

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving traffic and parking modifications on 7th Street, between 16th Street and Townsend Street, to reconfigure northbound 7th Street to provide vehicle congestion relief and improve bicycle facility operations.

SUMMARY:

- SFMTA staff is recommending adding a second northbound vehicle travel lane on 7th Street, between 16th and Townsend Streets, to provide vehicle congestion relief and to widen the adjacent bicycle lane to improve bicycle facility operations and safety.
- The proposal requires the removal of 72 parking spaces on the east side of 7th Street.
- The proposed action is the Approval Action as defined by S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DIRECTOR _____



DATE

11/27/2017

SECRETARY _____



11/27/2017

ASSIGNED SFMTAB CALENDAR DATE: December 5, 2017

PAGE 2.

PURPOSE

Approving traffic and parking modifications on 7th Street between 16th Street and Townsend Street to reconfigure northbound 7th Street to provide vehicle congestion relief and improve bicycle facility operations.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The proposal supports the SFMTA Strategic Plan Goals and Objectives indicated below:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 3: Improve the environment and quality of life in San Francisco

Objective 3.1: Reduce the Agency's and the transportation system's resource consumption, emissions, waste, and noise.

The proposal supports the SFMTA Transit-First Policy principles indicated below:

Principle 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.

Principle 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.

Principle 6: Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

Principle 7: Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

DESCRIPTION

SFMTA staff have observed significant northbound vehicle congestion and queuing along 7th Street between 16th and Townsend Streets. Vehicle queues have been observed to extend from Townsend Street to south of Hubbell Street. Data analyzed for a typical weekday in 2016 on northbound 7th Street, between 16th and Townsend Streets, show travel times increase from free-flow conditions by more than half in the AM peak period and up to 2.5 times in the PM peak period.

In addition, the presence of on-street parking adjacent to the existing five foot bike lane increases the likelihood of "dooring collisions" with cyclists. Dooring collisions occur when the door of a parked vehicle is opened into the bicycle lane, causing the bicycle to either collide with the door or swerve to avoid it. Where possible, six foot bicycle lanes adjacent to parking are encouraged to minimize these

PAGE 3.

conflicts.

The proposal will reconfigure northbound 7th Street by adding a second northbound vehicle travel lane to provide vehicle congestion relief and to widen the adjacent bicycle lane to improve bicycle operations and safety. This reconfiguration requires the following parking and traffic modifications which remove 72 parking spaces on the east side of 7th Street between 16th Street and Townsend Street:

- A. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME - 7th Street, east side, from King Street to 100 feet northerly (removes 5 parking spaces); 7th Street, east side, from King Street to 365 feet southerly (removes 18 parking spaces) and 7th Street, east side, from 16th Street to 978 feet northerly (removes 49 parking spaces)

SFMTA staff do not anticipate the removal of parking on the east side of the roadway to have a significant effect to adjacent businesses and residents as all uses along the roadway have off-street parking available through surface lots or designated parking garages. There are also no affronting land uses on the east side of the roadway, where parking is to be removed, because it directly abuts the Caltrain right-of-way and fence line.

This current configuration does not allow for adequate pedestrian accommodations, such as a sidewalk or pedestrian ramps, for users who park there. This forces pedestrians who exit and enter their vehicles to directly cross two lanes of traffic on 7th Street and the adjacent bicycle lane to access the sidewalk on the west side of the roadway. Given the nature of the east-side parking in lacking these accommodations, vehicle break-ins and vandalism are also more likely. These concerns were evident based on SFMTA staff observations of the area during the overnight hours indicating substantial parking availability on 7th Street and on adjacent side streets. These observations also indicate that the majority of daytime parking is only attractive to commuters given that it is unregulated.

7th Street, between 16th and Townsend Streets, serves as a critical link for both the vehicle and bicycle networks between the Mission Bay/Potrero Hill and SoMa neighborhoods. The SFMTA anticipates 7th Street to continue to be the preferred north-south route connecting these two areas and a subsequent increase in traffic. This assertion is substantiated by ongoing development projects adjacent to 7th Street and the upcoming Golden State Warriors San Francisco Event Center project within Mission Bay.

The goal is to install these improvements in early 2018 and in coordination with other striping improvements occurring in the area to improve the roadway for existing and future users.

STAKEHOLDER ENGAGEMENT

In accordance with SFMTA procedures, a public hearing was held to consider the proposed traffic and parking modifications on April 14, 2017. A notice indicating the public hearing date, time, location, and purpose was posted in the area affected by the restrictions at least one week in advance

PAGE 4.

of the hearing date. No public comment was received either in favor or against the proposed restrictions at the public hearing. In addition, SFMTA staff have heard from the area's community in the past that there is a reluctance to use the parking on the east side of 7th Street because of the lack of crossing controls and pedestrian accommodations, as previously described.

ALTERNATIVES CONSIDERED

One alternative considered is to adjust signal timing at the 7th Street and Townsend Street intersection by increasing the green light timing for the northbound approach, which could potentially minimize queuing on 7th Street. However, this alternative is not recommended given traffic demands along Townsend Street and the intersection's signal timing coordination with adjacent intersections. Such a change at this location would degrade operations of the extended signal network. In addition, this alternative would not improve the bicycle lane.

A second alternative considered is to not reconfigure the roadway. Given ongoing and future development projects adjacent to 7th Street and within the Mission Bay neighborhood, including the Golden State Warriors San Francisco Event Center, the SFMTA anticipates an increase in vehicle and bicycle traffic and subsequent increases in vehicle congestion. As such, staff decided to proceed with the proposed traffic and parking modifications to improve northbound 7th Street for existing and future users.

FUNDING IMPACT

The installation and maintenance costs for signs and pavement striping will cost approximately \$100,000. These funds are allocated in the SFMTA's FY18 operating budget.

ENVIRONMENTAL REVIEW

The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA). Title 14 of the California Code of Regulations Section 15301 provides an exemption from environmental review for the operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bike and pedestrian trails, and similar facilities.

On February 17, 2017, the Planning Department determined (Case No. 2017-002114ENV) that the proposed parking and traffic modifications for the east side of 7th Street between 16th Street and Townsend Street are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301. The proposed action is the Approval Action as defined by S. F. Administrative Code Chapter 31.

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

PAGE 5.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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

RECOMMENDATION

SFMTA staff recommends that the San Francisco Municipal Transportation Agency Board of Directors approve the parking and traffic modifications, as set forth above, to reconfigure northbound 7th Street between 16th Street and Townsend Street to provide vehicle congestion relief and improve bicycle facility operations.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Northbound 7th Street, between 16th Street and Townsend Street, serves as a critical vehicle and bicycle network link between the Mission Bay/Potrero Hill and SoMa neighborhoods; and,

WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) staff have observed and analyzed significant northbound vehicle congestion and queuing on northbound 7th Street between 16th Street and Townsend Street; and,

WHEREAS, The presence of on-street parking adjacent to the existing five foot bike lane increases the likelihood of dooring collisions with cyclists; and,

WHEREAS, SFMTA staff do not anticipate the removal of parking on the east side of the roadway to have a significant effect to adjacent businesses and residents as all uses along the roadway have off-street parking available through surface lots or designated parking garages; and,

WHEREAS, SFMTA staff have heard from the community in the past that there is a reluctance to use the parking on the east side of 7th Street because of the lack of crossing controls and pedestrian accommodations; and,

WHEREAS, SFMTA staff recommends the following traffic and parking modifications:

- A. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME - 7th Street, east side, from King Street to 100 feet northerly; 7th Street, east side, from King Street to 365 feet southerly and 7th Street, east side, from 16th Street to 978 feet northerly; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on these modifications through the public hearing process; and,

WHEREAS, The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA), and Title 14 of the California Code of Regulations Section 15301 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; and,

WHEREAS, On February 17, 2017, the Planning Department determined that the proposed parking and traffic modifications, set forth above, are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301, and the proposed action is the Approval

Action as defined by S. F. Administrative Code Chapter 31; and,

WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the San Francisco Municipal Transportation Agency Board of Directors, may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approve the parking and traffic modifications, as set forth above, to reconfigure northbound 7th Street between 16th Street and Townsend Street to provide vehicle congestion relief and improve bicycle facility operations.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 5, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency