

THIS PRINT COVERS CALENDAR ITEM NO. : 10.5

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various parking and traffic modifications associated with the Mission Valencia Green Gateway Streetscape Project on Valencia Street between Cesar Chavez Street and Mission Street.

SUMMARY:

- This project will install a raised, parking-protected bikeway in the northbound direction on Valencia Street between Duncan Street and Cesar Chavez Street.
- This project will install sidewalk bulbouts at the intersections of Valencia Street/Duncan Street and Valencia Street/Mission Street which will reduce crossing distances and improve pedestrian visibility.

ENCLOSURES:

1. SFMTAB Resolution
2. Area Map and Overall Site Plan
3. Plan View and Perspective View – Valencia Street and Mission Street
4. Plan View and Perspective View – Valencia Street and Duncan Street
5. Proposed Cross-section – Valencia Street Raised Cycletrack

APPROVALS:

DATE

DIRECTOR _____ 3/10/15

SECRETARY _____ 3/10/15

ASSIGNED SFMTAB CALENDAR DATE: March 17, 2015

PURPOSE

Approve various parking and traffic modifications associated with the Mission Valencia Green Gateway Streetscape Project on Valencia Street between Cesar Chavez Street and Mission Street.

GOAL

This action supports the following SFMTA Strategic Plan Goal and Objectives:

- Goal 1 – Create a safer transportation experience for everyone, and
 - 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 2.1: Improve customer service and communications.
 - Objective 2.2: Improve transit performance.
 - Objective 2.3: Increase use of all non-private auto modes.

DESCRIPTION

The project sponsor, the San Francisco Public Utilities Commission (SFPUC), in partnership with the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW), jointly propose various changes to the public right-of-way at Valencia Street between Mission Street and Cesar Chavez Street as part of the Mission Valencia Green Gateway Streetscape Project (Project). The central focus of the SFPUC is to reduce stormwater runoff into the sewer system through green infrastructure like permeable paving and rain gardens. Other project goals include improving pedestrian lines of sight and visibility, shortening crossing distances, beautifying the pedestrian-scale environment, and providing a safe and separated bicycle facility.

Various elements related to this Project were previously adopted by the SFMTA Board of Directors in Board Resolution 13-069 on June 4, 2013. These elements were approved as part of the Development Agreement between the City and County of San Francisco and Sutter West Bay Hospitals, which provided for traffic and sidewalk modifications around the St. Luke’s Campus. Since these modifications were adopted, the Project has undergone further public outreach and design, leading to the additional proposed traffic modifications presented below.

To support the Project’s goals, the SFMTA proposes the following traffic modifications necessary to install pedestrian and bicycle safety improvements: construction of a raised, parking-separated cycletrack along northbound Valencia Street between Duncan Street and Cesar Chavez Street; construction of sidewalk bulbouts on all 3 corners of the T-intersection of Valencia and Duncan Streets; construction of a sidewalk bulbout at the northwest corner of Valencia Street and Mission Street; extension of the existing 100-foot long bus zone on the west side of Valencia Street, 75 feet south of Cesar Chavez Street to 200 feet; and on-street parking reconfiguration on the eastern and western sides of Valencia Street between Cesar Chavez and Mission Streets.

The proposed improvements are being coordinated with green infrastructure improvements by the SFPUC, in partnership with the Planning Department and the SFPW. The project will result in the net removal of 12 general metered parking spaces.

The project requires the following parking and traffic modifications:

- A. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME and ESTABLISH – SIDEWALK WIDENING (BULB-OUTS) - Valencia Street, west side, from Mission Street to 133 feet northerly (43-foot bulbout, rescinds parking meters #1698, #1696, #1692); Valencia Street, east side, from 208 feet to 352 feet north of Mission Street (14-foot bulbout, rescinds parking meters #1653, #1655); Valencia Street, west side, from Duncan Street to 136 feet southerly (15-foot bulbout, rescinds parking meters #1664, #1666, #1670, #1672, #1674, and blue zone); Valencia Street, west side, from Duncan Street to 41 feet northerly (26-foot bulbout)
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Valencia Street, west side, from 133 feet to 191 feet north of Mission Street (rescinds parking meters #1684, #1686); Valencia, east side, from 25 feet to 75 feet south of Cesar Chavez Street (rescinds parking meters #1601)
- C. ESTABLISH – BACK-IN ANGLED PARKING, 45 DEGREES - Valencia Street, east side, from 37 feet to 190 feet north of Mission Street
- D. ESTABLISH – CLASS II BIKEWAY - Valencia Street, east side, between Duncan Street and Cesar Chavez Street (raised cycletrack)
- E. EXTEND – BUS ZONE - Valencia Street, west side, from 75 feet to 275 feet south of Cesar Chavez Street (extending 100 foot zone to 200 foot zone)

STATE LAW REQUIREMENTS REGARDING CYCLETRACKS

Protected bikeways, or “cycletracks” are authorized under California state law (see, 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:

1. The alternative criteria are reviewed and approved by a qualified engineer;
2. The alternative criteria is adopted by resolution at a public meeting after public comment and proper notice; and
3. The alternative criteria adheres to the guidelines established by a national association of public agency transportation officials.

The raised cycletrack proposed as part of the Project would meet these three conditions. The alternative criteria for the raised cycletrack design have been reviewed and approved by a qualified engineer prior to installation. The raised cycletrack provides 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 resolution. Lastly, the project’s alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO). The NACTO guidelines state that raised cycletracks require the following features:

- The cycletrack shall be vertically separated from the street at an intermediate or sidewalk level.
- Bicycle lane word, symbol, and /or arrow markings shall be placed at the beginning of a cycletrack and at periodic intervals along the facility based on engineering judgment.
- A raised cycletrack shall be protected from the adjacent motor vehicle travel lane. Protection strategies may include a raised or mountable curb, street furnishings, low vegetation, or a parking lane.
- If used, the mountable curb should have 4:1 or flatter slope edge without any seams or lips to interfere with bike tires to allow for safe entry and exit of the roadway. This curb should not be considered a rideable surface when determining cycletrack width.

The raised cycletrack for the Project will conform to all of these required NACTO design guidelines.

PUBLIC OUTREACH

As the sponsor and lead agency on the Project, the SFPUC conducted extensive public outreach to the general public and community groups between April and November, 2013. Three public workshops were held in the effected neighborhood on April 27, 2013, July 9, 2013, and November 13, 2013. These meetings were attended by representatives from SFPUC, SFMTA, SFPW and the Planning Department.

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Based on input from the public at these workshops and from the 200 people who voted via an interactive online survey tool, the top three priorities for this project were found to be: traffic calming, nature spaces, and community space. Overall, public input focused on improvements to pedestrian safety and circulation, the need for sustainable and beautiful landscaping, and the desire to calm vehicular traffic on Valencia Street.

Community feedback from the workshops and online engagement tool were largely supportive of the bulb-outs and raised cycletrack. The Project team worked with the St. Luke's Medical Center Campus to maintain all current white passenger and yellow freight loading zones, and to improve pedestrian circulation around hospital entrances and exits on Valencia Street. The project team coordinated with local residents and merchants to maintain or relocate all existing yellow commercial loading meters and blue accessible parking spaces in the Project area.

This Project was originally presented to the public by the Planning Department as project A-6.2.4: Valencia Street at Mission Street Intersection Improvements; Valencia Street between Cesar Chavez Street and Mission Streets, as part of the Mission District Streetscape Plan. The Planning Department conducted public outreach and environmental clearance related to the Mission District Streetscape Plan between August 2009 and April 2010 and the Plan was adopted by the City of San Francisco in 2011. The Mission District Streetscape Plan provided a framework to implement the policies of the Mission Area Plan of the San Francisco General Plan, which was developed through the Eastern Neighborhoods planning process and adopted by the City of San Francisco in December 2008.

The Sustainable Streets Division of the SFMTA held a public hearing for this project on June 13, 2014. There was no opposition to the bulb-outs or raised cycletrack.

ALTERNATIVES CONSIDERED

An earlier version of the Project retained the existing Class II bike lane in the northbound direction on Valencia Street between Duncan Street and Cesar Chavez Street. This block is an important connector from the bike lanes on Valencia Street to the bike lanes on San Jose Avenue and neighborhoods to the south. The intersections of Valencia Street/Mission Street and Valencia Street/Cesar Chavez Street are on the Cyclist High Injury Network. Staff concluded that the raised, parking-protected cycletrack on Valencia Street between Duncan Street and Cesar Chavez Street will provide a safe and comfortable linkage in the bikeway network while providing an important pilot project to evaluate construction methods and effectiveness of raised cycletracks.

A no-build option was not considered because of the status of these locations as high-priority intersections for improvements and because of the invaluable coordination opportunity offered by the concurrent green infrastructure improvements by the SFPUC.

FUNDING IMPACT

This project is fully funded. The funding is comprised of the following sources:

A. SFMTA-Bond 2014(A)-FY15	\$142,066
B. SFMTA-CPMC-FY14	\$25,000
C. SFPUC Funds	\$20,049

OTHER APPROVALS RECEIVED

Various elements related to this plan were previously adopted by the SFMTA Board of Directors in Board Resolution 13-069 on June 4, 2013. These elements were approved as part of the Development Agreement between the City and County of San Francisco and Sutter West Bay Hospitals, which provided for traffic and sidewalk modifications around the St. Luke’s Campus. These elements formed the basis for the current Project and have been expanded in the form of the parking and traffic modifications listed in items A-E above.

This Project was initially proposed in the Mission District Streetscape Plan. The Planning Commission adopted amendments to the Mission Area Plan of the General Plan to reference the Mission District Streetscape Plan, adopting CEQA findings for the project, on January 20, 2011 in Planning Commission Resolution No. R-18259. On June 4, 2010, the Planning Department completed a Final Mitigated Negative Declaration (FMND Case No. 2008.1075E) on the Mission District Streetscape Plan. It found that the project, by incorporating specific mitigation measures, would generate less-than-significant environmental impacts. These mitigation measures were approved under a mitigation monitoring and reporting program (MMRP) that is summarized in the FMND. The Mitigation Measures: M-AE-1 Tree Root Protection, M-Archeo-1: Archeological Monitoring, M-Archeo2: Accidental Discovery, M-HZ-1: Testing for and Handling of Contaminated Soil, and M-BIO-1 – Biological Resources-Nesting Birds apply to the Project.

On February 18, 2015, the San Francisco Planning Department determined that the proposed parking and traffic modifications listed in items A-E would not change the analysis or conclusions reached in the FMND for the Original Project with respect to transportation or other environmental topics and no new mitigation is required for the project. This determination is filed as Case No. 2014.1499E, Addendum to Mitigated Negative Declaration. Therefore, the proposed parking and traffic modifications do not require additional environmental evaluation. S.F. Administrative Code Section 31.19(c)(1).

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The Planning Department's determination is on file with the Secretary to the SFMTA Board of Directors.

The City Attorney's Office has reviewed this report.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve the parking and traffic modifications listed in items A-E above associated with the Mission Valencia Green Gateway Streetscape Project on Valencia Street between Cesar Chavez Street and Mission Street.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Public Utilities Commission is the project sponsor of the Mission Valencia Green Gateway Streetscape Project with the goal of reducing stormwater runoff into the sewer system through green infrastructure and streetscape improvements in partnership with the Planning Department, the San Francisco Public Works, and the San Francisco Municipal Transportation Agency (SFMTA); 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 raised cycletrack proposed as part of the Mission Valencia Green Gateway Streetscape Project meets these three requirements; and,

WHEREAS, The raised cycletrack has been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS, The alternative criteria for the project will provide a more inviting and greater sense of comfort for bicyclists, and 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, SFMTA staff have proposed the following parking and traffic modifications associated with the Mission Valencia Green Gateway Streetscape on Valencia Street between Cesar Chavez Street and Mission Street:

- A. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME and ESTABLISH – SIDEWALK WIDENING (BULB-OUTS) - Valencia Street, west side, from Mission Street to 133 feet northerly (43-foot bulbout, rescinds parking meters #1698, #1696, #1692); Valencia Street, east side, from 208 feet to 352 feet north of Mission Street (14-foot bulbout, rescinds parking meters #1653, #1655); Valencia Street, west side, from Duncan Street to 136 feet southerly (15-foot bulbout, rescinds parking meters #1664, #1666, #1670, #1672, #1674, and blue zone); Valencia Street, west side, from Duncan Street to 41 feet northerly (26-foot bulbout)
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Valencia Street, west side, from 133 feet to 191 feet north of Mission Street (rescinds parking meters #1684, #1686); Valencia, east side, from 25 feet to 75 feet south of Cesar Chavez Street (rescinds parking meters #1601)
- C. ESTABLISH – BACK-IN ANGLED PARKING, 45 DEGREES - Valencia Street, east side, from 37 feet to 190 feet north of Mission Street

- D. ESTABLISH – CLASS II BIKEWAY -Valencia Street, east side, between Duncan Street and Cesar Chavez Street (raised cycletrack)
- E. EXTEND – BUS ZONE -Valencia Street, west side, from 75 feet to 275 feet south of Cesar Chavez Street (extending 100 foot zone to 200 foot zone)

WHEREAS, This project was analyzed in the Final Mission District Streetscape Project Mitigated Negative Declaration (FMND, Case No. 2008.1075E), adopted by the San Francisco Planning Commission in Resolution No. R-18259 on January 20, 2011; and,

WHEREAS, As part of Resolution No. R-18259, the Planning Commission adopted under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP), which Resolution, CEQA Findings, and MMRP are on file with the Secretary to the SFMTA Board of Directors and are incorporated herein by reference as though fully set forth. The SFMTA Board of Directors acknowledges that Mitigation Measures: M-AE-1 Tree Root Protection, M-Archeo-1: Archeological Monitoring, M-Archeo2: Accidental Discovery, M-HZ-1: Testing for and Handling of Contaminated Soil, and M-BIO-1 – Biological Resources-Nesting Birds apply to this project; and,

WHEREAS, On February 18, 2015, the San Francisco Planning Department determined that the proposed parking and traffic modifications listed in items A-E would not change the analysis or conclusions reached in the FMND and no new mitigation is required for the project. This determination is filed as Case No. 2014.1499E, Addendum to Mitigated Negative Declaration, and states that the parking and traffic modifications do not require additional environmental evaluation per Section 31.19(c)(1) of the San Francisco Administrative Code. The SFMTA has reviewed and concurs with the Planning Department’s determinations; and,

WHEREAS, A copy of the San Francisco Planning Department’s determination is on file with the Secretary to the SFMTA Board of Directors, 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 SFMTA Board of Directors approves the parking and traffic modifications listed in items A-E above associated with the Mission Valencia Green Gateway Streetscape Project on Valencia Street between Cesar Chavez Street and Mission Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 17, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ENCLOSURE 2: Area Map and Overall Site Plan



Mission & Valencia Green Gateway Overall Site Plan

- + 2 Plazas
- + Rain Gardens, Permeable Paving, Sidewalk Extensions
- + Education, Community Enhancement & Nature Space
- + Coordination with St. Luke's Hospital, MTA, City Planning, DPW, Mayor's Office of Economic Development
- + Coordination with local residents and merchants

ENCLOSURE 3: Plan View and Perspective View - Valencia Street and Mission Street

Mission & Valencia PLAZA



Plan View | Alternative 1

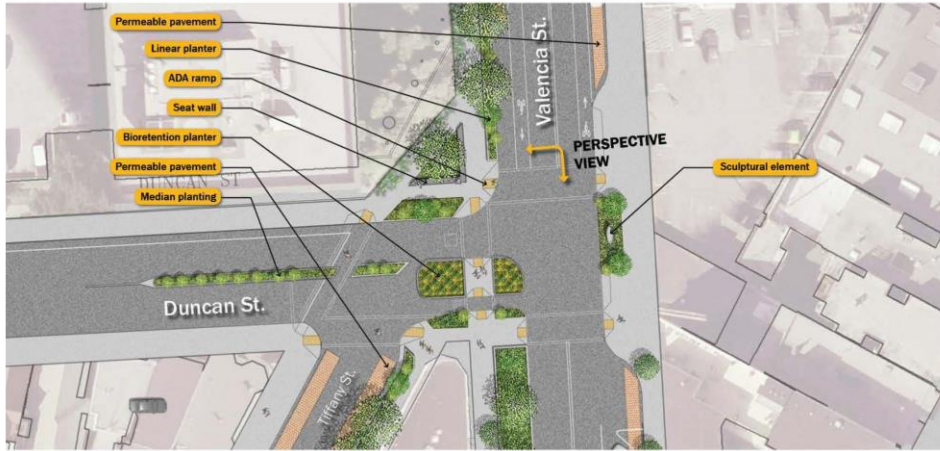
Mission & Valencia PLAZA



Perspective View | Alternative 1

ENCLOSURE 4: Plan view and Perspective View - Valencia Street and Duncan Street

Duncan & Valencia INTERSECTION



Plan View

Duncan & Valencia INTERSECTION



Perspective View

ENCLOSURE 5: Proposed Cross-section - Valencia Street Raised Cycletrack

