

THIS PRINT COVERS CALENDAR ITEM NO. :10.6

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Accepting a gift of \$100,000 from the San Francisco Bicycle Coalition (SFBC) Education Fund towards the construction of the Folsom-Essex Bikeway Improvement Project to improve bicycle safety on Folsom Street between 1st Street and 3rd Street in the South of Market (SOMA) neighborhood of San Francisco, subject to the conditions of the gift.

SUMMARY:

- The SF Bicycle Coalition Education fund has offered to make a \$100,000 gift to the SFMTA in order to construct the Folsom-Essex Bikeway Improvement Project in SOMA to enhance bicycle safety on Folsom Street between 1st Street and 3rd Street.
- The Project proposes to eliminate cyclists having to merge with heavy volumes of freeway traffic by installing a wide curbside bike lane with a dedicated bicycle traffic signal and special intersection markings.
- A condition of the gift requires that expenditure of the monies be subject to completion of the project-specific environmental review. Moreover, if the SFMTA decides not to implement the Project, the SFMTA must return the gift in full to the SFBC Education Fund.

ENCLOSURES:

1. SFMTAB Resolution
2. Fact Sheet for the Folsom-Essex Bikeway Improvement Project.

APPROVALS:

DATE

DIRECTOR _____

1/13/15

SECRETARY _____

1/13/15

ASSIGNED SFMTAB CALENDAR DATE: January 20, 2015

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PURPOSE

Accepting a gift of \$100,000 from the San Francisco Bicycle Coalition (SFBC) Education Fund towards the construction of the Folsom-Essex Bikeway Improvement Project to improve bicycle safety on Folsom Street between 1st Street and 3rd Street in the South of Market (SOMA) neighborhood of San Francisco.

GOAL

This action is consistent with the goals of the SFMTA Strategic Plan, specifically:

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

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

Specifically, this project is part of the SFMTA Bicycle Strategy, which seeks to more than double the number of trips made by bicycle from 3.5% to 8% by increasing the safety and comfort of bicycling on 50 miles of San Francisco's primary transportation corridors.

DESCRIPTION

The SF Bicycle Coalition Education fund has offered to make a \$100,000 gift to the SFMTA in order to construct the Folsom-Essex Bikeway Improvement Project in the South of Market. The acceptance of this gift will contribute towards the total cost for the Folsom-Essex Bikeway Project, which is approximately \$150,000. The SFMTA is allocating approximately \$50,000 in TDA sales tax funds for planning and legislation including outreach and education with nearby businesses, neighborhood groups, and key stakeholders. If the Project is not fully implemented, the entire gift amount must be returned to the SFBC Education Fund

Folsom-Essex Bikeway Improvement Project

Currently, people bicycling eastbound on Folsom Street in South of Market must navigate a difficult segment between 3rd Street and 1st Street, where they are forced to ride in a narrow bike lane between lanes of vehicle traffic and merge with freeway-bound motorists. Approximately 280 people bicycle through the intersection of 2nd Street and Folsom Street each weekday evening, representing a nearly 20% increase since 2011. Nearby buffered bike lanes on Folsom installed in late 2013 will likely contribute to increased bicycle use in this area. Over 20,000 vehicles drive through the intersection of 2nd and Folsom each day mainly to access the Bay Bridge on-ramp.

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To enhance bicycling safety, the SFMTA proposes to install a wide curbside bike lane to eliminate the need for people bicycling to merge with heavy volumes of freeway bound vehicles. The proposal includes installing a dedicated bicycle traffic signal at Essex Street to provide clear direction to bicycle riders and separate them from right-turning motor vehicles, as well as special markings to guide people on bicycles through the Folsom and Essex intersection.

The City is investing in a comprehensive upgrade of 2nd Street from Market Street to Townsend Street, with protected bike lanes, wider sidewalks, and transit improvements. These improvements to 2nd Street, including this project at Folsom and Essex, should improve transportation options and safety in the neighborhood.

The Folsom-Essex Bikeway Improvement Project has been reviewed through the City's Transportation Advisory Staff Committee (TASC). The removal of seven general metered parking spaces (which would be required for this Project), passed public hearing without comment on June 20, 2014 and was approved by the Board of Directors on July 15, 2014.

ENVIRONMENTAL REVIEW

The Folsom-Essex Bikeway Improvement Project includes changes to an existing bicycle route. The San Francisco Bicycle Plan included nine categories of minor improvements that may be implemented, as necessary, to improve conditions for bicycle use within the City. These treatments were reviewed at a programmatic level in the San Francisco Bicycle Plan Environmental Impact Report (EIR).

SFMTA submitted an Abbreviated CEQA Checklist to the Planning Department on December 3, 2014, which addresses the environmental review of the specific treatments included in the Folsom-Essex Bikeway Improvement Project.

Until the environmental review is complete, nothing commits, or shall be deemed to commit, the City or City agencies to approve or implement the Folsom-Essex Bikeway Improvement Project. The City and any other public agency with jurisdiction over any part of the implementation of the Folsom-Essex Bikeway Improvement project shall have the absolute discretion before approving the project to: (i) make such modifications to the project as may be necessary to mitigate significant environmental impacts; (ii) select other feasible alternatives to avoid or substantially reduce significant environmental impacts; (iii) require the implementation of specific measures to mitigate any specific impacts of the project; (iv) balance the benefits of the project against any significant environmental impacts before taking final action if such significant impacts cannot otherwise be avoided; and (v) determine whether or not to proceed with the project.

A condition of the gift is that expenditure of the monies be subject to completion of the project-specific environmental review.

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OTHER APPROVALS RECEIVED OR STILL REQUIRED

None.

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

Staff recommends that the SFMTA Board accept a gift of \$100,000 from the San Francisco Bicycle Coalition (SFBC) Education Fund towards the construction of the Folsom-Essex Bikeway Improvement Project to improve bicycle safety on Folsom Street between 1st Street and 3rd Street in the South of Market (SOMA) neighborhood of San Francisco, subject to the conditions of the gift.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Folsom-Essex Bikeway Improvement aims to make biking on Folsom Street between 1st Street and 3rd Street safer and more comfortable; and,

WHEREAS, The goals of the SFMTA Strategic Plan include Goal 2, “Make transit, walking, bicycling, taxi, ridesharing & carsharing the preferred means of travel”; and,

WHEREAS, The San Francisco Bicycle Coalition (SFBC) Education Fund has offered to provide the SFMTA a gift of \$100,000 for the construction of the Folsom-Essex Bikeway Improvement Project, the expenditure of which is subject to completion of environmental review of the Folsom-Essex Bikeway Improvement Project; and,

WHEREAS, The San Francisco Bicycle Plan included nine categories of minor improvements that may be implemented, as necessary, to improve conditions for bicycle use within the City, which were reviewed at a programmatic level in the San Francisco Bicycle Plan Environmental Impact Report (EIR). SFMTA submitted an abbreviated CEQA Checklist to the Planning Department on December 3, 2014, which addresses the environmental review of the specific treatments included in the Folsom-Essex Bikeway Improvement Project by the SFMTA; and

WHEREAS, Until environmental review is complete, nothing commits, or shall be deemed to commit, the City or City agencies to approve or implement the Folsom-Essex Bikeway Improvement Project; the City and any other public agency with jurisdiction over any part of the implementation of the Folsom-Essex Bikeway Improvement project shall have the absolute discretion before approving the project to: (i) make such modifications to the project as may be necessary to mitigate significant environmental impacts; (ii) select other feasible alternatives to avoid or substantially reduce significant environmental impacts; (iii) require the implementation of specific measures to mitigate any specific impacts of the project; (iv) balance the benefits of the project against any significant environmental impacts before taking final action if such significant impacts cannot otherwise be avoided; and (v) determine whether or not to proceed with the project; and

WHEREAS, The offer from the SFBC Education Fund also specifies that if the Project is not fully implemented, the entire gift amount must be returned to the SFBC Education Fund; and

WHEREAS, The SFMTA is responsible for all planning, design, outreach and construction costs associated with the Folsom-Essex Bikeway Improvement Project; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors accepts a gift of \$100,000 from the San Francisco Bicycle Coalition Education Fund for the construction of the Folsom-Essex Bikeway Improvement Project on Folsom Street between 1st Street and 3rd Street, subject to the conditions of the gift.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 20, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Folsom-Essex Bikeway Improvement Project

Bicycling is increasing as a means of transportation trips in San Francisco. The San Francisco Municipal Transportation Agency (SFMTA) through its Bicycle Strategy set policy targets to make bicycling a part of everyday life. These policies seek to more than double the number of trips made by bicycle from approximately 3.5% to 8% or more. To achieve these mode shift goals, the SFMTA will increase safety and comfort of bicycling on 50 miles of San Francisco's primary transportation corridors.

Current Situation

Currently, people bicycling eastbound on Folsom Street in SoMa must navigate a difficult segment between 2nd Street and 1st Street where they are forced to ride in a narrow bike lane sandwiched between lanes of vehicle traffic and merge with freeway bound motorists. Approximately 280 people bicycle through the intersection of 2nd and Folsom each weekday evening, representing a nearly 20% increase since 2011. Nearby buffered bike lanes on Folsom installed in late 2013 will likely contribute to continued growth in this area. Over 20,000 cars drive through the intersection of 2nd and Folsom each day mainly to access the Bay Bridge on ramp.

Proposed Solution

- Curbside Bike Lane
- Bicycle Traffic Signal
- High-Visibility Crosswalks and Special Markings

To enhance bicycle safety, the SFMTA proposes to install a wide curbside bike lane to eliminate the need for people bicycling to merge with heavy volumes of freeway bound vehicles. We also propose installing a dedicated bicycle traffic signal at Essex Street to provide clear direction to bicycles and protect them from right-turning vehicles, as well as special markings to guide people on bicycles through the Folsom and Essex intersection.

Why It Matters

SoMa is experiencing unprecedented housing and commercial growth, and is poised to be among the neighborhoods with the highest bicycle ridership in the city. Improvements to this segment of Folsom Street will improve access to Rincon Hill, the temporary Transbay Transit Terminal, and the Embarcadero.

The City is investing in a comprehensive upgrade of 2nd Street from Market to Townsend, with protected bike lanes, wider sidewalks, and transit improvements all planned for the coming years. These improvements to 2nd Street, as well as other planned street improvements in SoMA such as this project at Folsom and Essex will build on each others' successes to drastically improve transportation options and safety in the neighborhood.



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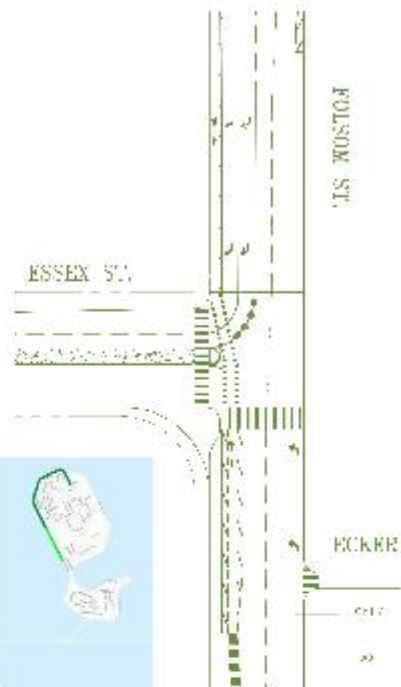
In addition, the Folsom-Essex project supports SFMTA Bicycle Strategy goals by making it safer and more comfortable to bicycle in key corridors and further connects the city's fragmented bicycle network. These improvements will decrease the Level of Traffic Stress from 3 (appropriate for "enthusiastic and confident" adults) to Level of Traffic Stress 2 (comfortable for most adults and experienced youths). Recently, bicycle lanes on Folsom Street from 11th to 4th were also upgraded to Level of Traffic Stress 2.

Timing

The project pilot can be installed in approximately 6 months.

Estimated Cost

The total estimated cost is \$150,000.



SFMTA Bicycle Route Network

Stress Assessment (Draft)

Strategic Planning & Policy Unit (12/2019)

Prioritization:

LEVEL OF TRAFFIC STRESS

- LTS 1 Comfortable for all user groups
- LTS 2 Comfortable for most adults, experienced children & youths
- LTS 3 Comfortable for intermediate and experienced adults
- LTS 4 Takeable only by the "bold" and fearless

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