

THIS PRINT COVERS CALENDAR ITEM NO. : 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving a Class IV parking protected bikeway and parking and traffic modifications on 8th Street between Harrison Street and Townsend Street to improve safety for all modes of transportation, enhance safety and comfort for people walking and biking along the corridor, and increase transit performance and safety for the 19 Polk.



SUMMARY:

- From 2011 to 2016, there have been a total of one fatal and 45 injury traffic collisions along 8th Street between Harrison Street and Townsend Street.
- The project establishes a parking protected bikeway on 8th Street between Harrison Street and Townsend Street, extending the 8th Street parking protected bikeway installed in May 2017 to meet the Mayor's Directive on Pedestrian and Bicycle Safety and support the City's commitment to Vision Zero. Phase 1 and Phase 2 of the 8th Street Safety Project will result in a continuous protected bikeway from Market Street to Townsend Street.
- The project converts approximately 13 general parking spaces and 3 motorcycle parking spaces into transit boarding islands, loading zones, and visibility areas at driveways and intersections. The number of commercial loading zones is increased. The number of passenger loading zones is not affected.
- The project removes one travel lane between Harrison Street and Bryant Street to accommodate the new bikeway design and improve California Highway Patrol operations.
- Beginning in September 2017, the SFMTA conducted public outreach to solicit input that helped shape the protected bikeway design, parking management, and bus stop changes along 8th Street.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code.

ENCLOSURES:

1. SFMTAB Resolution
2. 8th Street Safety Project Phase 2 Plans and Community Outreach Material

APPROVALS:

	DATE
DIRECTOR 	<u>2/27/2018</u>
SECRETARY 	<u>2/27/2018</u>

ASSIGNED SFMTAB CALENDAR DATE: March 6, 2018

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PURPOSE

Approving a Class IV parking protected bikeway and parking and traffic modifications on 8th Street between Harrison Street and Townsend Street to improve safety for all modes of transportation, enhance safety and comfort for people walking and biking along the corridor, and improve transit performance and safety for the 19 Polk.

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 carsharing the preferred means of travel

Objective 2.2: Improve transit performance.

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

Transit First Principles

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

Mayor Lee's Executive Directive on Pedestrian and Bicycle Safety, issued on August 4, 2016,

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calls on all City departments to make our streets safer and accelerate the City's work toward Vision Zero, which is the City's commitment to eliminate traffic fatalities in San Francisco by 2024. In particular, the Executive Directive required the SFMTA to improve the citywide bicycle network and streets through implementing protected bikeways on 8th Street. The SFMTA completed a parking protected bikeway on 8th Street from Market Street to Harrison Street in May 2017 as Phase 1 of the 8th Street Safety Project. Phase 2 of this project will further extend safety improvements on 8th Street from Harrison Street to Townsend Street. The result is a continuous protected bikeway from Market Street to Townsend Street.

To improve safety and comfort through the project area for all road users, particularly for those walking and bicycling, the SFMTA is proposing the following parking and traffic modifications. Specifically, the project is proposing to establish red zones to improve visibility at intersections (also referred to as daylighting) and a protected bikeway on 8th Street by upgrading the existing bike lane to a parking protected bikeway.

In combination with the safety improvements, the project will also improve travel time, reliability, and safety of the 19 Polk by adjusting transit stop locations and installing transit boarding islands.

Project Location

Eighth Street is a one-way southbound street between Harrison Street and Brannan Street and a two-way street between Brannan Street and Townsend Street in the South of Market neighborhood. There are four travel lanes between Harrison Street and Bryant Street, three travel lanes between Bryant Street and Brannan Street, and two travel lanes between Brannan Street and Townsend Street. During peak hours, approximately 1,000 vehicles travel southbound along the corridor with roughly half of the traffic accessing Interstate 80.

Bicyclists currently travel southbound in an existing Class II bikeway (bike lane). The northbound segment from Townsend Street to Brannan Street is currently unmarked and unsigned for bicycle travel. Approximately 200 bicyclists per hour and over 100 bicyclists per hour travel along the corridor during morning and evening peak periods, respectively.

