

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Amending Transportation Code, Division II, Section 801, to revise parking restrictions on Larkin Street and McAllister Street; and approving various traffic and parking modifications to improve pedestrian safety as part of the Larkin Street Quick-Build Project.

SUMMARY:

- The Larkin Street Quick-Build project, stretching from Market to Sutter streets, proposes the removal of one travel lane on Larkin Street between Geary and Sutter streets to slow vehicle traffic speeds and increase pedestrian safety. Additional intersection safety improvements would include a painted safety zone and left turn safety treatment.
- The project proposes installing left turn only lanes on Larkin Street at Turk, Eddy, and Geary streets in coordination with a signal project that will install protected left turns at these intersections.
- The project includes a curb management plan that proposes additional color curb zones to provide more space for loading and to deter double parking, extension of bus stop lengths to improve access for the 19 Polk Muni bus when servicing stops, and additional blue zones to improve accessibility on the corridor. The project would remove 11 general metered parking spaces on Larkin Street and three general metered parking spaces on side streets of the project corridor.
- SFMTA project staff and community partners conducted extensive outreach that informed the current design proposal, including various accommodations for parking and loading to support nearby businesses.
- The San Francisco Planning Department has determined that the Larkin Street Quick-Build Project is statutorily exempted 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. Transportation Code, Division II Amendment

APPROVALS:

DATE

DIRECTOR



September 11, 2025

SECRETARY



September 10, 2025

ASSIGNED SFMTAB CALENDAR DATE: September 16, 2025

PURPOSE

Amending Transportation Code, Division II, Section 801, to revise parking restrictions on Larkin Street and McAllister Street; and approving various traffic and parking modifications to improve pedestrian safety as part of the Larkin Street Quick-Build Project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

Goal 7: Build stronger relationships with stakeholders.

This item would support the following Transit First Policy 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.

DESCRIPTION

Project Background

Every street in the Tenderloin neighborhood has been identified as part of the Vision Zero High Injury Network, the 12 percent of streets that account for 68 percent of San Francisco's severe and fatal traffic injuries. Over the past five years, the SFMTA has implemented several traffic safety improvements across the Tenderloin neighborhood, including pedestrian scrambles, signal retiming, speed limit reductions, No Turn On Red restrictions, and several quick-build projects. These accomplishments stemmed from the community's advocacy and demand for increased investment and broader solutions for traffic safety. Since 2019, a total of five quick-build projects have been completed in the Tenderloin, including Taylor Street, Leavenworth Street, Golden Gate Avenue, Jones Street, and Hyde Street. Larkin Street is the last corridor in the

Tenderloin to receive a quick-build project. Building off previous Tenderloin quick-build projects, the goal of the Larkin Street Quick-Build project is to improve mobility and traffic safety for the most vulnerable road users on Larkin Street between Market and Sutter streets.

The Larkin Street Quick-Build project was also developed in coordination with the SFMTA Tenderloin Traffic Signal Upgrades project and the San Francisco Department of Public Works (SFPW) Various Locations #62 paving project. The signal project will install protected left turns to address the pedestrian collision history at three intersections within the Larkin Street Quick-Build project limits and is anticipated to begin construction in early 2027. The paving project includes repaving Larkin Street between McAllister and O'Farrell streets and is anticipated to be completed by October 2025. The Larkin Street Quick-Build will be implemented immediately following the completion of the paving project to minimize construction impacts in the community.

Existing Conditions

This eleven-block project area extends along Larkin Street between Market and Sutter streets in the Tenderloin neighborhood. Larkin Street is a one-way northbound corridor that generally consists of 45 feet of roadway space with 12-foot-wide sidewalks on both sides of the street. There are typically three northbound vehicle travel lanes with parking on both sides of the street. There is an additional southbound travel lane with diagonal parking on the west side of Larkin Street between McAllister and Grove streets. All intersections along the project corridor have advanced limit lines and continental crosswalks. Some of the cross streets are one-way streets, and all intersections are signalized. There is curbside metered parking, loading zones, and bus zones along the project area. There are 115 general metered parking spaces, 26 commercial loading spaces, six passenger loading zones, eight ADA-accessible parking spaces (blue zone), five short-term general metered parking stalls (green zone), and nine motorcycle spaces in the project area.

Transit in the Project Area

The 19 Polk Muni bus route travels north (inbound) on Larkin Street between Market and Geary streets within the project corridor. The 19 Polk connects several neighborhoods, including neighborhoods identified in the Muni Service Equity Strategy. The 31 Balboa Muni bus route travels north (outbound) for one block on Larkin Street between Turk and Eddy streets. Five existing Muni bus stop zones are located along Larkin Street at Grove Street, McAllister Street, Golden Gate Avenue, Eddy Street, and O'Farrell Street. Other buses that travel along the project area include Golden Gate Transit regional bus routes 101, 130, and 150, which run northbound on Larkin Street from Market to McAllister streets.

Collision History

From the period between May 2020 and April 2025, there were a total of 150 collisions along Larkin Street from Market to Sutter streets. Of those collisions, 16 resulted in severe injuries and two resulted in fatalities. Forty one percent of the total collisions involved pedestrians. The top

three most frequent crash types are drivers' failure to yield right-of-way at crosswalks (24/150), followed by red light violations (20/150), and unsafe speeds (13/150).

Volumes, Speeds, & Counts

As of 2021, the speed limit on Larkin Street and the entire Tenderloin neighborhood was reduced from 25 MPH to 20 MPH. Traffic volumes along with vehicles speeds were collected in spring 2024 at several locations along the corridor. The data is as follows:

- Larkin and McAllister hourly vehicle volumes (March 2024):
 - 1,069 vehicles northbound, 718 vehicles eastbound/westbound (AM)
 - 1,034 vehicles northbound, 686 vehicles eastbound/westbound (PM)
- Larkin and O'Farrell vehicles volumes (March 2024):
 - 675 vehicles northbound, 569 vehicles eastbound (AM)
 - 745 vehicles northbound, 588 vehicles eastbound (PM)
- Median speeds are 19 MPH northbound on Larkin between Grove and Hayes streets and Eddy and Turk streets (April 2024)

Proposed Improvements

Proposed safety improvements include a two-block vehicle travel lane reduction, left turn only lanes, and pedestrian safety improvements. In general, improvements are as follows:

Travel Lane Reconfiguration & Pedestrian Improvements

The proposed project would convert the street from three general travel lanes to two general travel lanes on the two blocks between Geary and Sutter streets. This roadway design will conform with the existing two-lane configuration on Larkin Street north of Sutter Street. At Sutter Street, there will be a left turn pocket in addition to the two travel lanes. The proposed width of the lanes range between 10 and 16 feet.

The proposed project would reallocate one travel lane into a dedicated left turn lane at Golden Gate Avenue, Eddy Street, and Geary Street in coordination with a future traffic signal project that will separate the pedestrian phase from vehicle left turns. The project also proposes removing the "Right Lane Must Turn Right Except Muni" restriction between Ellis and O'Farrell streets to better accommodate through traffic volumes. There will be a minimum of two general travel lanes throughout the project corridor from Market Street to Sutter Street.

To further enhance safety for pedestrians, the proposed project would install a painted safety zone at the southwest corner of McAllister Street. This painted safety zone would use the footprint of the existing red zones to install these improvements and would not require additional parking or loading removal. Additionally, turn safety treatment that consists of installing small rubber speed bumps to harden the roadway center line would be installed at Grove Street to encourage drivers to take left turns more slowly and increase driver awareness of other road

users.

Parking and Loading Changes and Bus Stop Lengthening

The proposed project includes color curb changes to add additional commercial and passenger loading on the corridor and deter double parking behavior by providing dedicated curb space for vehicles to load and unload. Five general metered parking spaces would be converted into four new General Loading Zone spaces and yellow commercial loading spaces. One yellow commercial loading zone will also be converted back to general metered parking due to a business vacating the storefront.

This project proposes adding new blue zones to improve accessibility along the corridor. There are five blue zones proposed on Larkin Street and six blue zones proposed on side streets that intersect with Larkin Street. The side street blocks that will have new blue zones are McAllister Street between Polk and Larkin streets, Willow Street between Van Ness Avenue and Larkin Street, Hyde Street between Ellis and Eddy streets, Hyde Street between Turk Street and Golden Gate Avenue, Sutter Street between Polk and Larkin streets, and Hayes Street between Polk and Market streets. General metered parking spaces will be converted into blue zones except for the following blocks:

- McAllister Street between Polk and Larkin streets (converts one metered green space);
- Willow Street between Van Ness Avenue and Larkin Street (converts “Tow-Away, No Stopping Anytime” zone); and
- Hyde Street between Turk Street and Golden Gate Avenue (converts a temporary blue zone into a permanent blue zone).

In order to improve transit access on Larkin Street, the project proposes to lengthen the existing Muni bus stops to the standard lengths of 80 feet for farside stops and 100 feet for nearside stops. This will allow adequate space for buses to access the curb and pull fully out of the travel lane. On the east side of Larkin Street between Fulton and McAllister streets, two green short-term general metered parking spaces and one 19-foot yellow commercial loading zone space are being removed to lengthen the bus stop and existing passenger loading zone. One Farmers Market permit parking space will be removed from Larkin Street and two new Farmers Market permit parking spaces are proposed to be installed on McAllister Street between Larkin and Polk streets. To lengthen bus stops at Golden Gate Avenue, Eddy Street, and O’Farrell Street, three general metered parking spaces will be removed with the project.

Overall, the proposed project removes 11 general metered parking spaces on Larkin Street between Market and Sutter streets and three general metered parking spaces on the side streets of Hyde, Sutter, and Hayes streets.

PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS

Items D and J through R require SFMTA Board Approval. Further, although Transportation Code, Division II, Section 201, Subsections (a) and (b) delegate to the City Traffic Engineer the authority to approve all other items, the City Traffic Engineer recommends that the SFMTA Board approve Items A through C and Items E through I, as part of the Larkin Street Quick-Build Project.

- A. ESTABLISH – LEFT LANE MUST TURN LEFT, Larkin Street, northbound at Turk Street; Larkin Street, northbound at Eddy Street; Larkin Street, northbound at Geary Street.
- B. RESCIND – LEFT LANE MUST TURN LEFT, Larkin Street, northbound at Sutter Street.
- C. RESCIND – RIGHT LANE MUST TURN RIGHT EXCEPT BUSES AND TAXIS, Larkin Street, northbound at O’Farrell Street.
- D. ESTABLISH – BUS ZONE, Larkin Street, east side, from McAllister Street to 91 feet southerly (extends existing 71-foot zone by 20 feet); Larkin Street, east side, from Golden Gate Avenue to 83 feet northerly (extends existing 60-foot zone by 23 feet); Larkin Street, east side, from Eddy Street to 98 feet southerly (extends existing 74-foot zone by 24 feet); Larkin Street, east side, from O’Farrell Street to 105 feet southerly (extends existing 70-foot zone by 35 feet).
- E. ESTABLISH – BLUE ZONE, Larkin Street, east side, from 20 feet to 42 feet north of Geary Street (metered space #904); Larkin Street, west side, from 8 feet to 26 feet north of Post Street (metered space #1001); McAllister Street, north side, from 20 feet to 40 feet east of Polk Street (metered space #60-G); Hyde Street, west side, from 10 feet to 32 feet south of Turk Street (metered space #131); Hyde Street, west side, from 10 feet to 31 feet south of Ellis Street (metered space #329); Willow Street, south side, from 5 feet to 28 feet west of Larkin Street; Larkin Street, west side, from 21 feet to 41 feet north of O’Farrell Street (metered space #803); Sutter Street, south side, from 22 feet to 44 feet east of Polk Street (metered space #1153-G); Hyde Street, west side, from 20 feet to 40 feet south of Sutter Street (in RPP zone); Larkin Street, west side, from 8 feet to 30 feet north of Geary Street (metered space #901); Larkin Street, west side, from Cedar Street to 24’ northerly (metered space #919); Hayes Street, south side, from 28 feet to 47 feet east of Polk Street (metered space #33).
- F. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES, MONDAY THROUGH TUESDAY AND THURSDAY THROUGH SATURDAY, Larkin Street, east side, from 168 feet to 213 feet south of McAllister Street (removes metered spaces #210 and #212-G).
- G. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES, DAILY, Larkin Street, east side, from 146 feet to 168 feet south of McAllister Street (removes metered space #214-G).
- H. RESCIND – PASSENGER LOADING ZONE, AT ALL TIMES, DAILY, Larkin Street, east side, from 71 feet to 91 feet south of McAllister Street.
- I. ESTABLISH – GENERAL LOADING ZONE, 5 MINUTE TIME LIMIT, 7 AM TO 10 PM, DAILY, Larkin Street, east side, from 83 feet to 105 feet north of Golden Gate

Avenue (metered space #410); Larkin Street, east side, from 98 feet to 116 feet south of Eddy Street (metered space #518); Larkin Street, west side, from 5 feet to 23 feet north of Willow Street (metered space #619); Larkin Street, west side, from Myrtle Street to 18 feet northerly (metered space #819).

- J. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY, Larkin Street, east side, from 112 feet to 138 feet south of Turk Street (metered space #418).
- K. RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY, Larkin Street, west side, from 20 feet to 39 feet south of O’Farrell Street (metered space #727); Larkin Street, east side, from 60 feet to 83 feet north of Golden Gate Avenue (metered space #408); Larkin Street, east side, from 190 feet to 213 feet south of McAllister Street (metered space #210); Sutter Street, south side, from 119 feet to 141 feet east of Polk Street (metered space #1143).
- L. ESTABLISH – METERED GREEN ZONE, 15 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, Larkin Street, west side, from 43 feet to 63 feet north of Willow Street (metered space #623).
- M. RESCIND – METERED GREEN ZONE, 30 MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY, Larkin Street, east side, from 146 to 190 feet south of McAllister Street (metered spaces #212-G and #214-G); Larkin Street, west side, from 5 to 23 feet north of Willow Street (metered space #619-G).
- N. ESTABLISH – METERED GREEN ZONE, 15 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, Sutter Street, south side, from 44 feet to 69 feet east of Polk Street (metered space #1149).
- O. ESTABLISH – GREEN ZONE, SHORT-TERM PARKING, 10-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, TOW-AWAY NO STOPPING ALL OTHER TIMES, Willow Street, south side, from 28 feet to 70 feet west of Larkin Street.
- P. RESCIND – TOW-AWAY, NO STOPPING ANY TIME, Willow Street, south side, from 47 feet to 70 feet west of Larkin Street.
- Q. RESCIND – FARMERS MARKET PERMIT PARKING ONLY, 3 AM TO 6 PM, WEDNESDAY AND SUNDAY, VEHICLES WITH PERMITS EXEMPT FROM METERS ON WEDNESDAY AND SUNDAY, Larkin Street, east side, from 146 feet to 168 feet south of McAllister Street (metered space #214-G).
- R. ESTABLISH – FARMERS MARKET PERMIT PARKING ONLY, 3 AM TO 6 PM, WEDNESDAY AND SUNDAY, VEHICLES WITH PERMITS EXEMPT FROM METERS ON WEDNESDAY AND SUNDAY, McAllister Street, south side, from 12 feet to 36 feet west of Larkin Street.

EMERGENCY ACCESS

To maintain appropriate emergency access for the San Francisco Fire Department (SFFD), San Francisco Police Department (SFPD), and other first responders, the Project team has submitted proposed street designs for interdepartmental reviews. Large vehicle and custom SFFD vehicle turning templates were also used to determine dimensions in the conceptual design.

This Project was reviewed at the Transportation Advisory Safety Committee (TASC) on July 10,

2025, with no objections from SFMTA Streets, SFMTA Transit Operations, SFMTA Parking Enforcement, SFMTA Taxi Services, the San Francisco Planning Department, the SFPW, the SFPD, or the SFFD.

STAKEHOLDER ENGAGEMENT

The SFMTA engaged in extensive community outreach for this project. Overall, community engagement found support for the quick-build project in general, with some concerns related to parking/loading, intersection safety, and the road lane configuration as discussed below.

The community outreach process for this project began in summer 2024. The project's engagement and outreach strategies were divided into two main phases.

Phase 1: Relationship Building and Conceptual Project Introduction (Summer 2024 – Fall 2024)

Building off earlier quick-build project work in the neighborhood, project staff knew it was critical to build an outreach team that included residents and community members who work and/or live in the Tenderloin. Staff collaborated with the Tenderloin Traffic Safety Task Force prior to reaching out to the greater community to discuss and co-develop a project outreach plan that identified key engagement activities. Staff also continued to update the Task Force on project design and feedback received while regularly attending their recurring meeting or updating through email.

Outreach activities focused on stakeholder relationship building, including door-to-door outreach, in-person presentations, event tabling, and pop ups. Outreach activities included materials translated into Arabic, Chinese, Russian, Spanish, Filipino, and Vietnamese and sometimes included interpreters that spoke Vietnamese, Spanish, and Chinese.

In June 2024, the project team conducted door-to-door visits along the corridor distributing translated factsheets in six languages and discussing conceptual designs and current conditions with business owners:

- 6/13/2024 (Thursday) – 11:00 AM to 2:00 PM
- 6/28/2024 (Friday) – 12:30 PM to 4:30 PM
- 7/29/2024 (Monday) – 11:00 AM to 1:00 PM

Merchants were invited to complete a loading needs survey to help staff better understand operational concerns along the corridor. A Vietnamese interpreter joined staff to support language access for one of the sessions. In total, 33 respondents completed the loading survey. Responses were mixed, with many expressing concerns about traffic, parking, and enforcement. While many merchants expressed support or indifference for the project, staff also heard concerns surrounding a proposal to reallocate a through lane into a Transit Only Lane (TOL) on Larkin Street between Market and O'Farrell streets. They cited concerns about congestion, traffic flow, parking, enforcement, and sanitation issues. Several constituents were also neutral toward pedestrian safety improvements. 13 respondents were in support of the TOL proposal, seven

were opposed, and the remaining 13 were indifferent or unsure.

Staff tabled at neighborhood events and shared project materials, answered questions, collected feedback, and had giveaway items:

- Sunday Streets Tenderloin – 6/23/24
- 3rd Annual Music City Songwriters Festival – 10/19/24
- 555 Larkin Tenderloin Neighborhood Development Corporation Apartments – 10/28/24

Staff also directly engaged with multiple stakeholders in person to introduce the project:

- Southeast Asian Community Center – 7/17/2024
 - Introduced the project and offered providing a presentation during a visit to the center
- La Voz Latina Community Group – 8/16/2024
 - Did a presentation and provided project materials in Spanish to Spanish-speaking community members
- Tenderloin Community Benefit District (TLCBD) & SF Recreation & Parks (RPD) Soccer Fridays at Tenderloin Recreation Center – 9/13/2024
 - Distributed tote bags with translated project factsheets and contact information to local families in attendance

Pop-up office hours were held in outdoor Tenderloin locations to gather feedback on the conceptual design of the project and answer questions. Illustrations of proposed designs and fact sheets translated into multiple languages were shared. Staff spoke to 13 people, including staff from San Francisco Public Library (SFPL), TLCBD, and others who shop, live or work nearby:

- Heart of the City Farmers Market – Wednesday, 10/2/24, 8:00 AM to 10:00 AM
- Civic Center Plaza – Friday, 10/4/24, 4:00 PM to 6:00 PM

A summary of key takeaways staff heard from Phase 1 Outreach:

- From the merchant loading survey, the common themes were:
 - “Parking” – Frequently mentioned as limited or problematic.
 - “Loading” – Concerns about double parking and need for designated zones.
 - “Traffic” – Many worry lane reductions will worsen congestion.
 - “Safety” – Pedestrian safety is a recurring topic.
 - “Homeless” – Several comments mention safety concerns related to homelessness.
 - “Double parking” – Seen both as a necessity and a problem.
- People at multiple events shared frustration with electric scooters using the sidewalk. Parents who walk with small children were especially concerned for their safety both on sidewalks and crossing the street.
- Project design feedback received at neighborhood events such as Sunday Streets were typically positive and people supported pedestrian and transit improvements, including a proposed TOL that was originally proposed as part of the project.

Phase 2: Design Feedback Period (Summer 2025)

SFMTA staff incorporated the community feedback from Phase 1 into the proposed design. A

major focus of this phase of outreach was also to gain feedback on whether the proposed color curb mix suits the needs of the blocks.

The project team conducted a second round of door-to-door visits in July 2025 and shared updated project proposals, translated color curb fact sheets that describe the different types of loading zones, and information about the Engineering Public Hearing:

- 7/18/2025 (Friday) – 12:00 PM to 3:30 PM
- 7/21/2025 (Monday) – 2:00 PM to 5:00 PM

On August 1, 2025, the project proceeded to the SFMTA Engineering Public Hearing for public comment. At Public Hearing, one member of the public provided comments. Staff heard their opposition citing that reduced throughput on Larkin Street and poor signal timing create driver frustration and lead to “No Turn On Red” violations.

Following the Public Hearing, staff conducted in-person visits to continue conversations with businesses about sponsoring the proposed General Loading Zones. These businesses initially expressed interest in short-term loading and parking options in the merchant loading survey. Staff discussed the process for sponsoring a General Loading Zone since the project covers the installation, but the businesses would need to pay a renewal fee at two years if they would like to keep the zone. Staff will continue to follow up with business owners if they need assistance filling out Color Curb Program applications.

A summary of key takeaways staff heard from Phase 2 Outreach:

- Staff received little opposition from door-to-door outreach after the TOL proposal was removed as an alternative design.
- Two merchants are opposed to converting general metered parking into General Loading Zones on their blocks.

Communication methods applied throughout outreach phases:

- **Project website** served as the landing page for the project, with information about the project, project factsheets, contact information for the project team, and a project timeline, among other features.
- **Loading survey** administered in-person during door-to-door to solicit feedback from stakeholders on loading needs and safety on Larkin Street.
- **Multilingual project factsheets** were used in both printed and online forms and were available in English, Arabic, Chinese, Russian, Spanish, Filipino, and Vietnamese.
- **Multilingual project flyers** with QR codes that directed people to the project website and provided information on in-person outreach events.
- **E-mails** with project updates were routinely sent to stakeholders and subscribers and provided an opportunity for people to provide feedback.
- **Public Hearing notices** were posted on the project corridor from Market to Sutter streets.

ALTERNATIVES CONSIDERED

The project team assessed design alternatives prior to recommending the proposed design. Given the direction to focus on implementing near-term pedestrian safety improvements on Larkin Street under the Quick-Build program, the project team recommends a minimum of two through lanes from Market to Sutter streets with three left turn only lanes and a travel lane reduction between Geary and Sutter streets. The following details alternatives considered and the associated tradeoffs and constraints.

Transit Only Lane: SFMTA staff considered reallocating the right-most lane into a Transit Only Lane. Given the current through traffic volumes on Larkin Street, the street width, and coordinating with the planned signal for protected left turns at three intersections, it was not feasible to have a continuous Transit Only Lane while maintaining two through lanes throughout the 19 Polk route between Market Street and Geary Street. In addition to the lane configuration, bus stop placement and existing bulb-outs required vehicles to laterally shift back and forth through most blocks. Traffic modeling shows increased congestion for through vehicles between Market and McAllister streets based on peak traffic volumes, impacting transit and overall traffic flow. Providing sufficient turn pockets at the intersections also requires removal of parking. Staff do not recommend this design due to the operational challenges for 19 Polk Muni operators, increased congestion, and parking impacts.

No-Build Option: On average, Larkin Street within the project limits experiences 2.5 collisions a month. On average, a pedestrian on Larkin Street within the project limits is hit every month. Considering the immediate need for traffic safety improvements along Larkin Street in the Tenderloin, staff do not recommend a no-build option.

FUNDING IMPACT

The Larkin Street Quick-Build Project is funded by San Francisco County Transportation Authority (SFCTA) Proposition K sales tax and Transportation Network Company (TNC) tax. See detail below.

Project Phase	Proposition K Half-Cent Sales Tax	Proposition D TNC Tax	Total
Design	\$0	\$180,000	\$180,000
Construction	\$100,000	\$316,000	\$416,000
Total Sources	\$100,000	\$496,000	\$596,000

ENVIRONMENTAL REVIEW

The proposed Larkin Street Quick-Build Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access or mobility, including new facilities; for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, for use either during peak congestion hours or all day on highways or streets with existing public transit service; and for the associated maintenance, repair, relocation, replacement, or removal of any utility infrastructure pursuant to Public Resources Code Section 21080.25.

The Planning Department determined on August 1, 2025, that the proposed Larkin Street Quick-Build Project (Case Number 2024-010374ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

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 <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2024-010374ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this item.

RECOMMENDATION

Staff recommend that the SFMTA Board of Directors amends Transportation Code, Division II, Section 801, to revise parking restrictions on Larkin Street and McAllister Street; and approves related parking and traffic modifications, as set forth in Items A through R above to improve pedestrian safety as part of the Larkin Street Quick-Build Project between Market and Sutter streets.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is committed to achieving the Vision Zero goal of eliminating transportation related fatalities; and,

WHEREAS, The SFMTA is committed to making San Francisco a Transit First City that prioritizes non-private automobile transportation; and,

WHEREAS, Larkin Street between Market and Sutter Streets is on the Vision Zero High Injury Network, which consists of the 12 percent of streets that account for 68 percent of San Francisco's severe and fatal traffic injuries; and,

WHEREAS, The 19 Polk Muni route connects several neighborhoods, including neighborhoods identified in the SFMTA Service Equity Strategy; and,

WHEREAS, Community engagement found support for lane reconfiguration and reductions, with some modifications to support adjacent parking and loading needs; and,

WHEREAS, The SFMTA has proposed traffic and parking modifications as follows:

- A. ESTABLISH – LEFT LANE MUST TURN LEFT, Larkin Street, northbound at Turk Street; Larkin Street, northbound at Eddy Street; Larkin Street, northbound at Geary Street.
- B. RESCIND – LEFT LANE MUST TURN LEFT, Larkin Street, northbound at Sutter Street.
- C. RESCIND – RIGHT LANE MUST TURN RIGHT EXCEPT BUSES AND TAXIS, Larkin Street, northbound at O'Farrell Street.
- D. ESTABLISH – BUS ZONE, Larkin Street, east side, from McAllister Street to 91 feet southerly (extends existing 71-foot zone by 20 feet); Larkin Street, east side, from Golden Gate Avenue to 83 feet northerly (extends existing 60-foot zone by 23 feet); Larkin Street, east side, from Eddy Street to 98 feet southerly (extends existing 74-foot zone by 24 feet); Larkin Street, east side, from O'Farrell Street to 105 feet southerly (extends existing 70-foot zone by 35 feet).
- E. ESTABLISH – BLUE ZONE, Larkin Street, east side, from 20 feet to 42 feet north of Geary Street (metered space #904); Larkin Street, west side, from 8 feet to 26 feet north of Post Street (metered space #1001); McAllister Street, north side, from 20 feet to 40 feet east of Polk Street (metered space #60-G); Hyde Street, west side, from 10 feet to 32 feet south of Turk Street (metered space #131); Hyde Street, west side, from 10 feet to 31 feet south of Ellis Street (metered space #329); Willow Street, south side, from 5 feet to 28 feet west of Larkin Street; Larkin Street, west side, from 21 feet to 41 feet north of O'Farrell Street (metered space #803); Sutter Street, south side, from 22 feet to 44 feet east of Polk Street (metered space #1153-G); Hyde Street, west side, from 20 feet to 40

feet south of Sutter Street (in RPP zone); Larkin Street, west side, from 8 feet to 30 feet north of Geary Street (metered space #901); Larkin Street, west side, from Cedar Street to 24' northerly (metered space #919); Hayes Street, south side, from 28 feet to 47 feet east of Polk Street (metered space #33).

- F. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES, MONDAY THROUGH TUESDAY AND THURSDAY THROUGH SATURDAY, Larkin Street, east side, from 168 feet to 213 feet south of McAllister Street (removes metered spaces #210 and #212-G).
- G. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES, DAILY, Larkin Street, east side, from 146 feet to 168 feet south of McAllister Street (removes metered space #214-G).
- H. RESCIND – PASSENGER LOADING ZONE, AT ALL TIMES, DAILY, Larkin Street, east side, from 71 feet to 91 feet south of McAllister Street.
- I. ESTABLISH – GENERAL LOADING ZONE, 5 MINUTE TIME LIMIT, 7 AM TO 10 PM, DAILY, Larkin Street, east side, from 83 feet to 105 feet north of Golden Gate Avenue (metered space #410); Larkin Street, east side, from 98 feet to 116 feet south of Eddy Street (metered space #518); Larkin Street, west side, from 5 feet to 23 feet north of Willow Street (metered space #619); Larkin Street, west side, from Myrtle Street to 18 feet northerly (metered space #819).
- J. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY, Larkin Street, east side, from 112 feet to 138 feet south of Turk Street (metered space #418).
- K. RESCIND – METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY, Larkin Street, west side, from 20 feet to 39 feet south of O'Farrell Street (metered space #727); Larkin Street, east side, from 60 feet to 83 feet north of Golden Gate Avenue (metered space #408); Larkin Street, east side, from 190 feet to 213 feet south of McAllister Street (metered space #210); Sutter Street, south side, from 119 feet to 141 feet east of Polk Street (metered space #1143).
- L. ESTABLISH – METERED GREEN ZONE, 15 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, Larkin Street, west side, from 43 feet to 63 feet north of Willow Street (metered space #623).
- M. RESCIND – METERED GREEN ZONE, 30 MINUTE TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY, Larkin Street, east side, from 146 to 190 feet south of McAllister Street (metered spaces #212-G and #214-G); Larkin Street, west side, from 5 to 23 feet north of Willow Street (metered space #619-G).
- N. ESTABLISH – METERED GREEN ZONE, 15 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, Sutter Street, south side, from 44 feet to 69 feet east of Polk Street (metered space #1149).
- O. ESTABLISH – GREEN ZONE, SHORT-TERM PARKING, 10-MINUTE LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, TOW-AWAY NO STOPPING ALL OTHER TIMES, Willow Street, south side, from 28 feet to 70 feet west of Larkin Street.
- P. RESCIND – TOW-AWAY, NO STOPPING ANY TIME, Willow Street, south side, from 47 feet to 70 feet west of Larkin Street.
- Q. RESCIND – FARMERS MARKET PERMIT PARKING ONLY, 3 AM TO 6 PM, WEDNESDAY AND SUNDAY, VEHICLES WITH PERMITS EXEMPT FROM METERS ON WEDNESDAY AND SUNDAY, Larkin Street, east side, from 146 feet to

168 feet south of McAllister Street (metered space #214-G).

- R. ESTABLISH – FARMERS MARKET PERMIT PARKING ONLY, 3 AM TO 6 PM, WEDNESDAY AND SUNDAY, VEHICLES WITH PERMITS EXEMPT FROM METERS ON WEDNESDAY AND SUNDAY, McAllister Street, south side, from 12 feet to 36 feet west of Larkin Street; and,

WHEREAS, Although the City Traffic Engineer has the authority to approve Items A through C and Items E through I, the SFMTA Board of Directors is requested to approve these items as part of the Larkin Street Quick-Build Project; and,

WHEREAS, Revisions to Farmers Market Permit Parking on Larkin Street and McAllister Street require an amendment of the Transportation Code Division II; and,

WHEREAS, The proposed Larkin Street Quick-Build Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access or mobility, including new facilities; for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, for use either during peak congestion hours or all day on highways or streets with existing public transit service; and for the associated maintenance, repair, relocation, replacement, or removal of any utility infrastructure pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The Planning Department determined on August 1, 2025, that the proposed Larkin Quick-Build Project (Case Number 2024-010374ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; 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 <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2024-010374ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code Division II, Section 801, to revise parking restrictions on Larkin Street and McAllister Street; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic and parking modifications as set forth in Items A and R on Larkin Street between Market Street and Sutter Street to improve pedestrian safety as part of the Larkin Street Quick-Build Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 16, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

[Transportation Code – Parking Restrictions]

Resolution amending Division II of the Transportation Code to revise parking restrictions on Larkin Street and McAllister Street.

NOTE: **Additions** are in *single-underline italics Times New Roman font*.
Deletions are in *strike-through italics Times New Roman font*.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strike-through Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

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

Section 1. Article 800 of Division II of the Transportation Code is hereby amended by revising Section 801, to read as follows:

SEC. 801. PARKING RESTRICTIONS BY LOCATION.

(a) It shall be a violation of Division I, Section 7.2.42 (Parking Restrictions) for any person to Park any vehicle, whether attended or unattended, in any of the locations listed below during times when Parking is restricted without displaying a valid permit for Parking in that location. A permit issued for Parking pursuant to this Article does not exempt a vehicle from street-cleaning Parking restrictions. These parking restrictions shall not apply to any state, federal, or foreign consulate vehicle parked to carry out official government business.

(b) **Removal Authorized.** Pursuant to the authority of Vehicle Code Section 22651(n) any vehicle Parked in violation of this Section 801 may be removed by the SFMTA or SFPD.

(c) **Restricted Locations:**

* * * *

(27) **Larkin Street.**

(A) **Locations:**

(i) Larkin Street, west side, between Turk Street and Golden Gate Avenue;

(ii) Larkin Street, west side, from 21 feet to 180 feet north of Grove Street (159-foot-zone);

(iii) Larkin Street, west side, from 56 feet to 140 feet south of McAllister Street (84-foot-zone);

(iv) Larkin Street, east side, from 18 feet to 58 feet south of Fulton Street (40-foot-zone); and

(v) Larkin Street, east side, from 19 feet to 64 feet north of Fulton Street (45-foot-zone).

(B) **Time:** For subsection (27)(A)(i), at all times. For subsections (27)(A)(ii), (iii), (iv), and (v), from 3:00 a.m. to 6:00 p.m., Wednesday and Sunday.

(C) **Exempt Vehicles:** For subsection (27)(A)(i), marked United States Marshals Service vehicles permitted to Park in this location by the Federal Protective Service of the Department of Homeland Security. For subsections (27)(A)(ii), (iii), (iv), and (v), vehicles displaying a Farmer's Market Parking Permit issued by the SFMTA; and said vehicles displaying said permit may

park for any period of time during the specified times and at the specified locations without depositing payment in the adjacent Parking Meters.

~~(A) — **Location:** The west side of Larkin Street, between Turk Street and Golden Gate Avenue.~~

~~(B) — **Time:** All times.~~

~~(C) — **Exempt Vehicles:** Marked United States Marshals Service vehicles permitted to Park in this location by the Federal Protective Service of the Department of Homeland Security.~~

~~(28) — **Larkin Street, between McAllister and Grove streets.**~~

~~(A) — **Locations:**~~

~~(i) — Larkin Street, west side, from 21 feet to 180 feet north of Grove Street;~~

~~(ii) — Larkin Street, east side, from 18 feet to 58 feet south of Fulton Street;~~

~~(iii) — Larkin Street, west side, from 56 feet to 140 feet south of McAllister Street; and~~

~~(iv) — Larkin Street, east side, from 19 feet to 86 feet north of Fulton Street.~~

~~(B) — **Time:** 3:00 a.m. to 6:00 p.m., Wednesday and Saturday.~~

~~(C) **Exempt Vehicles:** Vehicles displaying a Farmer's Market Parking Permit issued by the SFMTA. Any vehicle displaying a Farmer's Market Parking Permit may Park for any period of time at the times and locations specified above without depositing payment in the adjacent Parking Meters.~~

~~(2829)~~ **Lech Walesa Street.**

(A) **Locations:**

(i) Lech Walesa Street, north side, from 150 feet to 193 feet west of Polk Street.

(B) **Time:** 8:00 a.m. to 7:00 p.m., Monday through Saturday.

(C) **Exempt Vehicles:** City-owned vehicles displaying a permit issued by the SFMTA.

~~(2930)~~ **Lenox Way.**

(A) **Locations:**

(i) Lenox Way, east side, from 3 feet to 51 feet north of Ulloa Street (48-foot zone);

(ii) Lenox Way, east side, from 51 feet to 117 feet north of Ulloa Street (66-foot zone);

(B) **Time:** For subsections (c)(30)(A)(i), at all times. For subsection (c)(30)(A)(ii), from 7:00 p.m. to 7:00 a.m. daily.

(C) **Exempt Vehicles:** SFMTA vehicles.

~~(3031)~~ **McAllister Street.**

(A) **Locations:**

(i) **McAllister Street, south side, from 137 feet to 287 feet east of Van Ness Avenue (150-foot zone, accommodating 13 angled parking stalls); and**

(ii) **McAllister Street, south side, from 12 feet to 36 feet west of Larkin Street (24-foot zone, accommodating 2 angled parking stalls).**

(B) **Time:** For subsection (30)(A)(i), at all times. For subsection (30)(A)(ii), from 3:00 a.m. to 6:00 p.m., Wednesday and Sunday.

(C) **Exempt Vehicles:** For subsection (30)(A)(i), vehicles displaying a permit issued by the SFMTA. For subsections (30)(A)(ii), vehicles displaying a Farmer's Market Parking Permit issued by the SFMTA. Any vehicle displaying a Farmer's Market Parking Permit may park for any period of time at the times and locations specified above without depositing payment in the adjacent Parking Meters.

~~(A) **Location:** McAllister Street, south side, from 137 feet to 287 feet east of Van Ness Avenue (150 foot zone, accommodating 13 angled parking stalls).~~

~~(B) **Time:** At all times.~~

~~(C) **Exempt Vehicles:** Vehicles displaying a permit issued by the SFMTA.~~

~~(3132)~~ **Mission Street.**

(A) **Location:** The west side of Mission Street, from 23 feet to 41 feet south of Sycamore Street (18-foot zone, 1 parking meter space).

(B) **Time:** 11:30 a.m. to 8:30 p.m., Monday to Friday.

(C) **Exempt Vehicles:** (Pit Stop Program) SF Public Works vehicles.

~~(3233)~~ **Natoma Street.**

(A) **Location:** The south side of Natoma Street, from 9th Street to 63 feet easterly (63-foot zone).

(B) **Time:** 9:30 a.m. to 6:30 p.m., Monday to Friday.

(C) **Exempt Vehicles:** (Pit Stop Program) SF Public Works vehicles.

~~(3334)~~ **Redwood Street.**

(A) **Location:** The south side of Redwood Street, from 35 feet to 115 feet west of Polk Street.

(B) **Time:** 8:00 a.m. to 5:00 p.m., Monday through Friday.

(C) **Exempt Vehicles:** City-owned vehicles displaying a permit issued by the SFMTA.

~~(3435)~~ **Selby Street.**

(A) **Location:** Selby Street, east side, from Hudson Avenue to Galvez Avenue.

(B) **Time:** At all times.

(C) **Exempt Vehicles:** City-owned vehicles maintained by Central Shops.

~~(3536)~~ **Stevenson Street.**

(A) **Location:** The south side of Stevenson Street, from 7th Street to 294 feet easterly.

(B) **Time:** All times.

(C) **Exempt Vehicles:** SFPD vehicles displaying a permit issued by the SFMTA or any State or Federal law enforcement vehicle.

~~(3637)~~ **South Van Ness Avenue.**

(A) **Location:** The east side of South Van Ness Avenue, from 12th Street to 110 feet southerly (110-foot zone).

(B) **Time:** 6:00 a.m. to 8:00 p.m., Monday through Friday.

(C) **Exempt Vehicles:** Vehicles displaying a permit issued by the California Department of Corrections.

~~(3738)~~ **Toland Street.**

(A) **Location:** Toland Street, west side, from 100 feet to 350 feet north of Jerrold Avenue.

(B) **Time:** At all times.

(C) **Exempt Vehicles:** City-owned vehicles maintained by Central Shops.

~~(3839)~~ **Treat Avenue.**

(A) **Location:** The west side of Treat Avenue from a point approximately 38 feet north of 15th Street to 66 feet northerly (66-foot zone).

(B) **Time:** All times.

(C) **Exempt Vehicles:** City-owned vehicles displaying a permit issued by the SFMTA.

~~(3940)~~ **Turk Street.**

(A) **Location:** The north or south side of Turk Street, from Laguna Street to 435 feet easterly (435-foot zones).

(B) **Time:** All times.

(C) **Exempt Vehicles:** City-owned vehicles displaying a permit issued by the SFMTA.

~~(4041)~~ **Turk Street and Golden Gate Avenue.**

(A) **Locations:**

(i) On the south side of Turk Street, between Larkin and Polk Streets; and

(ii) On the north side of Golden Gate Avenue, between Larkin and Polk Streets.

(B) **Time:** All times.

(C) **Exempt Vehicles:** Law enforcement vehicles permitted to Park in that location by the Federal Protective Service of the Department of Homeland Security or displaying a permit issued by the SFMTA.

~~(4142)~~ **Valencia Street.**

(A) **Location:** The west side of Valencia Street, from 59 feet to 100 feet south of McCoppin Street (41-foot zone, 2 parking meter spaces).

(B) **Time:** 10:30 a.m. to 7:30 p.m., Monday to Friday.

(C) **Exempt Vehicles:** (Pit Stop Program) SF Public Works vehicles.

~~(4243)~~ **Vallejo Street, between Stockton and Powell Streets, and Churchill Street and Emery Lane.**

(A) **Location:** The south side of Vallejo Street, from Powell Street to 94 feet easterly, and from Churchill Street to 106 feet easterly, and on the north side of Vallejo Street from Powell Street to 88 feet easterly, and from Emery Lane to 64 feet easterly.

(B) **Time:** All times.

(C) **Exempt Vehicles:** Marked San Francisco Police Department vehicles displaying a permit issued by the SFMTA.

(~~4344~~) Washington, Mason, and Jackson Streets.

(A) **Location:** Both sides of Washington Street from Mason Street to a point 210 feet westerly, south side of Jackson Street from Mason to a point 210 feet westerly, and the west side of Mason Street from Jackson to Washington.

(B) **Time:** All times.

(C) **Exempt Vehicles:** Vehicles displaying a permit issued by the SFMTA.

(~~4445~~) Washington Street, between Presidio Avenue and Lyon Street.

(A) **Location:** Washington Street, north side, from 20 feet to 35 feet east of Presidio Avenue (15-foot zone).

(B) **Time:** 8:00 a.m. to 6:00 p.m., Monday to Friday.

(C) **Exempt Vehicles:** Vehicles displaying a permit issued by the Portuguese Consulate.

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

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Section 3. Scope of Resolution. In enacting this resolution, 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 resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

APPROVED AS TO FORM:
DAVID CHIU, City Attorney

By: _____
MISHA TSUKERMAN
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 September 16, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency