

**THIS PRINT COVERS CALENDAR ITEM NO. : 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Establishing Tow-Away, No Parking Anytime and a Class IV Bikeway on the north and south side of 17<sup>th</sup> Street between Sanchez Street and Church Street.



**SUMMARY:**

- This project proposes to install protected bikeways in both directions of 17<sup>th</sup> Street between Church and Sanchez by restricting on-street parking.
- Responding to neighborhood and Supervisor concerns about bicycle safety on 17<sup>th</sup> Street west of Church Street where there are streetcar tracks, the SFMTA began a process in Summer 2016 to better understand the issues in the area and develop an appropriate response.
- This block of 17<sup>th</sup> Street is on the city's High Injury Network.
- Single vehicle crashes involving cyclists on 17<sup>th</sup> Street occur when cyclists go around double parked vehicles and cross the tracks. Crashes also occur as cyclists travel straight through or turn onto/off of 17<sup>th</sup> Street at Church Street or Sanchez Street and cross the tracks during those maneuvers.
- A variety of alternatives were discussed with the community, Everett Middle School and Sanchez Elementary School via two community meetings and a variety of smaller meetings and discussions.
- This follows work to install warning signs, remove parking at the intersection of 17<sup>th</sup>/Church, improve pavement, stripe higher visibility crosswalks, and add pavement markings to improve safety for bicyclists.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution

**APPROVALS:**

	<b>DATE</b>
DIRECTOR 	10/30/2017
SECRETARY 	10/30/2017

**ASSIGNED SFMTAB CALENDAR DATE:** November 7, 2017

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### **PURPOSE**

Establishing Tow-Away, No Parking Anytime and a Class IV Bikeway on the north and south side of 17<sup>th</sup> Street between Sanchez Street and Church Street.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

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

Goal 1: Create a safer transportation experience for everyone.

Objective 1.3: Improve the safety of the transportation system.

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

Objective 2.2: Improve transit performance.

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

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

### **DESCRIPTION**

SFMTA staff propose to remove parking on both sides of 17<sup>th</sup> Street between Sanchez Street and Church Street so that protected bikeways can be installed alongside the curb in each direction. Cyclists are crashing when they cross the streetcar tracks on this block, which is part of the City's High Injury Network. These single-party crashes tend to be under-reported and were brought to our attention by residents on the street who had observed them happening. The south side is primarily residential with two commercial frontages near Church Street while the north side of

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the block is occupied by two schools: Everett Middle School and Sanchez Elementary School.

This proposal for this block of 17<sup>th</sup> Street intends to improve safety for bicyclists by reducing the need to cross the streetcar tracks. This will be accomplished by removing parking on both sides of the street (45 total spaces removed) and striping/constructing a Class IV bikeway in both directions. The bikeways will be protected by raised elements where there are no driveways, and will be wide enough to allow cyclists to pass each other. The separation between the bikeway and vehicle traffic will include some combination of paint, delineator posts, and/or concrete islands, depending on the presence of driveways or fire hydrants.

The 17<sup>th</sup> Street, Church to Sanchez, Bicycle Safety Project requires the following parking and traffic modifications:

- A. ESTABLISH - TOW-AWAY, NO PARKING ANYTIME – 17<sup>th</sup> Street, north side and south side, between Sanchez Street and Church Street
- B. ESTABLISH - CLASS IV PROTECTED BIKE LANE – 17<sup>th</sup> Street, eastbound and westbound between Sanchez Street and Church Street

### **Discussion of Bikeway Design**

A Class IV bikeway (also known as a separated bikeway, protected bikeway, or cycle track) is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and through vehicle traffic. A barrier-protected bikeway is a type of separated bikeway (Class IV bikeway) that uses a vertical element to physically separate the vehicle travel lane from the bikeway.

The SFMTA proposes installing a barrier-protected bikeway on 17<sup>th</sup> Street between Sanchez Street and Church Street to accommodate safer bicycle travel along the corridor. This one block is a key connection between 17<sup>th</sup> Street east of Church Street where there are no tracks and Sanchez Street, which connects north across Market Street to “the Wiggle,” a popular bike route that zig-zags between two hills and forms a key part of a crosstown bike route.

A barrier-protected bikeway is proposed at this location due to the higher level of bicycle traffic on this roadway and the need to prevent drivers from stopping in cyclists’ travel paths. Stopping in bicyclists’ path of travel on this block leads to many cyclists maneuvering across the streetcar tracks in the middle of the road, which has led to crashes.

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

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

The parking protected bikeway proposed as part of this project 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. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Number 89 Class IV Bikeway Guidance. The NACTO guidelines state that barrier-protected bikeways require the following features:

- A separated bikeway, like a bike lane, is a type of preferential lane as defined by the Manual on Uniform Traffic Control Devices (MUTCD).
- Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.
- If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. Raised medians or other barriers can also provide physical separation to the cycle track.

The separated bikeway for 17<sup>th</sup> Street will conform to these NACTO design guidelines.

The separated bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office of Disability, and Department of Public Works to ensure accessibility for all street users. The barrier and painted buffer separating the vehicle travel lane from the bikeway will be clearly marked. It was also reviewed by the San Francisco Fire Department (see discussion in Stakeholder Engagement Section).

### **Project Timeline and Public Outreach**

In the summer of 2016, SFMTA staff were contacted by Supervisor Wiener's office to discuss safety concerns raised by residents who live on this block of 17<sup>th</sup> Street. Residents reported that many cyclists crash when they travel around double-parked vehicles and cross the streetcar

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tracks. They also described how cyclists, entering this block from Sanchez Street or from 17<sup>th</sup> Street east of Church Street, crash when crossing the tracks in those intersections. A meeting convened by his office was held in July 2016 and included the Supervisor's aide, two residents of the block, and representatives from the San Francisco Bicycle Coalition (SFBC) and the SFMTA. Safety concerns about the tracks, cyclists and people with disabilities (especially with wheelchairs) were discussed, along with a plan to meet in the field to discuss conditions and any near term improvements that could be made. That meeting resulted in crosswalks being re-striped as higher visibility continental crosswalks and Public Works prioritizing the installation of curb ramps at 17<sup>th</sup>/Church and 17<sup>th</sup>/Hartford.

A follow up meeting, held by the Supervisor's office, took place in October 2016 where the completed work was discussed, along with next steps to improve safety. The first community meeting then took place in February 2017 and was attended by 57 people. It included information explaining the project area, background, measures/work completed, and possible solutions for improving safety. Comment cards were distributed and 45 were submitted. The meeting included residents, cyclists, a representative from Everett Middle School, and an aide of Supervisor Sheehy.

Following that meeting, the comment cards were tabulated and email updates were sent to meeting attendees and people who were interested in the project. Opinions about the alternatives were mixed but there was strong support to remove the tracks, even though the SFMTA had consistently stated that this was not an option. This alternative is discussed below in the Alternatives Considered section.

In April 2017, SFMTA staff met with an Everett Middle School representative to observe and discuss the drop-off and pick-up passenger zones around the school, particularly on Church Street. The zone was described as too short and disjointed, which led parents and school bus drivers to double park and sometimes block the J Church. Improvements to the drop-off area on Church Street were discussed along with an overall strategy about how to discourage drop-offs on 17<sup>th</sup> Street. Changes to the passenger zones were reviewed by the SFMTA and, following a public hearing, were implemented in August 2017. The changes have been noted as an improvement by the Everett Middle School representative and feedback from two residents for improving drop-off and pick-ups. A request for enforcement after changes led to a Parking Control Officer giving out warnings then citations in the area for those still not parking or stopping properly.

Following a review of the comments and further analysis of the various alternatives (listed below in the Alternatives Considered section), a preferred alternative - to remove parking and add curbside bikeways - was tentatively chosen by staff to discuss with stakeholders. This alternative was deemed to have the best potential for reducing the number of cyclists crossing the tracks. Though the parking removal can be considered impactful by those who drive and park in the area, it was ultimately deemed to be more important to put forward the alternative most likely to improve safety. More detailed discussion about the various alternatives and why they were ruled out can be found in the Alternatives Considered section.

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Internal discussions about the preferred alternative took place in April and May of 2017 with Transit Service division staff. Given the lack of any major issues, a second meeting took place with the Everett Middle School representative and school principal to discuss the proposal. The school understood the reason for the change and the rationale, and supported the proposal. The safety concerns and project background were also discussed with the principal of Sanchez Elementary School, along with the currently preferred alternative. Similar to Everett, the principal understood the need for the improvements and supported the proposal moving forward.

Given that the preferred alternative was not generating significant issues thus far, a second community meeting was held in June 2017. Flyers for the meeting were distributed to every mailbox on the block of 17<sup>th</sup> Street between Church Street and Sanchez Street and posted on the affected block and one block in each direction away from the project area. An email update was sent via the website mailing list. All meeting notices stated that the preferred alternative at that time was to remove all parking between Sanchez and Church and add a curbside bikeway on each side of the street. This was done to ensure people were fully aware of the proposal in case that affected their decision to attend the meeting.

Thirty seven people attended that meeting. The response to the preferred alternative ranged from very positive to very skeptical. Following discussion, many of those that were initially skeptical understood the rationale for what seemed like a very impactful change (parking removal). Given both schools generally support the proposal and many of the residents directly affected by the change have garage parking spaces and/or have witnessed crashes themselves helped.

Throughout this process, starting in 2016, blogs such as Hoodline and SF Streetsblog reported on the issues on the street and this project to improve safety. In particular, a personal blog was created ([www.offtracksanfrancisco.com](http://www.offtracksanfrancisco.com)) that included videos and anecdotes of people crashing on the tracks, among other postings. Dozens of postings and articles on these blogs have helped increase awareness of the issues on the street and this project underway.

Prior to the scheduled public hearing on July 14, the heads of the Castro Merchants and Castro/Upper Market Community Benefit District were contacted. The proposal was discussed along with the upcoming public hearing. Both had concerns about the parking removal, but they did not state that they would oppose the project and did not comment at the public hearing. At the July 14<sup>th</sup> public hearing, six residents and/or cyclists attended, mostly in support of the project. Discussions with those with questions or ongoing dissent took place to answer questions and explain decisions.

With the new school year approaching, efforts were made to re-engage Everett Middle School to update them on the project. A conversation took place in September 2017 in which the SFMTA asked that parents and teachers be contacted as part of a final outreach effort prior to a hearing at the SFMTA Board. An email with project information and update was sent to parents and teachers by the school. SFMTA staff also discussed the project with a representative at the SF

Unified School District office, who supported the project. Lastly, a follow-up with Sanchez Elementary also took place in early October. We have not heard back of any change in their position.

Meanwhile, SFMTA staff have been working with Public Works staff to determine what curb ramp and corner changes could take place at 17<sup>th</sup>/Church to ease pedestrian (especially those with wheelchairs) crossings at the intersection and give cyclists more room as they traverse the intersection in the westbound direction. Investigations about how and when to improve the traffic signal for pedestrians and cyclists are also ongoing. Given the age of the traffic signal and the presence of rail tracks, it will likely require a full upgrade to make any substantial changes, which means a timeline of three to four years at best once funding is identified.

### Information Boards


The following boards were used at the second community meeting and summarize a large amount of information.

## PROJECT BACKGROUND


### Project Needs

- 17th Street between Church Street and Sanchez Street is identified as a location where there is a disproportionate number of crashes involving people riding bikes.
- There is currently no marked bicycle facility at this location and people riding bikes must ride in mixed traffic on a street with rail tracks.
- There is a significant number of bicyclists using 17th Street to avoid hills and access bicycle facilities north of Market Street, such as the Wiggle.

### Bicycle Network



### Muni Network

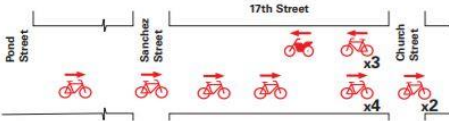


### Key Considerations

#### Crash History

Within a 5 year period for 17th Street between Market Street and Church Street, 13 incidents of bicyclists and 1 incident of electric scooter crashing on the tracks were reported to the San Francisco Police Department. This is just a fraction of total crashes that occur. Many are unreported.