This corridor is also served by the 19 Polk Muni bus route, which runs at a frequency of every 15 minutes. There are currently four curbside bus stops between Harrison Street and Townsend Street. Between 5 to 28 people get on at each of these bus stops and between 48 to 94 people get off each day. On an average day, 99 passengers get on and 87 passengers get off at each 19 Polk bus stop along the 8th Street corridor.

From 2011 to 2016, there have been a total of one fatal and 45 injury traffic collisions along 8th Street between Harrison Street and Townsend Street. The intersections of 8th Street at Harrison Street, Bryant Street, and Brannan Street are also on the Vision Zero High Injury Network, which are the 13 percent of city streets that account for 75 percent of injury and fatal collisions in San Francisco.

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Project Elements

The primary improvement to 8th Street between Harrison Street and Townsend Street is a continuous southbound protected bikeway (also referred to as a separated bikeway) created through the installation of transit boarding islands and parking and traffic modifications. Northbound 8th Street, between Brannan Street and Townsend Street, will be established as a bicycle route.

Parking will be removed to improve visibility for all road users at intersections and particularly of pedestrians.

The project will remove one travel lane between Harrison Street and Bryant Street and reconfigure on-street parking between Harrison Street and Townsend Street.

Bus stops will be relocated throughout the corridor based on spacing and upgraded to transit boarding islands to reduce Muni delays and increase safety and reliability.

Project elements, such as the protected bikeway, are informed by the Eastern Neighborhood Transportation Implementation Planning Study (ENTRIPS). The ENTRIPS looked at the communities of the Mission District, South of Market, Central Waterfront, Showplace Square, and Potrero Hill and evaluated transportation design improvements that balanced pedestrian conditions, the public realm, transit performance, bicycle conditions, vehicle circulation parking and loading, and deliverability and cost-effectiveness. The 2013 Western SoMa Community Plan further highlights the need for bicycle and pedestrian safety on 8th Street.

Bicycle Safety Improvements

There is currently an existing Class II bikeway (bike lane) with a paint buffer on varying blocks of the project corridor. The 8th Street Safety Project Phase 2 will upgrade the bike lane to a Class IV bikeway (parking separated bikeway). A separated bikeway is 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 includes 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 to install a parking protected bikeway on southbound 8th Street from Harrison Street to Townsend Street to accommodate safer and more comfortable bicycle travel along the corridor. A parking protected bikeway is proposed to improve safety, discourage double parking, and prevent driving in the bikeway.

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

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890.6 if all of the following conditions are met:

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

The parking protected bikeway proposed as part of this project meets these three conditions. The alternative criteria for the protected bikeway design have been reviewed and approved by a qualified engineer prior to installation. The alternative criteria considerations 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 sense 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 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 8th 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. Between Harrison Street and Townsend Street, the painted buffer between the bikeway and parked vehicles will be clearly marked with cross-hatching and be five feet in width, which is the recommended buffer width. The painted buffer and use of plastic delineators separating vehicle travel lanes from the bikeway is a standard bikeway design treatment that has been applied in numerous locations throughout the city. This project was also reviewed by the San Francisco Fire Department (see discussion in Stakeholder Engagement Section).

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By extending safety improvements to Townsend Street, the proposed protected bikeway improves bicycling conditions for people traveling to the Caltain Station at 4th Street and King Street, Mission District, Potrero Hill, Mission Bay, and San Francisco's waterfront.

The northbound segment from Townsend Street to Brannan Street is currently unmarked and unsigned for bicycle travel. This project proposes to install shared lane markings or "sharrows" to raise awareness to all road users that bicycle travel is to be expected on this roadway. The shared lane markings may be further enhanced with green paint (green-backed sharrows) to make them more visible.

The project will install No Right Turn on Red restrictions on eastbound Brannan Street approaching 8th Street to install a two-stage turn box. The two-stage turn box will enable southbound 8th Street bicycle traffic to make a two-stage left turn onto eastbound Brannan Street. Two-stage left turn bicycle boxes are waiting areas painted in the intersection to help cyclists perform a left turn in two movements from the right side lane. They are intended to make an intersection more inviting for people riding bicycles, make bicycle turning movement more predictable, reduce bicycle encroachment into the crosswalk, and signal to drivers that the turn box is a permitted location for bicyclists to wait.

Pedestrian Safety Improvements

This project proposes a "road diet" to remove a lane of through traffic on southbound 8th Street (four lanes to three lanes) from Harrison Street to Bryant Street. While necessary to accommodate the proposed parking protected bikeway, the road diet is also a pedestrian safety improvement that has been empirically shown to reduce crashes, according to the Federal Highway Administration.

At all street and alley intersection crossings, red zones will be established to improve visibility at crosswalks. These no parking areas will be marked with a red paint on the curb and could be enhanced with painted safety zones and additional delineation to prevent vehicles from parking in these areas and help slow vehicle turning movements.

Transit Safety and Performance Improvements

The 19 Polk has bus stops at farside Harrison Street (curbside bus zone), nearside Bryant Street (curbside bus zone), midblock between Bryant Street and Brannan Street (curbside bus zone), and nearside Townsend Street (flag stop). The 8th Street Safety Project Phase 2 will improve transit operations, optimizing stops by consolidating the midblock stop between Bryant Street and Brannan Street and nearside stop at Townsend Street to one farside stop at Brannan Street.

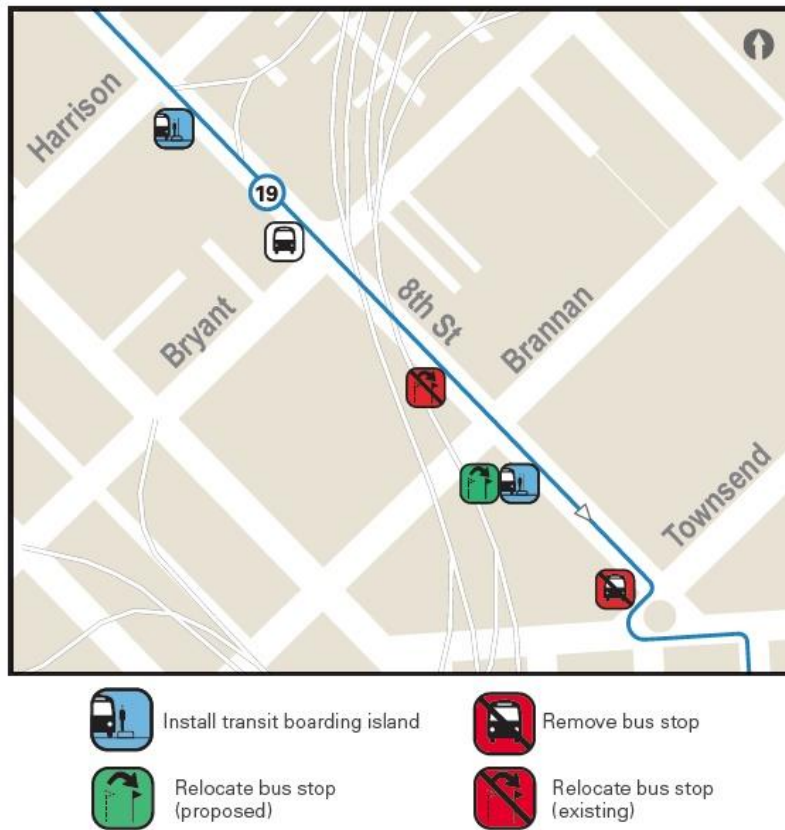


Figure 1: Image of proposed bus stop changes from Harrison Street to Townsend Street

As part of the conversion for a parking protected bikeway, the proposed transit stops at farside Harrison Street and farside Brannan Street will also be upgraded to transit boarding islands. Results from the transit data gathered before and after implementation of the parking protected bikeway on 8th Street between Market Street and Harrison Street show improved transit travel time and reliability. The transit boarding islands eliminate the need for buses to exit and re-enter the flow of traffic. Additionally, transit boarding islands reduce bicycle and bus conflicts and provide additional space for people waiting, allowing for more room on the sidewalk to be used for pedestrian traffic.

Parking Changes

The project will remove approximately thirteen on-street general parking spaces and three on-street motorcycle parking spaces to accommodate the protected bikeway and transit boarding islands. Some parking will be removed near intersections and driveways to facilitate right turns and improve visibility for all road users.

The project will also introduce new metering for on-street parking between Harrison Street and Bryant Street to better manage limited on-street parking supply and increase short-term parking

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availability for nearby business establishments. Metering is already implemented from Bryant Street to Townsend Street.

Proposed Project Parking and Traffic Modifications

- A. ESTABLISH – CLASS IV BIKEWAY – 8th Street, southbound from Harrison Street to Townsend Street (Class IV Parking Protected Bikeway)
- B. ESTABLISH – CLASS III BIKEWAY – 8th Street, northbound from Townsend Street to Brannan Street
- C. RESCIND – BUS ZONE – 8th Street, west side, from Harrison Street to 75 feet southerly (Replaces bus zone with transit boarding island); 8th Street, west side, from 100 feet to 240 feet north of Brannan Street (Consolidates bus zone to Brannan Street far side)
- D. RESCIND – BUS FLAG STOP – 8th Street, west side, north of Townsend Street (Consolidates bus stop to Brannan Street far side)
- E. ESTABLISH – TRANSIT BOARDING ISLAND, TOW-AWAY, NO STOPPING ANYTIME – 8th Street, west side, from 45 feet to 109 feet south of Harrison Street (Replaces bus zone); 8th Street, west side, from 136 feet to 238 feet south of Brannan Street (New consolidated bus stop)
- F. ESTABLISH – GENERAL METERED PARKING – 8th Street, both sides, between Harrison Street and Bryant Street (Up to 8 full-sized metered parking spaces)
- G. RESCIND – METERED MOTORCYCLE PARKING – 8th Street, east side, from Townsend Street to 20 feet northerly (Removes meter #663, #665, #667)
- H. RESCIND – BLUE ZONE – 8th Street, west side, from Bryant Street to 21 feet southerly
- I. ESTABLISH – BLUE ZONE – Harrison Street, north side, from 6 feet to 27 feet west of 8th Street
- J. RESCIND – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - 8th Street, west side, from 113 feet to 218 feet south of Bryant Street (Removes 5 metered yellow spaces)
- K. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - 8th Street, west side, from 137 feet to 237 feet north of Brannan Street (Establishes 5 metered yellow spaces)
- L. ESTABLISH – METERED YELLOW ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – 8th Street, west side, from 20 feet to 72 feet south of Bryant Street (Establishes 2 metered yellow spaces); 8th Street, west side, from 212 feet to 292 feet south of Harrison Street (Establishes 4 metered yellow spaces)
- M. RESCIND – PASSENGER LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 8th Street, west side, from 130 to 163 feet north of Townsend Street
- N. ESTABLISH – PASSENGER LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 8th Street, west side, from 127 to 169 feet north of Townsend Street
- O. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – 8th Street, west side, from 161 feet to 212 feet south of Harrison Street; 8th Street, west side, from Bryant Street to 260 feet northerly; 8th Street, west side, from Bryant Street to 20 feet southerly; 8th Street, west side, from 72 feet to 136 feet south of Bryant Street; 8th Street, west side, from 199

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feet to 316 feet south of Bryant Street; 8th Street, east side, from Townsend Street to 20 feet northerly; 8th Street, west side, from Townsend Street to 77 feet northerly

- P. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 8th Street, west side, from Brannan Street to 137 feet
- Q. RESCIND – GREEN METERED PARKING, 15 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 8th Street, east side, from 30 feet to 72 feet north of Townsend Street (converts to 2 general metered spaces); 8th Street, east side, from 201 feet to 277 feet north of Townsend Street (converts to 4 general metered spaces); 8th Street, west side, from 85 feet to 127 feet north of Townsend Street (converts to 2 general metered spaces); 8th Street, west side, from 169 feet to 211 feet north of Townsend Street (converts to 2 general metered spaces)
- R. ESTABLISH – MIDBLOCK CROSSWALK – 8th Street, approximately 110 feet south of Harrison Street (For transit boarding island); 8th Street, approximately 250 feet south of Harrison Street (For parking-separated bikeway); 8th Street, approximately 135 feet south of Bryant Street (For parking-separated bikeway); 8th Street, approximately 165 feet south of Brannan Street (For transit boarding island); 8th Street, approximately 150 feet north of Townsend Street (For parking-separated bikeway)
- S. ESTABLISH – NO TURN ON RED – Brannan Street, eastbound, at 8th Street

STAKEHOLDER ENGAGEMENT

Door-to-Door Outreach

From September to November 2017, staff performed door-to-door outreach to businesses along 8th Street in order to inform them of the proposed changes to the street and gain information about their curb usage. Staff gained understanding about their business operations, commercial and passenger loading needs, driveway access, and other pertinent information about curb usage. As a result, staff designed the street improvements to accommodate for these uses and provide loading zones where needed.

Bus Stop Outreach

In December 2017, SFMTA staff conducted on-the-ground outreach at all affected bus stops in the project area, informing Muni customers about the proposed project and associated bus stop changes. SFMTA staff also passed out multi-lingual informational flyers to Muni customers and posted informational posters on bus stop poles. Some riders getting on or off the bus at the 8th Street and Bryant Street stop were unresponsive of the proposed stop consolidation at that particular location due to increased walking distance to nearby grocery stores and the San Francisco Superior Court Hall of Justice. People with limited mobility also expressed that the increased walking distance would be an even greater challenge for them.

After evaluating this feedback, SFMTA staff determined that the 8th Street and Bryant Street stop should remain in order to provide shortened walking distances to nearby destinations for 19 Polk bus riders. SFMTA staff is currently evaluating the feasibility of moving the existing nearside 8th

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Street and Bryant Street bus stop to a farside transit boarding island.

Stakeholder Outreach

Staff conducted targeted stakeholder outreach with community and advocacy groups, including District 6 Supervisor Kim's Office and the San Francisco Bicycle Coalition. The San Francisco Bicycle Coalition expressed support in the safety improvements the project will implement and the overall timeline of the project.

Digital Outreach

During the outreach and design phases of the project, staff sent out three e-mail updates to an e-mail list of more than 200 contacts that was compiled from Phase 1 of the project, information gathered during door-to-door feedback, and project website sign-ups. Additionally, the project website was regularly updated, providing the public with project background information, access to the latest designs, and opportunities for providing feedback.

Public Hearing

A public hearing was held on January 12, 2018 to solicit additional feedback from the community. The community was informed of the hearing through email notifications, bus stop posters, and postcards sent to all addresses within a block of the corridor. One member of the community attended to speak on behalf of the San Francisco Bicycle Coalition and favored the bicycling improvements included in the project.

California Highway Patrol

The California Highway Patrol (CHP) has no objections to the proposed project. The CHP has a facility on 8th Street, between Harrison Street and Bryant Street, and regularly uses 8th Street for emergency and daily activities. The SFMTA observed CHP operations in the field and met with CHP personnel to understand their needs. As a result, SFMTA was able to design the block with a larger buffer area, giving the CHP more space to safely and effectively maneuver their vehicles.

San Francisco Fire Department

The San Francisco Fire Department (SFFD) has no objections to the proposed project. The SFMTA worked with the SFFD to understand their operational needs and designed the street with flexibility and building and hydrant access in mind so as not to preclude SFFD's emergency response activities.

ALTERNATIVES CONSIDERED

Northbound Bike Lane Between Brannan Street and Townsend Street

A northbound bike lane design alternative to the proposed bike route was considered for the block between Brannan Street and Townsend Street. This design alternative would involve curbside parking removal on the east side of the street. Given the current absence of bicycling facilities on Brannan Street and the one-way configuration of 8th Street north of Brannan Street, a northbound bike lane would not provide large benefit. This change was not carried forward. However, the proposed project does not preclude this design alternative and it may be explored in the future.

Eighth Street & Bryant Street Bus Stop

The 19 Polk nearside bus stop located at 8th Street and Bryant Street was considered for removal to optimize transit travel through the corridor. The removal met Muni stop spacing guidelines and provided an overall benefit to travel time. However, staff collected public feedback about the potential negative impacts of this change. Some Muni customers at the 8th Street and Bryant Street bus stop were unsupportive of the change because it would increase the walking distance to nearby grocery stores and the San Francisco Superior Court Hall of Justice. People with limited mobility also expressed that the increased walking distance would be an even greater challenge for them. The bus stop removal at 8th Street and Bryant Street was not carried forward. However, SFMTA staff are currently evaluating the feasibility of moving the existing nearside bus stop to a new farside transit boarding island.

Four Travel Lanes Between Harrison Street and I-80W Off-Ramp

A four travel lane roadway configuration was considered for 8th Street between Harrison Street and the I-80W Off-Ramp, a segment of approximately 130 feet. This change involved removing four on-street general parking spaces on the east side of the street while including a new transit boarding island and parking protected bikeway. However, after conducting outreach with the CHP, SFMTA staff decided to maintain and expand the width of the the buffer area on the east side of 8th Street approaching Bryant Street. One travel lane must be removed in order to maintain and expand this buffer area while adding the parking protected bikeway. For these reasons, four travel lanes between Harrison Street and the I-80W Off-Ramp was not carried forward.

Pedestrian and Bicycle Interesection Modifications at Townsend Street Traffic Circle

A protected bikeway through a portion of the Townsend Street traffic circle was considered. This modification involves reconfiguring the approach angles on Division Street to slow down turning vehicles, improve visibility between people on bikes and vehicles, and reduce crossing distances for people walking across Division Street. This change would have resulted in significant reconstruction of the traffic median. Additionally, southbound bicyclists on 8th Street heading to

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Townsend Street, eastbound Division Street, or Henry Adams Street would still need to merge with vehicles in the traffic circle. Upon review by SFMTA senior staff, it was determined that this proposed modification reaches beyond the scope of the 8th Street Safety Project Phase 2 and the complex nature of this traffic circle requires more extensive engineering analyses.

Protected Intersection at 8th Street and Brannan Street

A protected intersection design was considered for the northwest corner of 8th Street and Brannan Street. With a potential sidewalk expansion on the north side of Brannan Street from 9th Street to 8th Street, SFMTA staff designed raised islands at the northwest corner of 8th Street and Brannan Street to slow down turning vehicles and improve visibility between people on bikes, people walking, and vehicles. However, the sidewalk expansion will not move forward and this alternative is rendered infeasible given the current curb and roadway layout.

FUNDING IMPACT

The project is in the San Francisco Municipal Transportation Agency's 2017-2021 Capital Improvement Program. Funding for the project comes from a variety of sources including 2014 SFMTA Revenue Bond, TDA Article 3 funds, and Eastern Neighborhoods IPIC developer funds. The project will be delivered in two phases with a total estimated project cost of \$1,610,000.

Phase 1 – 7th and 8th Streets Safety Project: 7th Street between Market Street and Cleveland Street and 8th Street between Market Street and Harrison Street (\$1,134,199)

- Planning/Design – August 2016 to December 2016 (\$310,142)
- Construction – January 2017 to June 2017 (\$824,057)

Phase 2 – 8th Street Safety Project: 8th Street between Harrison Street and Townsend Street (\$472,400)

- Planning/Design – September 2017 to March 2018 (\$48,778)
- Construction – Expected completion in May 2018 (\$444,513)

ENVIRONMENTAL REVIEW

The proposed 8th Street Safety Project Phase 2 is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively.

On November 8, 2016, the Planning Department determined that the proposed 8th Street Safety Project (Case No. 2016-011267ENV) is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and 15304. On January 11, 2018, the Planning Department further determined that the proposed 8th Street Safety Project Phase 2 (Case

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No. 2017-015407ENV) is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and 15304. The proposed action is the Approval Action as defined by the S.F. Administrative Code.

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

Approving a Class IV parking protected bikeway and parking and traffic modifications on 8th Street between Harrison Street and Townsend Street to improve safety for all modes of transportation, enhance safety and comfort for people walking and biking along the corridor, and increase transit performance and safety for the 19 Polk.

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 8th Street as outlined in Mayor Lee’s Executive Directive on Bicycle and Pedestrian Safety; 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, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

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

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

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

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

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of a parking protected bikeway, parking and traffic modifications, and transit service changes along 8th Street between Harrison Street and Townsend Street as follows:

- A. ESTABLISH – CLASS IV BIKEWAY – 8th Street, southbound from Harrison Street to Townsend Street (Class IV Parking Protected Bikeway)
- B. ESTABLISH – CLASS III BIKEWAY – 8th Street, northbound from Townsend Street to Brannan Street
- C. RESCIND – BUS ZONE – 8th Street, west side, from Harrison Street to 75 feet southerly (Replaces bus zone with transit boarding island); 8th Street, west side, from 100 feet to

- 240 feet north of Brannan Street (Consolidates bus zone to Brannan Street far side)
- D. RESCIND – BUS FLAG STOP – 8th Street, west side, north of Townsend Street (Consolidates bus stop to Brannan Street far side)
 - E. ESTABLISH – TRANSIT BOARDING ISLAND, TOW-AWAY, NO STOPPING ANYTIME – 8th Street, west side, from 45 feet to 109 feet south of Harrison Street (Replaces bus zone); 8th Street, west side, from 136 feet to 238 feet south of Brannan Street (New consolidated bus stop)
 - F. ESTABLISH – GENERAL METERED PARKING – 8th Street, both sides, between Harrison Street and Bryant Street (Up to 8 full-sized metered parking spaces)
 - G. RESCIND – METERED MOTORCYCLE PARKING – 8th Street, east side, from Townsend Street to 20 feet northerly (Removes meter #663, #665, #667)
 - H. RESCIND – BLUE ZONE – 8th Street, west side, from Bryant Street to 21 feet southerly
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 - K. ESTABLISH – METERED YELLOW ZONE, 6-WHEEL COMMERCIAL LOADING 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - 8th Street, west side, from 137 feet to 237 feet north of Brannan Street (Establishes 5 metered yellow spaces)
 - L. ESTABLISH – METERED YELLOW ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – 8th Street, west side, from 20 feet to 72 feet south of Bryant Street (Establishes 2 metered yellow spaces); 8th Street, west side, from 212 feet to 292 feet south of Harrison Street (Establishes 4 metered yellow spaces)
 - M. RESCIND – PASSENGER LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 8th Street, west side, from 130 to 163 feet north of Townsend Street
 - N. ESTABLISH – PASSENGER LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 8th Street, west side, from 127 to 169 feet north of Townsend Street
 - O. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – 8th Street, west side, from 161 feet to 212 feet south of Harrison Street; 8th Street, west side, from Bryant Street to 260 feet northerly; 8th Street, west side, from Bryant Street to 20 feet southerly; 8th Street, west side, from 72 feet to 136 feet south of Bryant Street; 8th Street, west side, from 199 feet to 316 feet south of Bryant Street; 8th Street, east side, from Townsend Street to 20 feet northerly; 8th Street, west side, from Townsend Street to 77 feet northerly
 - P. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – 8th Street, west side, from Brannan Street to 137 feet
 - Q. RESCIND – GREEN METERED PARKING, 15 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – 8th Street, east side, from 30 feet to 72 feet north of Townsend Street (converts to 2 general metered spaces); 8th Street, east side, from 201 feet to 277 feet north of Townsend Street (converts to 4 general metered spaces); 8th Street, west side, from 85 feet to 127 feet north of Townsend Street (converts to 2 general metered spaces); 8th Street, west side, from 169 feet to 211 feet north of Townsend Street (converts to 2 general metered spaces)

- R. ESTABLISH – MIDBLOCK CROSSWALK – 8th Street, approximately 110 feet south of Harrison Street (For transit boarding island); 8th Street, approximately 250 feet south of Harrison Street (For parking-separated bikeway); 8th Street, approximately 135 feet south of Bryant Street (For parking-separated bikeway); 8th Street, approximately 165 feet south of Brannan Street (For transit boarding island); 8th Street, approximately 150 feet north of Townsend Street (For parking-separated bikeway)
- S. ESTABLISH – NO TURN ON RED – Brannan Street, eastbound, at 8th Street; and,

WHEREAS, The proposed 8th Street Safety Project Phase 2 is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and,

WHEREAS, The Planning Department determined that the 8th Street Safety Project (Case No. 2016-011267ENV) and 8th Street Safety Project Phase 2 (Case No. 2017-015407ENV) are categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304; 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 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

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 a parking protected bikeway and parking and traffic modifications set forth in items A through S above along 8th Street between Harrison Street and Townsend Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 6, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency