIND – BUS ZONE- 5th Street, east side, from Mission Street to 60 feet northerly; 5th Street, west side, from Mission Street to 243 feet northerly; 5th Street, west side, from Howard Street to 111 feet southerly; 5th Street, east side, from Howard Street to 71 feet southerly; 5th Street, west side, from Folsom Street to 71 feet northerly; 5th Street, east side, from Folsom Street to 78 feet northerly; 5th Street, west side, from Brannan Street to 100 feet southerly; 5th Street, east side, from Brannan Street to 109 feet southerly
- D. ESTABLISH – TRANSIT BOARDING ISLAND, TOW-AWAY, NO STOPPING ANYTIME -5th Street, west side, from Mission Street to 60 feet southerly (5th/Mission far side southbound 27 boarding island, 60 foot long boarding island); 5th Street, east



side, from 113 feet to 158 feet south of Minna Street (5th/Minna near-side northbound 27 boarding island, 45 foot long boarding island); 5th Street, east side, from 10 feet to 60 feet south of Clementina Street (5th/Clementina near-side northbound 27 boarding island, 50 foot long boarding island) (rescinds meters 247,249,251); 5th Street, west side, from Folsom Street to 75 feet northerly (5th/Folsom near-side southbound 27 boarding island, 70 foot long boarding island); 5th Street, west side, from 87 feet to 145 feet south of Brannan Street (5th/Brannan far-side southbound 47 boarding island, 58 foot long boarding island)

- E. ESTABLISH – NO RIGHT TURN ON RED, EXCEPT BIKES- 5th Street, northbound, at Market Street; 5th Street, southbound, at Mission Street; Mission Street, westbound, at 5th Street; Mission Street, eastbound, at 5th Street; 5th Street, southbound, at Howard Street; Howard Street, westbound, at 5th Street; 5th Street, northbound, at Folsom Street; Folsom Street, eastbound, at 5th Street; Harrison Street, westbound, at 5th Street; 5th Street, northbound, at Bryant Street; Bryant Street, eastbound, at 5th Street; 5th Street, southbound, at Brannan Street; 5th Street, northbound, at Brannan Street; Brannan Street, westbound, at 5th Street; Brannan Street, eastbound, at 5th Street
- F. ESTABLISH – RIGHT TURN ONLY- Tehama Street, westbound, at 5th Street; Clementina Street, eastbound, at 5th Street; Shipley Street, westbound, at 5th Street; Clara Street, eastbound, at 5th Street
- G. ESTABLISH – NO LEFT TURN - 5th Street, southbound and northbound, at Mission Street; 5th Street, southbound out of 5th and Mission Garage; 5th Street, southbound and northbound, at Minna Street; 5th Street, southbound, at Brannan Street; 5th Street, southbound, at Welsh Street
- H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME- 5th Street, west side, from Market Street to Stevenson Street; 5th Street, west side, from Stevenson Street to Mission Street; 5th Street, east side, from Minna Street to 113 feet southerly; 5th Street, west side, from Minna Street to 25 feet northerly; 5th Street, west side, from Natoma Street to 88 feet northerly; 5th Street, west side, from Natoma Street to Howard Street; 5th Street, east side, from Howard Street to Tehama Street (rescinds meters 209, 211, and blue zone); 5th Street, east side, from Tehama Street to 20 feet southerly (rescinds meter 225); 5th Street, east side, from Clementina Street to 69 feet northerly (rescinds 22' passenger loading zone and meter 235); 5th Street, east side, from Folsom Street to 83 feet northerly; 5th Street, east side, from Folsom Street to Shipley Street (rescinds 86 feet bike share station, meters 311, 215, and a blue zone); 5th Street, east side, from Shipley Street to Clara Street (rescinds meters 323, 327, 329, 333, 341); 5th Street, east side, from Clara Street to Harrison Street (rescinds meters 347, 349); 5th Street, west side, from Clara Street to Harrison Street (rescinds meters 348, 350, 352, 354, 356, 360, 362); 5th Street, west side, from Harrison Street to Bryant Street (rescinds meters 422, 424, 428, 430, 432, 434, 436, 438, 440, 444, 448, 452, 456); 5th Street, east side, from Harrison Street to Bryant Street (converted from Tow-Away, No Parking Anytime); 5th Street, west side, from Bryant Street to 27 feet southerly (rescinds meter 502); 5th Street, west side, from Brannan Street to 213 feet northerly (rescinds meters 540, 542, 544 and 72 foot bike share station); 5th Street, east side, from Bryant Street to Welsh Street (rescinds meters 511, 513, 515, 517); 5th Street, east side, from Welsh Street to 207 feet southerly; 5th Street, west side, from Brannan Street to 29 feet southerly; 5th Street, west side, from Bluxome Street to 24 feet northerly (rescinds motorcycle meters 626, 628); 5th Street, west side, from

Townsend Street to Bluxome Street; 5th Street, east side, from Bluxome Street to 43 feet southerly (rescinds meter 1); 5th Street, east side, from Townsend Street to 40 feet northerly (rescinds meter 10); Clementina Street, south side, from 30 feet east of 5th Street to Gallagher Lane; Clementina Street, north side, from 5th Street to 87 feet easterly; Shipley Street, south side, from 5th Street to 150 feet westerly

- I. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME- 5th Street, east side, from Howard Street to 192 feet northerly ; 5th Street, west side, from Howard Street to Tehama Street (rescinds meter 216); 5th Street, west side, from Tehama Street to Clementina Street (rescinds meters 226, 228, 230, 232, 234 and 38 foot passenger loading zone); 5th Street, west side, from Folsom Street to Shipley Street; 5th Street, west side, from Shipley Street to Clara Street (rescinds meters 326, 328, 338, 340); 5th Street, east side, from Brannan Street to Bluxome Street (rescinds meters 615, 617, 619, and a blue zone)
- J. ESTABLISH – RED ZONE- 5th Street, east side, from 65 feet to 175 feet north of Jessie Street; 5th Street, west side, from 85 feet to 241 feet south of Bryant Street (rescinds meters 510, 520, 524); Harrison Street, south side, from 5th Street to 25 feet westerly; Bryant Street, south side, from 5th Street to 25 feet westerly; Harrison Street, south side, from 5th Street to 7 feet easterly
- K. ESTABLISH –30-MINUTE COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY- Shipley Street, north side from 22 feet to 62 feet west of 5th Street (2 spaces); Tehama Street, south side, from 5th Street to 40 feet westerly (2 spaces); Clementina Street, south side, from 5th Street to 40 feet westerly (2 spaces)
- L. ESTABLISH –30-MINUTE METERED COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY- 5th Street, east side, from 49 feet to 93 feet north of Townsend Street (converts meters 7, 8)
- M. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES- Clementina Street, south side, from 10 feet to 30 feet east of 5th Street; Shipley Street, north side, from 5th Street to 22 feet westerly; Bluxome Street, south side, from 7 feet to 27 feet west of 5th Street
- N. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES- 5th Street, east side, from 125 feet to 176 feet south of Market Street (shortens existing passenger loading zone); 5th Street, east side, from Jessie Street to 65 feet northerly (shortens existing passenger loading zone); 5th Street, east side, from 37 feet to 139 feet north of Mission Street (relocates and lengthens existing passenger loading zone); 5th Street, west side, from 60 feet to 142 feet south of Mission Street; 5th Street, west side, from Minna Street to 66 feet southerly; 5th Street, east side, from 20 feet to 90 feet south of Tehama Street (converts meters 227, 229, 231); 5th Street, east side, from 10 feet to 148 feet north of Brannan Street; 5th Street, west side, from 24 feet to 100 feet north of Bluxome Street
- O. ESTABLISH – 1 HOUR PARKING, 7 AM TO 6 PM- Clementina Street, north side, from 5th Street to Gallagher Lane; Shipley Street, north side, from 5th Street to 155 feet westerly
- P. ESTABLISH – TOW-AWAY NO PARKING, 1 AM TO 6 AM, EVERYDAY- Clementina Street, north side, from 5th Street to Gallagher Lane
- Q. ESTABLISH – RAISED CROSSWALK- Minna Street at 5th Street, east crosswalk

- R. RESCIND – TOW-AWAY, NO PARKING ANYTIME-5th Street, east side, from Harrison Street to Bryant Street (converts to Tow-Away, No Stopping Anytime); Clementina Street, north side, from 5th Street to Gallagher Lane
- S. RESCIND – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES- 5th Street, east side, from 15 feet to 35 feet north of Tehama; 5th Street, east side, from 5 feet to 27 feet north of Shipley Street; 5th Street, east side, from 48 feet to 66 feet north of Bluxome Street
- T. RESCIND –30-MINUTE METERED COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY- 5th Street, east side, from 9 feet to 24 feet south of Clementina Street (meter 247)
- U. RESCIND –30-MINUTE METERED COMMERCIAL LOADING ZONE, 9 AM TO 3 PM, MONDAY THROUGH FRIDAY- 5th Street, west side, from 36 feet to 56 feet north of Clara Street (meter 338); 5th Street, west side, from Clara Street to 42 southerly (meters 348, 350)
- V. RESCIND – TOW-AWAY NO PARKING, 7 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY- 5th Street, west side, from Tehama Street to Clementina Street; 5th Street, west side, from Shipley Street to Harrison Street
- W. RESCIND – PASSENGER LOADING ZONE, 7:30 AM TO 11:59 PM, MONDAY THROUGH SATURDAY, 10 AM TO 11:59 PM SUNDAY – 5th Street, west side, from 100 feet to 140 feet south of Brannan Street
- X. RESCIND – BIKE CORRAL- Clementina Street, south side, from Gallagher Lane to 20 feet westerly
- Y. ESTABLISH – BIKE CORRAL- Clementina Street, north side, from Gallagher Lane to 20 feet westerly
- Z. RESCIND – NO PARKING EXCEPT BICYCLES/ RECIND- BIKE SHARE STATION - 5th Street, east side, from Howard Street to 80 feet northerly; 5th Street, east side, from 6 feet to 92 feet south of Folsom Street; 5th Street, west side, from 35 feet to 107 feet north of Brannan Street
- AA. ESTABLISH – NO STOPPING EXCEPT BICYCLES/ ESTABLISH - BIKE SHARE STATION - 5th Street, west side, from Clementina Street to 85 feet southerly; 5th Street, west side, from 29 feet to 87 feet south of Brannan Street

## **STAKEHOLDER ENGAGEMENT**

From October 2017 to April 2019, the 5<sup>th</sup> Street Improvement project team conducted comprehensive community outreach to gather input. Six major outreach activities took place in support of this project:

1. Stakeholder Interviews and Meetings - October 2017 - August 2019
2. Intercept Surveys and Outreach - January 4 through February 6, 2018
3. Community Open House #1 - January 23, 2018
4. Stakeholder Workshop - November 1, 2018
5. Property Owner/Merchant Loading Survey - January 2019 - February 2019
6. Community Open House #2 - April 3, 2019
7. Office Hours - April 16, 2019 and April 20, 2019

## PAGE 12.

Initial outreach events included a series of over 40 interviews and meetings with key stakeholders in and around the project area followed by the first open house in January 2018. The focus of the open house was to hear from members of the public about the challenges they experience on 5<sup>th</sup> Street and for project staff to detail possible solutions. Approximately 32 people attended the first open house.

An intercept survey was conducted in January 2018 along the 5<sup>th</sup> Street corridor at major destinations such as Caltrain, all major intersections, and Muni stops. The goal of this survey was to better understand the needs of people using the 5<sup>th</sup> Street corridor. Staff also posted the survey on the SFMTA website and shared it with community groups. The survey was released in English, Chinese, Filipino, and Spanish. Staff obtained 305 responses in English, 22 in Chinese, and 1 in Filipino.

Through these events, the SFMTA received feedback on the major issues and opportunities for the 5<sup>th</sup> Street corridor. Overwhelmingly, staff heard that improving bicycle and pedestrian safety should be the SFMTA's priority, followed by improvements to loading, urban realm improvements, and personal safety/homelessness.

Utilizing the feedback received from these initial events, baseline changes to 5th Street and preliminary design proposals were shared along with the various impacts and benefits of the different scenarios at a stakeholder workshop in November 2018. Approximately 20 community stakeholders attended the workshop, representing residents, business interests, and transportation advocates.

Merchant surveys were conducted between January and February 2019 to understand specific loading needs along the corridor. Staff conducted door-to-door business outreach to 30 businesses up to three times, twice in person and once over the phone. A total of eight surveys were collected. In order to reach businesses where door-door outreach was not feasible, staff scheduled 10 in-person meetings with property owners/merchants to discuss loading needs.

Through these activities, a preferred alternative was selected and subsequently presented to the public at the second open house and during office hours in April 2019. The project team then made minor changes to the design prior starting the final approvals process and creating a final proposed design. Approximately 123 people attended the second open house and office hours.

Throughout the outreach process, the 5<sup>th</sup> Street project team engaged the general public, but also focused on gaining detailed input from key stakeholders who could be impacted by changes. These stakeholders included developers of large sites along the corridor including 5M, Flower Mart, 598 Brannan Street, and 88 Bluxome. The project team spent a significant amount of time working one-on-one with these developers to determine the future design of the block faces of each new development. In total, the project team contacted and/or engaged over 50 stakeholders during the outreach process including the following groups:

- 5M Project Development Team
- Academy of Arts- 5<sup>th</sup> and Brannan Campus

- Alexis Apartments
- ARUP
- Bay Area Renters Federation
- Bay Club-SF Tennis
- Bayanihan Community Center
- Building Owners and Managers Association of San Francisco (BOMA)
- Central Market CBD
- Central Subway CAG
- Chinatown Community Development Center (TRIPS)
- Clementina Towers
- Community Housing Partnership
- Episcopal Community Services
- Eventbrite
- Fifth and Mission
- Filipino Education Center/ Bessie Carmichael Middle School
- Flower Mart
- Forest City
- Gene Friend Rec Center
- HOAs
- Hotel Council of SF
- Hotel Zetta
- Independent Living Resource Center of San Francisco
- Intercontinental Hotel
- Moscone Center
- Pilipino Senior Resource Center
- Pinterest
- Renaissance Entrepreneur Center
- Resident/City Mews
- Resident/Condo on Clara St
- Residential - 655 5<sup>th</sup> Street
- Senior and Disability Action
- SF Chamber of Commerce
- SF Chronicle
- SF Travel
- SF Bicycle Coalition
- SF County Transportation Authority
- SOMA Community Action Network
- SOMA Pilipinas
- South of Market Business Association
- SPUR
- St. Vincent
- Supervisor Jane Kim (former) and Matt Haney (District 6)
- Tenderloin Community Benefit District

- Tishman - 5<sup>th</sup> and Brannan
- TODCO
- Trammel Crow Residential- 342-360 5<sup>th</sup> Street
- Union Square BID
- United Playaz
- University Pacific School of Dentistry
- WalkSF
- Westfield Center
- Yerba Buena Alliance
- Yerba Buena Central Business District

The open houses, stakeholder workshop, and office hours were each noticed two weeks in advance through an email to a project listserv, mailers, intercept outreach, and posters placed along the corridor and within a two-block radius of 5<sup>th</sup> Street. These notices included Filipino, Chinese, and Spanish translations. In total, over 500 members of the public were reached via intercept survey and/or attended outreach events hosted and staffed by the 5<sup>th</sup> Street project team.

Given the robust outreach performed for this project to-date, the SFMTA Board Meeting on September 17, 2019 serves as the Public Hearing for the 5<sup>th</sup> Street Improvement Project and was noticed in accordingly.

## **ALTERNATIVES CONSIDERED**

**Parking Protected Bicycle Lanes:** This project was conceived and prioritized to achieve goals of the project addressing safety needs on the corridor, fulfilling the vision of the 2009 Bike Plan to make 5<sup>th</sup> Street a major north-south bicycle route, and making the corridor a more livable street for both existing and future users. The protected bikeway alternative allows for the greatest benefits to bicyclists and pedestrians while minimizing impacts to transit and vehicular traffic. This alternative was selected through both internal review and a robust public process.

**Widened Sidewalks and Sidewalk Level Bicycle Lanes:** Widening the sidewalks and incorporating sidewalk level bikeways was investigated as an alternative. Due to space constraints, feasibility concerns, significant increases to construction costs and timeline, this alternative was not pursued. This alternative was also not prioritized by members of the public and key stakeholders during the outreach. Additionally, there are several significant development projects along the corridor that will widen sidewalks as part of development. The City is working to maximize the streetscape improvements through these future developments.

**Class II Bikeways:** Installing Class II bike lanes, or striped but unprotected bike lanes, in both directions on 5<sup>th</sup> Street was also considered. While this alternative preserved some roadway space and parking, it carries the significant negative impact of not protecting bicyclists on a High Injury Corridor. In addition, this alternative was not favored by members of the public and key stakeholders.

The proposed project is recommended to further support the City's Vision Zero goal of eliminating traffic deaths in San Francisco.

### **FUNDING IMPACT**

Funding for the planning, environmental review, and design is provided by Proposition B Population Based General Fund Baseline funds. Construction funding is provided by both Proposition B Population Based General Fund Baseline funds as well as Proposition AA Additional Vehicle Registration Fee for Transportation Improvements funds. The total project cost is \$1,970,000 and is broken down into the following project phases:

- Planning/Preliminary Engineering - \$370,000
- Detailed Design - \$200,000
- Construction - \$1,400,000

### **ENVIRONMENTAL REVIEW**

On May 7, 2013, the SFMTA Board of Directors in Resolution 13-054, re-adopted the 2009 Bicycle Plan (Case Number 2007.0347E), re-approved the traffic changes approved in Resolution 09-106, and adopted modified findings, including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA. On July 17, 2019, the Planning Department issued an Addendum (Case Number 2007.0347ENV-15) to the 2009 Bicycle Plan Final Environmental Impact Report (FEIR) for the 5<sup>th</sup> Street Improvement Project (Project 2-2 Modified Project), concluded that the proposed changes would not cause new significant impacts not identified in the FEIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts. 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.

### **OTHER APPROVALS**

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](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 establishes a Class IV bicycle facilities and all the parking and traffic modifications in the proposed approval action are directly related to the establishment of these bikeways.

The City Attorney has reviewed this item.

### **RECOMMENDATION**

SFMTA staff requests that the SFMTA Board approve the proposed parking protected bicycle lanes and various traffic and parking modifications on 5<sup>th</sup> Street between Market Street and

**PAGE 16.**

Townsend Street, as set forth in Items A through AA above, to improve traffic safety for the community as part of the 5<sup>th</sup> Street Improvement Project.



SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goals and implementing safety improvements on 5<sup>th</sup> Street; and,

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

WHEREAS, The San Francisco Municipal Transportation Agency has proposed lane reductions and traffic and parking modifications along 5<sup>th</sup> Street between Market Street and Townsend Street as follows:

- A. ESTABLISH – CLASS IV PROTECTED BIKEWAY (PARKING PROTECTED BIKEWAY) - 5th Street, northbound, from Townsend Street to Market Street; 5th Street, southbound, from Market Street to Townsend Street
- B. RESCIND – TOW-AWAY, NO PARKING ANYTIME- Clementina Street, north side, from 5th Street to Gallagher Lane
- C. RESCIND – BUS ZONE- 5th Street, east side, from Mission Street to 60 feet northerly; 5<sup>th</sup> Street, west side, from Mission Street to 243 feet northerly; 5th Street, west side, from Howard Street to 111 feet southerly; 5th Street, east side, from Howard Street to 71 feet southerly; 5th Street, west side, from Folsom Street to 71 feet northerly; 5th Street, east

- side, from Folsom Street to 78 feet northerly; 5th Street, west side, from Brannan Street to 100 feet southerly; 5th Street, east side, from Brannan Street to 109 feet southerly
- D. ESTABLISH – TRANSIT BOARDING ISLAND, TOW-AWAY, NO STOPPING ANYTIME -- 5th Street, west side, from Mission Street to 60 feet southerly (5th/Mission far side southbound 27 boarding island, 60 foot long boarding island); 5th Street, east side, from 113 feet to 158 feet south of Minna Street (5th/Minna near-side northbound 27 boarding island, 45 foot long boarding island); 5th Street, east side, from 10 feet to 60 feet south of Clementina Street (5th/Clementina near-side northbound 27 boarding island, 50 foot long boarding island) (rescinds meters 247,249,251); 5th Street, west side, from Folsom Street to 75 feet northerly (5th/Folsom near-side southbound 27 boarding island, 70 foot long boarding island); 5th Street, west side, from 87 feet to 145 feet south of Brannan Street (5th/Brannan far-side southbound 47 boarding island, 58 foot long boarding island)
- E. ESTABLISH – NO RIGHT TURN ON RED, EXCEPT BIKES- 5th Street, northbound, at Market Street; 5th Street, southbound, at Mission Street; Mission Street, westbound, at 5th Street; Mission Street, eastbound, at 5th Street; 5th Street, southbound, at Howard Street; Howard Street, westbound, at 5th Street; 5th Street, northbound, at Folsom Street; Folsom Street, eastbound, at 5th Street; Harrison Street, westbound, at 5th Street; 5th Street, northbound, at Bryant Street; Bryant Street, eastbound, at 5th Street; 5th Street, southbound, at Brannan Street; 5th Street, northbound, at Brannan Street; Brannan Street, westbound, at 5th Street; Brannan Street, eastbound, at 5th Street
- F. ESTABLISH – RIGHT TURN ONLY- Tehama Street, westbound, at 5th Street; Clementina Street, eastbound, at 5th Street; Shipley Street, westbound, at 5th Street; Clara Street, eastbound, at 5th Street
- G. ESTABLISH – NO LEFT TURN - 5th Street, southbound and northbound, at Mission Street; 5th Street, southbound out of 5th and Mission Garage; 5th Street, southbound and northbound, at Minna Street; 5th Street, southbound, at Brannan Street; 5th Street, southbound, at Welsh Street
- H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME- 5th Street, west side, from Market Street to Stevenson Street; 5th Street, west side, from Stevenson Street to Mission Street; 5th Street, east side, from Minna Street to 113 feet southerly; 5th Street, west side, from Minna Street to 25 feet northerly; 5th Street, west side, from Natoma Street to 88 feet northerly; 5th Street, west side, from Natoma Street to Howard Street; 5th Street, east side, from Howard Street to Tehama Street (rescinds meters 209, 211, and blue zone); 5th Street, east side, from Tehama Street to 20 feet southerly (rescinds meter 225); 5th Street, east side, from Clementina Street to 69 feet northerly (rescinds 22' passenger loading zone and meter 235); 5th Street, east side, from Folsom Street to 83 feet northerly; 5th Street, east side, from Folsom Street to Shipley Street (rescinds 86 feet bike share station, meters 311, 215, and a blue zone); 5th Street, east side, from Shipley Street to Clara Street (rescinds meters 323, 327, 329, 333, 341); 5th Street, east side, from Clara Street to Harrison Street (rescinds meters 347, 349); 5th Street, west side, from Clara Street to Harrison Street (rescinds meters 348, 350, 352, 354, 356, 360, 362); 5th Street, west side, from Harrison Street to Bryant Street (rescinds meters 422, 424, 428, 430, 432, 434, 436, 438, 440, 444, 448, 452, 456); 5th Street, east side, from Harrison Street to Bryant Street (converted from Tow-Away, No Parking Anytime); 5th Street, west side, from Bryant Street to 27 feet southerly (rescinds meter 502); 5th Street, west side, from Brannan

Street to 213 feet northerly (rescinds meters 540, 542, 544 and 72 foot bike share station); 5th Street, east side, from Bryant Street to Welsh Street (rescinds meters 511, 513, 515, 517); 5th Street, east side, from Welsh Street to 207 feet southerly; 5th Street, west side, from Brannan Street to 29 feet southerly; 5th Street, west side, from Bluxome Street to 24 feet northerly (rescinds motorcycle meters 626, 628); 5th Street, west side, from Townsend Street to Bluxome Street; 5th Street, east side, from Bluxome Street to 43 feet southerly (rescinds meter 1); 5th Street, east side, from Townsend Street to 40 feet northerly (rescinds meter 10); Clementina Street, south side, from 30 feet east of 5th Street to Gallagher Lane; Clementina Street, north side, from 5th Street to 87 feet easterly; Shipley Street, south side, from 5th Street to 150 feet westerly

- I. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME- 5th Street, east side, from Howard Street to 192 feet northerly ; 5th Street, west side, from Howard Street to Tehama Street (rescinds meter 216); 5th Street, west side, from Tehama Street to Clementina Street (rescinds meters 226, 228, 230, 232, 234 and 38 foot passenger loading zone); 5th Street, west side, from Folsom Street to Shipley Street; 5th Street, west side, from Shipley Street to Clara Street (rescinds meters 326, 328, 338, 340); 5th Street, east side, from Brannan Street to Bluxome Street (rescinds meters 615, 617, 619, and a blue zone)
- J. ESTABLISH – RED ZONE- 5<sup>th</sup> Street, east side, from 65 feet to 175 feet north of Jessie Street; 5th Street, west side, from 85 feet to 241 feet south of Bryant Street (rescinds meters 510, 520, 524); Harrison Street, south side, from 5th Street to 25 feet westerly; Bryant Street, south side, from 5th Street to 25 feet westerly; Harrison Street, south side, from 5th Street to 7 feet easterly
- K. ESTABLISH –30-MINUTE COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY- Shipley Street, north side, from 22 feet to 62 feet west of 5th Street (2 spaces); Tehama Street, south side, from 5th Street to 40 feet westerly (2 spaces); Clementina Street, south side, from 5th Street to 40 feet westerly (2 spaces)
- L. ESTABLISH –30-MINUTE METERED COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY- 5th Street, east side, from 49 feet to 93 feet north of Townsend Street (converts meters 7, 8)
- M. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES- Clementina Street, south side, from 10 feet to 30 feet east of 5th Street; Shipley Street, north side, from 5th Street to 22 feet westerly; Bluxome Street, south side, from 7 feet to 27 feet west of 5th Street
- N. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES- 5th Street, east side, from 125 feet to 176 feet south of Market Street (shortens existing passenger loading zone); 5th Street, east side, from Jessie Street to 65 feet northerly (shortens existing passenger loading zone); 5th Street, east side, from 37 feet to 139 feet north of Mission Street (relocates and lengthens existing passenger loading zone); 5th Street, west side, from 60 feet to 142 feet south of Mission Street; 5th Street, west side, from Minna Street to 66 feet southerly; 5th Street, east side, from 20 feet to 90 feet south of Tehama Street (converts meters 227, 229, 231); 5th Street, east side, from 10 feet to 148 feet north of Brannan Street; 5th Street, west side, from 24 feet to 100 feet north of Bluxome Street
- O. ESTABLISH – 1 HOUR PARKING, 7 AM TO 6 PM- Clementina Street, north side, from 5th Street to Gallagher Lane; Shipley Street, north side, from 5th Street to 155 feet

westerly

- P. ESTABLISH – TOW-AWAY NO PARKING, 1 AM TO 6 AM, EVERYDAY- Clementina Street, north side, from 5th Street to Gallagher Lane
- Q. ESTABLISH – RAISED CROSSWALK- Minna Street at 5th Street, east crosswalk
- R. RESCIND – TOW-AWAY, NO PARKING ANYTIME-5th Street, east side, from Harrison Street to Bryant Street (converts to Tow-Away, No Stopping Anytime); Clementina Street, north side, from 5th Street to Gallagher Lane
- S. RESCIND – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES- 5th Street, east side, from 15 feet to 35 feet north of Tehama; 5th Street, east side, from 5 feet to 27 feet north of Shipley Street; 5th Street, east side, from 48 feet to 66 feet north of Bluxome Street
- T. RESCIND –30-MINUTE METERED COMMERCIAL LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY- 5th Street, east side, from 9 feet to 24 feet south of Clementina Street (meter 247)
- U. RESCIND –30-MINUTE METERED COMMERCIAL LOADING ZONE, 9 AM TO 3 PM, MONDAY THROUGH FRIDAY- 5th Street, west side, from 36 feet to 56 feet north of Clara Street (meter 338); 5th Street, west side, from Clara Street to 42 southerly (meters 348, 350)
- V. RESCIND – TOW-AWAY NO PARKING, 7 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY- 5th Street, west side, from Tehama Street to Clementina Street; 5th Street, west side, from Shipley Street to Harrison Street
- W. RESCIND – PASSENGER LOADING ZONE, 7:30 AM TO 11:59 PM, MONDAY THROUGH SATURDAY, 10 AM TO 11:59 PM SUNDAY – 5<sup>th</sup> Street, west side, from 100 feet to 140 feet south of Brannan Street
- X. RESCIND – BIKE CORRAL- Clementina Street, south side, from Gallagher Lane to 20 feet westerly
- Y. ESTABLISH – BIKE CORRAL- Clementina Street, north side, from Gallagher Lane to 20 feet westerly
- Z. RESCIND – NO PARKING EXCEPT BICYCLES/ RECIND- BIKE SHARE STATION - 5th Street, east side, from Howard Street to 80 feet northerly; 5th Street, east side, from 6 feet to 92 feet south of Folsom Street; 5th Street, west side, from 35 feet to 107 feet north of Brannan Street
- AA. ESTABLISH – NO STOPPING EXCEPT BICYCLES/ ESTABLISH - BIKE SHARE STATION - 5th Street, west side, from Clementina Street to 85 feet southerly; 5th Street, west side, from 29 feet to 87 feet south of Brannan Street; and,

WHEREAS, On May 7, 2013, the SFMTA Board of Directors in Resolution 13-054, re-adopted the 2009 Bicycle Plan (Case Number 2007.0347E), re-approved the traffic changes approved in Resolution 09-106, and adopted modified findings, including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA, a copy of which is on file with the Secretary to the SFMTA Board of Directors and is incorporated into this Resolution by reference; and,

WHEREAS, On July 17, 2019, the Planning Department issued an Addendum (Case Number 2007.0347ENV-15) to the 2009 Bicycle Plan FEIR for the 5<sup>th</sup> Street Improvement Project (Project 2-2: Modified Project) which concluded that the proposed changes would not

cause new significant impacts not identified in the EIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts; 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; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications; now, therefore, be it

RESOLVED, That in accordance with the actions contemplated herein, the SFMTA Board has reviewed the FEIR, the FEIR Addendum, and adopts and incorporates by reference as though fully set forth herein the findings, including the statement of overriding considerations and mitigation monitoring and reporting program, adopted by the SFMTA Board of Directors in Resolution No. 13-054 on May 7, 2013, pursuant to CEQA; and, be it

FURTHER RESOLVED, Based upon the SFMTA Board's review of the FEIR and the Addendum to the Final EIR dated July 17, 2019, the Board further finds that (1) modifications incorporated into the project will not require important revisions to the FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) no substantial changes have occurred with respect to the circumstances under which the project will be undertaken which would require major revisions to the FEIR due to the involvement of new environmental effects, or a substantial increase in the severity of effects identified in the FEIR; and (3) no new information of substantial importance to the project has become available which would indicate (a) the project has significant effects not discussed in the FEIR, (b) significant environmental effects will be substantially more severe; (c) mitigation measures or alternatives found not feasible which would reduce one or more significant effects have become feasible; or (d) mitigation measures or alternatives which are considerably different from those in the FEIR would substantially reduce one or more significant effects on the environment; and, be it

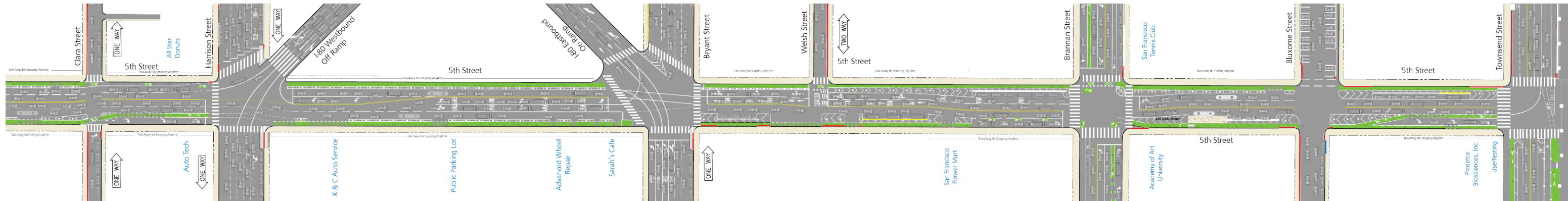
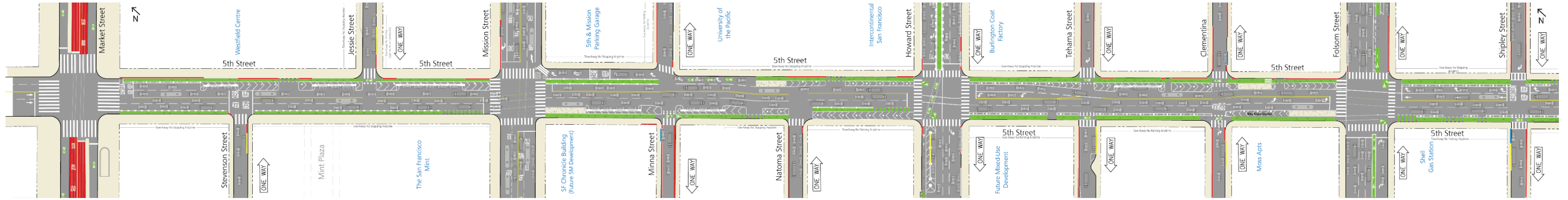
FURTHER RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking protected bicycle lanes and various parking and traffic modifications, as set forth in items A through AA above, along 5<sup>th</sup> Street between Market Street and Townsend Street associated with the 5<sup>th</sup> Street Improvement Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 17, 2019.

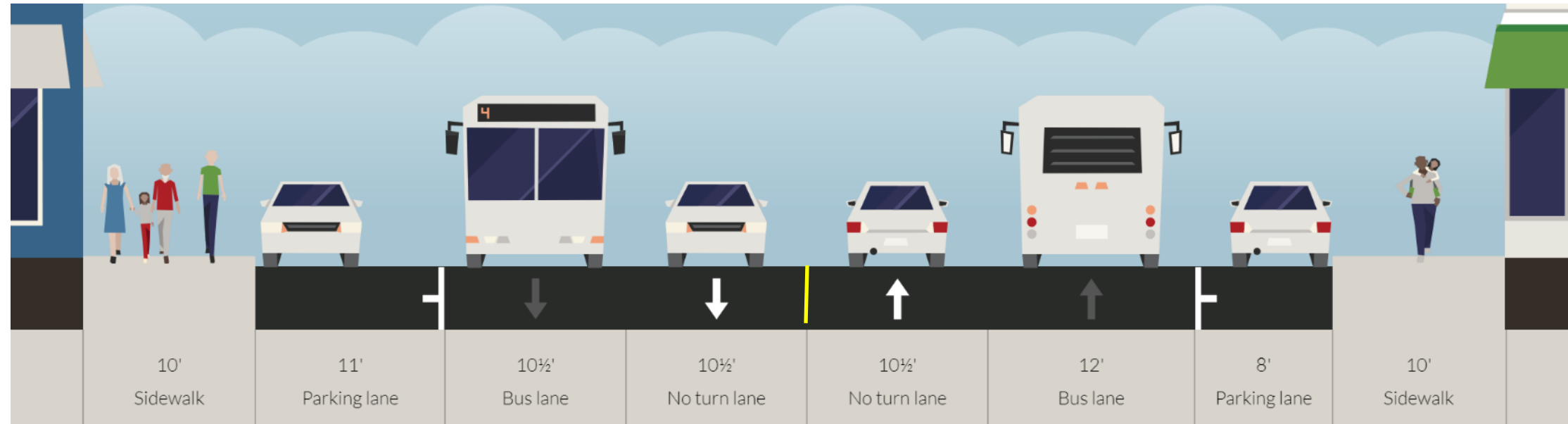
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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

Enclosure 2: 5<sup>th</sup> Street Project Plan Graphic and Cross Section



5<sup>th</sup> Street Typical Existing Cross Section (Looking North)



5<sup>th</sup> Street Typical Proposed Cross Section (Looking North)

