

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approve traffic and parking modifications along Market Street between 3rd and 8th streets as part of the Safer Market Street Project, a project that supports Vision Zero, and amend the Transportation Code, Division II, Section 601 to extend the Market Street transit-only lane at all times from 5th Street to 3rd Street in the eastbound (inbound) direction, and from 3rd Street to 8th Street in the westbound (outbound) direction.

SUMMARY:

- The City’s Vision Zero Policy aims to eliminate all traffic-related fatalities by 2024.
- These proposed changes include extending existing transit only lanes on Market Street, restricting private vehicles from turning onto Market Street between 3rd and 8th Streets, (transit, paratransit, bicycles, taxis, commercial, and emergency vehicles are exempt), and making changes to parking and loading locations at cross streets to Market Street.
- The project will also implement the red paint treatment on the existing transit only lane section of 3rd Street between Stevenson and Market Street.
- In considering these proposed changes, SFMTA staff conducted a survey that indicated that less than 15% of people on Market Street arrived by vehicle and only 4% drove on Market Street.
- SFMTA staff completed two public outreach events to review project proposals and received public feedback. In addition, SFMTA staff met with neighborhood stakeholder groups approximately 10 times.
- SFMTA staff presented these proposals at a public hearing on March 6, 2015. With the exception of a few organizations requesting further consideration or review, all individuals making public comment supported the project, and no person or organization objected to the project.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Proposed Vehicle Restrictions
3. Proposed Transit Only Lanes
4. Proposed Parking and Loading
5. Transportation Code Division II amendment

APPROVALS:

DATE

DIRECTOR _____

6/9/15

SECRETARY _____

6/9/15

ASSIGNED SFMTAB CALENDAR DATE: June 16, 2015

PAGE 2.

PURPOSE

Approve various traffic and parking modifications along Market Street between 3rd and 8th streets as part of the Safer Market Street Project, a Vision Zero supporting project, and amend the Transportation Code, Division II, Section 601 to extend the Market Street transit-only lane at all times from 5th Street to 3rd Street in the eastbound (inbound) direction, and from 3rd Street to 8th Street in the westbound (outbound) direction.

GOAL

This action supports the Vision Zero Policy goal to eliminate traffic fatalities as well as the following SFMTA Strategic Plan Goals and 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 2.2: Improve transit performance.
 - Objective 2.3: Increase use of all non-private auto modes.

DESCRIPTION

The SFMTA Board is requested to approve various traffic and parking modifications along Market Street between 3rd and 8th streets as part of the Safer Market Street Project, a project that supports Vision Zero, and amend the Transportation Code, Division II, Section 601 to extend the Market Street transit-only lane at all times from 5th Street to 3rd Street in the eastbound (inbound) direction, and from 3rd Street to 8th Street in the westbound (outbound) direction. The traffic modifications include vehicle turn restrictions onto Market Street applicable to private vehicles only. Transit, paratransit, bicycles, taxis, commercial and emergency vehicles would be exempt. Additionally, the proposed modifications converts a passenger loading zone on Market Street into a commercial loading zone and converts metered spaces adjacent to Market Street to accommodate new passenger loading and blue zones as well as removes one tow-away lane and establishes two other tow-away lanes. Finally, this project will install six painted safety zones which incorporate several traffic control features such as edge line markings, “safe-hit” plastic bollards, and red visibility curbs; all of these modifications conform with guidelines and standards provided in the California Manual on Uniform Traffic Control Devices and enhance safety for all street users.

The three primary proposed traffic and parking modifications are:

1. **Turn Restrictions for private vehicles onto Market Street between 3rd and 8th streets in both directions.** (*Transit, paratransit, taxis, commercial vehicles, emergency vehicles, and bicycles will be permitted to turn onto Market Street.*)

There were over 170 collisions on Market Street between 3rd and 8th streets in 2012 and 2013. The table below identifies collisions at each intersection, which accounts for less than half of total collisions, and the proposed turn restriction. Midblock collisions account for more than fifty percent of all collisions and were caused by vehicles that were classified as “proceeding straight”, “passing other vehicle”, “changing lanes”, “backing”, “parking maneuver”, “ran off road”, or “stopped in road”. These types of midblock collisions would not be countered by intersection treatments; therefore, the approach to making Market Street safer is to apply

treatments that continue beyond the intersection and through the entire corridor. By restricting the ability of private vehicles to turn onto Market Street, conflict is not only mitigated at the intersection but also through the entire project area. (See Enclosure 2 with proposed restrictions).

	Intersection at Market Street	Intersection-related Collisions (2012-2013)	Proposed New Turn Restrictions	Allowed movements for private vehicles
1	Hyde Street (one-way southbound) Grove Street (two-way)/8 th Street (one-way southbound)	8 collisions	No left turn from southbound Hyde Street / Grove Street onto eastbound Market Street	Southbound traffic would proceed straight onto 8 th Street or turn right onto westbound Market Street or Grove Street
2	7 th Street (one-way northbound) / Charles J Brenham Place (two-way)	12 collisions	No right or left turn from northbound 7 th Street onto eastbound or westbound Market Street.	Northbound traffic would proceed straight onto Charles J. Brenham Place
3			(No new restriction for southbound Charles J. Brenham Place.)	(Southbound Charles J. Brenham Place already restricted for private vehicles)
4	McAllister Street (two-way) / Jones Street (one-way southbound)	2 collisions	None	Southbound traffic could turn right onto Market or McAllister streets(existing no left turn)
5	6 th Street (two-way) / Golden Gate Avenue (one-way eastbound) / Taylor Street (one-way northbound)	16 collisions	No right turn from eastbound Golden Gate Avenue onto westbound Market Street.	Proceed straight onto 6 th Street (existing no left turn).
6			No right turn from northbound 6 th Street onto eastbound Market Street.	Proceed straight onto Taylor Street (existing no left turn).
7	Mason Street (one-way southbound) / Turk Street (one-way westbound)	3 collisions	No right turn from southbound Mason Street onto westbound Market Street	Southbound traffic would proceed onto Turk Street (existing no left turn)
8	Cyril Magnin Street (two-way) / 5 th Street (two-way)	20 collisions	No right turn from southbound Cyril Magnin Street onto westbound Market Street.	Proceed straight onto 5 th Street (existing no left turn)
9			No right turn from northbound 5 th Street onto eastbound Market Street	Proceed straight onto Cyril Magnin (existing no left turn)

	Intersection at Market Street	Intersection-related Collisions (2012-2013)	Proposed New Turn Restrictions	Allowed movements for private vehicles
10	Ellis Street (one-way eastbound)/Stockton Street (one-way southbound)	11 collisions	No right or left turn from southbound / eastbound Ellis Street/Stockton Street onto eastbound or westbound Market Street	Proceed straight onto 4 th Street
11	O'Farrell Street (one-way eastbound)	3 collisions	No right or left turn from eastbound O'Farrell Street onto eastbound or westbound Market Street.	Eastbound traffic would proceed left onto Grant Avenue.
12	3 rd Street / Kearny Street (one-way northbound)	9 collisions	No right or left turn from northbound 3 rd Street onto eastbound or westbound Market Street	Proceed straight onto Kearny Street/Geary Street
13	Market Street at Grant Street (one-way northbound)	(see O'Farrell St)	No right turn from westbound Market Street onto northbound Grant Avenue	Proceed straight on Market Street

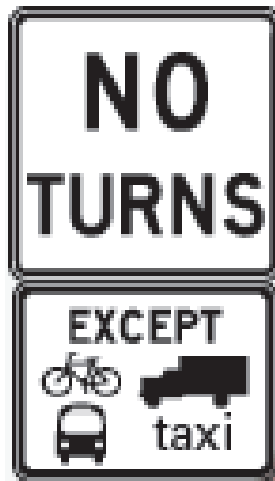


Image 1: Example of Vehicle Exemption Signage

2. Extending Transit Only Lanes on Market Street between 8th and 3rd Streets in outbound direction and between 5th and 3rd Street in inbound direction; Red Paint Treatment on 3rd Street between Stevenson and Market Street.

Center running transit only lanes currently exist on Market Street in the inbound direction from 12th and 5th streets and in the outbound direction between 8th Street and Van Ness Avenue. The proposed traffic modifications would extend both the inbound and outbound center running transit only lanes from 5th Street to 3rd Street in the eastbound (inbound) direction, and from 3rd Street to 8th Street in the westbound (outbound) direction to improve legibility for exempt vehicles still permitted on Market Street and minimize these vehicles' movements between the curb and center lanes. (See Enclosure 2 for the proposed Market Street transit only lanes) To implement extending the Market Street transit only lanes as described, the Board needs to amend the Transportation Code, Division II, Section 601.

In addition, the SFMTA will install red paint treatment on the existing 3rd Street transit only lane between Stevenson and Market Street. SFMTA Board approval is not necessary in order to implement this change.



Image 2: Example of Transit Only Lane

3. Other parking and traffic modifications

To improve the efficacy of the treatments identified above, passenger, commercial and blue loading zones and painted safety zones are proposed. As private vehicles will no longer require passenger loading on Market Street, the one passenger loading zone in the project area will be converted to commercial loading and eight new passenger loading zones on cross streets at the intersections of Market Street between 8th and 3rd Streets are proposed to supplement the existing seven passenger loading zones on cross streets. Furthermore, four blue zones are proposed for persons requiring accessible parking (see Enclosure 4 for blue zones and loading changes adjacent to Market Street). Finally, six painted safety zones will be installed to improve visibility of crossing pedestrians, slow turning vehicle speeds, and prevent illegal parking in red zones.



Image 3: Example of Painted Safety Zone

PAGE 6.

The SFMTA proposes the following parking and traffic modifications:

- A. ESTABLISH – NO RIGHT TURN – Market Street, eastbound, at Grant Avenue
- B. RESCIND – TOW-AWAY NO STOPPING, 7 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY - 3rd Street, west side, from Mission Street to Market Street
- C. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME -3rd Street, west side, from 55 feet to 118 feet south of Market Street (removes 3 commercial metered spaces, Meter #008, #010, #012); and O’Farrell Street, north side, from Grant Avenue to 26 feet westerly (removes 1 commercial metered space, Meter #002)\
- D. ESTABLISH – BUS & TAXI ONLY LANES - Market Street, westbound center track lane, from 8th Street to 3rd Street; Market Street, eastbound center track lane, from 5th Street to 3rd Street
- E. ESTABLISH – NO RIGHT TURN EXCEPT FOR BICYCLES, BUSES, TAXIS, and COMMERCIAL VEHICLES - 3rd Street, northbound, at Market Street; Ellis Street, eastbound, at Market Street; 5th Street, northbound, at Market Street; Cyril Magnin Street, southbound, at Market Street; 6th Street, northbound, at Market Street; Golden Gate Avenue, eastbound, at Market Street; and 7th Street, northbound, at Market Street
- F. ESTABLISH – NO LEFT TURN EXCEPT FOR BICYCLES, BUSES, TAXIS, and COMMERCIAL VEHICLES - 3rd Street, northbound, at Market Street; Stockton Street, southbound, at Market Street; Hyde Street, southbound, at Market Street; and 7th Street, northbound, at Market Street
- G. ESTABLISH – LEFT TURN ONLY EXCEPT FOR BICYCLES, BUSES, TAXIS, and COMMERCIAL VEHICLES - O’Farrell Street, eastbound two northern lanes, at Market Street.; and Mason Street, southbound eastern most lane, at Eddy Street
- H. ESTABLISH – BUS/BICYCLE/TAXI/COMMERCIAL VEHICLE-ONLY LANE - Mason Street, southbound, between Eddy and Turk Streets (replaces 1 southbound lane); O’Farrell Street, eastbound, from Grant Avenue to 180 feet westerly (replaces 1 eastbound lane); and 7th Street, northbound, from Market Street to 135 feet southerly (replaces left turn pocket)
- I. ESTABLISH – PASSENGER LOADING ZONE (2 YEAR PILOT PERIOD) - McAllister Street, south side, from 34 feet to 54 feet west of Jones Street (replaces one commercial metered space, Meter #005); McAllister Street, south side, from 117 feet to 136 feet west of Jones Street (replaces one general metered space, Meter #013); 8th Street, east side, from 42 feet to 64 feet south of Market Street (replaces one general metered space, Meter #005); Mason Street, west side, from 33 feet to 51 feet north of Market Street (replaces one commercial metered space, Meter #003); 6th Street, east side, from 17 feet to 61 feet south of Market Street (replaces two 6-wheel commercial metered spaces, Meter #003, #005); 5th Street, west side, from 20 feet to 60 feet south of Market Street (replaces two general metered spaces, Meter #004, #006); 4th Street, east side, from 4 feet to 42 feet south of Market Street (replaces two 6-wheel commercial metered spaces, Meter #001, #003); Grant Avenue, east side, from 12 feet to 50 feet north of O’Farrell Street (replaces two general metered spaces, Meter #002, #004); Ellis Street, north side, from 25 feet to 69 feet west of Stockton Street

PAGE 7.

(replaces two commercial metered spaces, Meter #004, #006); and Ellis Street, south side, from 62 feet to 80 feet east of Cyril Magnin Street (replaces one commercial metered space, Meter #111)

- J. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME EXCEPT METERED COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - McAllister Street, south side, from 54 feet to 75 feet west of Jones Street (replaces one general metered space, Meter #007)
- K. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME EXCEPT METERED COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Mason Street, west side, from 51 feet to 73 feet north of Market Street (replaces one general metered space, Meter #005)
- L. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME EXCEPT METERED COMMERCIAL LOADING FOR TRUCKS WITH 6 WHEELS OR MORE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - 6th Street, east side, from 61 feet to 103 feet south of Market Street (replaces two general metered spaces, Meter #007, #009)
- M. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME EXCEPT METERED COMMERCIAL LOADING FOR TRUCKS WITH 6 WHEELS OR MORE, 7 AM TO 3 PM, MONDAY THROUGH FRIDAY - 4th Street, east side, from 42 feet to 82 feet south of Market Street (replaces two general metered spaces, Meter #005, #007)
- N. ESTABLISH – BLUE ZONE - McAllister Street, south side, from 19 feet to 38 feet east of Charles J Brenham Place (replaces 19 feet of passenger loading zone); Grant Avenue, east side, from 13 feet to 35 feet north of Geary Street (replaces one general metered space, Meter #104); O’Farrell Street, south side, from 15 feet to 37 feet east of Stockton Street (replaces one commercial metered space, Meter #035); and Ellis Street, south side, from Cyril Magnin Street to 18 feet easterly (replaces 18 feet of passenger loading zone)
- O. ESTABLISH – RIGHT TURN ONLY EXCEPT FOR BICYCLES, BUSES, TAXIS, and COMMERCIAL VEHICLES - Mason Street, southbound, at Turk Street
- P. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME EXCEPT COMMERCIAL ACTIVE LOADING AND UNLOADING - Market Street, south side, from 76 feet to 168 feet east of 7th Street (replaces a 92 foot passenger loading zone)

PUBLIC OUTREACH

The SFMTA conducted a survey along Market Street of passersby to better understand the impact private vehicle restrictions might have on businesses in the area. The survey focused on mode choice and spending habits, and found that 84% of respondents were arriving by means other than a private vehicle. In addition, while the people that arrived by car spent more per-trip, they came less frequently than those using other modes. Looking at an annual basis, those that travelled by car spent less than those that came by other modes.

An open house was held on September 17, 2014, where staff shared the results of the survey and the project proposals and solicited feedback. To publicize the meeting, SFMTA mailed a meeting notice to over 8,000 residents and property owners within a unit block of the project area.

On November 18, 2015, a second open house was held to review the changes made to the loading zones and supplemental safety treatments including painted safety zones. The open house was well received by the press, who quoted the President of the Hotel Council as supporting the project. As a result of the open house, the new way-finding signage (i.e. directional signs for key destinations) was dropped from the project since there was no consistent preferred design and feedback indicated a majority of people use smart phones for navigation.

On March 6, 2015, an SFMTA public hearing was held to solicit feedback from the public and over 9,000 hearing notices were sent to residents, property owners and business owners. Public testimony was strongly in support of the project, with 9 people speaking in support of the project including representatives of the San Francisco Bicycle Coalition, Walk SF, and a representative from the Luxor Cab Company. The concerns that were raised at the hearing were addressed by the team. These issues and steps taken to address them include:

- The Annie Street Plaza closure was incorporated into the traffic model.
- The Aida Hotel's existing passenger loading zone is proposed to be converted into commercial loading zone to ensure that taxis can have access and the space is not being used by large commercial vehicles. Members of the team met with the Aida Hotel to examine the loading zone on two different occasions.
- A representative from Uber made a comment at the public hearing requesting that Transportation Network Companies (TNCs) be exempt from the private vehicle restrictions. SFMTA evaluated this request and determined that this would not meet the project goals, and could not be achieved as TNC vehicles are not regulated by the City.

In addition, the SFMTA project team attended the Muni transit operator safety meetings to review the Safer Market Street proposals, discuss potential impacts on transit and distribute the project factsheet.

Throughout this effort, the SFMTA project team provided regular updates to key stakeholders by phone, email and in-person project briefings as requested, including WalkSF, the Bicycle Coalition, the Board of Supervisors, the Hotel Council, Market Street Association, the Yerba Buena Alliance, the Tenderloin Community Benefit District and the Building Owners and Managers Association. Two members of the SFMTA project team also did a spotlight of the Safer Market Street project at the May "Sunday Streets" event held in the Mission, and will do a similar update on construction at the July "Sunday Streets" event in the Tenderloin.

PAGE 9.

To ensure that drivers are aware of the proposed traffic changes and understand how to navigate across the project corridor to their destinations, the SFMTA project team did strategic outreach to Google Maps and TNCs. The SFMTA survey results indicated that the majority rely on smart phone navigation tools such as Google maps to get around; therefore, the SFMTA project team collaborated with Google to update their mapping application. Outreach to TNCs, including Uber, Lyft, Sidecar, Chariot and Leap, requested that they provide both drivers and users with updated information on appropriate pick up/drop off areas adjacent to Market Street in the project area. TNCs could continue to use Google maps for appropriate routing to loading areas. Furthermore, digital message signs will be located along the project corridor to notify drivers in advance of construction that Safer Market Street traffic modifications will be implemented. These signs will remain throughout construction and for a period after they are implemented.

Additionally, during construction, parking bulletins will be posted in nearby garages with vehicle rerouting information. Media events are also being planned for the unveiling of the travel and turn restrictions and extended transit-only lanes. All of the project materials including project boards, factsheets, FAQ, bulletins, the collision analysis and environmental memo are available on the project's website for viewing: <http://sfmta.com/projects-planning/projects/safer-market-street>

ALTERNATIVES CONSIDERED

The project team explored alternatives with additional turn restrictions and required turns east and west of the project area, but to expedite the project and improve safety conditions where collision rates are the highest, the SFMTA project team chose to focus on improvements to the area of Market Street between 3rd and 8th streets.

FUNDING IMPACT

The total cost of this project is \$1,840,000. Project funding consisting of SFMTA Operating Dollars (\$150,000), developer contribution from CRP/Cypress Market Street LLC. (\$190,000) and PTMISEA Lifeline funds (\$1,500,000) have all been secured.

ENVIRONMENTAL REVIEW

The proposed parking and traffic modifications are subject to environmental review under the California Environmental Quality Act (CEQA). On June 2, 2015, the San Francisco Planning Department determined that the proposed parking and traffic modifications are categorically exempt from environmental review as a Class 1(c) exemption (minor alteration to existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities) pursuant to Title 14 of the California Code of Regulations Section 15301(c).

The Planning Department's determination (June 2, 2015, Case No. 2015-004278ENV) is on file with the Secretary to the SFMTA Board of Directors. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

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

OTHER APPROVALS RECEIVED OR STILL REQUIRED

None required.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve the various traffic and parking modifications along Market Street between 3rd and 8th streets listed above as part of the Safer Market Street Project, a Vision Zero supporting project, and amend the Transportation Code, Division II, Section 601 to extend the Market Street transit-only lane at all times from 5th Street to 3rd Street in the eastbound (inbound) direction, and from 3rd Street to 8th Street in the westbound (outbound) direction.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The City adopted the Vision Zero Policy in February 2014 which aims to eliminate all traffic fatalities by 2024; and,

WHEREAS, The San Francisco Municipal Transportation Agency have developed the Safer Market Street Project to support the City's Vision Zero Policy; and,

WHEREAS, SFMTA staff have proposed traffic and parking modifications as part of the Safer Market Street Project, a project that supports Vision Zero, as follows:

- A. ESTABLISH – NO RIGHT TURN - Market Street, eastbound, at Grant Avenue.
- B. RESCIND – TOW-AWAY NO STOPPING, 7 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY - 3rd Street, west side, from Mission Street to Market Street.
- C. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME - 3rd Street, west side, from 55 feet to 118 feet south of Market Street (removes 3 commercial metered spaces, Meter #008, #010, #012); and O'Farrell Street, north side, from Grant Avenue to 26 feet westerly (removes 1 commercial metered space, Meter #002).
- D. ESTABLISH – BUS & TAXI ONLY LANES - Market Street, westbound center track lane, from 8th Street to 3rd Street; Market Street, eastbound center track lane, from 5th Street to 3rd Street.
- E. ESTABLISH – NO RIGHT TURN EXCEPT FOR BICYCLES, BUSES, TAXIS, and COMMERCIAL VEHICLES - 3rd Street, northbound, at Market Street; Ellis Street, eastbound, at Market Street; 5th Street, northbound, at Market Street; Cyril Magnin Street, southbound, at Market Street; 6th Street, northbound, at Market Street; Golden Gate Avenue, eastbound, at Market Street; and 7th Street, northbound, at Market Street.
- F. ESTABLISH – NO LEFT TURN EXCEPT FOR BICYCLES, BUSES, TAXIS, and COMMERCIAL VEHICLES - 3rd Street, northbound, at Market Street; Stockton Street, southbound, at Market Street; Hyde Street, southbound, at Market Street; and 7th Street, northbound, at Market Street.
- G. ESTABLISH – LEFT TURN ONLY EXCEPT FOR BICYCLES, BUSES, TAXIS, and COMMERCIAL VEHICLES - O'Farrell Street, eastbound two northern lanes, at Market Street; and Mason Street, southbound eastern most lane, at Eddy Street.
- H. ESTABLISH – BUS/BICYCLE/TAXI/COMMERCIAL VEHICLE-ONLY LANE - Mason Street, southbound, between Eddy and Turk Streets (replaces 1 southbound lane); O'Farrell Street, eastbound, from Grant Avenue to 180 feet westerly (replaces 1 eastbound lane); and 7th Street, northbound, from Market Street to 135 feet southerly (replaces left turn pocket).
- I. ESTABLISH – PASSENGER LOADING ZONE (2 YEAR PILOT PERIOD) -McAllister Street, south side, from 34 feet to 54 feet west of Jones Street (replaces one commercial metered space, Meter #005); McAllister Street, south side, from 117 feet to 136 feet west of Jones Street (replaces one general metered space, Meter #013); 8th Street, east side, from 42 feet to 64 feet south of Market Street (replaces one general metered space, Meter #005); Mason Street, west side, from 33 feet to 51 feet north of Market Street (replaces one commercial metered space, Meter #003); 6th Street, east side, from 17 feet to 61 feet south of Market Street (replaces two 6-wheel commercial metered spaces, Meter #003, #005); 5th Street, west side, from 20 feet to 60 feet south of Market Street (replaces two general metered spaces, Meter #004, #006); 4th Street, east side, from 4 feet to 42 feet south of Market Street (replaces two 6-wheel commercial metered spaces, Meter #001, #003); Grant Avenue, east side, from 12 feet to 50 feet north of O'Farrell Street (replaces two general metered spaces, Meter #002, #004); Ellis Street,

north side, from 25 feet to 69 feet west of Stockton Street (replaces two commercial metered spaces, Meter #004, #006); and Ellis Street, south side, from 62 feet to 80 feet east of Cyril Magnin Street (replaces one commercial metered space, Meter #111).

- J. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME EXCEPT METERED COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - McAllister Street, south side, from 54 feet to 75 feet west of Jones Street (replaces one general metered space, Meter #007).
- K. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME EXCEPT METERED COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Mason Street, west side, from 51 feet to 73 feet north of Market Street (replaces one general metered space, Meter #005).
- L. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME EXCEPT METERED COMMERCIAL LOADING FOR TRUCKS WITH 6 WHEELS OR MORE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY -6th Street, east side, from 61 feet to 103 feet south of Market Street (replaces two general metered spaces, Meter #007, #009).
- M. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME EXCEPT METERED COMMERCIAL LOADING FOR TRUCKS WITH 6 WHEELS OR MORE, 7 AM TO 3 PM, MONDAY THROUGH FRIDAY -4th Street, east side, from 42 feet to 82 feet south of Market Street (replaces two general metered spaces, Meter #005, #007).
- N. ESTABLISH – BLUE ZONE -McAllister Street, south side, from 19 feet to 38 feet east of Charles J Brenham Place (replaces 19 feet of passenger loading zone); Grant Avenue, east side, from 13 feet to 35 feet north of Geary Street (replaces one general metered space, Meter #104); O’Farrell Street, south side, from 15 feet to 37 feet east of Stockton Street (replaces one commercial metered space, Meter #035); and Ellis Street, south side, from Cyril Magnin Street to 18 feet easterly (replaces 18 feet of passenger loading zone).
- O. ESTABLISH – RIGHT TURN ONLY EXCEPT FOR BICYCLES, BUSES, TAXIS, and COMMERCIAL VEHICLES -Mason Street, southbound, at Turk Street.
- P. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME EXCEPT COMMERCIAL ACTIVE LOADING AND UNLOADING - Market Street, south side, from 76 feet to 168 feet east of 7th Street (replaces a 92 foot passenger loading zone); and,

WHEREAS, On June 2, 2015, the San Francisco Planning Department determined that the proposed parking and traffic modifications are categorically exempt as a Class 1(c) (minor alteration to existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities) pursuant to Title 14 of the California Code of Regulations Section 15301(c).

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

RESOLVED, That the SFMTA Board of Directors amends Transportation Code, Division II, Section 601 to extend the transit-only area on Market Street from 8th Street to 3rd Street westbound (outbound direction) and 5th Street to 3rd Street eastbound (inbound direction); and, be it further

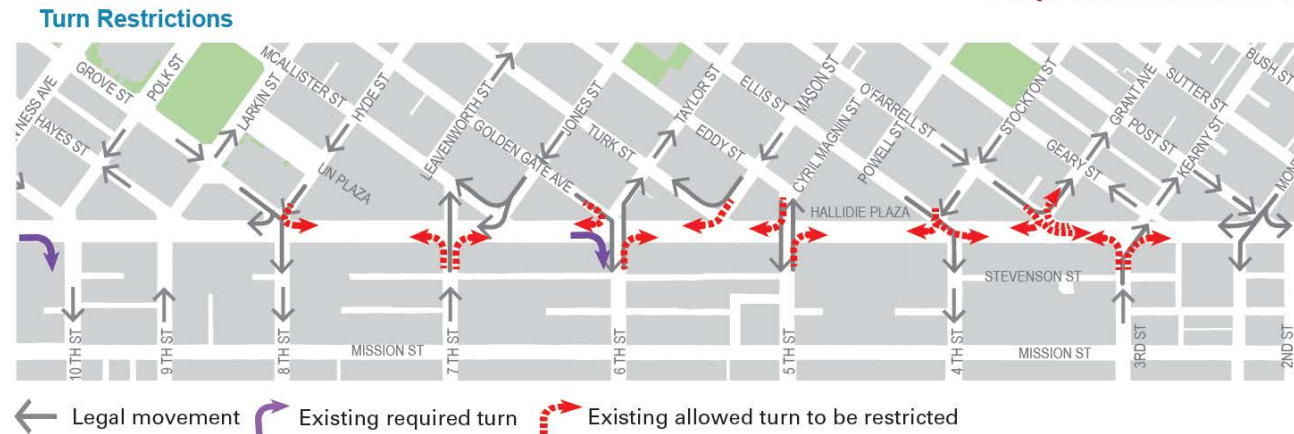
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves these traffic and parking modifications as set forth in items A-P above to implement the Safer Market Street project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 16, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2: Proposed Vehicle Restrictions

Proposed Conditions

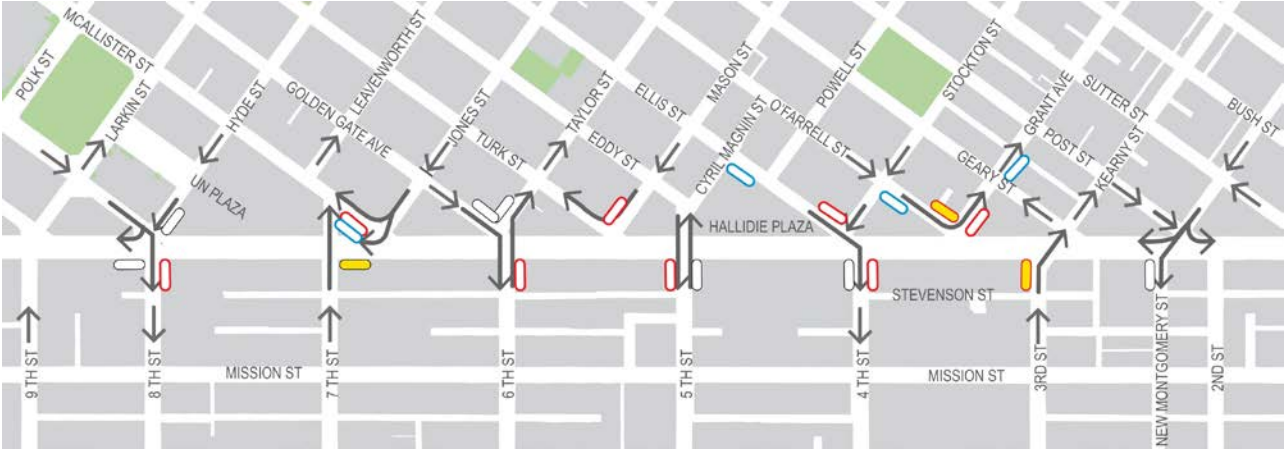


Enclosure 3: Proposed Transit Only Lanes



The extension of the existing transit-only lanes gives buses dedicated space to increase transit efficiency and improve service reliability. It additionally reduces problems caused by lane weaving.

Enclosure 4: Proposed Parking and Loading



- ← Legal movement
- Existing White Zone adjacent to Market Street
- Current White Zone to be Yellow
- Existing Yellow Meter to be removed
- New White Zone
- New Blue Zone

Enclosure 5:

RESOLUTION

[Transportation Code - Market Street Transit Only Lane]

Resolution amending Division II of the Transportation Code by amending Section 601 to extend the existing transit-only lanes on Market Street from 5th Street to 3rd Street in the eastbound (inbound) direction and from 3rd Street to 8th Street in the westbound (outbound) direction.

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

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

Section 1. Article 600 of Division II of the Transportation Code is hereby amended by amending Section 601, to read as follows:

SEC. 601. DESIGNATED TRANSIT-ONLY AREAS.

(a) The locations listed in this Section 601 are designated as Transit-only Areas. Any vehicle operating within a Transit-only Area during times that the Transit-only Area is enforced is in violation of Transportation Code, Division I, Section 7.2.72 (Driving in Transit-only Area).

(1) **Cable Car Lanes On Powell Street Between California Street and Sutter Street.** Except as to cable cars, Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within, over, upon or across the cable car lanes, or make any left or U-turn on the exclusive cable car lanes on Powell Street between California and Sutter Streets except to pass a disabled vehicle.

(2) **West Portal Avenue Between 15th Avenue and Sloat Boulevard.**

Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on West Portal Avenue between 15th Avenue and Sloat Boulevard.

(3) **Exclusive Commercial Vehicle/Transit Area on Sansome Street.**

Except as to buses, taxis, authorized emergency vehicles, and commercial vehicles, no vehicle may operate within the Transit-only Area running southbound on Sansome Street between Washington Street and Bush Street.

(4) **Judah Street, from 9th Avenue to 20th Avenue.** Except as to

streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on Judah Street from 9th Avenue to 20th Avenue.

(5) **Other Transit-Only Areas.** Except for buses, taxicabs, vehicles

preparing to make a turn, vehicles entering into or existing from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Transit-only Areas during the times indicated:

	Hours of Operation	Street	From	To
1	All Times	1st St.	Market St.	Howard St.
2		3rd St.	Townsend St.	Market St.
3		4th St.	Harrison St.	Townsend St.
4		4th St.	Market St.	Howard St.
5		Church St.	16th St.	Duboce Ave.
6		Clay St.	Sansome St.	Davis St.
7		Fremont St.	Mission St.	Market St.
8		Geary St.	Market St.	Powell St.
9		Geary St.	Mason St.	Gough St.
10		Judah St.	20th Ave.	La Playa St.
11		Market St. (Inbound)	12th St.	3rd 5th St.
12		Market St. (Outbound)	So. Van Ness Ave.	3rd 8th St.
13		O'Farrell St.	Gough St.	Hyde St.
14		O'Farrell St.	Jones St.	Powell St.
15		Post St.	Gough St.	Grant St.
16		Potrero Ave. (SB)	25th St.	18th St.
17		Stockton St.	Bush St.	Geary St.
18		Sutter St.	Gough St.	Kearny St.
19	7:00 AM-7:00 PM,	Sacramento St.	Drumm St.	Kearny St.

	Hours of Operation	Street	From	To
	Monday-Friday			
20	7:00 AM-7:00 PM, Monday-Saturday	Stockton St.	Geary St.	O'Farrell St.
21	7:00 AM-6:00 PM, Monday-Friday	Mission St. (Inbound)	5th St.	Beale St.
22		Mission St. (Outbound)	Main St.	4th St.
23	7:00 AM-9:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
24		O'Farrell St.	Hyde St.	Jones St.
25		Clay St.	Powell St.	Battery St.
26	4:00 PM-6:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
27		Mission St. (Outbound)	4th St.	11th St.
28		Geary St.	Mason St.	Powell St.
29		Sacramento St.	Kearny St.	Larkin St.
30	3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
31	3:00 PM-7:00 PM, Monday-Friday	Bush St.	Montgomery St.	Battery St.
32		4th St.	Howard St.	Clementina

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

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

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

By: _____
JOHN I. KENNEDY
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 16, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency