

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets Division

BRIEF DESCRIPTION:

Approving traffic and parking modifications to install a Class III bicycle facility in the westbound direction and a Class II bicycle facility in the eastbound direction on Persia Avenue between Dublin Street and Mansell Street, install a Class I bicycle facility on Brazil Avenue between Mansell Street and La Grande Avenue, and install a sidewalk extension on the southeast corner of the intersection at Persia Avenue and Sunnydale Avenue.

SUMMARY:

- This project will take advantage of an upcoming paving project. Striping and bulbout work will be coordinated with repaving.
- The project will remove unneeded roadway space to improve safety and comfort for bicyclists and pedestrians. Bicyclists will have more dedicated space, and pedestrians will have a shorter crossing distance crossing Sunnydale Avenue.
- The traffic and parking modifications described here are part of a larger project that includes traffic and parking modifications on streets under the jurisdiction of the Recreation and Park Department. The Recreation and Park Commission will need to approve the traffic and parking changes within its jurisdiction.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____

10/24/14

SECRETARY _____

10/24/14

ASSIGNED SFMTAB CALENDAR DATE: November 4, 2014

PAGE 2.

PURPOSE

Approving traffic and parking modifications to install a Class III bicycle facility in the westbound direction and a Class II bicycle facility in the eastbound direction on Persia Avenue between Dublin Street and Mansell Street, install a Class I bicycle facility on Brazil Avenue between Mansell Street and La Grande Avenue, and install a sidewalk extension on the southeast corner of the intersection of Persia Avenue and Sunnydale Avenue.

GOAL

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

DESCRIPTION

SFMTA staff proposes changes to Persia Avenue between Dublin Street and Mansell Street, to Brazil Avenue between Mansell Street and La Grande Avenue, and at the intersection of Persia Avenue and Sunnydale Avenue in coordination with the San Francisco Recreation and Parks Department's Mansell Corridor Improvement Project.

Persia Avenue at Dublin Street is the western entrance to John McLaren Park, San Francisco's second-largest park. The roadway along Persia Avenue varies between 62 feet at its widest to 30 feet at its narrowest. It currently accommodates one vehicular traffic lane in each direction. The segment is not currently on the bicycle network and does not have bicycle lanes, pavement markings or signs denoting a bicycle route. Pedestrian access is limited entering the park as the sidewalks west of Dublin Street transition to trails and side paths entering the park east of Dublin Street. The pedestrian crossing at Sunnydale Avenue can be challenging with its large radius corner and lack of crosswalk markings.

The proposed project includes narrowing travel lane widths and using the re-allocated space for new bike lanes and a sidewalk. In the eastbound direction, Persia Avenue would be reconfigured to include an uphill, curbside Class II bicycle lane and one 11-foot-wide travel lane. In the westbound direction, Persia Avenue would be reconfigured to include a new sidewalk and an 11-foot-wide travel lane adjacent to a 2-foot-wide buffer. The west bound lane would be marked with shared lane pavement markings creating a Class III bicycle route. The 11-foot wide travel lane adjacent to a bicycle lane in the eastbound direction and the 11-foot wide travel lane adjacent to a 2-foot buffer in the westbound direction are acceptable for Muni operations.

PAGE 3.

The project will also extend the sidewalk and reduce the corner radius on the south-west corner of Persia Avenue and Sunnydale Avenue. In combination, these changes will shorten the crossing distance crossing Sunnydale Avenue and help reduce vehicle turning speeds improving safety of the intersection. Additional parking restrictions approaching the intersection will help improve visibility of pedestrians intending to cross the street. These changes are in accordance with recommended best practices outlined in San Francisco's Better Street's Plan.

Brazil Avenue between Mansell Street and 900 feet northerly is currently closed to vehicular traffic. The project proposes using part of the already closed roadway to create a Class I bicycle path that is completely separated from vehicular traffic. Creating this dedicated space for people walking and biking to John McLaren Park is in line with recommendations made in San Francisco's Green Connections Report.

On October 3, 2014, the traffic lane changes and parking modifications associated with the project were discussed at an SFMTA public hearing. There was no opposition to the project by members of the public.

As part of the Class I, Class II, and Class III bicycle facilities and the bulbout installation, the following traffic and parking modifications are requested:

ESTABLISH – CLASS I BICYCLE FACILITY

Brazil Avenue, between Mansell Street and 900 feet northerly

ESTABLISH – CLASS II BICYCLE FACILITY

Persia Avenue, south side, from Dublin Street to Mansell Street

ESTABLISH – CLASS III BICYCLE FACILITY

Persia Avenue, north side, from Dublin Street to Mansell Street

ESTABLISH – TOW-AWAY NO STOPPING ANY TIME

Persia Avenue, both sides, from Dublin Street to Mansell Street

Sunnydale Avenue, west side, from Persia Avenue to 50 feet southerly

ESTABLISH – TOW-AWAY NO PARKING ANY TIME

Sunnydale Avenue, east side, from Persia Avenue to 20 feet southerly

ALTERNATIVES CONSIDERED

The alternative considered is the existing conditions. The existing conditions do not improve bicycle and pedestrian conditions so staff concluded that the staff recommendation for bicycle and pedestrian facilities is the best way to proceed.

PAGE 4.

FUNDING IMPACT

This project is part of the Mansell Corridor Project which costs \$5.6 million. This project is completely funded through Proposition AA and K San Francisco County Transportation Authority grants, the One Bay Area Grant Program grants and Urban Greening Grant grants.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The proposed traffic modifications are subject to environmental review under the California Environmental Quality Act (CEQA). On October 20, 2014, the Planning Department determined that the proposed parking and traffic modifications are categorically exempt from environmental review under Class 1(c) (existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities) and Class 4(h) exemption (creation of bicycle lanes on existing rights-of-way).

A copy of the determination is on file with the Secretary for the SFMTA Board of Directors. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

The City Attorney has reviewed this calendar item. Since the project includes work under the jurisdiction of the Recreation and Park Department, the Recreation and Park Commission will need to approve the project.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve traffic and parking modifications to install a Class III bicycle facility in the westbound direction and a Class II bicycle facility in the eastbound direction on Persia Avenue between Dublin Street and Mansell Street, install a Class I bicycle facility on Brazil Avenue between Mansell Street and La Grande Avenue, and install a sidewalk extension on the southeast corner of the intersection at Persia Avenue and Sunnydale Avenue.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) staff have proposed traffic and parking modifications to Persia Avenue between Dublin Street and Mansell Street, on Brazil Avenue between Mansell Street and La Grande Avenue, and at the intersection Sunnydale Avenue and Persia Avenue as follows:

- A. ESTABLISH – CLASS I BICYCLE FACILITY - Brazil Avenue, between Mansell Street and 900 feet northerly
- B. ESTABLISH – CLASS II BICYCLE FACILITY - Persia Avenue, south side, from Dublin Street to Mansell Street
- C. ESTABLISH – CLASS III BICYCLE FACILITY - Persia Avenue, north side, from Dublin Street to Mansell Street
- D. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME -Persia Avenue, both sides, from Dublin Street to Mansell Street and Sunnydale Avenue, west side, from Persia Avenue to 50 feet southerly
- E. ESTABLISH – TOW-AWAY NO PARKING ANY TIME - Sunnydale Avenue, east side, from Persia Avenue to 20 feet southerly

WHEREAS, The proposed modifications are subject to environmental review under the California Environmental Quality Act (CEQA); and,

WHEREAS, On October 20, 2014, the Planning Department determined that the proposed modifications are categorically exempt from environmental review under Class 1(c) (existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities) and Class 4(h) exemption (creation of bicycle lanes on existing rights-of-way); and,

WHEREAS, A copy of the determination is on file with the Secretary for the SFMTA Board of Directors. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, The project will remove unneeded roadway space to improve safety and comfort for bicyclists and pedestrians. Bicyclists will have more dedicated space, and pedestrians will have a shorter crossing distance while crossing the street; 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

PAGE 6.

RESOLVED, That the SFMTA Board of Directors approves the following traffic and parking modifications as designated below:

- A. ESTABLISH – CLASS I BICYCLE FACILITY - Brazil Avenue, between Mansell Street and 900 feet northerly
- B. ESTABLISH – CLASS II BICYCLE FACILITY - Persia Avenue, south side, from Dublin Street to Mansell Street
- C. ESTABLISH – CLASS III BICYCLE FACILITY - Persia Avenue, north side, from Dublin Street to Mansell Street
- D. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME - Persia Avenue, both sides, from Dublin Street to Mansell Street and Sunnydale Avenue, west side, from Persia Avenue to 50 feet southerly
- E. ESTABLISH – TOW-AWAY NO PARKING ANY TIME - Sunnydale Avenue, east side, from Persia Avenue to 20 feet southerly

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 4, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency