Proposed Street Changes
Cambios Propuestos en la Calle | 街道改变建議 | Ipinanukalang mga Pagbabago sa Kalye

Brannan Street Safety Project
Brannan Street, from Delancey Street to 8th Street
Bike Lanes, Lane Reduction, Pedestrian Improvements

SFMTA Engineering Public Hearing:
Friday, August 17, 2018, at 10:00 AM
Room 416 (Hearing Room 4) City Hall, San Francisco

The Brannan Street Safety Project is a proposal by the San Francisco Municipal Transportation Agency (SFMTA) to improve safety and comfort along Brannan Street between The Embarcadero and Division Street for those who walk, bike, and drive in the South of Market neighborhood. This project is coordinated with a San Francisco Public Works effort to improve the sewer line, install curb ramps (where applicable) and install fiber optic cables on Brannan. Once this work is complete, the street will be repaved and transportation safety improvements will be implemented. For more information, we welcome you to visit the project website: www.sfmta.com/brannan

Project elements include:
- Converting the roadway from four to three travel lanes to encourage slower speeds
- Bikeways between 8th Street and Delancey Street
- Center left turn lane to facilitate turning movements without impacting through traffic
- Pedestrian head-start at intersections so pedestrians can begin crossing before drivers start turning
- High-visibility crosswalks and advanced stop bars at intersections to increase pedestrian safety and comfort while crossing the street
- Red zones at intersections to improve the visibility of pedestrians at crosswalks

Below are the elements of the project that require legislative changes to implement on Brannan Street between Delancey Street and Second Street. Comments on all aspects of the project proposal are welcome and encouraged.

ESTABLISH – CLASS II BIKEWAY (BIKE LANE)
Brannan Street, eastbound, between 8th Street and Delancey Street
Brannan Street, westbound, between Delancey Street and 7th Street

ESTABLISH – TWO-WAY LEFT-TURN LANE
Brannan Street, between 7th Street and Colin P. Kelly Jr. Street

ESTABLISH – TOW AWAY NO STOPPING ANY TIME
Brannan Street, north side, from 2nd Street to 136 feet easterly (removes five metered spaces)

ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE 7 AM TO 6 PM, MONDAY THROUGH SATURDAY
Brannan Street, north side, from 194 feet to 231 feet east of 2nd Street

ESTABLISH – MOTORCYCLE PARKING
Brannan Street, north side, from 370 feet to 400 feet west of Delancey Street

ESTABLISH – RED ZONE
Brannan Street, south side, from Colin P. Kelly Jr. Street to 25 feet westly
Colin P. Kelly Jr. Street, east side, from Brannan Street to 20 feet southerly (removes one unmetered space)

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

RESCIND – 45-DEGREE ANGLED GENERAL METERED PARKING
Brannan Street, south side, from 50 feet to 195 feet east of 2nd Street
Brannan Street, north side, from 131 feet to 226 feet east of 2nd Street
(From Second Street Improvement Project Legislation. Approved but not implemented.)

If you would like to comment on this proposed change, you may attend an SFMTA Public Hearing or file your comments in writing before the hearing:
- Email: sustainable.streets@sfmta.com with subject line “Public Hearing”
- Mail: Public Hearing, Sustainable Streets Division
  One South Van Ness Avenue, 7th Floor, San Francisco, CA 94103-5417

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All comments will be reviewed by project staff and the hearing facilitator and will be entered into the public record. Comments will be considered when a determination is made whether to implement the change. After the hearing, proposals with an asterisk (*) can be approved by the City Traffic Engineer. Otherwise, the SFMTA Board of Directors will make the final approval at a later date based on the outcome of the public hearing. Final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors. Information about the review process can be found at www.sfbos.org.

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Proposed Street Changes

Brannan Street Safety Project
Brannan Street, from Delancey Street to 8th Street
Bike Lanes, Lane Reduction, Pedestrian Improvements

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### Project elements include:
- Converting the roadway from four to three travel lanes to encourage slower speeds
- Bikeways between 8th Street and Delancey Street
- Center left turn lane to facilitate turning movements without impacting through traffic
- Pedestrian head-start at intersections so pedestrians can begin crossing before drivers start turning
- High-visibility crosswalks and advanced stop bars at intersections to increase pedestrian safety and comfort while crossing the street
- Red zones at intersections to improve the visibility of pedestrians at crosswalks

### Below are the elements of the project that require legislative changes to implement on Brannan Street between Second Street and Third Street. Comments on all aspects of the project proposal are welcome and encouraged.

- **Establish – Class II Bikeway (Bike Lane)**
  - Brannan Street, eastbound, between 8th Street and Delancey Street
- **Establish – Two-Way Left-Turn Lane**
  - Brannan Street, between 7th Street and Colin P. Kelly Jr. Street
- **Establish – Tow Away No Stopping Any Time**
  - Brannan Street, north side, from 3rd Street to 165 feet easterly (removes five metered spaces)
- **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 Stanfords Street
- **Establish – Metered Yellow Commercial Loading Zone 7 AM To 6 PM, Monday Through Saturday**
  - Brannan Street, south side, from Stanfords Street to 22 feet easterly
- **Establish – Metered Six-Wheeled Yellow Commercial Loading Zone 7 AM To 4 PM, Monday Through Friday**
  - 3rd Street, east side, from 34 feet to 57 feet south of Brannan Street
- **Establish – Red Zone**
  - 3rd Street, east side, from Brannan Street to 32 feet southerly (removes four metered motorcycle spaces)

All comments will be reviewed by project staff and the hearing facilitator and will be entered into the public record. Comments will be considered when a determination is made whether to implement the change. After the hearing, proposals with an asterisk (*) can be approved by the City Traffic Engineer. If you would like to comment on this proposed change, you may attend an SFMTA Public Hearing or file your comments in writing before the hearing:

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**For illustrative purposes only. Please visit project webpage for full corridor drawing.**

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Below are the elements of the project that require legislative changes to implement on Brannan Street between Fourth Street and Fifth Street. Comments on all aspects of the project proposal are welcome and encouraged.

**ESTABLISH – CLASS II BIKEWAY (BIKE LANE)**
Brannan Street, eastbound, between 8th Street and Delancey Street
Brannan Street, westbound, between Delancey Street and 7th Street

**ESTABLISH – TWO-WAY LEFT-TURN LANE**
Brannan Street, between 7th Street and Colin P. Kelly Jr. Street

**ESTABLISH – NO LEFT TURN OR U-TURN EXCEPT MUNI**
Brannan Street, westbound, at 5th Street

**ESTABLISH – METERED YELLOW COMMERCIAL LOADING ZONE 7 AM TO 6 PM, MONDAY THROUGH SATURDAY**
Brannan Street, south side, from 207 feet to 238 feet west of 4th Street

**ESTABLISH – RED ZONE**
Brannan Street, south side, from 4th Street to 22 feet westerly (removes one metered space)

Project elements include:

- Converting the roadway from four to three travel lanes to encourage slower speeds
- Bikeways between 8th Street and Delancey Street
- Center left turn lane to facilitate turning movements without impacting through traffic
- Pedestrian head-start at intersections so pedestrians can begin crossing before drivers start turning
- High-visibility crosswalks and advanced stop bars at intersections to increase pedestrian safety and comfort while crossing the street
- Red zones at intersections to improve the visibility of pedestrians at crosswalks

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Brannan Street, from Delancey Street to 8th Street   Friday, August 17, 2018, at 10:00 AM
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**Project elements include:**

- Converting the roadway from four to three travel lanes to encourage slower speeds
- Bikeways along 8th Street and Delancey Street
- Center left turn lane to facilitate turning movements without impacting through traffic
- Red zones at intersections to improve the visibility of pedestrians at crosswalks
- Pedestrian head-start at intersections so pedestrians can begin crossing before drivers start turning
- High-visibility crosswalks and advanced stop bars at intersections to increase pedestrian safety and comfort while crossing the street

**Below are the elements of the project that require legislative changes to implement on Brannan Street between Fifth Street and Sixth Street. Comments on all aspects of the project proposal are welcome and encouraged.**

**Establecer - Clase II Ciclovía (Bikeway Lane):**

- Brannan Street, eastbound, between 8th Street and Delancey Street
- Brannan Street, westbound, between Delancey Street and 7th Street

**Establecer - Zona Roja:**

- Brannan Street, between 7th Street and Colin P. Kelly Jr. Street
- Brannan Street, westbound, at 6th Street

**Establecer - General Metered Parking, 9 AM to 6 PM, Monday through Saturday:**

- Brannan Street, both sides, from 5th Street to 6th Street
- Brannan Street, north side, from 120 feet to 500 feet east of 6th Street

**Establecer - Metered Yellow Commercial Loading Zona 6 AM to Noon, Monday through Saturday:**

- Brannan Street, south side, from 332 feet to 352 feet east of 6th Street

**Rescind - Towing Away No Stopping 4 PM to 6 PM, Monday through Friday:**

- Brannan Street, north side, from 5th Street to 19 feet west of 6th Street
- Brannan Street, north side, from 120 feet to 600 feet east of 6th Street

**Rescind - 2 Hour Parking, 7 AM to 6 PM, Monday through Saturday:**

- Brannan Street, south side, from 5th Street to 6th Street

**Establecer - Zona Roja:**

- Brannan Street, south side, from 5th Street to 19 feet west of 6th Street
- Brannan Street, south side, from 5th Street to 110 feet westerly (removes five unmetered spaces)
- Brannan Street, south side, from 120 feet to 600 feet east of 6th Street (removes six unmetered spaces)
- Brannan Street, north side, from 100 feet to 120 feet east of 6th Street (removes one commercial loading space)

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**Establish – TOW AWAY NO STOPPING ANY TIME:**

- Brannan Street, south side, from 5th Street to 115 feet westerly

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**Noticias de interpretación gratuitas:**

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- **Vietnamese:** Nếu bạn cần dịch miễn phí, hãy đề nghị trước ít nhất 48 giờ trước cuộc họp. / Para servicios de interpretación gratuitos, por favor haga su petición 48 horas antes de la reunión.
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- High-visibility crosswalks and advanced stop bars at intersections to increase pedestrian safety and comfort while crossing the street
- Red zones at intersections to improve the visibility of pedestrians at crosswalks

Below are the elements of the project that require legislative changes to implement on Brannan Street between Sixth Street and Seventh Street. Comments on all aspects of the project proposal are welcome and encouraged.

**ESTABLISH – CLASS II BIKEWAY (BIKE LANE)**

- Brannan Street, eastbound, between 8th Street and Delancey Street
- Brannan Street, westbound, between Delancey Street and 7th Street

**ESTABLISH – TWO-WAY LEFT-TURN LANE**

- Brannan Street, between 7th Street and Colin P. Kelly Jr. Street

**ESTABLISH – TOW AWAY NO PARKING ANY TIME**

- Brannan Street, south side, from Harriet Street to 72 feet westerly (removes two unmetered spaces)

**ESTABLISH – BLUE ZONE**

- Brannan Street, south side, from 5 feet to 25 feet east of 7th Street

**ESTABLISH – TOW AWAY NO STOPPING ANY TIME**

- Brannan Street, north side, from 7th Street to Gilbert Street (removes one metered space and a 40’ commercial loading zone)

**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

**ESTABLISH – RED ZONE**

- 7th Street, east side, from Brannan Street to 15 feet southerly (removes one unmetered space)
- 6th Street, west side, from Brannan Street to 20 feet northerly (removes one unmetered space)
- Gilbert Street, west side, from Brannan Street to 20 feet northerly (removes one unmetered space)
- Broadman Place, west side, from Brannan Street to 20 feet northerly (removes one unmetered space)
- Brannan Street, south side, from Lucerne Street to 23 feet westerly (removes one metered space)

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Below are the elements of the project that require legislative changes to implement on Brannan Street between Seventh Street and Eighth Street. Comments on all aspects of the project proposal are welcome and encouraged.

- Converting the roadway from four to three travel lanes to encourage slower speeds
- Bikeways along both sides of the street, from Delancey to 8th Street
- Center turn lane to facilitate turning movements without impacting through traffic
- Pedestrian head-start at intersections so pedestrians can begin crossing before drivers start turning
- High-visibility crosswalks and advanced stop bars at intersections to increase pedestrian safety and comfort while crossing the street
- Red zones at intersections to improve the visibility of pedestrians at crosswalks

Items with an asterisk (*) are California Environmental Quality Act (CEQA) Approval Actions for which the Planning Department has issued a CEQA exemption determination or negative declaration, which may be viewed online at www.sf-planning.org/ceqa-exemptions-map. Following approval of the item by the SFMTA City Traffic Engineer, the CEQA determination is subject to appeal within the timeframe specified in S.F. Administrative Code Section 31.16, typically within 30 calendar days of the Approval Action. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors or other City Board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

If you would like to comment on this proposed change, you may attend an SFMTA Public Hearing or file your comments in writing before the hearing:
- Email: sustainable.streets@sfmta.com with subject line “Public Hearing”
- Mail: Public Hearing, Sustainable Streets Division
  One South Van Ness Avenue, 7th Floor, San Francisco, CA 94103-5417

To obtain a copy of the agenda or learn more, visit SFMTA.com/engineering.

415.646.4270: For free interpretation services, please submit your request 48 hours in advance of meeting. / 如果需要免費口語翻譯，請於會議之前48小時提出要求。 / Para servicios de interpretación gratuitos, por favor haga su petición 48 horas antes de la reunión. / Para sa libreng serbisyo sa interpretasyon, kailangan mag-request 48 oras bago ang miting.

All comments will be reviewed by project staff and the hearing facilitator and will be entered into the public record. Comments will be considered when a determination is made whether to implement the change. After the hearing, proposals with an asterisk (*) can be approved by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors. Information about the review process can be found at www.sfbos.org.