#### Diagram of Reported Crashes Involving Tracks




The majority of crashes involving the tracks on 17th Street occur midblock.

### Vision Zero San Francisco


The City and County of San Francisco adopted Vision Zero San Francisco as a policy in 2014, committing an effort to prioritize street safety and eliminate traffic deaths and serious injuries in San Francisco by 2024.



### Vision Zero High Injury Network



• High Injury Intersections  
— High Injury Corridors



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### PROJECT OVERVIEW

## TRACKS & PAVEMENT

### Maintaining the Tracks



- » The F line serves over 20,000 daily customers.
- » In 2017, the 17th Street tracks will resume carrying 20 streetcars a day into service to and from Cameron Beach Yard and for their return trip to the Cameron Beach Yard. Additionally, the many civic events (both planned and unplanned) necessitate the city to maintain tracks to allow transit to continue to operate during festivities.
- » While all of our tracks are not on revenue lines, all of our existing track is necessary for continued operation of our extensive rail system. No track work is planned to be removed in this corridor.
- » Streetcar service has been and will continue to be a vital part of our diverse transportation network.

### Upgrading Pavement Around Tracks

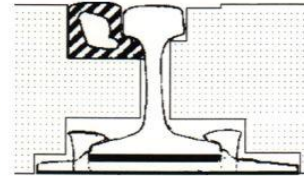


Pavement patching around the tracks has started. Additional pothole and pavement patchwork requests can be directed to 311.

At this time, there are no near-term plans to fully repave this section of 17th Street. This section of rail and pavement will not likely be replaced and upgraded in the next 15 years.

### Flangeway Fillers

Though flangeway fillers seem like a promising product to fill in space along a rail where bicycle or wheelchair wheels can fall in, there has yet to be a product that can handle streetcar and light rail vehicle applications. Products so far can only handle heavy rail vehicles traveling on straight sections of rail at very low speeds (approx. 5 mph or less). Improved products are being developed and may be an option sometime in the future after appropriate testing.



*Flangeway fillers are not yet available for the type of track and operations on 17th Street. Tracks and pavement will also need to be modified.*



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**TRACKS & PAVEMENT**

## RECENT & PAST IMPROVEMENTS

### Intersection Markings



In 2012, SFMTA added markings on the pavement to guide cyclists on a recommended path of travel through the intersection. The markings are intended to encourage cyclists to cross the tracks at a better angle. These markings were upgraded in 2014.

### Pavement Work



Efforts have been made to fill in potholes and gaps along 17th Street west of Church Street.

### Track Crossing & School Zone Signs



Starting in 2007 SFMTA has added warning signs to the intersection of 17th Street and Church Street in an effort to alert people about the presence of tracks. More recently, 15 mph school zone speed limit signs were installed.

### Crosswalk Upgrades



Crosswalks on 17th Street were upgraded from standard markings to continental markings to provide higher visibility. The yellow color indicates that a school is nearby.

### Red Zones



Red paint was applied to curbs on 17th Street west of Church Street to provide more room for cyclists to maneuver across the intersection. This treatment also helps increase visibility for all road users.

### Curb Ramps



New curb ramps will be built and will help improve crossings along 17th Street, at Church Street and at Hartford Street, which will help people in wheelchairs navigate across the tracks more easily.



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**RECENT & PAST IMPROVEMENTS**



## OTHER IDEAS CONSIDERED



### Intersection Changes

Changes at the intersection can include:

- » Signal upgrades that allow cyclists and pedestrians to go before traffic (a "head-start")
- » Left turn restrictions to simplify the intersection
- » Striping to better separate drivers and cyclists

A bike/pedestrian head start requires new signal heads, which means this older signal would need to be rebuilt to allow for more wires to be pulled through it, a 2 to 4 year process once funding is identified.

A No Left Turn sign for Church Street needs approval and may not be warranted here given it is a two-lane local road where turn prohibitions may be ignored.

### One-Way Street

The idea to make 17th St one-way to create room for a marked bikeway does not work well with a set of tracks that operate as two-way, but other sections of 17th Street with no tracks could be made one-way to discourage traffic on the street.



### Enforcement

Enforcement of speeding and double parking can improve conditions, but with limited resources that do not allow for 24-7 enforcement, design changes to the street are a more effective approach.



### Traffic Calming

Traffic calming options become very limited for a street that has streetcar tracks as that precludes the ability to put in speed humps, islands, or chicanes that tighten the roadway and force drivers to slow.



### White Zones for Passenger Loading

This can help create space along a curb for people to pull over. Drivers do not always use curb space even when it is available, so there may still be double parking on the street. Passenger drop-offs and pick-ups occur with the school but also with people using taxis, Lyft, and Uber. White zones will be improved on Church Street to better accommodate Everett Middle School drop-off and pick-up.



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OTHER IDEAS

## FEEDBACK WE HEARD

On February 22, 2017, SFMTA held an initial community meeting to share information about 17th Street between Church and Sanchez. During this meeting, SFMTA staff solicited comments about issues people experienced and welcomed thoughts about how to improve the safety of this street. Of the 57 people who attended the meeting, 49 submitted comments. The results are summarized below.

### Commenter frequently travels on 17th Street by...



### Of the 49 people who responded...

- 27 people live within 0 to 3 blocks of project
- 4 people ride their bicycles with family
- 19 people have crashed while biking along tracks in SF
- 14 people have crashed while biking along tracks on 17th Street
- 5 people know someone who crashed on 17th Street

### Opinions about tracks

- 11 people support track removal
- 1 person supports maintaining the track

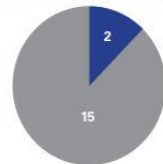
The SFMTA has considered this issue and has determined the tracks will remain to maintain operations and retain flexibility in the system for emergencies, construction, special events, etc.

### Opinions about bikeway options



- two-way protected bikeway (7)
- one-way protected bikeway (13)
- any type of bikeway (10)

### Opinions about on-street parking



- supports parking removal (15)
- oppose parking removal (2)

SFMTA also conducted targeted outreach and inreach to the following stakeholders so far:

- » Neighborhood residents
- » Everett Middle School
- » Sanchez Elementary School
- » SF Fire Department
- » SF Police Department
- » SFMTA Muni
- » SFMTA Rail Change Control Board
- » SFMTA Accessible Services
- » SFMTA Enforcement

### Potential Project Timeline

- Conceptual Design**  
Spring/Summer 2017
- Community Meeting #1**  
February 22, 2017
- Community Meeting #2**  
June 15, 2017
- Public Hearing**  
Summer 2017
- SFMTA Board Meeting (Final Approvals)**  
Summer/Fall 2017
- Construction**  
Fall 2017

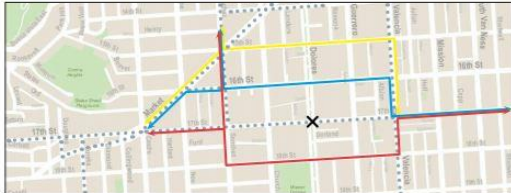


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FEEDBACK

## BICYCLE NETWORK CONNECTIONS

Requests to relocate the bike route from 17th Street to a parallel street have been studied. Given the connectivity of 17th Street and the lack of a very desirable alternate route, 17th Street will likely continue to see regular cycling use regardless of any alternate route designation. Therefore, the current proposal focuses on safety improvements to 17th Street between Church and Sanchez.



### 15th Street

**Pros**

- » No tracks
- » No transit-bicyclist interaction

**Cons**

- » Not a direct connection to the rest of 17th Street, which requires a jog involving more turns, including an additional left turn
- » Narrow and congested at times
- » Does not connect to 17th Street/Corbett bike route to the west
- » Parking removal needed for bikeway

### 16th Street

**Pros**

- » No tracks
- » Wider street

**Cons**

- » Not a direct connection to the rest of 17th Street, which requires a jog involving more turns, including an additional left turn
- » Lane or parking removal needed for bikeway
- » Transit is on 16th Street between Valencia Street and Church Street

