

THIS PRINT COVERS CALENDAR ITEM NO.: 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving parking and traffic modifications, including designating a transit-only lane, at all times, and class IV bikeway, along Beale Street between Market Street and Folsom Street as part of the Active Beale Street Project to improve transit, bicycling, and casual carpool operations; and amending Transportation Code, Division II, Section 601 to designate a transit-only lane, at all times, on Beale Street, southbound, from Market Street to Natoma Street.

SUMMARY:



- The Active Beale Street Project would create a transit-only lane, at all times, on Beale Street between Market and Natoma streets, and a protected two-way bikeway on Beale Street between Market and Folsom streets.
- The project would also restore the casual carpool pickup zone on Beale Street between Howard Street and Folsom Street.
- The project team conducted a variety of public outreach activities.
- Certain items listed below with a “#” are final SFMTA decisions, as defined by Ordinance 127-18, that can be reviewed by the Board of Supervisors. Information about the review process can be found at http://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

ENCLOSURES:

1. SFMTAB Resolution
2. Transportation Code Division II Amendment
3. <http://sf-planning.org/area-plan-eirs> (Transit Center District Plan [TCDP] Final EIR)
4. https://default.sfplanning.org/meetingarchive/planning_dept/commissions.sfplanning.org/cpcpackets/2007.0558E_TCDP_CEQAFindings_24May2012.pdf (TCDP CEQA Findings, Planning Commission Resolution)

APPROVALS:

DATE

DIRECTOR		June 11, 2020
SECRETARY		June 10, 2020

ASSIGNED SFMTAB CALENDAR DATE: June 16, 2020

PURPOSE

Approving parking and traffic modifications, including designating a transit-only lane, at all times, and Class IV bikeway, along Beale Street between Market Street and Folsom Street as part of the Active Beale Street Project to improve transit, bicycling, and casual carpool operations; and amending Division II of the Transportation Code to designate a transit-only lane, at all times, on Beale Street, southbound, from Market Street to Natoma Street.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals and Objectives:

- Goal 1: Create a safer transportation experience for everyone.
 - Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.
 - Objective 1.2: Improve the safety of the transit system.
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.
 - Objective 2.1: Improve transit service.
 - Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.
 - Objective 2.3: Manage congestion and parking demand to support the Transit First policy.
- Goal 3: Improve the quality of life and environment in San Francisco and the region.
 - Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles

This action also supports the following City of San Francisco 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.
4. 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.
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.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

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8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

DESCRIPTION

The Active Beale Street Project is part of a larger planning vision called the South Downtown Design + Activation (Soda) Plan, which encompasses an area roughly bounded by Market, Steuart, Bryant, and 2nd streets. The Soda Plan was created to establish the framework of the public realm, including transportation, for the rapidly developing neighborhood surrounding the Salesforce Transit Center.

The Active Beale Street Project would designate a transit-only lane, at all times, on Beale Street between Market and Natoma streets to improve the speed and reliability of Muni and Golden Gate Transit buses accessing the ground-level bus plaza of the Salesforce Transit Center. Taxis would not be allowed in this transit-only lane as it directly leads into this bus plaza. In addition, the project would also designate a protected, two-way Class IV protected bikeway along the east side of Beale Street between Market and Folsom streets.

As a result of Temporary Transbay Terminal operations, the casual carpool afternoon pickup zone was relocated from Beale Street to Spear Street. With transit operations permanently moved into the Salesforce Transit Center, casual carpool afternoon pickups can return to Beale Street, providing a more direct route for carpoolers to access the Bay Bridge carpool-only entrance. The Active Beale Street Project proposes the installation of a two-way Class IV protected bikeway along the east side of Beale Street between Market and Folsom streets. Protected bikeways provide a specific space for bicyclists, separating them from faster moving motor vehicles. Double parking and parking in the unprotected bike lanes are a frequent occurrence and force people who ride bikes to merge into the vehicle lane when blocked. The proposed Class IV protected bikeway will reduce the frequency of vehicles stopped in the bike lanes and improve safety for all roadway users. A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and vehicle traffic. The project design uses a combination of parking and loading lanes, painted buffers, and plastic delineators for physical separation.

Separated bikeways are authorized under California State law (Assembly Bill No. 1193 effective January 1, 2015). Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

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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 bikeway on Beale Street meets 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. 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 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 bikeway 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 bikeway.

The proposed Class IV protected bikeway on Beale 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. It was also reviewed by the San Francisco Fire Department.

The SFMTA proposes that the SFMTA Board approve the following parking and traffic modifications associated with the Active Beale Street Project on Beale Street between Market and Folsom streets:

- A. ESTABLISH – MUNI AND GOLDEN GATE TRANSIT ONLY LANE AT ALL TIMES - Beale Street, southbound, from Market Street to Natoma Street (converts general purpose lane from Market to Mission and removes five general metered spaces, 132, 134, 136, 138, and 140; one commercial metered space, 120, and two metered

- motorcycle spaces, 128 and 130)
- B. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI AND GOLDEN GATE TRANSIT - Davis Street, southbound, at Market Street/Pine Street intersection
 - C. ESTABLISH – BUS ZONE – Beale Street, west side, from 167 feet to 379 feet south of Market Street (extends current 102-foot bus zone to 212 feet by removing 5 commercial metered spaces, 32, 34, 38, 40, and 42)
 - D. RESCIND – BUS ZONE - Beale Street, west side, from Folsom Street to 21 feet northerly; Beale Street, west side, from 21 feet to 90 feet north of Folsom Street
 - E. ESTABLISH – RED ZONE - Beale Street, west side, from Folsom Street to 21 feet northerly; Beale Street, east side, from 276 feet to 321 feet south of Market Street (shifts existing white zone south by 22 feet); Beale Street, west side, from 117 feet to 158 feet north of Folsom Street)
 - F. ESTABLISH – TOW-AWAY NO PARKING, YELLOW METERED COMMERCIAL LOADING ONLY, 30 MINUTE LIMIT, 7 AM TO 2 PM, MONDAY THROUGH SATURDAY and ESTABLISH – TOW-AWAY NO PARKING, PASSENGER LOADING ONLY, 2 PM TO 7 PM, MONDAY THROUGH FRIDAY - Beale Street, west side, from 21 feet to 90 feet north of Folsom Street #
 - G. ESTABLISH – TWO-WAY CLASS IV BIKEWAY - Beale Street, east side, from Market Street to Howard Street (removes two 6-wheel commercial metered spaces, 121 and 123; two commercial metered spaces, 135 and 137; 10 general metered spaces, 13, 15, 19, 21, 141, 143, 145, 149, 151, 161; and eight metered motorcycle spaces, 125, 127, 129, 131, 133, 153, 155, and 157)
 - H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Beale Street, east side, from Howard Street to Folsom Street (for sidewalk widening, removes 23 general metered spaces, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 231, 233, 235, 237, 239, 241, 243, 245, 247, and 249)
 - I. ESTABLISH – TWO-WAY CLASS IV BIKEWAY - Beale Street, east side, from Howard Street to Folsom Street
 - J. ESTABLISH – RIGHT TURN POCKET - Beale Street, west side, from Mission Street to 108 feet northerly (removes two general metered spaces, 58 and 60, and two commercial metered spaces, 54 and 56)
 - K. ESTABLISH – LEFT LANE MUST TURN LEFT - Beale Street, southbound, at Howard Street
 - L. ESTABLISH – WHITE PASSENGER LOADING ZONE, AT ALL TIMES - Beale Street, east side, from 321 feet to 401 feet south of Market Street (shifts existing white zone by 22 feet, removes one commercial 6-wheel metered space, 37) # ; Beale Street, west side, from 5 feet to 75 feet south of Howard Street (removes one blue zone and yellow metered commercial loading spaces, 206 and 208) # ; Beale Street, west side, from 246 feet to 306 feet south of Howard Street #
 - M. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Beale Street, east side, from Mission Street to 153 feet northerly (for creation of left turn pocket, removes 12 metered motorcycle spaces REINO 328-00001 and 328-00003, three general metered spaces, 43, 45, and 47; and two 6-wheel commercial metered spaces, 39 and 41); Beale Street, west side, from Howard Street to 107 feet northerly (removes two 6-wheel commercial

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metered spaces, 158 and 160; and two part-time white zone/general metered spaces, 162 and 164)

- N. ESTABLISH – TOW-AWAY NO PARKING, YELLOW METERED COMMERCIAL LOADING ONLY, 30 MINUTE LIMIT, 7 AM TO 2 PM, MONDAY THROUGH SATURDAY - Beale Street, west side, from 181 feet to 243 feet north of Folsom Street #; Beale Street, west side, from 21 feet to 90 feet north of Folsom Street #
- O. ESTABLISH – TOW-AWAY NO PARKING, TRUCK LOADING YELLOW METERED LOADING ONLY, 30 MINUTE LIMIT, 7 AM TO 2 PM, MONDAY THROUGH SATURDAY - Beale Street, west side, from 124 feet to 186 feet south of Howard Street (modifies existing yellow metered commercial loading spaces, 212 and 214, and removes 21 feet of existing white zone; includes 6-foot wide sidewalk widening) #
- P. ESTABLISH – GREEN METERED ZONE, 15-MINUTE LIMIT, 9 AM TO 2 PM, MONDAY THROUGH FRIDAY, AND 9 AM TO 6 PM, SATURDAY - Beale Street, west side, from 186 feet to 226 feet south of Howard Street (removes 40 feet of existing white zone; includes 6-foot wide sidewalk widening) #
- Q. ESTABLISH – TOW-AWAY NO PARKING, PASSENGER LOADING ONLY, 2 PM TO 7 PM, MONDAY THROUGH FRIDAY - Beale Street, west side, from 181 feet to 243 feet north of Folsom Street #; Beale Street, west side, from 124 feet to 186 feet south of Howard Street #; Beale Street, west side, from 186 feet to 226 feet south of Howard Street #; Beale Street, west side, from 21 feet to 90 feet north of Folsom Street #
- R. ESTABLISH – TRAFFIC SIGNAL - Beale Street at Clementina Street

STAKEHOLDER ENGAGEMENT

Community outreach for the Beale Street Project initiated with multiple workshops hosted by the East Cut Community Benefit District, multiple open houses, meetings with property management companies, as well as with transit, pedestrian and bicycling advocates. In addition, the proposal was presented alongside other projects in the area to District 6 Supervisor Haney’s office, who showed support for these changes.

At the two neighborhood open houses in May 2019, project staff informed residents and merchants on Beale Street about the proposed multimodal transportation improvements. During these two sessions, attendees were able to ask questions, comment on the proposed design and sign up to receive project updates. Project staff also attended the South of Market Sunday Streets and Salesforce Employee Transportation Fair. At all of these events, attendees that spoke to staff were generally all very supportive, especially of the new bicycle connection being established, as well as the widened and landscaped sidewalks. Staff interacted with about 20 stakeholders at each of the neighborhood open houses, and about 100 handouts were distributed during Sunday Streets.

The project team heard from San Francisco Transit Riders, Walk SF and the San Francisco Bike Coalition. All groups showed support for the proposal, citing the various improvements to transit, pedestrians, and bicyclists, respectively. At the Engineering Public Hearing for this

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proposal, the Bike Coalition spoke on the safety benefits for cyclists on Beale Street.

In summer 2019, project staff met with the Transbay Child Development Center at 220 Beale Street. Together a curb designation plan was developed that allows families to drop off and pick up their children. A business owner at 25 Beale Street recommended making the sidewalks between Market and Mission streets livable spaces with landscape that could improve foot traffic for businesses. Feedback was also received from people who bike on Beale Street and their input was mainly about the two-way bikeway design. Feedback received by the project team will be reviewed and considered for the project's final detailed design, and is limited to landscaping and the bikeway configuration.

ALTERNATIVES CONSIDERED

Transbay Center District Plan Alternative: The Transbay Center District Plan originally envisioned a couplet of one-way bike lanes on both Fremont Street (northbound) and Beale Street (southbound). Staff had concerns with the interaction between the northbound bike lane on Fremont Street and buses departing the ground-level bus plaza of the Salesforce Transit Center, and thus developed the two-way bicycle facility on Beale Street to avoid such conflicts.

No-Build Alternative: Not implementing the Active Beale Street project would result in the continuation of delays for transit traveling towards the ground-level bus plaza of the Salesforce Transit Center, in addition to not providing a separated north-south bicycling facility in the area. Therefore, staff does not recommend the no-build alternative.

FUNDING IMPACT

The cost for the entire Active Beale Street Project was estimated at \$1.71 million. This estimate was created at the 10% design milestone and is based on unit cost estimations of a typical design and will continue to be refined as engineering on the project progresses. To date, the SFMTA and other partners has secured approximately \$1,056,000 in funding from Prop K, Transportation Development Act funding from the Metropolitan Transportation Commission, and other funding sources. These funds will support the completion of the design and part of the funding needed for construction. Staff have identified future Prop K funds in order to close the funding gap.

ENVIRONMENTAL REVIEW

On May 24, 2012, the San Francisco Planning Commission in Motions 18628 and 18629 adopted the Transit Center District Plan (TCDP) and certified its Final Environmental Impact Report (FEIR), and adopted findings including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA. On September 7, 2012, the San Francisco Board of Supervisors in Ordinance 185-12 adopted the Transit Center District Plan. On May 21, 2020, the Planning Department reviewed the Active Beale Street project and determined that it is within the scope of the TCDP FEIR (Case No. 2007.0558E) and that the proposed changes would not cause new significant impacts not identified in the EIR or result in a substantial

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increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts.

Copies of the TCDP FEIR and the Planning Department's CEQA Determination related to the proposed Active Beale Street project are 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.

Certain 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 http://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf. SFMTA staff have determined that items F, L, and N-Q are such final SFMTA decisions.

RECOMMENDATION

SFMTA staff recommends that the San Francisco Municipal Transportation Agency Board of Directors approve the parking and traffic modifications including designating a transit-only lane, at all times, and Class IV bikeway, as set forth in items A-R above, to improve transit, bicycling, and casual carpool operations as part of the Beale Street Project; and amend Division II of the Transportation Code to designate a Muni and Golden Gate Transit-only lane, at all times, on Beale Street, southbound, from Market Street to Natoma Street.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Active Beale Street Project will improve transit, bicycling, and casual carpool operations along Beale Street; and

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit-First city that prioritizes 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 proposes various parking and traffic modifications as follows:

- A. ESTABLISH – MUNI AND GOLDEN GATE TRANSIT ONLY LANE AT ALL TIMES - Beale Street, southbound, from Market Street to Natoma Street
- B. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI AND GOLDEN GATE TRANSIT - Davis Street, southbound, at Market Street/Pine Street intersection
- C. ESTABLISH – BUS ZONE – Beale Street, west side, from 167 feet to 379 feet south of Market Street
- D. RESCIND – BUS ZONE - Beale Street, west side, from Folsom Street to 21 feet

- northerly; Beale Street, west side, from 21 feet to 90 feet north of Folsom Street
- E. ESTABLISH – RED ZONE - Beale Street, west side, from Folsom Street to 21 feet northerly; Beale Street, east side, from 276 feet to 321 feet south of Market Street; Beale Street, west side, from 117 feet to 158 feet north of Folsom Street
 - F. ESTABLISH – TOW-AWAY NO PARKING, YELLOW METERED COMMERCIAL LOADING ONLY, 30 MINUTE LIMIT, 7 AM TO 2 PM, MONDAY THROUGH SATURDAY and ESTABLISH – TOW-AWAY NO PARKING, PASSENGER LOADING ONLY, 2 PM TO 7 PM, MONDAY THROUGH FRIDAY - Beale Street, west side, from 21 feet to 90 feet north of Folsom Street #
 - G. ESTABLISH – TWO-WAY CLASS IV BIKEWAY - Beale Street, east side, from Market Street to Howard Street
 - H. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Beale Street, east side, from Howard Street to Folsom Street
 - I. ESTABLISH – TWO-WAY CLASS IV BIKEWAY - Beale Street, east side, from Howard Street to Folsom Street
 - J. ESTABLISH – RIGHT TURN POCKET - Beale Street, west side, from Mission Street to 108 feet northerly
 - K. ESTABLISH – LEFT LANE MUST TURN LEFT - Beale Street, southbound, at Howard Street
 - L. ESTABLISH – WHITE PASSENGER LOADING ZONE, AT ALL TIMES - Beale Street, east side, from 321 feet to 401 feet south of Market Street; Beale Street, west side, from 5 feet to 75 feet south of Howard Street; Beale Street, west side, from 246 feet to 306 feet south of Howard Street
 - M. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Beale Street, east side, from Mission Street to 153 feet northerly; Beale Street, west side, from Howard Street to 107 feet northerly
 - N. ESTABLISH – TOW-AWAY NO PARKING, YELLOW METERED COMMERCIAL LOADING ONLY, 30 MINUTE LIMIT, 7 AM TO 2 PM, MONDAY THROUGH SATURDAY - Beale Street, west side, from 181 feet to 243 feet north of Folsom Street; Beale Street, west side, from 21 feet to 90 feet north of Folsom Street
 - O. ESTABLISH – TOW-AWAY NO PARKING, TRUCK LOADING YELLOW METERED LOADING ONLY, 30 MINUTE LIMIT, 7 AM TO 2 PM, MONDAY THROUGH SATURDAY - Beale Street, west side, from 124 feet to 186 feet south of Howard Street
 - P. ESTABLISH – GREEN METERED ZONE, 15-MINUTE LIMIT, 9 AM TO 2 PM, MONDAY THROUGH FRIDAY, AND 9 AM TO 6 PM, SATURDAY - Beale Street, west side, from 186 feet to 226 feet south of Howard Street
 - Q. ESTABLISH – TOW-AWAY NO PARKING, PASSENGER LOADING ONLY, 2 PM TO 7 PM, MONDAY THROUGH FRIDAY - Beale Street, west side, from 181 feet to 243 feet north of Folsom Street; Beale Street, west side, from 124 feet to 186 feet south of Howard Street; Beale Street, west side, from 186 feet to 226 feet south of Howard Street; Beale Street, west side, from 21 feet to 90 feet north of Folsom Street
 - R. ESTABLISH – TRAFFIC SIGNAL - Beale Street at Clementina Street; and

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WHEREAS, On May 24, 2012, the San Francisco Planning Commission in Motions 18628 and 18629 adopted the Transit Center District Plan (TCDP), certified its Final Environmental Impact Report (FEIR), and adopted findings including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA; on September 7, 2012, the San Francisco Board of Supervisors in Ordinance 185-12 adopted the Transit Center District Plan; and

WHEREAS, On May 21, 2020, the Planning Department reviewed the proposed Active Beale Street project and determined that it is within the scope of the TCDP FEIR (Case No. 2007.0558E) and that the proposed changes would not cause new significant impacts not identified in the EIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts; and

WHEREAS, Copies of the TCDP FEIR and the Planning Department's CEQA Determination related to the proposed Active Beale Street project are 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 are incorporated herein by reference; and

WHEREAS, Certain 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. Items F, L, and N-Q are such final SFMTA decisions as defined by Ordinance 127-18; and

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

RESOLVED, The SFMTA Board of Directors has reviewed and considered the Transit Center District Plan Final Environmental Impact Report (TCDP FEIR) and record as a whole and finds that the TCDP FEIR is adequate for the Board's use as the decision-making body for the actions taken herein, and incorporates the CEQA findings by this reference as though set forth in this Resolution, including the mitigation measure applicable to the proposed Active Beale Street Project, Mitigation Measure M-CP-1: Archeological Monitoring; the SFMTA Board of Directors adopts this mitigation measure as a condition of this approval; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications associated with the Active Beale Street Project, as set forth in items A through R above; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code, Division II, Section 601 to designate a Muni and Golden Gate Transit lane, at all times, on Beale Street, southbound, from Market Street to Natoma Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal

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Transportation Agency Board of Directors at its meeting of June 16, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

RESOLUTION

[Transportation Code – Beale Street Transit-Only Lane]

Resolution amending Division II of the Transportation Code to designate a new Transit-only lane southbound on Beale Street from Market Street to Natoma Street.

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).

* * * *

(31) **Powell Street, southbound, from O'Farrell Street to Ellis Street.**

Except as to Municipal Railway vehicles, taxis, and authorized emergency vehicles, no vehicle may operate within the Transit-only Area on Powell Street, southbound, from O'Farrell Street to Ellis Street.

(32) Beale Street, southbound, from Market Street to Natoma Street.

Except as to Municipal Railway vehicles, Golden Gate Transit vehicles, and authorized emergency vehicles, no vehicle may operate within the Transit-only Area on Beale

Street, southbound, from Market Street to Natoma Street.

(~~3233~~) **Other Transit-Only Areas.** Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or exiting 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:

* * * *

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: /s/ John Kennedy
JOHN I. KENNEDY
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 16, 2020.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

