

**THIS PRINT COVERS CALENDAR ITEM NO.:** 10.3

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving various traffic and parking modifications on Bay Street between Fillmore Street and Laguna Street to improve the safety and comfort of walking and bicycling and encourage motorists to travel at a lower rate of speed through the project area.

**SUMMARY:**

- The SFMTA project area has received several public requests for pedestrian safety and traffic calming improvements. The segment of Bay Street where these improvements will be installed is adjacent to Marina Middle School, Moscone Recreation Center and Park, Fort Mason and assisted living facilities.
- Bay Street in the project area will be paved.
- The proposed modifications will result in the gain of one on-street parking space and the increase of blue zone accessible parking spaces from zero to three.
- The SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.
- The Planning Department determined that the proposed Bay Street parking and traffic modifications are categorically exempt from environmental review pursuant to Title 14 of the California Code of Regulations sections 15301(c) and 15304(h).

**ENCLOSURES:**

1. SFMTAB Resolution
2. Attachment A – Bay Street Road Diet Project Overview
3. Attachment B – Bay Street Road Diet Project Cross-Section Graphic

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_ 10/29/30

SECRETARY \_\_\_\_\_ 10/29/30

**ASSIGNED SFMTAB CALENDAR DATE:** November 5, 2013

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### **PURPOSE**

Approving various traffic and parking modifications on Bay Street between Fillmore Street and Laguna Street to improve the safety and comfort of walking and bicycling and encourage motorists to travel at a lower rate of speed through the project area.

### **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.

Objective 2.4: Improve parking utilization and manage parking demand.

### **DESCRIPTION**

The SFMTA proposes traffic calming improvements on Bay Street between Fillmore Street and Laguna Street in the Marina neighborhood. Currently, Bay Street is an 80-foot wide, four-lane street with a center turn lane and Class II bicycle lanes. This segment of Bay Street is adjacent to Marina Middle School, Moscone Recreation Center and Park, Fort Mason and assisted living facilities. The proposed project would reconfigure the existing roadway to reduce the width of Bay Street through lane striping, painted buffers, and on-street parking reconfiguration.

The proposed project includes a “road diet,” to reduce Bay Street from two travel lanes in each direction to one travel lane in each direction between Fillmore and Laguna Streets, considerably reducing the crosswalk distance crossed by pedestrians. Westbound Bay Street would be reconfigured to include one traffic lane, a bicycle lane with a painted buffer, and a parking lane. The existing center turn lane would remain. In the eastbound direction, Bay Street would be reconfigured to include one traffic lane, a back-in angled parking lane, a painted buffer, and a bicycle lane. The eastbound bicycle lane would be adjacent to the curb with a painted buffer space between the bikeway and the back-in angled parking lane. Back-in angled parking is SFMTA’s current standard when installing angled parking. The eastbound bicycle lane would be a cycle track, protected by angled-parking from motor traffic. The westbound bicycle lane will be a buffered bicycle lane.

This segment of Bay Street has a posted speed limit of 25 MPH. SFMTA’s engineering and traffic survey found that the 85<sup>th</sup> percentile speed of motor vehicles was 33.2 MPH for westbound traffic and 34.3 MPH for eastbound traffic. Speed humps are also being considered for this segment to reduce speeding, but further public outreach is necessary.

The net parking change proposed is the addition of one on-street parking space. Parking is proposed to be restricted in front of all pedestrian crossings to improve visibility between motorists and pedestrians. There is currently an uncontrolled crossing at Buchanan Street. To improve access, three additional blue zones are proposed for this project.

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In addition, the proposed project would add painted shared roadway bicycle markings or “sharrows” in both northbound and southbound directions of Laguna Street between Bay Street and Francisco Street, connecting the existing Class II bicycle lanes on Bay Street with existing bicycle facilities on Francisco Street.

### **ALTERNATIVES CONSIDERED**

Four alternatives were considered.

- Option 1: No project.
- Option 2: Option 2 removed the center two-way left turn lane and reallocated that space as buffer space for the bikeways. This option also included a parking-separated bikeway on the south side of Bay Street.
- Option 3: Option 3 removed the center two-way left turn lane and an eastbound travel lane. This option included back-in angled parking as well as buffer space adjacent to the bikeways.
- Option 4: Option 4, our proposed design, removes a travel lane in each direction. This option includes back-in angled parking as well as buffer space adjacent to the bikeways.

Option 4 was selected because it narrows the roadway, which should reduce speeding and improve pedestrian safety by shortening the crossing distance. Slowing speeds and improving safety by narrowing the roadway is especially important given the nearby school, park, and assisted living facility. Option 4 also enhances the existing bikeway to make it more comfortable for people with a variety of bicycle comfort levels by providing a higher degree of separation from moving traffic.

### **PUBLIC OUTREACH**

A community meeting was held at Moscone Recreation Center that was attended by about ten local residents. Two informational flyers were also mailed to nearby residents. While some area residents raised concerns that increasing the supply of parking and reducing roadway capacity would increase local congestion, public feedback was generally positive, and specific comments were incorporated into the project design. Staff also met with Supervisor Mark Farrell to brief him about the project and incorporate his feedback.

On September 13, 2013, a SFMTA Transportation Engineering public hearing was held and there were seven members of the public who commented on the proposed traffic changes. Two were opposed to changing the street configuration based on potential traffic delay and queuing at the project limits as a result of the project. They also expressed concern about vehicles maneuvering into back-in angle parking spaces. Five people spoke in favor of the proposed project citing concerns with traffic speed, pedestrian and bicycle safety.

### **ITEMS FOR APPROVAL TO SUPPORT THE PROJECT:**

- A. RESCIND – PARALLEL PARKING
- ESTABLISH – BACK-IN DIAGONAL 45-DEGREE ANGLED PARKING
  - Bay Street, south side, from 75 feet east of Fillmore Street to Webster Street
  - Bay Street, south side, from Webster to Buchanan Streets
  - Bay Street, south side, from Buchanan Street to 130 feet west of Laguna Street

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**B. ESTABLISH – NO PARKING ANYTIME**

Bay Street, south side, at Webster Street, between the eastern and western crosswalks  
(removes parking at the stem of this T-intersection, approximately 39 feet)

Bay Street, south side, at Buchanan Street, between the eastern and western crosswalks  
(removes parking at the stem of this T-intersection, approximately 39 feet)

**C. ESTABLISH – TOW-AWAY NO PARKING ANYTIME**

Bay Street, south side, from 75 feet to 175 feet east of Fillmore Street (100 feet)

Bay Street, south side, from Laguna Street feet to 130 feet westerly (130 feet)

**D. ESTABLISH – RIGHT LANE MUST TURN RIGHT**

Cervantes Boulevard, eastbound, at Fillmore Street

**E. ESTABLISH – BLUE ZONES**

Bay Street, south side, from 29 feet to 54 feet east of Webster Street

Bay Street south side, from Buchanan Street to 20 feet easterly

Laguna Street, west side, from 10 feet to 30 feet south of Bay Street

**F. ESTABLISH – CLASS III BIKEWAY**

Laguna Street, between Bay and Francisco Streets, both directions

**OTHER APROVALS RECEIVED OR STILL REQUIRED**

The proposed parking and traffic modifications were reviewed by the San Francisco Planning Department. On July 11, 2013, the Planning Department determined the parking and traffic modifications were categorically exempt, as a Class 1(c) and 4(h) exemption, from environmental review pursuant to Title 14 of the California Code of Regulations sections 15301(c) and 15304(h).

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

A public process to determine whether speed humps will be added to this segment of Bay Street is planned for November, 2013.

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

**FUNDING IMPACT**

This project is fully funded by Proposition B, Road Repaving and Street Safety Bond, funds and will be implemented in coordination with the repaving of Bay Street.

**RECOMMENDATION**

SFMTA staff recommends approval of the traffic and parking modifications for the Bay Street Road Diet Project.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for the following parking and traffic modifications:

- A. RESCIND – PARALLEL PARKING and ESTABLISH – BACK-IN DIAGONAL 45-DEGREE ANGLED PARKING - Bay Street, south side, from 75 feet east of Fillmore Street to Webster Street; Bay Street, south side, from Webster to Buchanan Streets and Bay Street, south side, from Buchanan Street to 130 feet west of Laguna Street
- B. ESTABLISH – NO PARKING ANYTIME - Bay Street, south side, at Webster Street, between the eastern and western crosswalks (removes parking at the stem of this T-intersection, approximately 39 feet); Bay Street, south side, at Buchanan Street, between the eastern and western crosswalks (removes parking at the stem of this T-intersection, approximately 39 feet)
- C. ESTABLISH – TOW-AWAY NO PARKING ANYTIME - Bay Street, south side, from 75 feet to 175 feet east of Fillmore Street (100 feet) and Bay Street, south side, from Laguna Street feet to 130 feet westerly (130 feet)
- D. ESTABLISH – RIGHT LANE MUST TURN RIGHT - Cervantes Boulevard, eastbound, at Fillmore Street
- E. ESTABLISH – BLUE ZONES - Bay Street, south side, from 29 feet to 54 feet east of Webster Street; Bay Street south side, from Buchanan Street to 20 feet easterly and Laguna Street, west side, from 10 feet to 30 feet south of Bay Street
- F. ESTABLISH – CLASS III BIKEWAY - Laguna Street, between Bay and Francisco Streets, both directions

WHEREAS, The San Francisco Planning Department has reviewed the proposed parking and traffic modifications, set forth in items A through F, for the Bay Street Road Diet Project, and determined that the proposed modifications are categorically exempt, as a Class 1(c) and 4(h) exemption, from environmental review pursuant to Title 14 of the California Code of Regulations sections 15301(c) and 15304(h) (“CEQA guidelines”); 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,

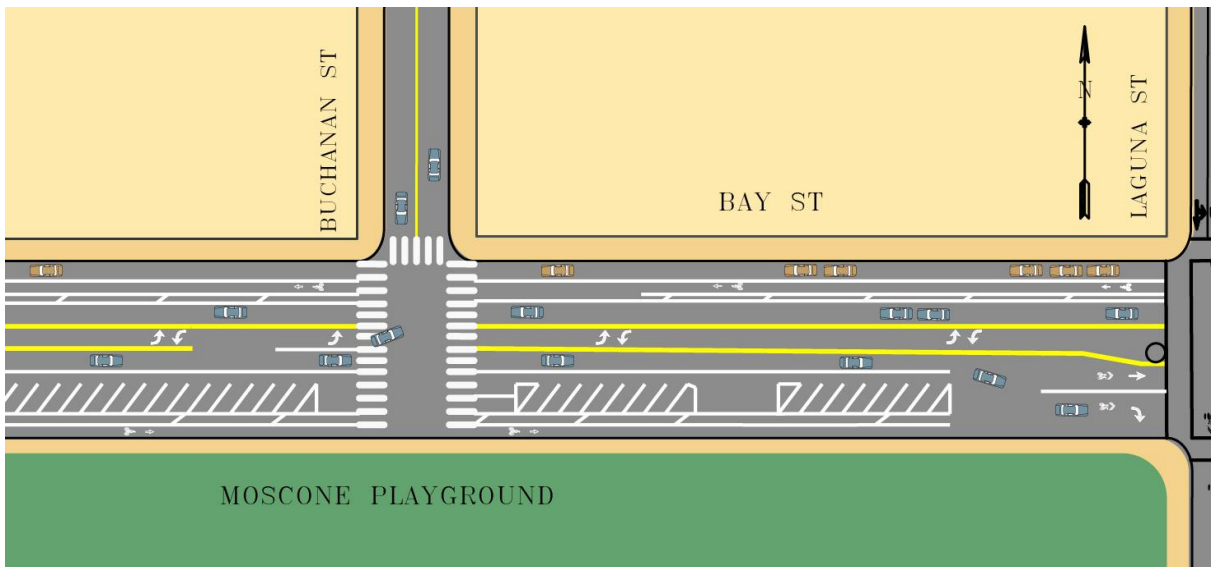
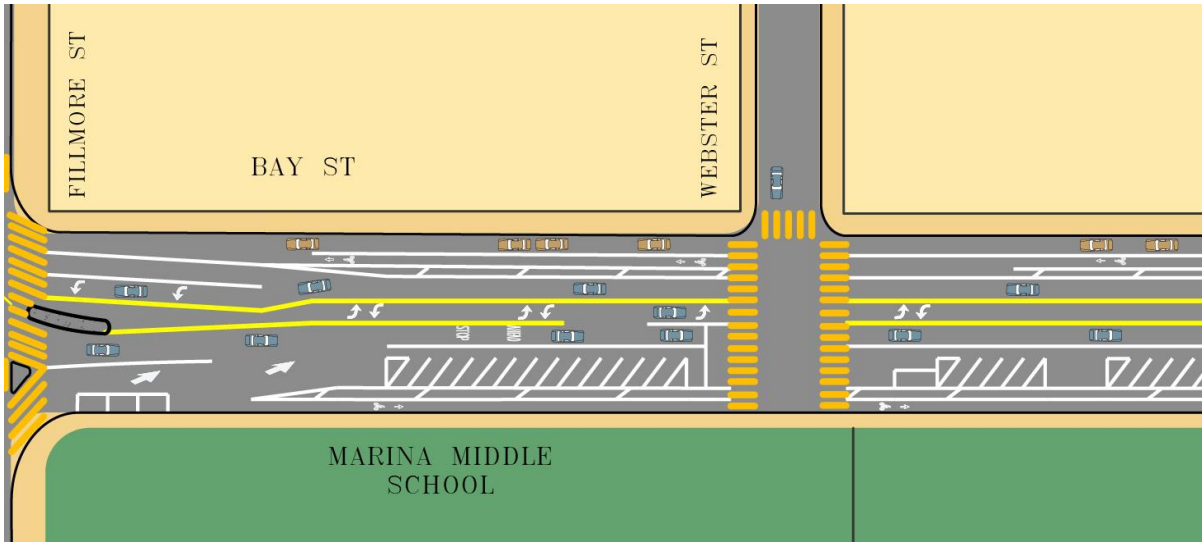
WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic and parking modifications, set forth in items A through F, to implement the Bay Street Road Diet Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 5, 2013.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

Attachment A – Bay Street Road Diet Project Overview



# Attachment B – Bay Street Road Diet Project Cross-Section Graphic