### 18th Street

**Pros**

- » No tracks
- » Leads to the Castro neighborhood

**Cons**

- » Not a direct connection to the rest of 17th Street, which requires a jog involving more turns, including an additional left turn
- » Narrow and congested at times
- » Transit is on 18th Street between Valencia Street and Sanchez Street
- » Parking removal needed for bikeway
- » Out of the way for people traveling between Sanchez Street and 17th Street



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ROUTE OPTIONS

## BIKEWAY DESIGN OPTIONS CONSIDERED

People traveling by bike on 17th Street between Church Street and Sanchez Street currently ride wherever there is room: between large transit vehicles and parked vehicles or by sharing the lane with moving streetcars and cars. While traveling in mixed traffic, bicyclists also have to watch out for double-parked vehicles and tracks in the roadway.

To address safety concerns and growing bicycle use, two conceptual protected bikeway designs were considered for 17th Street between Church Street and Sanchez Street.

### Existing Conditions



### One-Way Protected Bikeway



**Advantages**

- » Provides a protected bikeway on each side of the street
- » A more intuitive and predictable design at intersections

**Challenges**

- » Removes on-street parking on both sides of the street

Existing Parking on 17th Street from Church Street to Sanchez Street  
North Side: 26 spaces  
South Side: 19 spaces

### Two-Way Protected Bikeway



**Advantages**

- » Provides a protected two-way bikeway

**Challenges**

- » Removes on-street parking on one side of the street
- » Complex and unusual transitions in and out of the two-way bikeway
- » Narrow bikeway
- » Causes more track crossings for some cyclists than today

Due to the challenges associated with a two-way bikeway, the proposal for this segment of 17th Street is the one-way protected bikeway.



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BIKEWAY OPTIONS

## PROPOSED ONE-WAY PROTECTED BIKEWAY

SFMTA considers a one-way protected bikeway as the best option to improve safety for all road users on 17th Street between Church and Sanchez. This design is based on the preference of those who submitted feedback to this project, technical feasibility, safety benefits, and growing bicycle use.



**Features:**

- Green pavement (actual extent may vary from illustration)
- Concrete islands (where possible)
- Maintain driveway access
- Tracks to remain
- Improve drop-off and pick-up space on Church Street for Everett Middle School
- Signal changes being explored to give cyclists and pedestrians a "head start"
- New curb ramps around intersection
- Posts placed where space is limited due to driveways

**One-Way Protected Bikeway** looking west towards Sanchez



**PROTECTED BIKEWAY**

SFMTA  
Municipal  
Transportation  
Agency

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## STAKEHOLDER ENGAGEMENT

Much of the stakeholder engagement is described in the Description section above. Generally though, efforts have been ongoing to identify and reach out to all affected stakeholders, particularly those in the immediate area. A list of external stakeholders contacted include:

- Supervisor Wiener, then Supervisor Sheehy
- Residents along the block
- Other residents outside the project area, via flyers on posts
- Everett Middle School
- Sanchez Elementary School
- SF Unified School District
- San Francisco Bicycle Coalition
- Castro/Upper Market CBD
- Castro Merchants

Some people initially reacted negatively to the parking removal, but many of those now have an understanding of the rationale after some discussion of the issues, challenges, and efficacy (or lack of) of various alternatives, as discussed in the next section.

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Internal SFMTA stakeholders include:

- Transit
- Rail Change Control Board
- Accessibility
- Traffic Engineering
- Enforcement

Partner agency stakeholders (via one-on-one meeting and/or via the Transportation Advisory Staff Committee) include:

- Public Works Curb Ramp Program
- SF Fire Department
- SF Police Department
- SF Planning Department

Lastly, a Notice of Intent was sent describing the project so that any agency with a conflicting project or affected utilities that could contact the project team. No conflicts have been identified.

## **ALTERNATIVES CONSIDERED**

### **Alternative 1: No Build**

This alternative was rejected due to desire by the SFMTA, community, and Supervisor's office to improve safety on the street.

### **Alternative 2: Remove Streetcar Tracks**

This alternative was rejected due to the need for SFMTA to retain transit infrastructure that allows streetcars to access the main revenue line. It also allows for alternate/detour routing of streetcars that may be needed to bypass planned road closures, unexpected emergency events, or routes around future construction projects. Though this segment of tracks has not been used by the F-line much recently, non-revenue streetcar traffic will pick up when the F-line cars return to Cameron Beach Yard.

### **Alternative 3: Install Flangeway Fillers in the Tracks**

This alternative, which involves filling the gap in the tracks with a material that compresses under the weight of a streetcar but prevents a bicycle or wheelchair wheel from falling in, was rejected due to the lack of appropriate product for this application. Such products are generally used only where there is heavy rail vehicles (as opposed to light rail vehicles or streetcars), on straight sections of track with low speed (~5 mph) train travel. The track/rail design on this block also does not lend itself to such a product as the rail needs to be U-shaped in order to hold the product in place.

### **Alternative 4: Replace Tracks and Pavement**

The tracks in this area are in relatively good shape. With limited capital resources, higher priority

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locations will precede any work to replace and improve the rail type and pavement. This alternative was rejected as a near term solution but can be an improvement when it is time to replace the tracks. Though this will eventually improve safety by narrowing the opening of the rail, it will still be a track crossing that must be negotiated with attention and care.

### **Alternative 5: Relocate the Bike Route to another Street**

This alternative was rejected as there is no clear alternate route that would attract most, if not all, cyclists away from 17<sup>th</sup> Street. Alternate routes proved to be unattractive due to narrow street widths, heavier traffic, transit lines, and/or being out of the way. While this alternative may have reduced the number of cyclists on 17<sup>th</sup> Street, the safety issue on 17<sup>th</sup> Street would still be present for those who still chose to ride on 17<sup>th</sup> Street.

### **Alternative 6: Increase Enforcement**

This alternative was rejected as it could not be relied upon to prevent problems that lead to crashes. Double parking on 17<sup>th</sup> Street leads cyclists to go around the vehicle and onto the tracks. Crashes related to double parking take place at all hours which means enforcement would need to be omnipresent on the street.

### **Alternative 7: Add Passenger Zones to Reduce Double Parking**

This alternative was rejected when it was determined that double parking was not necessarily happening in one place or during certain times of the week. Double parking by school parents, Uber/Lyft/taxi drivers, delivery vehicles, and others occur along the block at a variety of times throughout the week. An improvement that was recently implemented as part of this process was to improve the school passenger area on Church Street and direct parents to use Church Street instead of 17<sup>th</sup> Street, a collaborative effort between SFMTA staff and Everett Middle School. While this should reduce the amount of double parking on 17<sup>th</sup> Street, it will not remove it all together.

### **Alternative 8: Traffic Calm and/or Make 17<sup>th</sup> Street One-Way**

While traffic calming can improve safety for all road users, it would not address the key issue of cyclist crossing tracks. Many traffic calming measures such as speed humps, raised crosswalks, chicanes, and islands are also not possible with tracks in the roadway. Making the street one-way could create more room for a bikeway and parking by only requiring one rather than two lanes, but with two-way rail traffic on the street, there was not a viable solution found to make the street one-way for vehicles.

### **Alternative 9: Two-Way Bikeway on Northside of the Street**

Though this alternative would create a bikeway with less parking removal, it was rejected due to the unusual movements it would necessitate of eastbound cyclists. This design would force some cyclists to cross the tracks more frequently than today. Having a two-way bikeway on one side of a two-way roadway would also create unusual movements by cyclists, particularly at the four-way STOP-controlled intersection of 17<sup>th</sup>/Sanchez where turn and through movements at the intersection cannot be controlled as well as at a signalized intersection. Also, the amount of room

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available for such a bikeway is limited by the rail in the street and would result in a very narrow bikeway carrying cyclists in opposing directions.

### **Alternative 10: Remove Parking and Add One-Way Class IV Bikeways on each side of Street (Staff Proposal)**

Though this alternative necessitates the removal of all parking on the street, it is deemed to be the most effective at improving safety as it reduces the need for bicyclists to cross the tracks. It promotes typical, expected movements by cyclists along the street and through the intersections and reduces the possibility of collisions of cyclists with motorists, transit operators, or pedestrians who may not expect unusual movements (such as those created by a short two-way bikeway as described in Alternative 9). This proposal also allows for a protected bikeway along the block where there are no driveways or hydrants. Where there are driveways, the bikeway will need to allow vehicle crossing movements. It is expected that the installation of curbside bikeways, protected to the maximum extent possible, and the lack of on-street parking will mean that cyclists should not face the need to cross the tracks in the middle of the block. This design is also expected to help cyclists turning left from southbound Sanchez Street to eastbound 17<sup>th</sup> Street as it should encourage turns that cross the tracks at a sharper angle than today.

## **FUNDING IMPACT**

Cost estimates for the protected bikeway have not yet been finalized, but it is expected to cost less than \$100,000. Funding will likely come from “Bicycle Spot Improvement” funds set aside in the current Capital Improvement Plan. Operating funds will not be necessary.

## **ENVIRONMENTAL REVIEW**

The proposed removal of parking and establishment of Class IV bikeways 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 public facilities including existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301, and a categorical exemption from environmental review 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 Section 15304.

On August 9, 2017, the Planning Department determined (Case Number 2017-010216ENV) that the installation of a Class IV bikeway on 17<sup>th</sup> Street between Sanchez Street and Church Street is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and Section 15304.

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. The proposed action is the Approval

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Action as defined by the S.F. Administrative Code Chapter 31.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney has reviewed this item. No other approvals are required.

**RECOMMENDATION**

SFMTA staff recommends that the SFMTA Board of Directors establish Tow-Away, No Parking Anytime and a Class IV bikeway on each side of 17<sup>th</sup> Street between Sanchez Street and Church Street as set forth in Items A-B above.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS  
RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is the project sponsor of the 17<sup>th</sup> Street, Church to Sanchez, Bicycle Safety Project (Project) with the goal of improving safety on 17<sup>th</sup> Street for people riding bikes; and,

WHEREAS, The block of 17<sup>th</sup> Street between Sanchez Street and Church Street has been noted for the number for the number of crashes involving cyclists crossing over the streetcar tracks, often due to the presence of vehicles stopped in the lane or double-parked; and

WHEREAS, Responding to neighborhood and Supervisor concerns about bicycle safety on 17<sup>th</sup> Street west of Church Street where there are streetcar tracks, the SFMTA began a process in Summer 2016 to better understand the issues in the area and to develop an appropriate response; and,

WHEREAS, This block of 17<sup>th</sup> Street is on the city's High Injury Network map, created and updated as part of the Vision Zero effort; and,

WHEREAS, A variety of alternatives were considered and discussed with the community, Everett Middle School and Sanchez Elementary School via two community meetings and a variety of smaller meetings and discussions; and,

WHEREAS, Based on community input and an analysis of collision records and conditions in the field, SFMTA staff have proposed the following parking and traffic modifications associated with the Project:

- A. ESTABLISH - TOW-AWAY, NO PARKING ANYTIME – 17<sup>th</sup> Street, north side and south side, between Sanchez Street and Church Street
- B. ESTABLISH - CLASS IV PROTECTED BIKE LANE – 17<sup>th</sup> Street, eastbound and westbound between Sanchez Street and Church Street; and,

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

WHEREAS, The protected bikeway meets these three requirements; and has been reviewed and approved by a qualified engineer prior to installation; and,



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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 proposed removal of parking and establishment of Class IV bikeways is subject to the California Environmental Quality Act (CEQA) and CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing public facilities including existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301, and a categorical exemption from environmental review 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 Section 15304; and,

WHEREAS, On August 9, 2017, the Planning Department determined (Case Number 2017-010216ENV) that the installation of a Class IV bikeway on 17<sup>th</sup> Street between Sanchez Street and Church Street is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and Section 15304; and,

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

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

WHEREAS, The public has been notified about the proposed modifications via two open community meetings and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves bicycle and parking modifications, as set forth in Items A-B above, associated with the 17th Street, Church to Sanchez, Bicycle Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 7, 2017.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency