

THIS PRINT COVERS CALENDAR ITEM NO. : 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving bicycle lanes and parking modifications along Sansome, Battery, Vallejo, and Davis streets between Lombard Street and Jackson Street to improve traffic safety and neighborhood connectivity as part of the Sansome and Battery Connections Project.


SUMMARY:

- The Sansome and Battery Connections Project will establish Class II and III bikeways by reducing existing travel lane widths on Sansome, Battery, Vallejo and Davis streets. These changes will help improve safety for all users and further establish an attractive walking and bicycling corridor parallel to the Embarcadero waterfront.
- The project will also remove one general metered parking space to establish a red zone within the jurisdiction of the SFMTA. Other proposed parking and traffic changes under the Port of San Francisco jurisdiction will be considered for approval separately.
- Outreach for the project involved a walking tour, three community meetings, key stakeholder briefings, door-to-door outreach, and a mailer to directly affected addresses.
- The project is funded by approximately \$200,000 in Neighborhood Traffic Improvement Program (NTIP) discretionary Prop K funds provided by Supervisorial District 3.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.
- The proposed Class III bike lane (Item B) and removal of one metered parking space (Item D) are subject to review by the Board of Supervisors pursuant to Ordinance 127-18.

ENCLOSURES:

1. SFMTAB Resolution
2. Sansome and Battery Connections Project Map and Plan Graphics

APPROVALS:

DIRECTOR  _____

DATE

April 9, 2019

SECRETARY  _____

April 9, 2019

ASSIGNED SFMTAB CALENDAR DATE: April 16, 2019

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PURPOSE

Approving bicycle lanes and parking modifications along Sansome, Battery, Vallejo, and Davis streets between Lombard Street and Jackson Street to improve traffic safety and neighborhood connectivity as part of the Sansome and Battery Connections Project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

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

Goal 1: Create a safer transportation experience for everyone.

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.

Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.

This action also supports the City's Transit First Policy with the following principles:

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.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
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.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

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DESCRIPTION

The Sansome and Battery Connections Project proposes to improve walking and bicycling conditions on Sansome and Battery streets between the Embarcadero and Broadway, Vallejo Street between Sansome and Davis streets, and Davis Street between Vallejo and Jackson streets. The project will narrow existing travel lanes on these streets to add Class II bike lanes that better connect the northern waterfront with adjacent neighborhoods and the northern edge of the Financial District; in a narrow half-block segment of Vallejo Street, a Class III bike lane will be established. These new bikeways will also provide a potential alternative bicycle route to the adjacent traffic-heavy Embarcadero corridor, which is on the City's High Injury Network (the 13% of streets that represent 75% of injuries and fatalities). Targeted pedestrian improvements will also be included with the project, including red zone daylighting at the Davis Street/Broadway intersection and enhanced pedestrian crossings at the Battery/Greenwich and Sansome/Chestnut/Embarcadero intersections.

The Sansome and Battery Connections Project is a collaboration between the SFMTA and Port of San Francisco, and is funded by approximately \$200,000 in Neighborhood Traffic Improvement Program (NTIP) discretionary Prop K funds provided by Supervisorial District 3. On the blocks of Sansome, Battery, Vallejo and Davis streets that are within the Port of San Francisco's jurisdiction, proposed parking and traffic changes will undergo review and approval separately from the proposed changes under the jurisdiction of the SFMTA.

In the project area, Sansome and Battery streets are each one-way, two-lane streets, together serving as a couplet for north-south travel between Broadway and the Embarcadero. The intersections of Sansome and Battery streets with the Embarcadero experience the highest vehicle activity during the AM peak hour (278 vehicles for Sansome, 640 for Battery) and PM peak hour (448 vehicles for Sansome, 530 for Battery). Foot traffic at Sansome Street & Chestnut Street/the Embarcadero is high with 607 people in the AM peak hour and 952 people in the PM peak hour. Vallejo and Davis streets within the project area are both two-way streets with one travel lane in each direction, providing neighborhood access, including to the waterfront as well as the surrounding mix of mid-rise office and office/residential buildings.

A significant goal of the Sansome and Battery Connections Project is to improve safety and comfort along the project corridor for those who walk, bike, ride transit, and drive in the neighborhood. This project furthers the City's Vision Zero goal to eliminate all traffic deaths. Between 2013 and 2017, there were 57 total collisions (74% resulting in one or more injuries) on Sansome and Battery streets between the Embarcadero and Broadway. There were 10 total collisions (five resulting in one or more injuries) at the intersection of the Embarcadero and Sansome Street/Chestnut Street. While there were no fatalities in the reporting period, on June 27, 2018, a hit-and-run collision on the Embarcadero at Sansome Street resulted in the death of Kevin Manning, a pedicab operator, and significant injuries to his passengers.

Parking and Traffic Modifications Under the Jurisdiction of the Port of San Francisco

The following street segments are within the jurisdiction of the Port of San Francisco:

- Sansome Street, between Lombard Street and the Embarcadero (1 block)
- Intersection of the Embarcadero and Chestnut Street / Sansome Street
- Battery Street, between the Embarcadero and Greenwich Street (1 block)
- Vallejo Street, between Front Street and Davis Street (1 block)
- Davis Streets, between Vallejo Street and Broadway (1 block)

The following proposed parking and traffic changes will be reviewed and approved separately by the Port of San Francisco and are being provided for informational purposes only:

- Lane assignment changes, a northbound Class II bike lane, and parking removal on Sansome Street between Lombard Street and the Embarcadero
- Lane reconfigurations, a re-opened crosswalk, southbound turn restrictions from the Embarcadero, and parking removal (with a painted safety zone) at the intersection of the Embarcadero and Chestnut Street / Sansome Street
- One-block lane reduction, southbound Class IV protected bikeway, parking and loading changes, traffic islands, and striping changes on Battery Street between the Embarcadero and Greenwich Street
- Eastbound and westbound Class II bike lanes on Vallejo Street between Front Street and Davis Street
- Northbound and southbound Class II bike lanes, a segment of northbound Class III bike route, and parking removal for a red zone on Davis Street between Vallejo Street and Broadway

PROJECT ELEMENTS

Bicycle Safety Improvements

This project proposes to install bike lanes on Sansome, Battery, Vallejo and Davis streets to improve safety for people bicycling. Proposed locations for specific types of bike lanes are:

- Class II bike lanes:
 - Sansome Street northbound between Broadway and Lombard Street;
 - Battery Street southbound between Greenwich Street and Vallejo Street;
 - Vallejo Street eastbound and westbound between Sansome Street and Cowell Place, and between Battery Street and Front Street; and
 - Davis Street northbound and southbound between Broadway and Jackson Street
- Class III bike lane:
 - Vallejo Street eastbound and westbound between Cowell Place and Battery Street

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The Class II bike lanes will be added by narrowing (but not removing) existing travel lanes. In the case of Battery Street, the approach to Vallejo Street includes a short new shared left-turn lane where vehicle left-turns will be required but bicycle traffic may proceed straight. In the case of Davis Street, the opportunity to add bike lanes is being coordinated with a scheduled repaving of this street segment by the Department of Public Works. In a narrow half-block segment of Vallejo Street where there is not sufficient width to add a dedicated Class II bike lane, a Class III bike lane will be established.

Pedestrian Safety Improvements/Parking Changes

The project will upgrade existing crosswalks to high visibility continental crosswalk markings and install advance limit lines where necessary to discourage people driving from encroaching into the crosswalk.

On Davis Street, one general-metered parking space will be removed for the northbound approach to Broadway to establish a red zone to improve sight lines between people driving and crossing the street. This red zone could later be converted into a concrete corner sidewalk extension, as funding allows and pending design/approval by the Department of Public Works.

Transit Operations

The 82X Levi Plaza Express Muni route operates with a service frequency of approximately every 15 minutes on weekdays during AM peak hours on Sansome Street and PM peak hours on Battery Street. In addition, Golden Gate Transit operates 17 bus lines along Sansome and Battery streets between the North Bay and downtown San Francisco. These buses make three curbside stops along Sansome Street and two curbside stops along Battery Street within the project area. No transit operates on Vallejo or Davis streets within the project area. Transit travel time for the 82X Levi Plaza Express and the 17 Golden Gate Transit bus lines that operate on Sansome and Battery streets will not significantly change given the proposed changes to lane configurations and traffic signal timing.

Proposed Project Traffic and Parking Modifications

- A. ESTABLISH – CLASS II BIKEWAY (BIKE LANE) - Sansome Street, northbound, between Broadway and Lombard Street; Battery Street, southbound, between Greenwich Street and Vallejo Street; Vallejo Street, eastbound and westbound, between Sansome Street and Cowell Place; Vallejo Street, eastbound and westbound, between Battery Street and Front Street; Davis Street, northbound and southbound, between Broadway and Jackson Street
- B. ESTABLISH – CLASS III BIKEWAY (BIKE ROUTE) - Vallejo Street, eastbound and westbound, between Cowell Place and Battery Street
- C. ESTABLISH – LEFT LANE MUST TURN LEFT, EXCEPT BICYCLES - Battery Street, southbound, at Vallejo Street
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, AT ALL TIMES - Davis

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Street, east side, Broadway to 22 feet southerly (removes one space for 6-foot wide corner sidewalk extension — meter 380-06280)

STAKEHOLDER ENGAGEMENT

The Sansome and Battery Connections Project was first introduced as a related and complementary project as part of the SFMTA's Embarcadero Enhancement Project October 2018 Design Showcase (public open house) event. Approximately 200 people attended this meeting, 140 of which completed a survey. The primary comment received was the desire for more and better near-term bicycle safety improvements, many specifically mentioning adding bike lanes on Sansome and Battery streets and otherwise addressing the fatal hit-and run collision that occurred in summer 2018 at the Sansome/Chestnut/Embarcadero intersection. SFMTA staff presented a summary of these comments and the initial scope of the Sansome and Battery Connections Project to the Port Commission in November 2018.

From January to March 2019, the project team mailed 3,215 postcards to properties within the greater project area, held a walking tour with over 60 attendees on February 21st, and attended three community meetings. Outreach also involved one-on-one meetings with key stakeholders, door-to-door outreach to businesses, and direct email correspondence with approximately 50 individual constituents.

During this time, the Sansome and Battery Connections Project team engaged with the following groups representing residents in the project area:

- Barbary Coast Neighborhood Association
- Golden Gateway Tenants Association
- The Gateway Apartments
- Embarcadero Square
- Telegraph Landing
- Parc Telegraph
- 101 Lombard Condominiums
- Telegraph Hill Dwellers Association
- Several smaller residential complexes, as well as individual residents

The project team also engaged with the following property management groups and major stakeholders:

- Waterfront Plaza (Jamestown Urban Management)
- Bay Club
- Fog City Diner
- Jones Lang Lasalle, Inc. (JLL), as well as other individual businesses in the area.

Further, the team engaged advocates from Walk San Francisco, the San Francisco Bicycle Coalition, and the San Francisco Pedicab Association.

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Overall, approximately 150 individuals provided comments on the proposal at meetings or by correspondence (not including comments from the Embarcadero Enhancement Project meeting survey in October 2018). A majority of these comments expressed concern for proposed modifications under the jurisdiction of the Port, as well as for proposed circulation changes within the SFMTA jurisdiction that have since been removed from the project scope or that were discussed collectively among stakeholders but ultimately rejected.

Project Modifications Based on Outreach and Engagement

SFMTA's public outreach and engagement identified concerns among area residents that resulted in modifications to the project proposal. These include the following:

- Concerns for restricting left-turns from northbound Embarcadero onto Chestnut Street (Port of San Francisco jurisdiction). This turn restriction was initially proposed to provide for a larger corner sidewalk extension at the intersection of the Embarcadero and Chestnut Street/Sansome Street, as well as supporting more efficient signal timing for all modes. Removal of this "important neighborhood access route" was a strong concern voiced by many area residents. As such, this left-turn restriction is no longer recommended by SFMTA staff as part of this project, although it remains under study for future consideration. The modified proposal for the Embarcadero/Chestnut Street/Sansome Street intersection will still provide significant safety upgrades. Restricting the southbound right-turn from the Embarcadero onto Chestnut Street and reducing the number of through lanes from Sansome Street onto the Embarcadero from two to one provides space for: a large painted sidewalk extension into Chestnut Street, a new crosswalk for walking directly across the intersection, and striping improvements to reduce conflicts between vehicular and bicycle traffic on the Embarcadero.
- Concerns for converting Vallejo Street from Battery Street to Cowell Place into a one-way eastbound street to accommodate an up-hill, contra-flow bikeway (SFMTA jurisdiction). This change was initially proposed to provide a protected, westbound bikeway on a short segment of Vallejo Street otherwise too narrow for dedicated bicycle facilities. Stakeholders raised concerns regarding vehicular circulation and questioned the need for such a change absent more demand for bicycling along this corridor. Based on this feedback, staff have pulled this element from the initial phase of the project to study vehicular and bicycle circulation in more detail. This segment is now proposed as a Class III bike route under the current proposal. Vehicle volumes along this block are consistent with a low-stress shared lane (i.e., bike boulevard, 'Neighborway').

Summary of Public Feedback on Proposed Changes within SFMTA Jurisdiction

Of the elements currently proposed under the jurisdiction of the SFMTA, there are three primary themes of feedback that have been communicated to the project team:

- Concern with lack of protected bike lanes. Several members of the public have expressed that the proposal should have protected bike lanes on Battery and Sansome streets that extend to Broadway and/or Market Street, and overall does not do enough to improve

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bicycle safety.

- Concern with proposed bike lanes on Davis Street between Broadway and Jackson Street. Some residents have expressed concern that Davis Street is not appropriate for bike lanes and the proposal could increase congestion and reduce safety, in particular for the private block of Davis Court (which is just south of the project area between Jackson and Washington streets)
- General support for improved bicycle and pedestrian safety measures. Several members of the public expressed support for anything that improves bicycle and pedestrian safety to combat the increased congestion and inattentive driving seen in the project area, and to help improve mobility options for people working in the area.

ALTERNATIVES CONSIDERED

Protected Bikeways: SFMTA staff considered the feasibility of installing protected Class IV bikeways for the entirety of Sansome and Battery streets from Broadway to the Embarcadero, as well as for a short stretch of Vallejo Street between Cowell Place and Battery Street. In an effort to fulfill the agency's commitment to improve access and safety for people bicycling through the project area quickly, however, protected bike facilities are not proposed at this time given the extensive additional coordination, community support, and funding that would be necessary. This project does not preclude staff from proposing such facilities and seeking SFMTA Board approval in the future.

No Project: Not installing any improvements or reducing the extent of the proposed bike lanes was also considered. Given the opportunity to add dedicated bicycle facilities where none currently exist simply by narrowing unnecessarily wide travel lanes, the proposed project is recommended to further bicycle safety and access in the neighborhood. As Davis Street between Broadway and Jackson Street is slated to be repaved in summer 2019, approval of bike lanes along this segment is also recommended to achieve cost savings and efficiencies.

FUNDING IMPACT

Implementation of the Sansome and Battery Connections Project is expected to cost approximately \$200,000 and is being funded entirely by Neighborhood Traffic Improvement Program (NTIP) discretionary Prop K funds provided by Supervisorial District 3.

ENVIRONMENTAL REVIEW

The proposed Sansome and Battery Connections Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for operation, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

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On March 21, 2019, the Planning Department determined that the proposed Sansome and Battery Connections Project is 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 the S. F. Administrative Code Chapter 31.

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

OTHER APPROVALS

Port of San Francisco approval is necessary for the following traffic and parking modifications:

- Sansome Street, between Lombard Street and the Embarcadero (1 block)
- Intersection of the Embarcadero and Chestnut Street / Sansome Street
- Battery Street, between the Embarcadero and Greenwich Street (1 block)
- Vallejo Street, between Front Street and Davis Street (1 block)
- Davis Streets, between Vallejo Street and Broadway (1 block)

Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at:

https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

The proposed Class III bike lanes (Item B) and removal of one metered parking space (Item D) are subject to review by the Board of Supervisors pursuant to Ordinance 127-18 and as outlined in Transportation Code, Section 10.1.

The City Attorney has reviewed this item.

RECOMMENDATION

SFMTA staff request the SFMTA Board of Directors to approve the proposed bicycle lanes, and traffic and parking modifications along Sansome, Battery, Vallejo, and Davis streets between The Embarcadero and Jackson Street, as set forth in Items A through D above, to improve traffic safety for the community as part of the Sansome and Battery Connections Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goals and implementing safety improvements on Sansome, Battery, Vallejo, and Davis streets; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, The project aims to better connect the northern waterfront with adjacent neighborhoods and the northern edge of the Financial District, and to provide a potential alternative bicycle route to the adjacent traffic-heavy Embarcadero corridor; and,

WHEREAS, Streets within the project area are sufficiently wide to add bicycle facilities without removing travel lanes or parking; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed traffic and parking modifications along Sansome, Battery, Vallejo, and Davis streets between Lombard Street and Jackson Street as follows:

- A. ESTABLISH — CLASS II BIKEWAY (BIKE LANES) - Sansome Street, northbound, between Broadway and Lombard Street; Battery Street, southbound, between Greenwich Street and Vallejo Street; Vallejo Street, eastbound and westbound, between Sansome Street and Cowell Place; Vallejo Street, eastbound and westbound, between Battery Street and Front Street and Davis Street, northbound and southbound, between Broadway and Jackson Street
- B. ESTABLISH — CLASS III BIKEWAY (SHARED LANES) - Vallejo Street, eastbound and westbound, between Cowell Place and Battery Street
- C. ESTABLISH – LEFT LANE MUST TURN LEFT, EXCEPT BICYCLES - Battery Street, southbound, at Vallejo Street
- D. ESTABLISH — TOW-AWAY, NO STOPPING ANY TIME, AT ALL TIMES - Davis Street, east side, Broadway to 22 feet southerly; and,

WHEREAS, The proposed Sansome and Battery Connections Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for operation, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

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WHEREAS, On March 21, 2019, the Planning Department determined that the proposed Sansome and Battery Connections Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

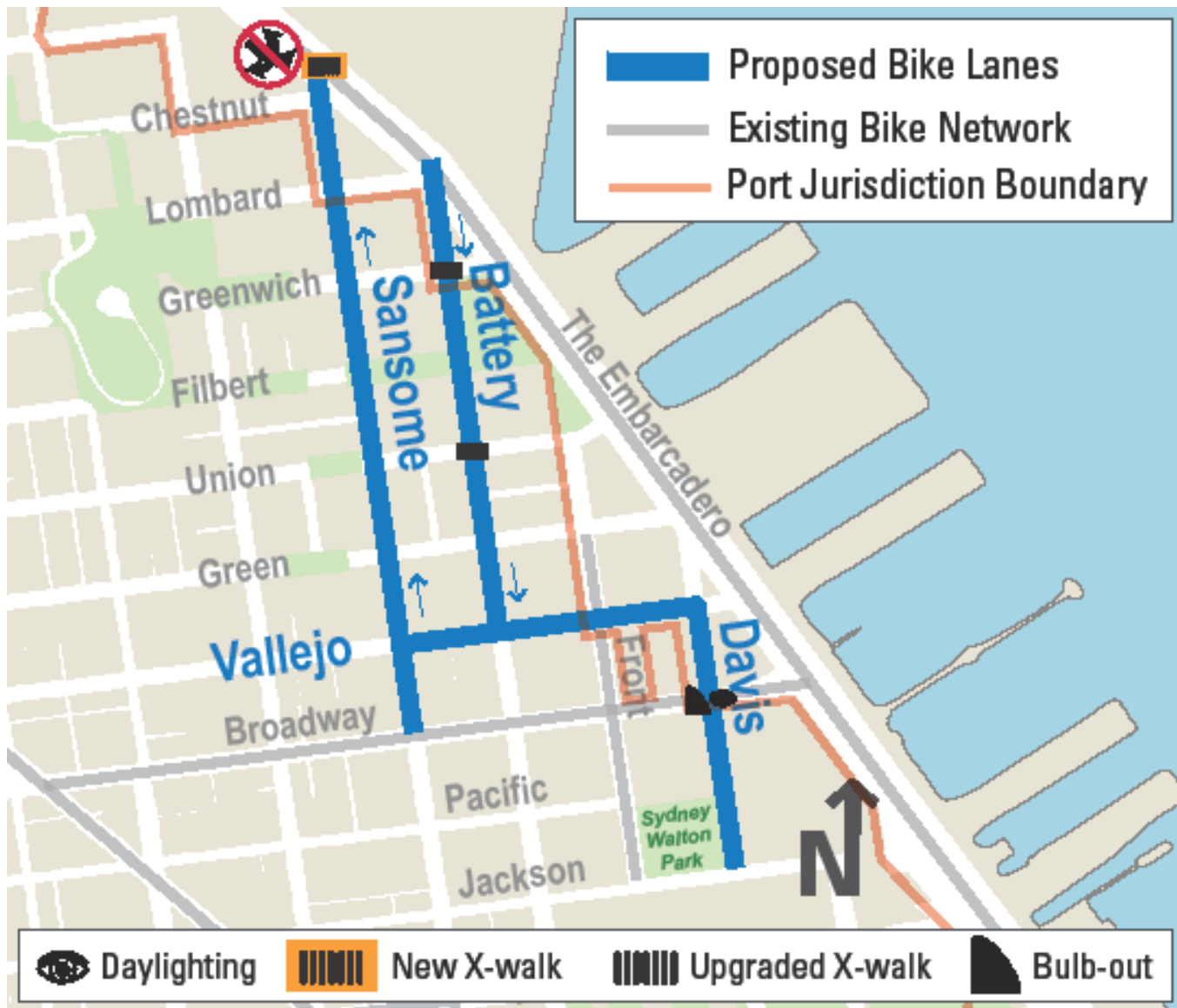
WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

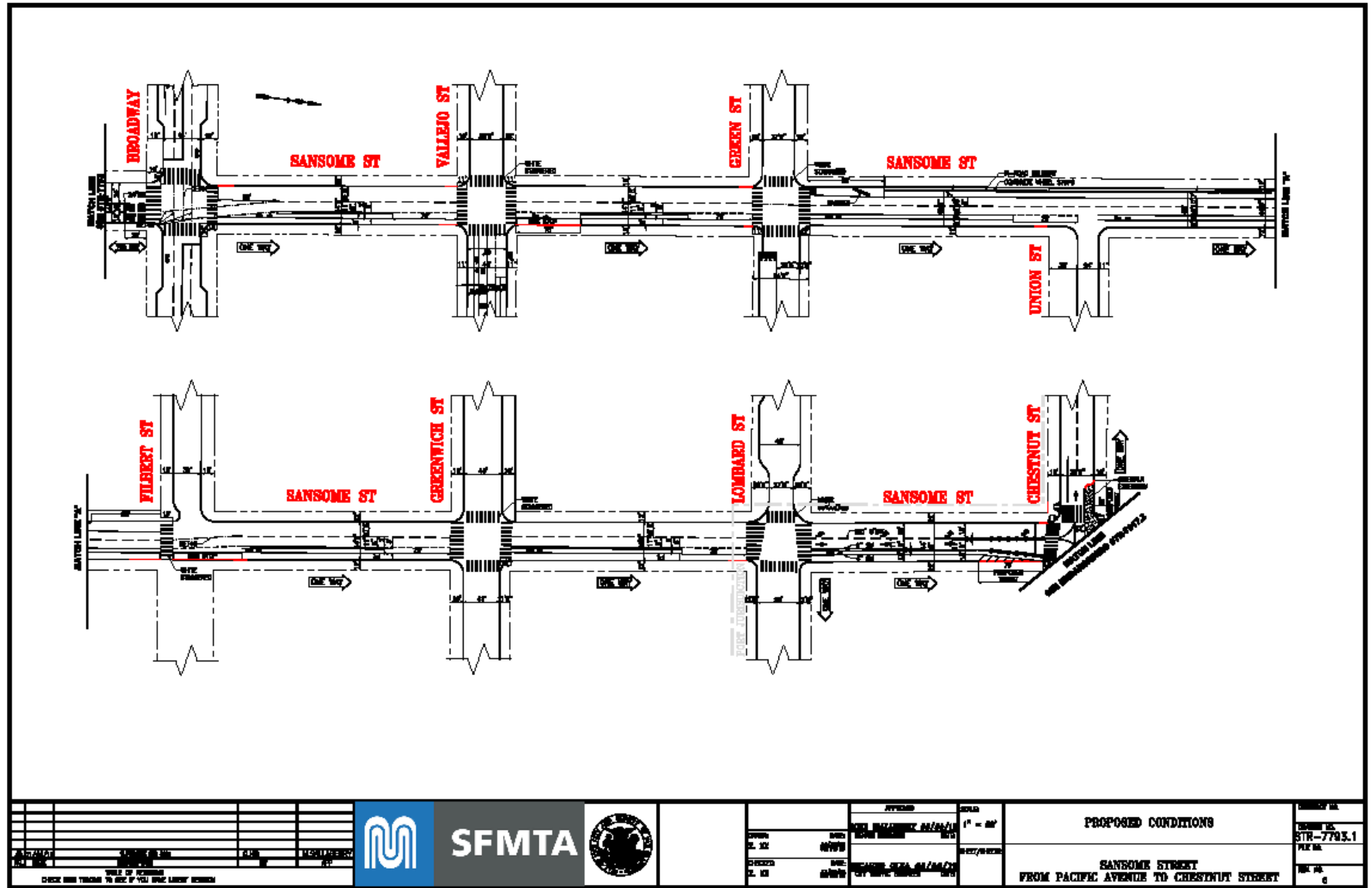
WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications; now, therefore, be it

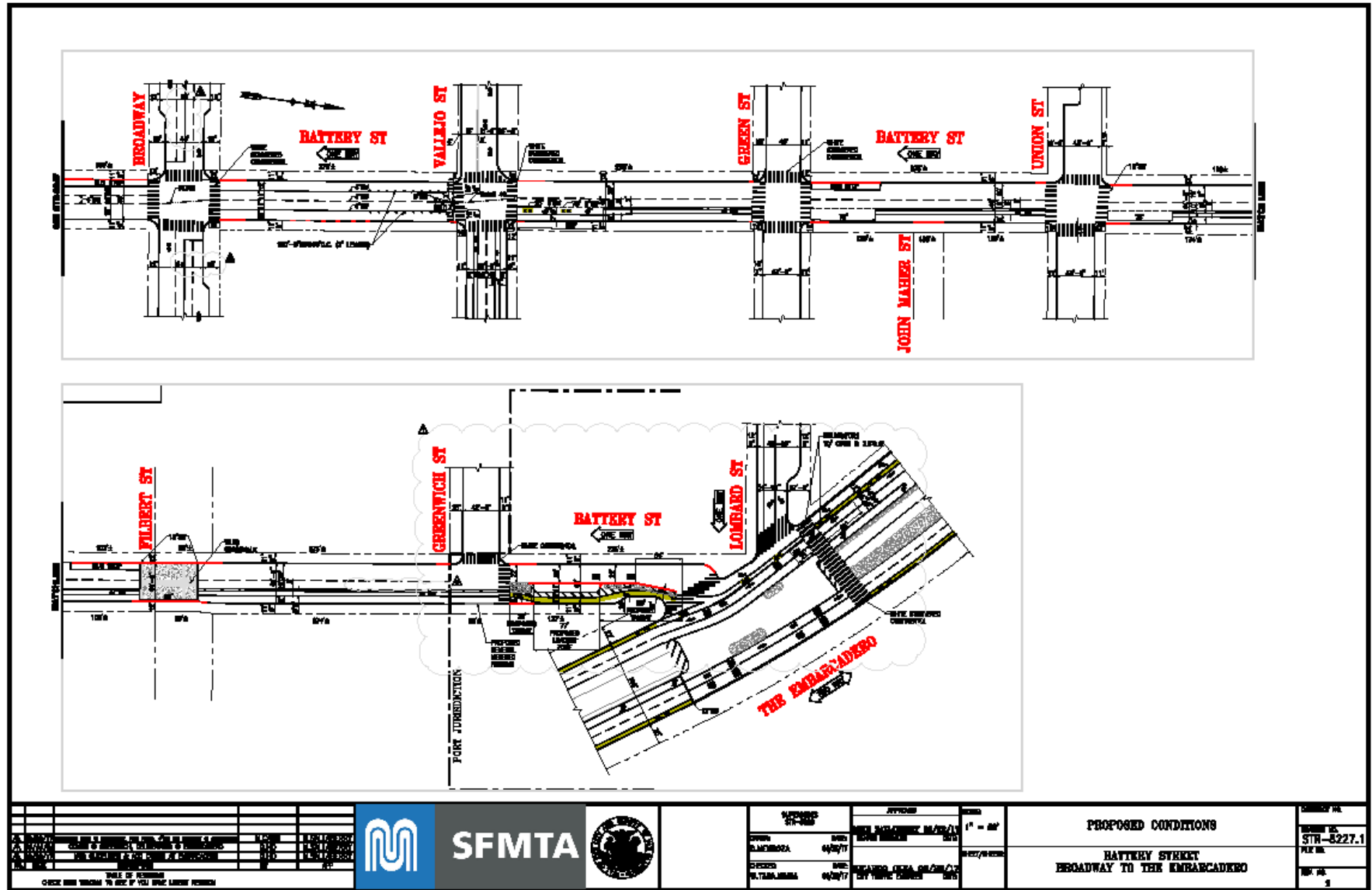
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications, as set forth in items A through D above, along Sansome, Battery, Vallejo, and Davis streets between Lombard Street and Jackson Street associated with the Sansome and Battery Connections Project.

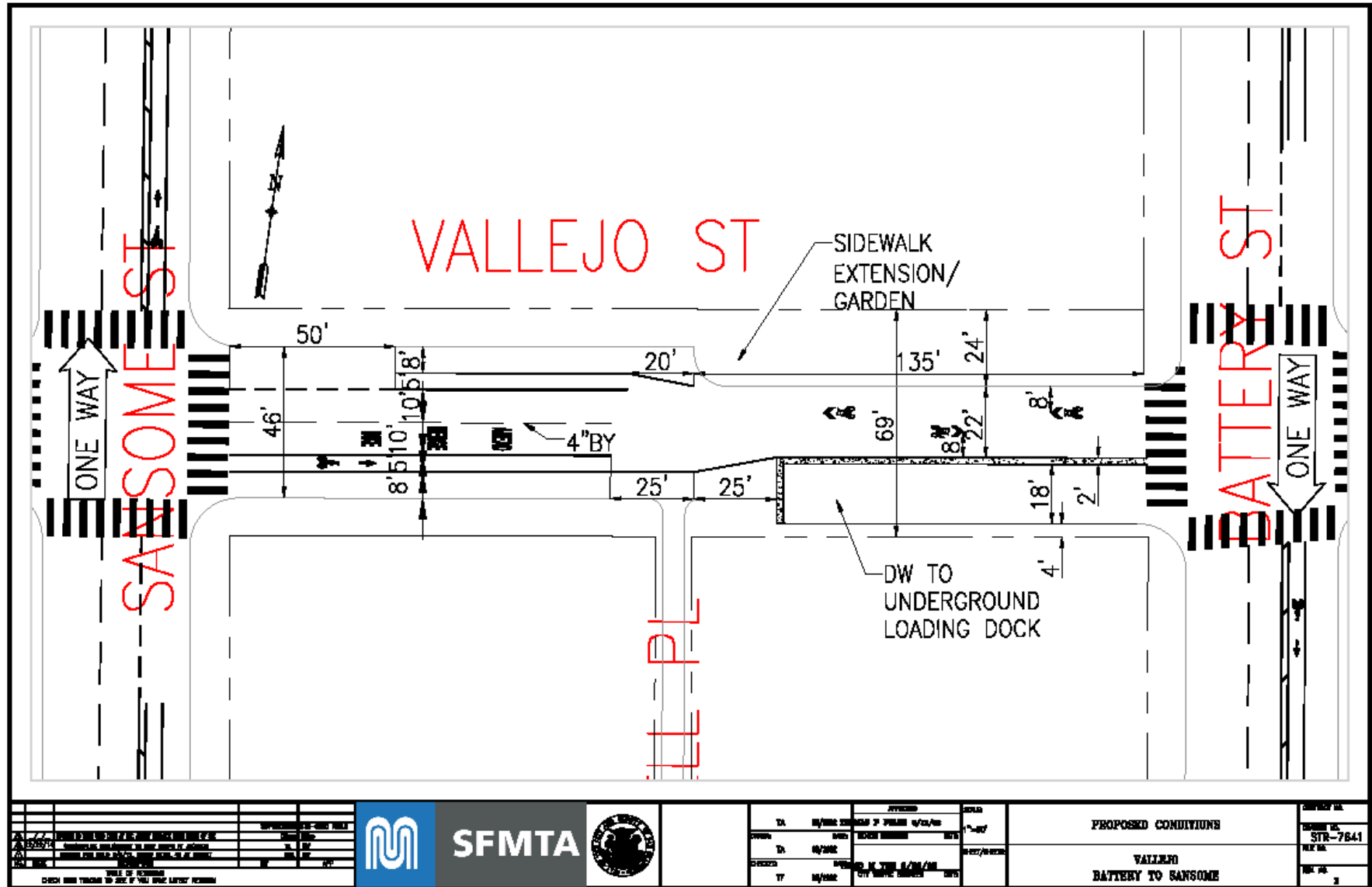
I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 16, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

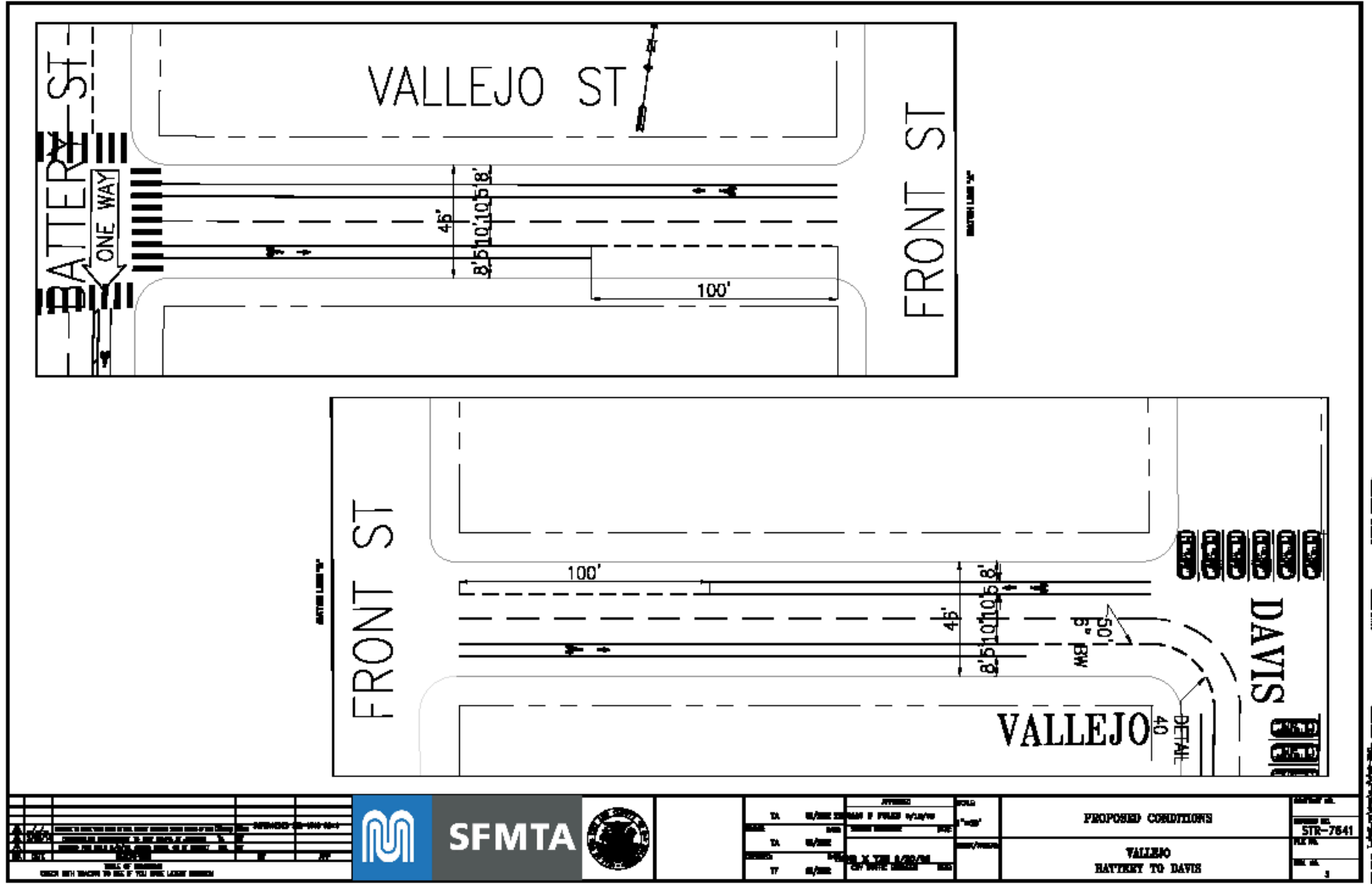


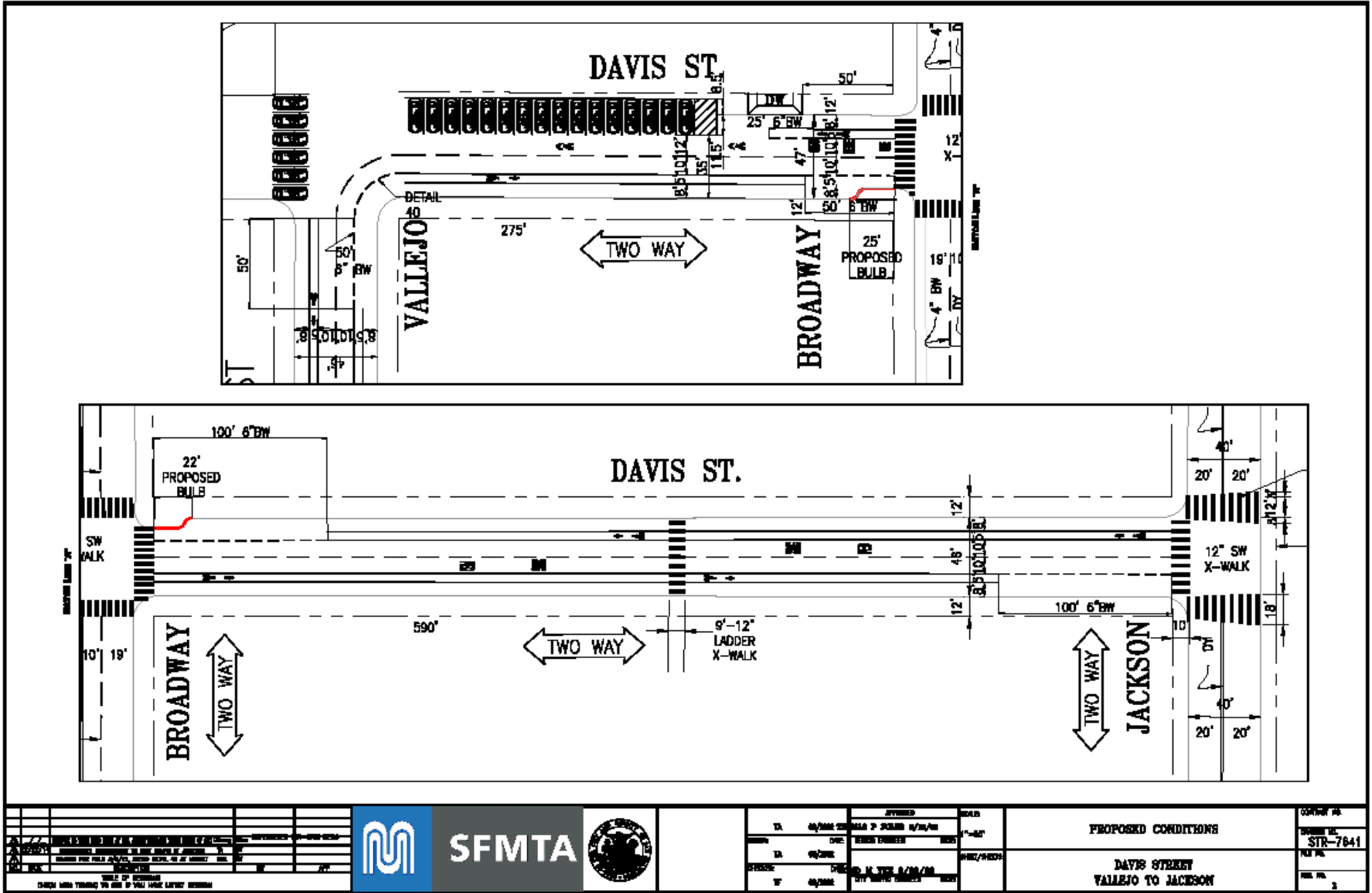






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NO. 1	DATE	BY	DESCRIPTION

DATE: 11/19/13
 DRAWN: J. L. BROWN
 CHECKED: M. J. BROWN
 TITLE: DAVIS STREET VALLEJO TO JACKSON
 SHEET NO. 17 OF 17

SFMTA

SAN FRANCISCO METROPOLITAN AREA

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

PROPOSED CONDITIONS	CORNER NO.
DAVIS STREET VALLEJO TO JACKSON	

PROJECT NO.	DATE
SFR-7641	
SHEET NO.	
17	

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