

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.3**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving bicycle lanes and traffic and parking modifications on Indiana Street between Cesar Chavez Street and 23rd Street to support the Indiana Street Bikeway Connection Project, Vision Zero and San Francisco’s Transit First Policy, in the Dogpatch neighborhood to provide a safer, more comfortable, and more direct connection between the existing bikeway at Indiana and 23<sup>rd</sup> Street and the signalized intersection at Cesar Chavez Street.

**SUMMARY:**


- The SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.
- Indiana Street is vital bikeway connection in the Dogpatch neighborhood and part of the larger San Francisco Bicycle Route Network.
- There are currently approximately three hundred bicyclists per day on Indiana, and there were five injuries between 2012 and 2017.
- The Transportation Advisory Staff Committee (TASC), which has representatives from the SFMTA, Police and Fire Departments, has approved this project.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Plan-view and cross section of Proposal

**APPROVALS:**

**DATE**

DIRECTOR  5/29/2018

SECRETARY  5/29/2018

**ASSIGNED SFMTAB CALENDAR DATE:** June 5, 2018

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### **PURPOSE**

Approving bicycle lanes and traffic and parking modifications on Indiana Street between Cesar Chavez Street and 23rd Street to support the Indiana Street Bikeway Connection Project and Vision Zero and San Francisco's Transit First Policy to provide a safer, more comfortable, and more direct connection between the existing bikeway at Indiana at 23<sup>rd</sup> Street and the signalized intersection at Cesar Chavez Street.

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

This action supports the following SFMTA Strategic Plan Goal 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 car sharing the preferred means of travel
  - Objective 2.3: Increase use of all non-private auto modes.
- Goal 3: Improve the environment and quality of life in San Francisco
  - Objective 3.2: Increase the transportation system's positive impact to the economy.

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.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

### **DESCRIPTION**

Indiana Street is vital bikeway connection in the Dogpatch neighborhood and part of the larger San Francisco Bicycle Route Network. It provides connections to/from the 22<sup>nd</sup> Street Caltrain Station, the Cesar Chavez Street and the 16<sup>th</sup>/17<sup>th</sup> Street bike routes, and the new UCSF Mission Bay Campus. The Dogpatch neighborhood is experiencing a large increase in local population and providing better bikeway connections and alternatives to owning a car is vital for such a densely populated

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neighborhood. There are currently approximately three hundred bicyclists per day on Indiana, and there were five injuries between 2012 and 2017. Because of the desired connection to Cesar Chavez and access to a signalized crossing, bicyclists often continue southbound on Indiana past 25<sup>th</sup> despite the fact that this segment is one-way in the northbound direction.

In support of Vision Zero and San Francisco's Transit First Policy, The Indiana Street Bikeway Connection Project (Project) would stripe 900 feet of bikeway on Indiana Street between 25<sup>th</sup> Street and Cesar Chavez Street. A Class IV two-way parking protected bikeway would be installed from the 25<sup>th</sup> Street intersection to the two-way turnaround 280 feet north of the 25<sup>th</sup> Street intersection. North and southbound Class II bike lanes would be striped between 25<sup>th</sup> Street and Cesar Chavez Street. Indiana is one-way northbound between Cesar Chavez and 25<sup>th</sup> Street. The southbound bike lane, on the west side of the street, would be a "contra-flow" bike lane. The remainder of Indiana Street will be striped with Class III Shared Lane Pavement Markings (Sharrows) consistent with the current condition.

Additionally, three speed tables will be installed on Indiana between 23<sup>rd</sup> and 25<sup>th</sup> Street to calm traffic speeds. A Speed Table is a special speed hump design with a 10 foot wide flat top requested by Muni. Because the vertical deflection is broken up by the flat top of a speed table, it allows larger vehicles to more smoothly traverse them. The speed tables do not require SFMTA Board approval.

In total, eleven general parking spaces would be removed as a result of implementation of this project. The project has been coordinated with the SFMTA Dogpatch Parking Plan.

### **Protected Bicycle Lane Safety Improvements**

On Indiana Street there are existing northbound shared lane markings (Class III Shared use Bike Route) that will be upgraded to a separated bikeway (Class IV) between 25<sup>th</sup> Street and 280 feet northerly. A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and through vehicle traffic. A parking protected bikeway is a type of separated bikeway that uses a parking lane and painted buffer between the vehicle travel lanes and the bikeway so that people on bikes are protected from moving traffic.

The SFMTA proposes installing a two-way parking protected bikeway on Indiana Street from 25<sup>th</sup> Street to two hundred and eighty feet northerly to accommodate safer, more direct, and more comfortable bicycle travel along the Indiana Street corridor. A parking protected bikeway is proposed to improve safety, and to provide a direct route to a signalized intersection at Cesar Chavez Street.

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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- 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;
- 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;
- The alternative criteria adhere to guidelines established by a national association of public transportation officials.

The proposed parking protected bikeway on Indiana Street 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 of Directors 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 Information Number 89 Class IV Bikeway Guidance. The NACTO guidelines state that parking 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 barriers can also provide physical separation to the cycle track.

The separated bikeway for Indiana Street will conform to these NACTO design guidelines.

The separated bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office of Disability, and Department of Public Works to ensure accessibility for all street users. The painted buffer alongside the parking lane that separates the vehicle travel lane from the bikeway will be clearly marked with cross-hatching and 48 inches in width. It was also reviewed by the San Francisco Fire Department and approved by that department at TASC.

### **Class II Bike Lanes Improvements**

North and southbound Class II bike lanes would be striped between 25<sup>th</sup> Street and Cesar Chavez Street. The southbound bike lane, on the west side of the street, would be a "contra-flow" bike lane as the street is otherwise one-way northbound.

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### **Class III Bikeway Improvements**

The current northbound Class III bikeway on Indiana between 23<sup>rd</sup> and 25<sup>th</sup> Streets would be marked for both southbound and northbound bicycle travel.

### **ITEMS FOR APPROVAL TO SUPPORT THE PROJECT**

- A. RESCIND – CLASS III BIKEWAY (SHARED LANES) - 23rd Street, eastbound, from Indiana Street to Minnesota Street; and Minnesota Street, southbound, from 23rd Street to Cesar Chavez Street
- B. ESTABLISH – CLASS III BIKEWAY (SHARED LANES) - Indiana Street, southbound, from 23rd Street to 615 feet southerly
- C. ESTABLISH – CLASS II BIKEWAY (BIKE LANES) (Removes one northbound vehicle lane) - Indiana Street, northbound, from Cesar Chavez Street to 25th Street; and Indiana Street, southbound, from 25th Street to Cesar Chavez Street (contra-flow)
- D. ESTABLISH – CLASS IV PROTECTED BIKEWAY - Indiana Street, from 25th Street to 280 feet northerly (Class IV Parking Protected Two-way Bikeway)
- E. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Indiana Street, east side, from 117 feet north of 25th Street to 147 feet northerly (removes seven parking spaces); and Indiana Street, west side, from 25<sup>th</sup> Street to 35 feet southerly (remove two parking spaces)
- F. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES - Indiana Street, northbound, at Cesar Chavez Street (for bicycle two-stage turn box)
- G. RESCIND – PERPENDICULAR PARKING - Indiana Street, west side, from 25<sup>th</sup> St to 83 feet southerly (removes two parking spaces)
- H. ESTABLISH - STOP SIGN (FOR BICYCLES) - Indiana Street, southbound, at 25th Street (for contra-flow bike lane on east side of Indiana Street)

### **STAKEHOLDER ENGAGEMENT**

The Project has worked with the Dogpatch Neighborhood Association, the Dogpatch Green Benefit District, and the Potrero Hill Boosters, UCSF Mission Bay, the Dogpatch Public Realm Plan and the Dogpatch Parking Plan. The proposal was presented to the public September 9, 2017 at an Open House in the neighborhood. Further community meetings were held in March 2018. SFMTA Sustainable Streets Division Public Hearings were held at City Hall March 2nd and March 16<sup>th</sup> 2018, where the project was heard. The project was generally supported by the public, with the understanding that some parking loss would occur to accommodate the bike lanes north of 23<sup>rd</sup> Street.

Some members of the public asked for Class II bike lanes along the entire corridor. While most stakeholders did not support the significant parking loss this would entail, a very few members of the public supported significant parking removal in order to stripe Class II bike lanes for the whole Indiana corridor from Cesar Chavez Street to Mariposa Street.

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## **ALTERNATIVES CONSIDERED**

Class II and Class IV Bike lanes were considered for the entire length of Indiana Street north to Mariposa Street, but this proposal was rejected by the community because of the removal of up to 400 on-street parking spaces. A two way protected bike lane was considered between 25<sup>th</sup> and Cesar Chavez, but was rejected by the community because it did not offer as many safety benefits as the contraflow and regular bike lanes between 25<sup>th</sup> Street and Cesar Chavez Street. Specifically, the interaction with driveways on the east side of Indiana for the two blocks was significant, and the space needed to stripe and buffer a Class IV facility would have meant the existing perpendicular parking on the west side would need to be converted to parallel parking, resulting in additional parking loss.

Several other limited bike lane proposals for Indiana north of 25<sup>th</sup> Street and for Minnesota Street were also rejected by the public because of significant on-street parking loss, and lack of perceived need on this portion of the corridor. The community strongly supported making bike route improvements, so a “No Project” alternative was considered but deemed not feasible due to lack of support and inconsistency with SFMTA goals.

## **FUNDING IMPACT**

The Project includes bike lanes, parking-protected bikeway, Class III shared lanes, signal modifications at Cesar Chavez, speed tables and signs.

The total project cost is \$255,000, including Planning, Design, and Construction phases. Proposition B General Fund revenues funded both the planning (\$50,000) and initial detail design (\$25,000) phases. Additional scope for signal-related detail design work is estimated at \$40,000.

The construction phase estimate is \$140,000. Both of these phases are planned to come from the Streets CIP Citywide Neighborway Design and Implementation program, which is also funded with Proposition B General Fund revenues. Detailed construction phase costs include SFMTA Paint Shop: \$75,000, SFMTA Sign Shop \$10,000, SFMTA Signal Shop: \$25,000, Speed Tables (Public Works): \$30,000.

Requested funds for design and construction will come from Prop B-funded Citywide Neighborway Design and Implementation (ST031), which is a program in the FY19-23 Capital Improvement Program.

## **ENVIRONMENTAL REVIEW**

The proposed project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for existing facilities as defined in Title 14 of the California Code of Regulations Section 15301.

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On April 13, 2018, the Planning determined Case Number 2018-002075ENV that the proposed Indiana Street Bikeway Connection Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

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

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

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

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

**RECOMMENDATION**

The SFMTA recommends that the SFMTA Board of Directors approve bikeway and traffic and parking modifications on Indiana Street between Cesar Chavez Street and 23rd Street to support the Indiana Street Bikeway Connection Project, as set forth in items A-H above, to improve safety for bicyclists traveling through western Dogpatch.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goals and implementing safety improvements on Indiana Street; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritized non-private automobile transportation; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of a two-way parking protected bikeway, bike lanes and parking, traffic, and traffic calming modifications on Indiana Street from Cesar Chavez to 23rd Street as follows:

- A. RESCIND – CLASS III BIKEWAY (SHARED LANES) - 23rd Street, eastbound, from Indiana Street to Minnesota Street, Minnesota Street, southbound, from 23rd Street to Cesar Chavez Street
- B. ESTABLISH – CLASS III BIKEWAY (SHARED LANES) - Indiana Street, southbound, from 23rd Street to 615 feet southerly
- C. ESTABLISH – CLASS II BIKEWAY (BIKE LANES) (Removes one northbound vehicle lane) - Indiana Street, northbound, from Cesar Chavez Street to 25th Street, Indiana Street, southbound, from 25th Street to Cesar Chavez Street (contra-flow)
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- H. ESTABLISH - STOP SIGN (FOR BICYCLES) - Indiana Street, southbound, at 25th Street (for contra-flow bike lane on east side of Indiana Street)

WHEREAS, The proposed Indiana Street Bikeway Connection Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for existing facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On May 14, 2018, the Planning Department determined that the proposed Indiana Street Bikeway Connection Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301, and,



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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 1650 Mission Street in San Francisco, and is incorporated herein by reference.

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves bicycle lane and parking and traffic modifications, as set forth in items A through H above, along Indiana Street between Cesar Chavez Street and 23rd Street.

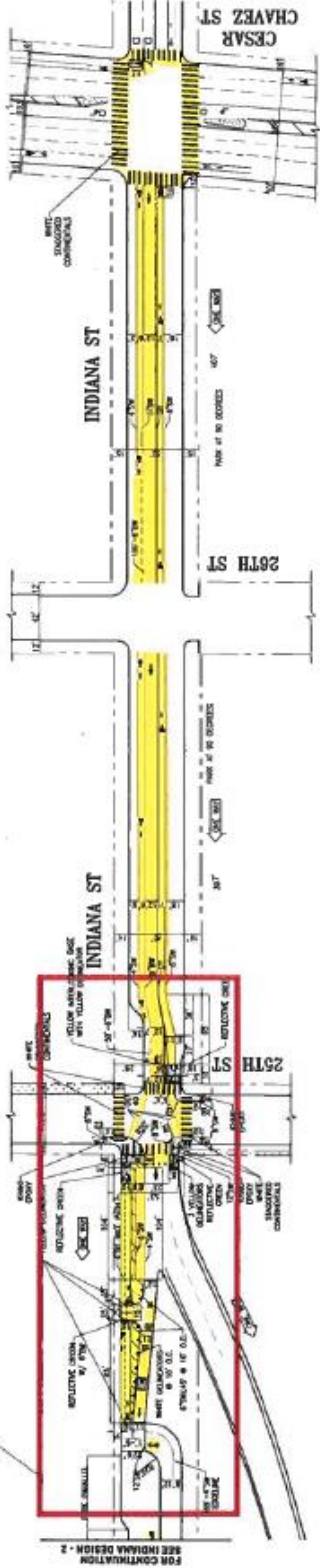
I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 5, 2018.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

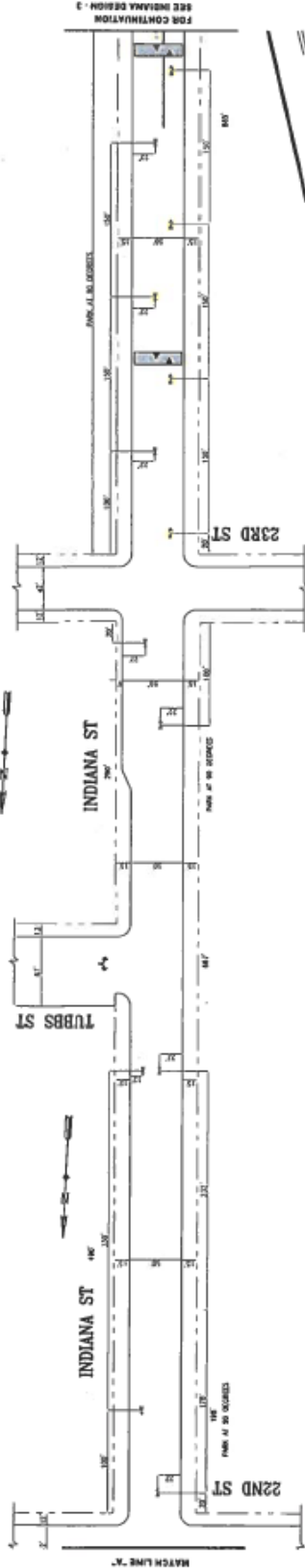
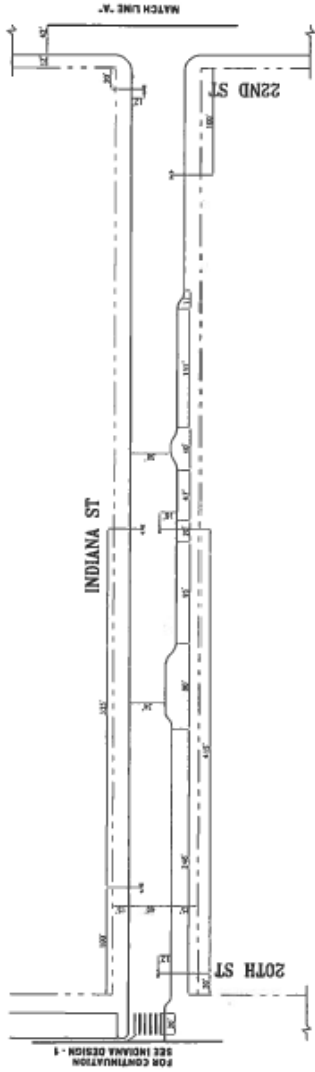
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SEE INDIANA DESIGN - 4



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<p style="font-weight: bold; font-size: 16px; margin: 0;">SFMTA</p> <p style="font-size: 10px; margin: 0;">Municipal Transportation Agency</p>			
<p style="font-size: 10px; margin: 0;">INDIANA DESIGN - 3</p> <p style="font-size: 10px; margin: 0;">ON-RAMP TO CESAR CHAVEZ</p>			
<p style="font-size: 8px; margin: 0;">CONTRACT NO. _____</p> <p style="font-size: 8px; margin: 0;">SHEET NO. _____</p> <p style="font-size: 8px; margin: 0;">DATE: _____</p> <p style="font-size: 8px; margin: 0;">REV. NO. _____</p>			

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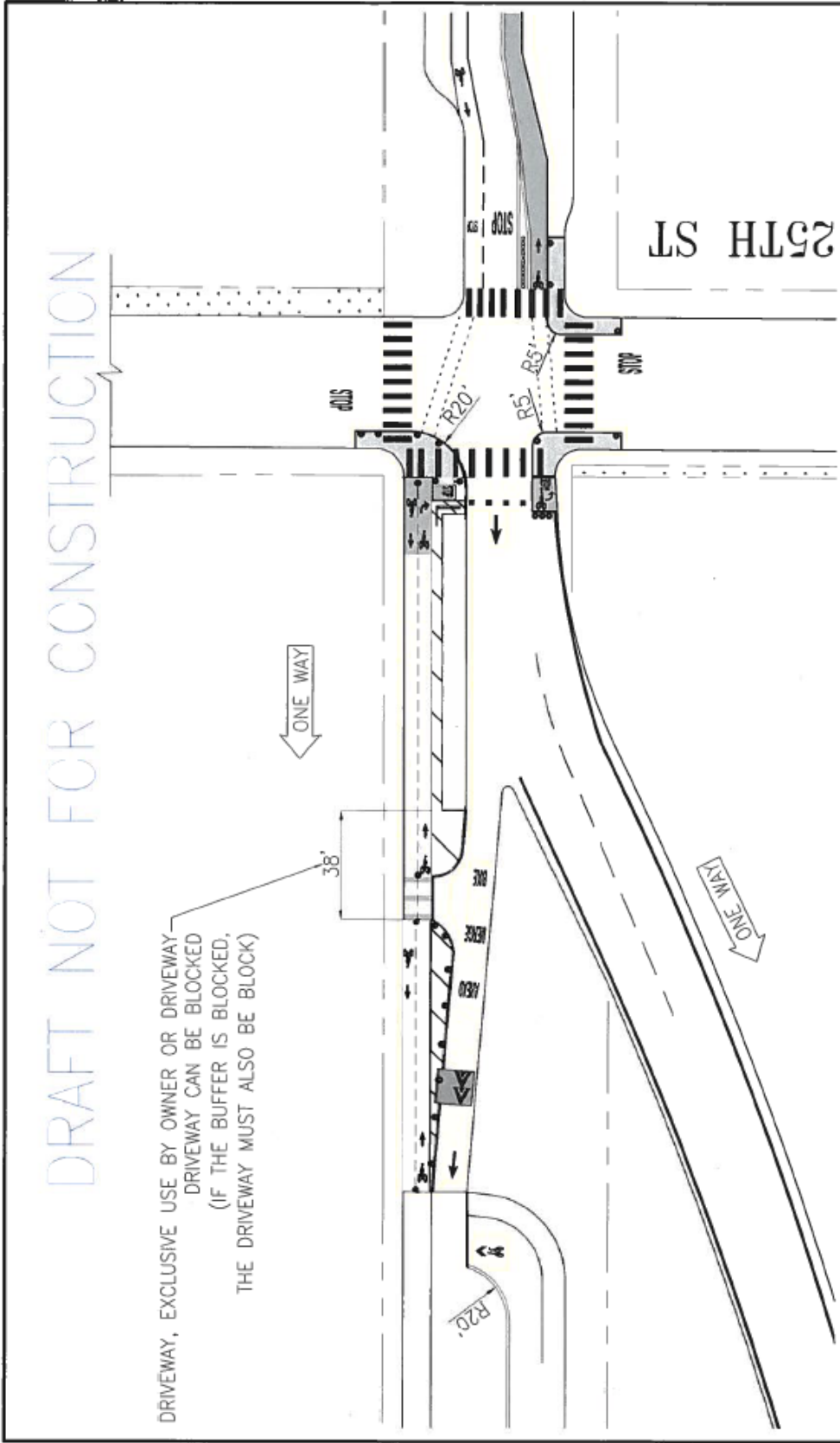
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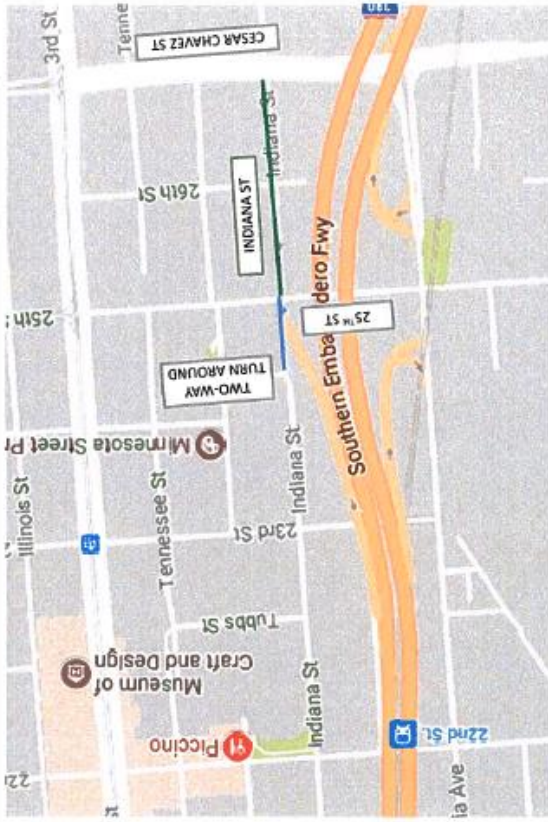
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DRIVEWAY, EXCLUSIVE USE BY OWNER OR DRIVEWAY  
DRIVEWAY CAN BE BLOCKED  
(IF THE BUFFER IS BLOCKED,  
THE DRIVEWAY MUST ALSO BE BLOCK)



COUNTY NO. TOWNSHIP NO. FILE NO. SHEET NO.		INDIANA DESIGN - 4 TWO-WAY TURN AROUND	
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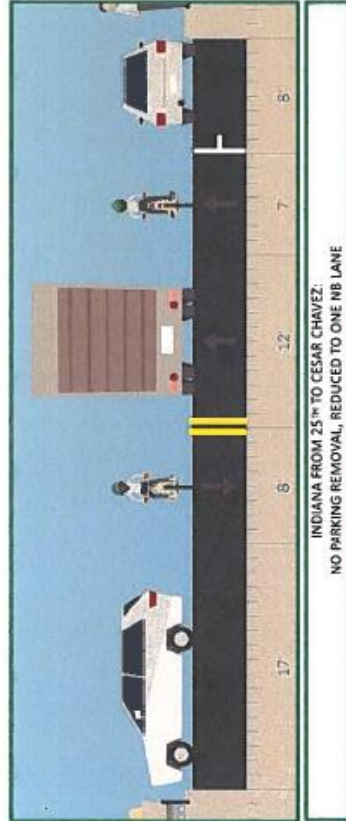
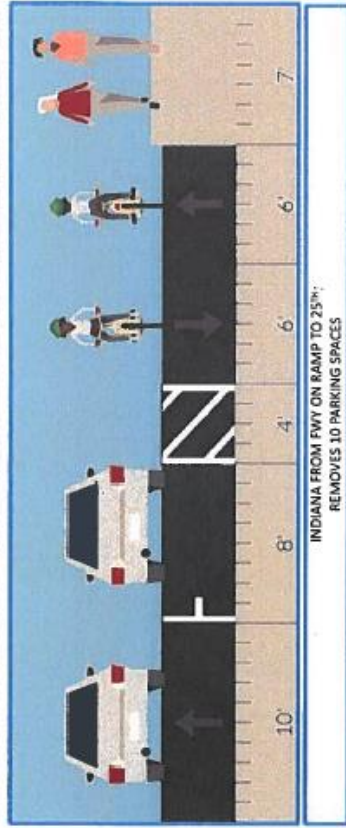
# INDIANA BIKEWAY CONNECTION PROJECT



The Indiana Street Bikeway is a vital local connection, preserving this neighborhood street, and providing safe and comfortable access to bike lane connections to the north and south, as well as to open space, and local and regional transit.

**Project Background:** This project is part of the SFMTA's 5-year Capital Improvement Program. Conceptual designs were presented to key community groups and residents last year. The Project is coordinating with the Dogpatch Parking Management Project.

**Open House Outcomes:** SFMTA will finalize designs after public feedback and begin the legislative process.



Indiana Bikeway Project and Dogpatch Parking Management Project Open House  
September 19, 2017

[www.sfmta.com/indiana](http://www.sfmta.com/indiana)