

THIS PRINT COVERS CALENDAR ITEM NO. : 14

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving a protected bicycle lane on Turk Street between Mason Street and Taylor Street, a parking protected bicycle lane on Turk Street between Taylor Street and Polk Street, and various parking and traffic modifications to improve safety for bicyclists, pedestrians, and motorists.

SUMMARY:

- This project directly supports Mayor Lee’s Executive Directive on Pedestrian and Bicycle Safety to make our streets safer and accelerate the city’s Vision Zero goals immediately.
- This project will reduce the number of vehicle travel lanes on Turk Street between Leavenworth Street to Polk Street from three to two.
- This project will establish a protected bicycle lane on Turk Street in the westbound direction, along the left-side of the street from Mason Street to Taylor Street.
- This project will establish a parking protected bicycle lane on Turk Street in the westbound direction, along the left-side of the street from Taylor Street to Polk Street.
- This project will establish left-turn pockets for vehicles at Jones, Hyde, and Polk streets.
- The proposal removes 24 metered parking spaces in the project area. The number of passenger and commercial loading zones are not affected.
- The Planning Department has determined that the proposed traffic and parking modifications are categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Turk Street Bike Lane Project Design, Plans and Cross Section Graphics
3. SFMTAB Project Presentation

APPROVALS:

DATE

DIRECTOR		<u>11/8/16</u>
SECRETARY		<u>11/8/16</u>

ASSIGNED SFMTAB CALENDAR DATE: November 15, 2016

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PURPOSE

Approving a protected bicycle lane on Turk Street between Mason Street and Taylor Street, a parking protected bicycle lane on Turk Street between Taylor Street and Polk Street, and various parking and traffic modifications to improve safety for bicyclists, pedestrians, and motorists.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

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

Strategic Plan Goals/Objectives

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.3: Increase use of all non-private auto modes.

Transit First Principles

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

DESCRIPTION

Mayor Lee's Executive Directive 16-03 on Pedestrian and Bicycle Safety, issued on August 4, 2016, calls on all City agencies, and particularly the San Francisco Municipal Transportation Agency (SFMTA) to make our streets safer and accelerate the City's Vision Zero goals immediately. The order directs the SFMTA to deliver near-term safety improvements on Turk Street by May 2017.

In the past five years, there have been a total of 174 traffic collisions along Turk Street between Market Street and Polk Street. The SFMTA proposes parking and traffic modifications, including a bicycle lane, along Turk Street to improve safety and comfort through the project area for all road

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users, and particularly for those walking and biking. Specifically, the project proposes to remove a vehicle travel lane on Turk Street between Leavenworth and Polk Street, and to establish a half-mile parking protected bikeway in the westbound direction, along the south side of the street between Mason Street and Polk Street.

Project Location

This project is located in the Tenderloin neighborhood in District Six. Turk Street is currently a one-way westbound arterial, which begins as two vehicle travel lanes from Mason Street to Leavenworth Street, and becomes three vehicle travel lanes from Leavenworth Street to Van Ness Avenue. The street is the couplet to one-way eastbound Golden Gate Avenue, which has a bicycle lane and two vehicle travel lanes from Polk Street to Market Street. Turk Street has transit in the right-most lane, which services two routes, the 31-Balboa and the 7x-Noriega Express.

Project Elements

This project will implement safety needs along the corridor informed by the WalkFirst program and the Bicycle Strategy. Proposed improvements along Turk Street can be separated into two categories based on the proposed measures:

1. Pedestrian – Parking and traffic modifications along Turk Street between Market Street and Polk Street will reduce travel speeds, provide more reaction time, and reduce the likelihood and severity of collisions for pedestrians.
2. Bicycle – Parking and traffic modifications along Turk Street between Market Street and Polk Street to establish a parking protected bikeway that will make it safe and comfortable to ride a bicycle on Turk Street.

Pedestrian Safety Improvements

Turk Street is a prioritized corridor on the Pedestrian High Injury Network. Collision factors from reported incidents on the corridor involving pedestrians include vehicle turning movements at intersections and vehicle speeds. To address these patterns, the SFMTA proposes narrowing the two travel lanes between Market Street and Leavenworth Street, and reducing the number of travel lanes from three to two between Leavenworth Street and Polk Street. Narrowing and reducing the vehicular travel lanes will increase pedestrian visibility and lower vehicle speeds, which will reduce the likelihood and severity of pedestrian collisions.

Bicycle Safety Improvements

The SFMTA proposes installing a Class IV protected bicycle lane on Turk Street between Mason Street and Taylor Street, and a parking protected bicycle lane on Turk Street between Taylor Street and Polk Street to improve safety for bicyclists, pedestrians, and motorists.

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A Class IV Bikeway (separated bikeway) is a bikeway for exclusive use of bicycles and includes a separation required between the separated bikeway and through vehicle traffic.

A parking protected bikeway is a type of separated bikeway that uses a parking lane and buffer for vehicle parking to physically separate vehicle travel from the bicycle lane by having parked vehicles between them. The bicycle lane on Turk Street will delineate separate road space for bicycles and vehicles, and provide a dedicated space to ride instead of the sidewalk, further reducing collisions between all modes. The bicycle lane also serves as a buffer to curb parking and the sidewalk, creating a more pleasant walking environment. Additionally, the proposed bicycle lane on Turk Street will fill a gap in the existing bicycle network, providing a westbound alternative to surrounding arterials.

Separated Bikeway Criteria

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

1. The alternative criteria are reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment.; and
3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed parking protected bikeway meets these three conditions. The alternative criteria for the parking 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 to provide a greater perception of safety for bicyclists. These alternative criteria will be adopted by SFMTA Board as part of this calendar item.

The parking protected 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 separating the vehicle travel lane from the bikeway using parked vehicles will be clearly marked with cross-hatching that is 36 inches in width which is the minimum buffer width. It was also reviewed by the San Francisco Fire Department (see discussion in Stakeholder Engagement Section). The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. The NACTO guidelines state that parking protected bikeways require the following features:

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- A separated bikeway, like a bicycle lane, is a type of preferential lane as defined by the 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 Turk Street will conform to these NACTO design guidelines.

Additionally, the Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Information Bulletin (DIB) Number 89 Class IV Bikeway Guidance provided design criteria and general guidance related to these facilities. This design criteria and guidance were written to provide consistent standards and also to allow for flexibility in application, taking into consideration the context of project location for the specific circumstances while maintaining safety. The parking protected bicycle lane proposed for Turk Street conforms to DIB 89 design criteria with two exceptions.

First, DIB 89 states “separated bikeway clear width should be 7 feet, with 5 feet being the minimum width for one-way travel when adjacent to a roadway,” the proposed bikeway on Turk Street is 5 feet the entire length. This minimum width was chosen to allow for parking to physically separate bicyclists and vehicle traffic, and because anticipated bicycling volumes are unknown.

Second, the DIB89 states “a marked buffer between the on-street parking and the separated bikeway should be a minimum width of three feet. However, at on-street accessible parking the minimum width is five feet.” For the proposed bikeway on Turk Street, at the single on-street accessible parking space along the project, the minimum buffer width remains at three feet. This narrower buffer was chosen because the bicycle lane runs along the left-side of the street, which is typically not where accessible passenger loading occurs. Design review with the SFMTA Taxi Accessible Services subdivision further confirmed that paratransit vehicles and other accessibility loading patterns did not warrant additional design considerations to the left of accessible parking.

STAKEHOLDER ENGAGEMENT

Targeted Stakeholder Outreach

In collaboration with the Supervisor Kim’s office, the project worked with targeted stakeholders, including the Tenderloin Neighborhood Development Corporation and the Central City Single Room Occupancy Collaborative. The project team presented the project at stakeholder meetings in July, August, September and October, to identify project goals, assess resident needs, and to share design alternatives.

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Stakeholders expressed concern with existing Turk Street conditions including overall traffic speeds and bicyclists riding on the sidewalk. Additionally there were comments on specific street improvement measures, such as pedestrian countdown signals, plastic delineators at intersections and signal timing. In response to these concerns, the project provides a designated bikeway to reduce pedestrian and bicycle conflicts on the sidewalk, and the project proposes a travel lane reduction and narrowing to lower traffic speed. Upcoming SFMTA projects will additionally upgrade signals for pedestrian countdowns and signal timing.

In regard to parking, many stakeholders felt that the 2014 parking prohibition on Turk between Mason Street and Taylor Street was effective in pushing criminal activities away from that location, but they felt it may have simply relocated elsewhere in the neighborhood. Still, because the vast majority of residents are not drivers and did not need vehicle parking, they supported the project reallocation of parking spaces, and expressed general support for other uses of curb space, including the proposed parking protected bicycle lane and associated increased visibility for bicyclists and pedestrians to on-coming vehicles. The stakeholders who regularly drove expressed concern with parking loss, but agreed that off-street parking was an option, and many also supported the project proposal.

The SFMTA project team organized a corridor walk-through on September 21st, with stakeholder representatives from the Tenderloin YMCA, the Salvation Army KROC Center, the Chinatown Community Development Corporation, and Curry Senior Center. Project staff also met with corner captains from Tenderloin Safe Passage, whose volunteers oversee pedestrian safety along the corridor on a daily basis for children from nearby schools. From these events, there was a general agreement from participants to proceed with the proposed project alternative; the Salvation Army KROC Center has endorsed the project alternative.

Curry Senior Center staff expressed concern that the project would require seniors to cross a bicycle lane to access the facility. In further meetings, the project team determined that paratransit and senior drop-off needs would be allowed to use the bicycle lane to provide curb loading as necessary. The SFMTA project team will continue to work with the Curry Senior Center to ensure that access and loading needs are met and design will be addressed if necessary.

Door-to-Door Outreach

In early October, staff performed door-to-door outreach to businesses along Turk Street. They were able to make contact with more than 20 individuals including merchants and other street-level occupants to inform them of the proposed changes to the street.

The majority of merchants and store-front tenants expressed support for the idea of a parking protected bicycle lane along Turk Street. Some expressed concern for the loading needs, which included both commercial and passenger zones. These concerns are thoroughly addressed through project design since the project maintains the same number of dedicated commercial and passenger loading space (yellow and white zones). One merchant felt the proposed conversion of parking would impact their customer base as well as their own commute behavior. Overall, the door-to-door outreach resulted in primarily positive feedback from residents, stakeholders, and merchants.

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San Francisco Fire Department

The San Francisco Fire Department (SFFD) objected to the proposed bikeway along Turk Street based the following design issues:

1. Lack of 26' clear width for ladder truck operations
2. Increased distance from buildings due to southside parking lane relocated 8' away from curb, which affects:
 - a. Distance from pump/engine trucks to standpipes
 - b. Distance for 50-150' ready attack lines need to traverse for building access
 - c. Location of center of ladder turntable relative to building face

SFMTA staff modified the proposed design to address the Fire Department's concerns and believe the following existing conditions along the street and design elements of the project mitigate the Fire Department's concerns. SFMTA staff modified the proposed design as indicated below to address the Fire Department's concerns:

1. 26 feet Clear width for ladder truck operations
 - a. Building heights outside of ladder truck range – According to prior SFMTA-SFFD collaboration, 26 feet clear width is needed for ladder truck operations adjacent to buildings in the 40-75 feet height range. A survey of the project corridor revealed that many of the buildings and lots were lower or higher than this range—under 40 feet including parking lots and 1-2 story buildings, over 75 feet including buildings such as the Philip Burton Federal Building, which is 312 feet tall. For buildings outside of ladder truck range, the project maintains a 20 feet clear width minimum on Turk Street.
 - b. Building heights in ladder truck range with sprinkler systems – According to Appendix D of the California Fire Code, access for ladder trucks is not required for buildings with automatic sprinkler systems. A survey of the project corridor revealed that most of the buildings 40-75 feet in height have sprinkler systems and do not require ladder truck access.
 - c. Buildings heights in ladder truck range without sprinkler systems – At buildings along Turk St within the 40-75 feet height range, without observable sprinkler connections on the building face, the project ensured 26 feet clear width for ladder truck operations, existing bus zones, driveways, or project proposed parking prohibitions. For corner buildings in this category, 26 feet clear width is also provided from side streets.

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2. Increased distance from buildings on the south side of the street due to relocation of parking lane 8 feet to the north
 - a. Numerous red zones around fire hydrants, at driveways, and at turn pockets approaching intersections provide curb access for fire apparatus.
 - b. At other locations, the additional 8 feet increase is well within the range of the 50-150 feet ready lines.
 - c. SFMTA metered parking spaces are generally longer than typical vehicles, ensuring regularly spaced gaps between parked cars for curb access.
 - d. Standpipes and sprinkler systems reduce the need for ladder truck operations and for hose lines into buildings.
 - e. Ladder operation from outside the 15-30 feet range is common for fire departments around the country—including San Francisco.

The SFMTA has worked with the Fire Department to understand their operational needs, and while the design may not meet all of their requests, the SFMTA believes that it has designed the street with flexibility and building and hydrant access in mind so as not to preclude the Fire Department's emergency response activities. Much of the bikeway will be marked with only paint, allowing the design to be modified, if needed, after it is implemented. SFMTA staff will continue working with the Fire Department after the project is implemented to monitor operations.

Public Hearing

A public hearing was held on October 14, 2016 to solicit additional feedback from the community. More than 120 members of the community wrote in in support of establishing protected bikeways on Turk Street.

Three members of the public spoke in support of the project. One member from the Curry Senior Center expressed support but asked for increased consideration of the Curry Senior Center's unique curbside loading needs related to providing senior services. As a follow up, project staff met with Curry Senior Center executive staff to discuss concerns, agree upon specific evaluation around the care facility, and potential responses following project implementation should they be necessary.

ITEM FOR APPROVAL TO SUPPORT THE PROJECT

- A. ESTABLISH - BIKE LANE - Turk Street, south side, from Mason Street to Polk Street (Class IV Parking Protected Bike Lane)
- B. ESTABLISH – RED ZONE - Turk Street, south side, from 68 feet to 88 feet west of Taylor Street (removes meter #686-107 YML); Turk Street, south side, from 127 feet to 146 feet west

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of Taylor Street (removes meter #686-115); Turk Street, south side, from 233 feet to 274 feet west of Taylor Street (removes meter #686-127 and 131); Turk Street, north side, from 164 feet to 188 feet west of Taylor Street (removes meter #686-120); Turk Street, south side, from 11 feet to 32 feet west of Jones Street (removes meter #686-203); Turk Street, south side, from 158 feet to 179 feet west of Jones Street (removes meter #686-221G); Turk Street, south side, from 179 feet to 200 feet west of Jones Street (removes meter #686-223G); Turk Street, south side, from 192 feet to 212 feet west of Jones Street (removes meter #686-227); Turk Street, south side, from 31 feet to 53 feet east of Leavenworth Street (removes meter #686-243); Turk Street, south side, from 15 feet to 35 feet west of Leavenworth Street; Turk Street, south side, from 195 feet to 215 feet west of Leavenworth Street Turk Street, south side, from 264 feet to 354 feet west of Leavenworth Street (removes meter #686-331G, 333, 337, 339); Turk Street, south side, from 10 feet to 37 feet west of Hyde Street (removes meter #686-403); Turk Street, south side, from 153 feet to 173 feet west of Hyde Street (removes meter #686-419) Turk Street, south side, from 173 feet to 193 feet west of Hyde Street (removes meter #686-421); Turk Street, south side, from 213 feet to 231 feet west of Hyde Street (removes meter #686-423); Turk Street, south side, from 5 feet to 27 feet west of Dodge Place (removes meter #686-443G); Turk Street, south side, from 24 feet to 44 feet west of Larkin Street; Turk Street, south side, from 20 feet to 120 feet east of Polk Street

- C. ESTABLISH – PART-TIME YELLOW METER LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Turk Street, south side, from 26 feet to 46 feet west of Taylor Street (meter #686-103, for visibility); Turk Street, south side, from 56 feet to 86 feet west of Hyde Street (removes meter #686-407 and 409); Hyde Street, west side, from 22 feet to 44 feet south of Turk Street (meter #472-129, for visibility)
- D. ESTABLISH – GREEN PARKING METER – 30 MIN LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Turk Street, south side, from 74 feet to 95 feet west of Jones Street (meter #686-211); Turk Street, south side, from 95 feet to 116 feet west of Jones Street (meter #686-213)
- E. ESTABLISH – PART-TIME PASSENGER LOADING WHITE ZONE, 7 AM TO 9 AM, NOON TO 2 PM, 4 PM TO 6 PM, SCHOOL DAYS - Turk Street, south side, from 252 feet to 272 feet west of Jones Street
- F. ESTABLISH – PART-TIME PASSENGER LOADING WHITE ZONE - Turk Street, south side, from 177 feet to 195 feet west of Leavenworth (removes meter #686-321G)
- G. ESTABLISH – BLUE ZONE - Turk Street, south side, from 92 feet to 113 feet west of Leavenworth (removes meter #686-313G)
- H. ESTABLISH – LEFT LANE MUST TURN LEFT EXCEPT FOR BIKES - Turk Street, westbound, at Jones Street; Turk Street, westbound, at Hyde Street; Turk Street, westbound, at Polk Street

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- I. ESTABLISH – NO LEFT TURN ON RED - Turk Street, westbound at Jones Street; Turk Street, westbound at Hyde Street; Turk Street, westbound at Polk Street

ALTERNATIVES CONSIDERED

Three options were considered for Turk Street:

- Option 1: No project
- Option 2: Buffered Bicycle Lane
- Option 3: Parking Protected Bicycle Lane

Option 3 was chosen as the preferred alternative since it provides the most achievable level of safety through traffic calming and enhancement of the existing bicycle network with a bicycle lane.

FUNDING IMPACT

This project is part of the Turk Street Safety, funded by Proposition B General Fund Set Aside for Transportation.

- The Planning/Design phase is estimated to cost \$275,000.
- The Construction phase is estimated to cost \$500,000.

ENVIRONMENTAL REVIEW

The proposed Turk Street Safety Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively.

The Planning Department determined (Case Number 2016-011880ENV) that the proposed Turk Street Safety Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and 15304. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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

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RECOMMENDATION

SFMTA staff recommends approval of a protected bicycle lane on Turk Street between Mason Street and Taylor Street, a parking protected bicycle lane on Turk Street between Taylor Street and Polk Street, and various parking and traffic modifications to improve safety for bicyclists, pedestrians, and motorists.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency identified a need for traffic calming within the WalkFirst program, specifically the Turk Street Safety Project; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and

WHEREAS, The parking protected cycletrack proposed as part of the project meets these three requirements; and

WHEREAS, The parking protected cycletrack has been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The Turk Street Safety Project identified a bicycle lane to be the preferred solution as follows:

- A. ESTABLISH - BIKE LANE - Turk Street, south side, from Mason Street to Polk Street (Class IV Parking Protected Bike Lane)
- B. ESTABLISH – RED ZONE - Turk Street, south side, from 68 feet to 88 feet west of Taylor Street (removes meter #686-107 YML); Turk Street, south side, from 127 feet to 146 feet west of Taylor Street (removes meter #686-115); Turk Street, south side, from 233 feet to 274 feet west of Taylor Street (removes meter #686-127 and 131); Turk Street, north side, from 164 feet to 188 feet west of Taylor Street (removes meter #686-120); Turk Street, south side, from 11 feet to 32 feet west of Jones Street (removes meter #686-203); Turk Street, south side, from 158 feet to 179 feet west of Jones Street (removes meter #686-221G); Turk Street, south side, from 179 feet to 200 feet west of Jones Street (removes meter #686-223G); Turk Street, south side, from 192 feet to 212 feet west of Jones Street (removes meter #686-227); Turk

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- H. ESTABLISH – LEFT LANE MUST TURN LEFT EXCEPT FOR BIKES - Turk Street, westbound, at Jones Street; Turk Street, westbound, at Hyde Street; Turk Street, westbound, at Polk Street
- I. ESTABLISH – NO LEFT TURN ON RED - Turk Street, westbound at Jones Street; Turk Street, westbound at Hyde Street; Turk Street, westbound at Polk Street

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and,

WHEREAS, The proposed Turk Street Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and,

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WHEREAS, The Planning Department determined that the proposed Turk Street Safety Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304; the proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; 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,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed bicycle and traffic and parking modifications listed in items A-I above associated with the Turk Street Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 15, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency