

THIS PRINT COVERS CALENDAR ITEM NO. : 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various parking and traffic modifications on Market Street between Octavia Boulevard and Castro Street. These modifications will improve safety for bicyclists, pedestrians, and motorists by installing curb bulb-outs, improving pedestrian crossings, making intersection safety improvements, and upgrading bike lanes on the corridor.

SUMMARY:

- This project directly contributes to the City’s Vision Zero Goals.
- This project will establish a parking-protected bicycle lane on Market Street in the westbound direction from Octavia Boulevard to Duboce Avenue and in the eastbound direction from Guerrero Street to Octavia Boulevard.
- This project will construct concrete curb bulb-outs at the intersections of Market/16th/Noe, Market/15th/Sanchez, Market/Guerrero/Laguna, and Market/Octavia, and will reconfigure the pedestrian crossing at Dolores/Market.
- The proposal removes 29 metered vehicle parking spaces and 11 metered motorcycle parking spaces along the .9 mile project corridor. The number of passenger and commercial loading zones are not affected.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. SFMTAB Upper Market Street Project Proposal Presentation

APPROVALS:

DATE

DIRECTOR  4/24/17

SECRETARY  4/24/17

ASSIGNED SFMTAB CALENDAR DATE: May 2, 2017

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PURPOSE

Approving various parking and traffic modifications on Market Street between Octavia Boulevard and Castro Street. These modifications will improve safety for bicyclists, pedestrians, and motorists by installing curb bulb-outs, improving pedestrian crossings, making intersection safety improvements, and upgrading bike lanes on the corridor.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following goals and objectives in the SFMTA's Strategic Plan and Transit First Policy Principles:

Strategic Plan Goals/Objectives

- Goal 1: Create a safer transportation experience for everyone
 - Objective 1.3: Improve the safety of the transportation system.
- Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel
 - Objective 2.3: Increase use of all non-private auto modes.

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. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle, and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

The proposed Upper Market Street Safety Project delivers Walkfirst safety treatments and implements Class IV bike lanes on sections of the corridor that carry high numbers of cyclists every day and that exhibit a record of bicycle collisions.

In the five years from July 2011 through June 2016 (the most recent data available), there were a total of 174 collisions along Market Street between Octavia Boulevard and Castro Street. Out of this total,

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22 collisions involved a pedestrian, 51 involved a bicyclist, and 71% resulted in an injury. The SFMTA proposes parking and traffic modifications – including concrete curb bulb-outs and a parking-protected bicycle lane – along the project corridor in order to improve safety and comfort for all road users, and particularly for people walking and biking. These improvements are designed to shorten crossing distances for pedestrians, improve pedestrian and bicycle crossings at intersections, reduce motor vehicle traffic speeds, and protect bicyclists from moving vehicle traffic at key locations.

Project Location

This project corridor is located on Market Street in District 8 and touches several neighborhoods including the Castro, Duboce Triangle, Lower Haight, and Hayes Valley. Market Street is a four-lane arterial street with tracks for the F-Line Historic Streetcar, which runs in the center lanes of the roadway. Market Street from Octavia Boulevard to Duboce Avenue is one of the most heavily traveled bike corridors in the city, connecting the popular Wiggle bike route with the Market Street corridor, Civic Center, Financial District, and SOMA. In the PM peak hour, Market Street at Octavia Boulevard carries over 700 bicycles per hour. There are currently Class II bike lanes on Market Street from Castro Street to Octavia Boulevard. The intersection of Market Street at Octavia Boulevard has one of the highest bicycle collision totals in the City over the last five years and is also the on- and off-ramp for the 101 Central Freeway.

Project Elements

SFDPH has designated Market Street as a High Injury Corridor for pedestrians and bicyclists. Proposed improvements along Market Street can be separated into two categories based on the proposed measures:

1. **Pedestrian** – Parking and traffic modifications along Market Street will allow for the construction of curb bulb-outs, the reconfiguration of crosswalks, installation of intersection safety improvements, and retiming of signals.
2. **Bicycle** – Parking and traffic modifications along Market Street between Castro Street and Duboce Avenue will allow for paint improvements to bike lanes including green paint, wider bike lanes, bike boxes, and improved transition/mixing zones. Parking and traffic modifications on Market Street between Duboce Avenue and Octavia Boulevard will make similar painted improvements to the bike lanes and establish a parking protected bikeway.

Pedestrian Safety Improvements

Because of Market Street's alignment in relation to the surrounding street grid, all major intersections on this corridor are complex multi-legged intersections that present multiple conflicts for vehicles, pedestrians, and bicyclists. Collision patterns along the corridor share common threads including the non-intuitive nature of these intersections, long crossing distances, inconsistent wayfinding, double parking/loading, and high vehicle speeds. To address these patterns, the SFMTA proposes to install the following pedestrian safety improvements on Market Street:

- **Concrete corner bulb-outs** to shorten crossing distances, increase pedestrian visibility, slow vehicle turning movements, and provide space for landscaping/greening. The SFMTA will construct the majority of these curb bulb-outs over existing painted safety zones that were painted in August 2015. Bulbouts will be constructed at the intersections of Market Street at Noe/16th Streets, Sanchez/15th Streets, Guerrero/Laguna/Hermann Streets, Pearl Street, and Octavia Boulevard.
- **Crosswalk reconfiguration** at the intersection of Market and Dolores Street to fix the long-standing issue of a “jog” in the path of the crosswalk across Market Street.
- **Muni boarding island improvements** including widening the outbound Muni boarding island at Market/Laguna and installing thumbnail islands where possible to meet accessibility guidelines.
- **Pedestrian refuge islands** to improve pedestrian safety and shorten crossing distances at the intersection of Market Street at Octavia Boulevard and Market Street at Laguna/Hermann Streets.
- **Lane narrowing and advance stop bars** to slow vehicle speeds on the corridor and ensure that cars stop in advance of crosswalks.

Bicycle Safety Improvements

Market Street between Octavia Boulevard and Duboce Avenue also experiences some of the highest daily bike volumes in the city as the direct access point to the Duboce bikeway and popular Wiggle bike route. Double parking and loading conflicts are common on Market Street. Additionally, crossing Market Street at Sanchez Street is a point of concern for the community and the intersection of Market Street and Octavia Street has long been one of the highest bicycle collision locations in the City. Collision patterns along the corridor share common threads including: double parking/loading, turning conflicts, the presence of the 101 freeway ramp, and speeding. To address these patterns, the SFMTA proposes to install the following bicycle safety improvements on Market Street:

- **Green painted bike lanes** from Octavia Boulevard to Castro Street to discourage double parking or loading in the bike lane and to clearly demarcate the bicycle path of travel across complex intersections. *Note: some stretches of bike lane on the corridor are already painted green, in these locations SFMTA will refresh the paint.*
- **Class IV bikeway (parking-protected bike lane)** in the westbound direction from Octavia Boulevard to Duboce Avenue and in the eastbound direction from Guerrero Street to Octavia Boulevard. This section of the Market Street corridor experiences the greatest daily bicycle ridership. This new protected bike facility will provide a dedicated space for people biking that is removed from motor vehicle travel and will close a critical gap in the City’s low-stress bikeway network.
- **Reconfiguration of the bike channel/bike crossing** for southbound cyclists on Octavia Boulevard crossing Market Street. Currently the bike lane forces people biking to ride next to southbound vehicles on Octavia Boulevard. This change will give bikes a comfortable place to cross Market Street.

- **Concrete improvements at Market/Octavia** including concrete islands and bike channel for eastbound cyclists approaching Octavia Boulevard and added protection for northbound cyclists on the Octavia frontage road. These changes will further reinforce existing right-turn prohibitions for vehicles and make vital safety improvements at this high-collision location.
- **Improved transition/mixing zones** for cyclists on Market Street approaching the intersections of Noe/16th Streets, Sanchez/15th Streets, and Dolores Street. Removing a small number of parking spaces in advance of intersections allows for a full-width green-painted bike lane and transition zone approaching key intersections.
- **Green bike boxes** at the intersections of Market/16th/Noe and Market/15th/Sanchez give cyclists a safe place to wait at a red light before crossing the street.
- **New bike lane** for southbound Sanchez Street approaching Market Street will close a gap in the bike network and allow cyclists to safely enter the new green bike box.
- **Intersection wayfinding** through complex intersections will tell cars where to expect bicycle travel and will guide cyclists on a safe path through intersections.

A Class IV Bikeway (separated bikeway) is a bikeway for exclusive use of bicycles and includes a separation required between the separated bikeway and through vehicle traffic. A parking protected bikeway is a type of separated bikeway that uses a parking lane and painted buffer strip/loading zone to physically separate vehicle travel from the bicycle lane.

Class IV Separated Bikeway Criteria

California State Law (Assembly Bill No. 1193 effective January 1, 2015) authorizes separated bikeways. 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 parking protected bikeway meets these three conditions. A qualified engineer reviewed and approved the alternative criteria for the parking protected bikeway 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 environment and greater sense of comfort for bicyclists, and to improve safety for bicyclists. These alternative criteria will be adopted by SFMTA Board as part of this calendar item.

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The parking protected bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office on Disability, and San Francisco Public Works to ensure accessibility for all street users. The painted buffer separating the vehicle travel lane from the bikeway using parked vehicles will be clearly marked with cross-hatching that is four feet in width, which is greater than the minimum buffer width of three feet. The SFMTA has engaged with the Fire Department over the course of the last year to make improvements to the design of the protected bike lane and ensure Fire Department safe access (see discussion in Stakeholder Engagement section below). The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. The NACTO guidelines state that parking protected bikeways require the following features:

- A separated bikeway, like a bicycle lane, is a type of preferential lane as defined by the Manual of 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 the City uses pavement markings to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. The City may place diagonal crosshatch markings 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 Market Street will conform to these NACTO design guidelines.

Additionally, the Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Information Bulletin (DIB) Number 89 Class IV Bikeway Guidance provided design criteria and general guidance related to these facilities. The parking protected bicycle lane proposed for Market Street conforms to DIB 89 design criteria.

STAKEHOLDER ENGAGEMENT

The Upper Market Street Safety Project encompasses a wide variety of neighborhoods, land uses, transportation choices, and stakeholder groups. The final project is a combination of proposals from two initially separate planning projects – the original Upper Market Street Safety Project and the Market/Octavia Safety Project. The project area of the original Upper Market Street Safety Project is Market Street from Duboce Avenue to Castro Street, while the original Market/Octavia project area is from Duboce to Octavia Boulevard.

Past Planning Efforts

The Upper Market Safety Project proposals are strongly rooted in recommendations from years of prior planning as documented in the following reports: Castro and Upper Market Retail Strategy (2015), Duboce Triangle Neighborhood Association (DTNA) Online Upper Market Survey (2013), Upper Market Vision and Recommendations (2008), Castro/Upper Market Community Benefits District (Castro CBD) Neighborhood Beautification and Safety Plan (2008), and the Market and Octavia Area Plan (2008). Overall these plans call for a safer, more beautiful, and more intuitive

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environment for pedestrians and bicyclists, specifically safer pedestrian crossings at the complex five- and six-legged intersections along Market Street.

Targeted Stakeholder Outreach

Building on these past planning efforts the SFMTA initiated a planning process in October 2014. The project team met engaged with the District 5 and District 8 Supervisor's offices, the Castro Merchants Association, the Duboce Triangle Neighborhood Association, the Castro Community Benefits District, the Market/Octavia Community Advisory Committee, and the Hayes Valley Neighborhood Association. From October 2014 to April 2017, the Upper Market Street Safety Project team held 22 in-person meetings with these organizations. These meetings consisted of giving presentations at regular monthly meetings or land-use committee meetings, and holding briefing meetings at regular intervals to get input, answer questions, and gather feedback from the various groups. Additionally, the project team was in regular phone and email contact with these groups, business owners, residents, and other stakeholders throughout this roughly two and a half year period.

The community is very supportive of concrete bulb-outs, crosswalk improvements, lane marking upgrades, and other safety improvements aimed at simplifying the complex six-legged intersections on Market Street. These improvements will have a direct impact on safety for people walking through these intersections, and will offer an opportunity for the City to install landscaping, street furniture, and other elements to improve the pedestrian environment. The community requested that the SFMTA investigate several more-impactful circulation changes at these intersections, namely left- and right-turn restrictions, or adding in new left-turn phases or lights. These circulation changes proved to be more controversial than the streets and sidewalks changes, so the circulation proposal has been placed on hold pending further outreach and design review.

The bicycling community is very vocal about the advantages of parking-protected bike lanes and their efficacy in reducing double-parking and loading violations in the bike lane. The project team ultimately made the decision to propose parking-protected bike lanes on the two blocks of Market Street that exhibit the highest numbers of daily bike riders and the highest incidents of conflict between bicycles and motor vehicles. These two blocks – connecting Octavia Boulevard to the Duboce Bikeway and the Wiggle bike route – represent a long-standing gap in the City's low-stress cycling network. The SFMTA made the decision to implement parking-protected lanes in this location where the tradeoffs to parking and loading are small compared with the safety benefits for people biking. On the section of Market Street between Duboce Avenue and Castro Street – which carries significantly fewer daily bike riders – the SFMTA chose to add a painted buffer strip to the existing bike lane, install green paint on the bike lane and remove strategic parking spaces to increase visibility and separation for cyclists.

Public Open House Meetings

The Upper Market Street Safety Project held the following seven Public Open House meetings to present various elements of the project to the general public:

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- April 16, 2015 – Market/Octavia Open House #1 – Visioning/planning for Market/Octavia Area improvements;
- May 5, 2015 – Upper Market Street Open House #1 – Gather community feedback on safety issues, present toolkit of WalkFirst safety improvements, present plan for near-term improvements that were implemented in August 2015. Near-term improvements include painted safety zones which are being upgraded to bulb-outs with this project;
- October 2015 – Upper Market Street Parking Management workshop – Gather community feedback on issues and solutions for the Upper Market corridor regarding double-parking and loading concerns;
- May 5, 2016 – Upper Market Street Open House #2 – present proposal of safety improvements to public for feedback;
- May 13, 2016 – Market/Octavia Open House #2 – present proposal of safety improvements to public for feedback;
- April 1 and April 5, 2017 – Market/Octavia Open House #3 & #4 – present final proposal of safety improvements to public.

Public Hearings

The SFMTA put forth a package of near-term improvements (including painted safety zones that will be upgraded following approval of this calendar item) at an SFMTA Engineering Public Hearing on May 22, 2015. These paint-only improvements were approved by the SFMTA Board on June 16, 2015 and implemented in August 2015. SFMTA staff evaluated and observed the painted improvements and used the information to make the final recommendations in this proposal. The SFMTA Engineering Public Hearing on March 3, 2017, put forward the full infrastructure package of improvements for Upper Market Street from Duboce Avenue to Castro Street for public comment. There was no opposition to the improvements presented at this public hearing.

San Francisco Fire Department

The San Francisco Fire Department (SFFD) raised objections to the proposed parking-protected bikeway along the eastern portion of Market Street (Duboce to Octavia) based on the following design issues:

1. Lack of 26 feet clear width for ladder truck operations
2. Ladder truck distance from overhead wires less than 10 feet.
3. Increased distance (greater than standard 30 feet) from buildings due to parking protected bike lane and parking/loading buffer zone

SFMTA staff has worked with the Fire Department since May 2016 to modify and refine the roadway design to address operational concerns. This included conducting three walkthroughs of Upper Market Street with fire truck demonstrations on August 19, 2016, February 3, 2017, and March 20, 2017. The Project team also met several times with Fire Department representatives and corresponded via email and phone regarding altering the proposal to respond to Fire Department

regulations and recommendations. The current proposal allows for ladder access to all buildings with frontages on Market Street, and responds to three areas of concern raised by the Fire Department. Specifically, the SFMTA made the following modifications:

1. Lack of 26 feet clear width for ladder truck operations

- a. *Note: many areas of the Market Streets blocks in question, including those zones with Muni Boarding islands, do not currently meet the 26 feet clear width recommendation.*
- b. The SFMTA's original proposal included angled parking on Hermann Street and Buchanan Street, adjacent to Market Street, in order to offset the parking loss associated with other elements of the project. Following Field Visit #1 in August 2016, the SFMTA removed several parking spaces on Hermann Street to respond to clear width concerns. After Field Visit #3 in March 2017, the SFMTA removed the angled parking proposals for Hermann Street and Buchanan Street from the project to respond to Fire Department concerns over clear width.
- c. Following Field Visit #1 in August 2016, the SFMTA significantly reduced in size the proposed pedestrian safety island at the intersection of Market/Laguna/Hermann.
- d. Following Field Visit #1 in August 2016, the SFMTA removed a proposed thumbnail island at the Muni boarding island at Market/Laguna in response to concerns over clear width.

2. Ladder truck distance from overhead wires less than 10 feet.

- a. Following Field Visit #2 in February 2017, the SFMTA removed additional parking on the two affected blocks of Market Street where the parking protected bike lane would have caused Fire Department ladder trucks to deploy adjacent to the overhead wires on Market Street. These parking space removals allow ladder trucks to access the block faces from either end of the parking-protected bikeway.
- b. Following Field Visit #2 in February 2017, the SFMTA also placed yellow or white loading zones at key locations to provide flexible short-term parking spaces where drivers would be nearby and able to move their vehicle during an emergency situation.
- c. Following Field Visit #2, SFMTA provided an in-depth analysis of the tree canopy and overhead wire setup on Market Street to show that the new design would not impede ladder access to any currently ladder-accessible buildings.
- d. Following Field Visit #3 in March 2017, at the request of Fire Department staff, the SFMTA removed an additional three parking spaces to create midblock zones clear zones. These clear zones provide additional space for ladder trucks to deploy outriggers between parked vehicles in order to maintain at least 10 feet clear from the overhead wires in all staging scenarios.

3. Increased distance (greater than standard 30 feet) from buildings due to parking protected bike lane and parking/loading buffer zone

- a. Following Field Visit #2 in February 2017, the SFMTA removed additional parking on the two affected blocks of Market Street where the parking protected bike lane would have forced Fire Department ladder trucks to deploy more than 30 feet away from the building face on Market Street. These parking space removals allowed ladder trucks to deploy within 30 feet of the building face from either end of the parking-protected bikeway.

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- b. Following Field Visit #2 in February 2017, the SFMTA also placed yellow or white loading zones at key locations to provide flexible short-term parking spaces where drivers would be nearby and able to move their vehicle during an emergency situation.
- c. Following Field Visit #3 in March 2017, at the request of Fire Department staff, the SFMTA removed an additional three parking spaces to create midblock zones clear zones. These clear zones provide additional space for ladder trucks to deploy outriggers between parked vehicles in order to deploy within 38 feet of the build face at midblock, in addition to being able to deploy within 30 feet of the building face at the intersection.

The SFMTA has worked with the Fire Department to understand their operational needs and adapt the design accordingly. In the final proposal, Fire Department ladder truck access is preserved at present-day standards. This plan for Fire Department access represents the culmination of an iterative design process that took place over the course of ten months, three walkthroughs of the project corridor, and many in-person briefings and communications. Much of the bikeway will be marked with only paint, allowing the design to be modified, if needed, after it is implemented. SFMTA staff will continue working with the Fire Department after the project is implemented to monitor operations. Any concrete or raised elements will be further refined during the detailed design phase to ensure that they do not impede Fire Department access. Additionally, the Fire Department has expressed the desire to reconfigure a median island at the corner of Dolores Street and Market Street to improve fire department operations at this location. The SFMTA will include this location in the scope of detailed design for this project but no parking or traffic modifications will be necessary.

ITEM FOR APPROVAL TO SUPPORT THE PROJECT

- A. ESTABLISH – CLASS II BIKEWAY - Sanchez Street, southbound, from Henry Street to Market Street (bike lane); Sanchez Street, northbound, from Market Street to 40 feet southerly (bike lane); Octavia Boulevard, southbound, from Waller Street to Market Street (bike lane on Octavia frontage road)
- B. 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)
- C. 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)
- D. 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)

- E. 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)
- F. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16th Street, north side, from Market Street to 20 feet easterly (6-foot wide bulb); 16th Street, south side, from Market Street to 24 feet westerly (12-foot wide bulb); Noe Street, west side, from 16th Street to 24 feet northerly (6 foot-wide bulb); 15th Street, south side, from Market Street to 29 feet westerly (6-foot wide bulb); 15th Street, south side, from Market Street to 18 feet easterly (6-foot wide bulb); 15th Street, north side, from Sanchez Street to 18 feet westerly (6-foot wide bulb); Sanchez Street, west side, from 15th Street to 27 feet northerly (6-foot wide bulb); Sanchez Street, east side, from Market Street to 50 feet southerly (12-foot wide bulb); 14th 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)
- G. 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)
- H. 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)
- I. 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)
- J. 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)
- K. 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)
- L. RESCIND – BLUE ZONE - 14th 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
- M. ESTABLISH - BLUE ZONE - 14th 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)
- N. RESCIND – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th 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)
- O. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th 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 Hermann Street (replaces meter #1822); Market Street, south side, from 97 feet to 117 feet east of Guerrero Street (replaces meter #1819)
- P. RESCIND – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
- Q. 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
- R. ESTABLISH – ONE-WAY STREET - Hermann Street, eastbound, between Buchanan Street and Laguna Street
- S. 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,

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eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street

ALTERNATIVES CONSIDERED

Three options were considered for Market Street:

- Option 1: No project
- Option 2: Pedestrian safety improvements as proposed and the addition of a parking-protected bike lane from Duboce Avenue to Castro Street (full parking-protected bike lane from Octavia Boulevard to Castro Street)
- Option 3: Pedestrian safety improvements as proposed and parking-protected bike lane from Octavia Boulevard to Duboce Avenue only

Option 3 was chosen as the preferred alternative since it provides the highest level of safety on the critical gap in the City's low-stress bikeway network from Octavia Boulevard to Duboce Avenue. This portion of the Upper Market project corridor experiences some of the highest bike ridership numbers in the City and is on the Bicycle High Injury Network. For this reason, these two blocks were prioritized for intensive parking-protected bikeway improvements.

FUNDING IMPACT

This project is funded by Priority Development Area (PDA) funds and by Interagency Plan Implementation Committee (IPIC) funds as follows:

- Planning: \$875K
- Detailed Design: \$1.75M
- Construction: \$7.05M
- Total SFMTA Funding: \$9.68M

ENVIRONMENTAL REVIEW

The proposed Market Street Safety Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical 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.

The Planning Department determined (Case Number 2017-000817ENV) that the proposed Market Street Safety Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and 15304. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

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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 RECEIVED OR STILL REQUIRED

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

RECOMMENDATION

SFMTA staff recommends approval of various parking and traffic modifications on Market Street between Octavia Boulevard and Castro Street. These modifications will improve safety for bicyclists, pedestrians, and motorists by installing curb bulb-outs, improving pedestrian crossings, making intersection safety improvements, and upgrading bike lanes on the corridor.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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:

- A. ESTABLISH – CLASS II BIKEWAY - Sanchez Street, southbound, from Henry Street to Market Street (bike lane); Sanchez Street, northbound, from Market Street to 40 feet southerly (bike lane); Octavia Boulevard, southbound, from Waller Street to Market Street (bike lane on Octavia frontage road)
- B. 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)
- C. 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)
- D. 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)
- E. 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)
- F. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16th Street, north side, from Market Street to 20 feet easterly (6-foot wide bulb); 16th Street, south side, from Market Street to 24 feet westerly (12-foot wide bulb); Noe Street, west side, from 16th Street to 24 feet northerly (6 foot-wide bulb); 15th Street, south side, from Market Street to 29 feet westerly (6-foot wide bulb); 15th Street, south side, from Market Street to 18 feet easterly (6-foot wide bulb); 15th Street, north side, from Sanchez Street to 18 feet westerly (6-foot wide bulb); Sanchez Street, west side, from 15th Street to 27 feet northerly (6-foot wide bulb); Sanchez Street, east side, from Market Street to 50 feet southerly (12-foot wide bulb); 14th 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)
- G. 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)

- H. 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)
- I. 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)
- J. 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)
- K. 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)
- L. RESCIND – BLUE ZONE - 14th 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
- M. ESTABLISH - BLUE ZONE - 14th 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)

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- N. RESCIND – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th 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)
- O. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th 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 Hermann Street (replaces meter #1822); Market Street, south side, from 97 feet to 117 feet east of Guerrero Street (replaces meter #1819)
- P. RESCIND – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
- Q. 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
- R. ESTABLISH – ONE-WAY STREET - Hermann Street, eastbound, between Buchannan Street and Laguna Street
- S. 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; 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

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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.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency