

THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving bicycle lanes, and traffic and parking modifications on Brannan Street between Delancey Street and 8th Street to improve traffic safety and curb operations for the community as part of the Brannan Street Safety Project.

SUMMARY:

- The Brannan Street Safety Project will establish a lane reduction in each direction, 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.
- This project is a key part of the City's Vision Zero commitment, to improve traffic safety on the High Injury Network, the 13% of streets that represent 75% of injuries and fatalities.
- The project coordinates with roadway paving from the San Francisco Public Works, making this a cost-effective street redesign.
- The project removes 78 general metered and unregulated parking spaces and adds ten loading zones, four accessible blue zones, and eight motorcycle parking spaces in the project area. Overall, the project will retain 75% of the parking spaces on the project blocks, removing 64.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Brannan Street Safety Project Plan Graphic

APPROVALS:

DIRECTOR  _____

SECRETARY  _____

DATE

February 11, 2019

February 11, 2019

ASSIGNED SFMTAB CALENDAR DATE: February 19, 2019

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PURPOSE

Approving bicycle lanes, and traffic and parking modifications on Brannan Street between Delancey Street and 8th Street to improve traffic safety and curb operations for the community as part of the Brannan Street Safety 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.

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.

DESCRIPTION

The SFMTA proposes a lane reduction and transportation safety improvements on Brannan Street from Delancey Street to 8th Street in the South of Market neighborhood. The proposed project will convert the street to a three-lane facility (one travel lane in each direction with a

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center two-way left turn lane) with bicycle lanes from the existing four lanes. This project is coordinated with San Francisco Public Works' (SFPW) paving project on the corridor.

In the project area, Brannan Street is a two-way, four-lane street. Existing traffic volumes were collected for the AM and PM peak hours. The intersection of 6th Street and Brannan Street experiences the most vehicle activity during the AM (4,697 vehicles) and PM (4,422 vehicles) peak hours, while the intersection of 3rd Street and Brannan Street experiences the highest amount of pedestrian activity during the AM peak hour with 1,519 pedestrians and PM peak hour with 2,041 pedestrians. The highest volume of bicyclists along the corridor are at 8th Street during the AM peak hour when there were 201 bicyclists and 7th Street during the PM peak hour when there were 186 bicyclists.

There is only one transit stop in the proposed project area along Brannan Street located on the far side of eastbound Brannan Street at 8th Street; this curbside transit stop serves the 83X Mid-Market Express. The 83X Mid-Market Express operates along Brannan Street between 8th Street and 4th Street. The 82X Levi Plaza Express also operates along Brannan Street between The Embarcadero and 4th Street. Both of these routes have a service frequency of approximately every 15 minutes during the peak hours.

The goal of the Brannan Street Safety Project is to improve safety and comfort along the corridor for those who walk, bike, and drive in the neighborhood. The Brannan Safety Project is a critical component of the City's Vision Zero goal to eliminate all traffic deaths. Brannan Street, between Jack London Alley and 8th Street is on the Vision Zero High Injury Network (i.e., it is one of the 13% of streets that account for 75% of the City's injuries and fatalities). Between July 2011 and June 2016, there were 156 people injured and 143 collisions reported on Brannan Street: 25 of them involved bicyclists and 29 involved pedestrians; one crash resulted in a fatality.

The proposed bikeway bridges a gap in the city's bicycle network helping connect The Embarcadero to SoMa. The addition of this route to the bike network helps connect the east-west bicycle routes through the area and connects to other bikeway network streets including 2nd, 5th, 7th and 8th streets. Bicycle lanes on Brannan Street between Division Street and 8th Street were approved by the SFMTA board on July 18, 2017 in conjunction with a separate sidewalk widening project, which connects this proposal to the bikeways on Division Street and Potrero Avenue.

The segment on Brannan Street, between The Embarcadero and Delancey Street is also proposed with similar improvements but is under the jurisdiction of the Port of San Francisco and will not be considered by the SFMTA Board of Directors.

PROJECT ELEMENTS

Street Safety

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The proposed lane reduction and roadway reconfiguration is a well-documented safety treatment known as a road diet. Nationally, the Federal Highway Administration has compiled decades of data on crash reduction and operational performance of road diets. Road diet projects have brought about crash reductions of 19 to 47 percent. Locally, San Francisco has completed dozens of road diets on city streets prone to high collision rates and these have resulted in reduced numbers of collisions.

At intersections, the proposed Brannan Street will still have two approach lanes – one left-turn only lane and a through lane. By installing the left-turn only lane, left-turning vehicles no longer block a shared lane where some vehicles are turning and others are trying to go straight. This improves clarity for drivers and reduces rear-end and left-turning collisions. Given Brannan Street's unique location near freeway ramps, the SFMTA also proposes to install some right-turn pockets to give the right-turning vehicles a place to queue as they approach the intersection that does not interfere with the through moving vehicles. New turn lanes are proposed on Brannan Street at the following intersections and approaches:

- 2nd Street – eastbound and westbound
- 3rd Street – westbound
- 5th Street – eastbound and westbound
- 6th Street – eastbound and westbound
- 7th Street – eastbound and westbound

Bicycle Safety Improvements

This project proposes to install bikeways on Brannan Street between Delancey Street and 8th Street to improve safety for bicycle riders. Proposed locations for specific types of bikeways are:

- Class II bike lanes eastbound between Colin P. Kelly Jr. Street and 8th Street and westbound between Delancey Street and 7th Street
- Class III bike route eastbound between Colin P. Kelly Jr. Street and Delancey Street
- Class IV protected bikeways westbound between 7th Street and 8th Street

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, raised islands, and plastic delineators as physical separation. Double parking and parking in the bike lane is a frequent occurrence and forces people who ride bikes to merge into the vehicle lane when blocked. The proposed protected bike lane will reduce the frequency of vehicles stopped in the bike lanes and improve safety.

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

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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 Brannan 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 Brannan 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 project will 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 signalized intersections giving pedestrians priority as they enter the intersection to cross the street before motor vehicle traffic receives a green indication.

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.

Transit Operations

With the project, transit travel time for the 82X Levi Plaza Express and the 83X Mid-Market Express will not significantly change given the proposed changes to traffic signal timing. The project proposes westbound left turns from Brannan Street to 5th Street to be restricted to Muni vehicles only. Once Central Subway opens, the 30 Stockton and 45 Union/Stockton are expected to make this left turn as they loop from 4th Street to 5th Street. This Muni vehicles only restriction will facilitate anticipated transit connections to the Caltrain Station at 4th and Townsend streets and diminish customer delay on transit.

Curb Management

The project will reconfigure parking spaces and loading zones to accommodate the proposed roadway configuration. Unregulated and general meter parking spaces will be removed to accommodate new turn lanes, and 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 thereby reducing the frequency of double parking in the vehicle travel lanes and bike lanes. Additionally, the project is adding four blue accessible parking spaces and eight motorcycle parking spaces.

This project proposes the following changes to curb spaces:

- Commercial loading zones increase from 42 to 52 spaces
- Accessible blue zones increase from one to five spaces
- Motorcycle parking increase from 14 to 22 spaces
- General metered and unregulated parking spaces decrease from 310 to 232 spaces (75% of parking spaces will remain on the project blocks)

Proposed Project Parking and Traffic Modifications

- A. ESTABLISH – CLASS II BIKEWAY (BIKE LANE) - Brannan Street, eastbound, between 8th Street and Colin P. Kelly Jr. Street; Brannan Street, westbound, between Delancey Street and 7th Street
- B. ESTABLISH – CLASS III BIKEWAY (BIKE ROUTE) - Brannan Street, eastbound between Colin P. Kelly Jr. Street and Delancey Street
- C. ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAY) - Brannan Street, westbound, between 7th Street and 8th Street
- D. ESTABLISH – TWO-WAY LEFT-TURN LANE - Brannan Street, between 7th Street and Colin P. Kelly Jr. Street
- E. ESTABLISH – NO LEFT TURN OR U-TURN EXCEPT MUNI - Brannan Street, westbound, at 5th Street
- F. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BICYCLES - Brannan Street, eastbound, at 7th Street; Brannan Street, westbound, at 6th Street
- G. ESTABLISH – TOW AWAY NO STOPPING ANY TIME - Brannan Street, north side, from 8th Street to 70 feet easterly; Brannan Street, north side, from Langton Street to 108 feet westerly; Brannan Street, north side, from Langton Street to 7th Street; Brannan Street, north side, from 7th Street to Gilbert Street; Brannan Street, north side, from 100 feet to 120 feet east of 6th; Brannan Street, south side, from 164 feet to 291 feet east of 6th Street; Brannan Street, south side, from 5th Street to 110 feet westerly; Brannan Street, north side, from 3rd Street to 165 feet easterly; Brannan Street, south side, from 2nd Street to 138 feet westerly; Brannan Street, north side, from 2nd Street to 136 feet easterly
- H. ESTABLISH – TOW AWAY NO PARKING ANY TIME - Brannan Street, south side, from Harriet Street to 72 feet westerly
- I. ESTABLISH – RED ZONE - Brannan Street, north side, from 307 feet to 327 feet east of 8th Street; Brannan Street, north side, from 395 feet to 427 feet east of 8th Street; 7th Street, east side, from Brannan Street to 15 feet southerly; Gilbert Street, west side, from Brannan Street to 20 feet northerly; Broadman Place, west side, from Brannan Street to 20 feet northerly; Brannan Street, south side, from Lucerne Street to 23 feet westerly; 6th Street, west side, from Brannan Street to 20 feet northerly; Brannan Street, north side, from 5th Street to 19 feet westerly; Brannan Street, south side, from 4th Street to 22 feet westerly; Brannan Street, north side, from 4th Street to 30 feet easterly; Zoe Street, east side, from Brannan Street to 20 feet northerly; Brannan Street, north side, from Zoe Street to 26 feet easterly; Ritch Street, both sides, from Brannan Street to 20 feet northerly; Brannan Street, north side, from Ritch Street to 25 feet easterly; Brannan Street, south side, from 3rd Street to 25 feet westerly; 3rd Street, west side, from Brannan Street to 30 feet southerly; 3rd Street, east side, from Brannan Street to 32 feet southerly; Jack London Alley, east side, from Brannan Street to 20 feet northerly; Brannan Street, north side, from Jack London Alley to 37 feet easterly; Stanford Street, east side, from Brannan Street to 25 feet northerly; Brannan Street, south side, from Colin P. Kelly Jr. Street to 25 feet westerly; Colin P. Kelly Jr. Street, east side, from Brannan Street to 20 feet southerly
- J. ESTABLISH – BLUE ZONE - Brannan Street, south side, from 5 feet to 25 feet east of 7th Street; Brannan Street, north side, from 10 feet to 30 feet west of Zoe Street; Brannan

- Street, north side, from 10 feet to 32 feet west of 3rd Street; Brannan Street, north side, from 14 feet to 34 feet west of Jack London Alley
- K. RESCIND – 45-DEGREE ANGLED PARKING, ESTABLISH – 45-DEGREE BACK-IN ANGLED PARKING - Brannan Street, north side, from 82 feet to 370 feet west of Delancey Street
- L. ESTABLISH – MOTORCYCLE PARKING - Brannan Street, north side, from 382 feet to 393 feet east of 8th Street; Brannan Street, north side, from 425 feet to 436 feet east of 8th Street; Brannan Street, north side, from 370 feet to 400 feet west of Delancey Street
- M. ESTABLISH – METERED GREEN ZONE, 15-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Brannan Street, north side, from 325 feet to 343 feet east of 8th Street
- N. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - 7th Street, west side, from 63 feet to 103 feet north of Brannan Street; Brannan Street, north side, from 10 feet to 32 feet east of Gilbert Street; Brannan Street, north side, from 52 feet to 89 feet east of Gilbert Street; Brannan Street, south side, from 332 feet to 352 feet east of 6th Street; Brannan Street, south side, from 207 feet to 238 feet west of 4th Street; Brannan Street, south side, from Stanford Street to 22 feet easterly; Brannan Street, north side, from 8 feet to 48 feet west of 2nd Street; Brannan Street, north side, from 194 feet to 231 feet east of 2nd Street
- O. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE 6 AM TO NOON, MONDAY THROUGH SATURDAY - Brannan Street, north side, from 120 feet to 500 feet east of 6th Street
- P. RESCIND – TOW AWAY NO STOPPING 4 PM TO 6 PM, MONDAY THROUGH FRIDAY - Brannan Street, north side, from 120 feet to 600 feet east of 6th Street
- Q. RESCIND – TOW AWAY NO STOPPING ANY TIME - Brannan Street, north side, from 5th Street to 115 feet westerly
- R. RESCIND – 2 HOUR PARKING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - Brannan Street, south side, from 5th Street to 6th Street
- S. ESTABLISH – GENERAL METERED PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Brannan Street, both sides, from 5th Street to 6th Street
- T. ESTABLISH – METERED WHITE PASSENGER LOADING ZONE 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - 7th Street, west side, from 23 feet to 63 feet north of Brannan Street
- U. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE 7 AM TO 7 PM, MONDAY THROUGH FRIDAY - Brannan Street, south side, from 140 feet to 184 feet west of Stanford Street
- V. ESTABLISH – METERED TRUCK LOADING ZONE 7 AM TO 4 PM, MONDAY THROUGH FRIDAY - 3rd Street, east side, from 34 feet to 57 feet south of Brannan Street

STAKEHOLDER ENGAGEMENT

From October 2017 to November 2018, the Brannan Street Safety Project team engaged with the following neighborhood groups: South Beach | Rincon | Mission Bay Neighborhood Association, South Beach & Mission Bay Business Association, East Cut Central Business District, Eastern Neighborhoods Citizen Advisory Committee, and the Central Waterfront Advisory Group. During this time, the project team also mailed 6,300 postcards to properties near Brannan Street and walked door-to-door meeting with fronting properties to gather feedback on transportation safety concerns and changes to parking and loading.

An SFMTA Public Hearing was held on August 17, 2018 to solicit public comment on the proposal. Twenty-one individuals gave comments regarding the proposal at the hearing or by correspondence received prior to the hearing: six expressed opposition, 11 expressed support, and four gave comment without taking a position. Discussions with the public continued after the public hearing. The primary issues raised by members of the public included:

- Concerns regarding worsening congestion in the project area
- Concerns about lack of parking and traffic enforcement at congested intersections and for parking and loading violations
- Support for safety treatments especially pedestrian safety treatments
- Desire to see more protected bicycle facilities

ALTERNATIVES CONSIDERED

Protected bikeways: This project was conceived and prioritized due to the cost/benefit opportunity with the repaving project to make cost-effective safety improvements within the constrained project schedule of the SFPW re-paving project. The installation of protected bikeways along all of Brannan Street would have significantly increased the planning, design, and construction costs associated with the project. In addition, the significant reconfiguration of the street associated with a protected bike lane would have required an extensive community process to weigh trade-offs and design alternatives that would necessitate delaying the re-paving project. This approval does not preclude future installation of protected bike lanes on Brannan Street as opportunities arise.

Widened Sidewalks and Corner Bulbouts: For many of the same reasons as above, changes to the curb lines and sidewalks were not pursued. Additionally, there are several significant development projects along the corridor that will be widening sidewalks as part of their developments. The City is working to maximize the streetscape improvements through these future developments.

No project: Not installing any improvements was also considered. Given the opportunity with the street repaving project, the overbuilt nature of underused traffic lanes along the street, and the majority of the corridor being on San Francisco's High Injury Network, the proposed project is

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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 Transportation Development Act, Article 3 funds for Bicycle Facility Projects. The total project cost is \$577,340 and is broken down into the following project phases:

- Planning/Preliminary Engineering - \$42,179
- Detailed Design - \$85,161
- Construction - \$450,000

ENVIRONMENTAL REVIEW

The proposed Brannan 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 defined in Title 14 of the California Code of Regulations Section 15301.

On November 7, 2018, the Planning Department determined that the proposed Brannan Street Safety Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. The Planning Department's determination (Case Number 2018-014568ENV) 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.

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

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

The proposed project is not subject to the Board of Supervisors review, because the project establishes a Class II and Class IV bicycle facilities and all of 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.

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RECOMMENDATION

Approving bicycle lanes, and traffic and parking modifications on Brannan Street between Delancey Street and 8th Street, as set forth in Items A through V above, to improve traffic safety and curb operations for the community as part of the Brannan Street Safety 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 Brannan 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 Brannan Street between Delancey Street and 8th Street as follows:

- A. ESTABLISH – CLASS II BIKEWAY (BIKE LANE) - Brannan Street, eastbound, between 8th Street and Colin P. Kelly Jr. Street; Brannan Street, westbound, between Delancey Street and 7th Street
- B. ESTABLISH – CLASS III BIKEWAY (BIKE ROUTE) - Brannan Street, eastbound between Colin P. Kelly Jr. Street and Delancey Street

- C. ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAY) - Brannan Street, westbound, between 7th Street and 8th Street
- D. ESTABLISH – TWO-WAY LEFT-TURN LANE - Brannan Street, between 7th Street and Colin P. Kelly Jr. Street
- E. ESTABLISH – NO LEFT TURN OR U-TURN EXCEPT MUNI - Brannan Street, westbound, at 5th Street
- F. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT BICYCLES - Brannan Street, eastbound, at 7th Street; Brannan Street, westbound, at 6th Street
- G. ESTABLISH – TOW AWAY NO STOPPING ANY TIME - Brannan Street, north side, from 8th Street to 70 feet easterly; Brannan Street, north side, from Langton Street to 108 feet westerly; Brannan Street, north side, from Langton Street to 7th Street; Brannan Street, north side, from 7th Street to Gilbert Street; Brannan Street, north side, from 100 feet to 120 feet east of 6th; Brannan Street, south side, from 164 feet to 291 feet east of 6th Street; Brannan Street, south side, from 5th Street to 110 feet westerly; Brannan Street, north side, from 3rd Street to 165 feet easterly; Brannan Street, south side, from 2nd Street to 138 feet westerly; Brannan Street, north side, from 2nd Street to 136 feet easterly
- H. ESTABLISH – TOW AWAY NO PARKING ANY TIME - Brannan Street, south side, from Harriet Street to 72 feet westerly
- I. ESTABLISH – RED ZONE - Brannan Street, north side, from 307 feet to 327 feet east of 8th Street; Brannan Street, north side, from 395 feet to 427 feet east of 8th Street; 7th Street, east side, from Brannan Street to 15 feet southerly; Gilbert Street, west side, from Brannan Street to 20 feet northerly; Broadman Place, west side, from Brannan Street to 20 feet northerly; Brannan Street, south side, from Lucerne Street to 23 feet westerly; 6th Street, west side, from Brannan Street to 20 feet northerly ; Brannan Street, north side, from 5th Street to 19 feet westerly; Brannan Street, south side, from 4th Street to 22 feet westerly; Brannan Street, north side, from 4th Street to 30 feet easterly; Zoe Street, east side, from Brannan Street to 20 feet northerly; Brannan Street, north side, from Zoe Street to 26 feet easterly; Ritch Street, both sides, from Brannan Street to 20 feet northerly; Brannan Street, north side, from Ritch Street to 25 feet easterly; Brannan Street, south side, from 3rd Street to 25 feet westerly; 3rd Street, west side, from Brannan Street to 30 feet southerly; 3rd Street, east side, from Brannan Street to 32 feet southerly; Jack London Alley, east side, from Brannan Street to 20 feet northerly; Brannan Street, north side, from Jack London Alley to 37 feet easterly; Stanford Street, east side, from Brannan Street to 25 feet northerly; Brannan Street, south side, from Colin P. Kelly Jr. Street to 25 feet westerly; Colin P. Kelly Jr. Street, east side, from Brannan Street to 20 feet southerly
- J. ESTABLISH – BLUE ZONE - Brannan Street, south side, from 5 feet to 25 feet east of 7th Street; Brannan Street, north side, from 10 feet to 30 feet west of Zoe Street; Brannan Street, north side, from 10 feet to 32 feet west of 3rd Street; Brannan Street, north side, from 14 feet to 34 feet west of Jack London Alley
- K. RESCIND – 45-DEGREE ANGLED PARKING, ESTABLISH – 45-DEGREE BACK-IN ANGLED PARKING - Brannan Street, north side, from 82 feet to 370 feet west of

Delancey Street

- L. ESTABLISH – MOTORCYCLE PARKING - Brannan Street, north side, from 382 feet to 393 feet east of 8th Street; Brannan Street, north side, from 425 feet to 436 feet east of 8th Street; Brannan Street, north side, from 370 feet to 400 feet west of Delancey Street
- M. ESTABLISH – METERED GREEN ZONE, 15-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Brannan Street, north side, from 325 feet to 343 feet east of 8th Street
- N. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - 7th Street, west side, from 63 feet to 103 feet north of Brannan Street; Brannan Street, north side, from 10 feet to 32 feet east of Gilbert Street; Brannan Street, north side, from 52 feet to 89 feet east of Gilbert Street; Brannan Street, south side, from 332 feet to 352 feet east of 6th Street; Brannan Street, south side, from 207 feet to 238 feet west of 4th Street; Brannan Street, south side, from Stanford Street to 22 feet easterly; Brannan Street, north side, from 8 feet to 48 feet west of 2nd Street; Brannan Street, north side, from 194 feet to 231 feet east of 2nd Street
- O. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE 6 AM TO NOON, MONDAY THROUGH SATURDAY - Brannan Street, north side, from 120 feet to 500 feet east of 6th Street
- P. RESCIND – TOW AWAY NO STOPPING 4 PM TO 6 PM, MONDAY THROUGH FRIDAY - Brannan Street, north side, from 120 feet to 600 feet east of 6th Street
- Q. RESCIND – TOW AWAY NO STOPPING ANY TIME - Brannan Street, north side, from 5th Street to 115 feet westerly
- R. RESCIND – 2 HOUR PARKING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - Brannan Street, south side, from 5th Street to 6th Street
- S. ESTABLISH – GENERAL METERED PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Brannan Street, both sides, from 5th Street to 6th Street
- T. ESTABLISH – METERED WHITE PASSENGER LOADING ZONE 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - 7th Street, west side, from 23 feet to 63 feet north of Brannan Street
- U. ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE 7 AM TO 7 PM, MONDAY THROUGH FRIDAY - Brannan Street, south side, from 140 feet to 184 feet west of Stanford Street
- V. ESTABLISH – METERED TRUCK LOADING ZONE 7 AM TO 4 PM, MONDAY THROUGH FRIDAY - 3rd Street, east side, from 34 feet to 57 feet south of Brannan Street; and,

WHEREAS, The proposed Brannan 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 defined in Title 14 of the California Code of Regulations Section 15301; and,

PAGE 15.

WHEREAS, On November 7, 2018, the Planning Department determined that the proposed Brannan Street Safety Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301; 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; 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

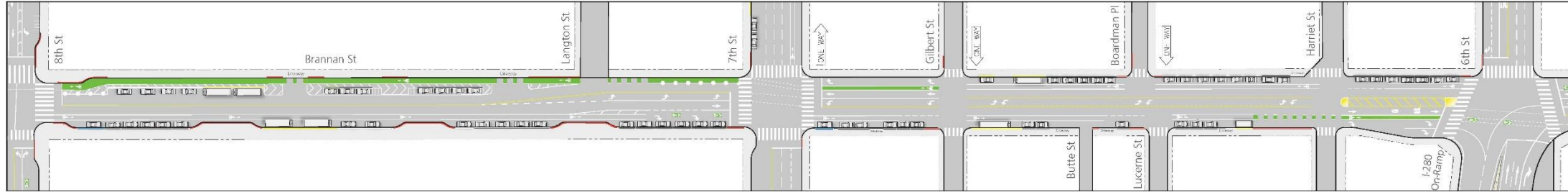
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications, as set forth in items A through V above, along Brannan Street between Delancey Street and 8th Street associated with the Brannan Street Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 19, 2019.

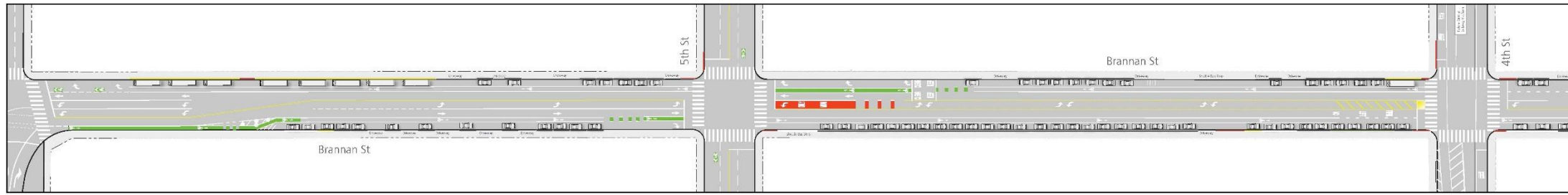
Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

BRANNAN STREET SAFETY PROJECT

8th Street to 6th Street



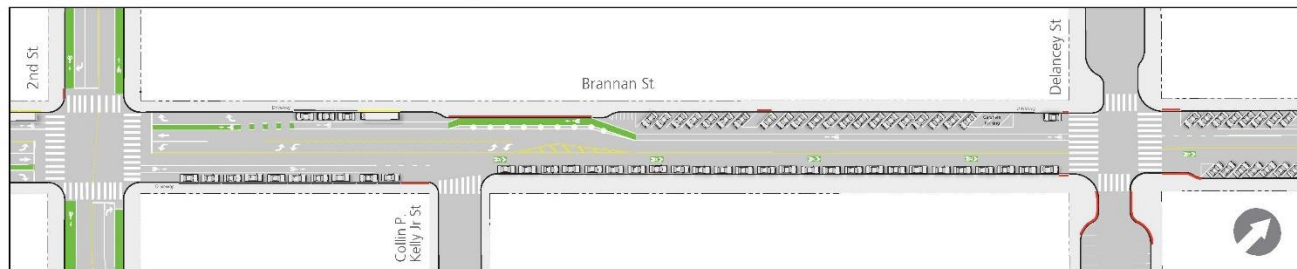
6th Street to 4th Street



4th Street to 2nd Street



2nd Street to Delancey Street



The Brannan Street Safety project is part of a comprehensive upgrade of the Brannan Street corridor. This is a citywide effort that involves improving the sewer line, installing new curb ramps where needed, and installing new fiber optic cable. After this work is completed below ground, the road will be repaved. Once repaved, SFMTA will be able to install the proposed street configuration by reducing a lane of traffic and adding bike lanes, center two-way left turn lane, and other safety improvements.