

THIS PRINT COVERS CALENDAR ITEM NO. : 10.4

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various parking and traffic modifications associated with the Arguello Boulevard Safety Project.

SUMMARY:


- In March of 2015, the SFMTA received funding to conduct public outreach, planning, and conceptual design for improvements to bicycle and pedestrian safety on Arguello Boulevard.
- The Arguello Boulevard Safety Project team conducted a planning and community engagement process to identify bicycle and pedestrian safety improvements on Arguello, which involved holding two community walkthroughs, multiple stakeholder interviews, and meetings with local business and schools.
- This process resulted in the final design that includes buffered bike lanes, intersection daylighting, green paint treatments, wayfinding improvements, new continental crosswalks, and turn prohibitions.
- This is a paint-only project that will improve safety on Arguello Boulevard for people walking, biking, and taking transit.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR		8/8/16
SECRETARY		8/8/16

ASSIGNED SFMTAB CALENDAR DATE: August 16, 2016

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PURPOSE:

Approval of various parking and traffic modifications associated with the Arguello Boulevard Safety Project, a project designed to improve safety for people walking and biking on Arguello Boulevard between Fulton Street and West Pacific Avenue, with the secondary goal of improving access to Golden Gate Park and The Presidio.

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:

Arguello Boulevard is an active and important connection through the Inner Richmond District. The Arguello corridor is used by thousands of San Francisco residents every day, whether they are walking to Rossi Playground or Roosevelt Middle School, taking the 33 Stanyan bus line, biking to the Golden Gate Bridge, or driving to the Clement Street commercial corridor. Arguello connects the two largest parks in San Francisco, The Presidio and Golden Gate Park, and is a main recreational thoroughfare for people walking and biking through the Inner Richmond.

The main goal of this project is to address community concerns surrounding safety for people biking and walking along Arguello Boulevard. In designing safety treatments, the SFMTA is incorporating community feedback on specific issues along Arguello Boulevard, input from the District One Supervisor's Office, as well as the results of an analysis of collision records for vehicles, pedestrians, and people on bikes. This project will use paint treatments to increase the visibility of pedestrians and people on bikes, provide buffered bike lanes to further separate bikes from motor vehicles, and create safer intersections for everyone on Arguello Boulevard. This is a paint-only project that includes the following elements:

1. Buffered Bike Lane: This project will narrow the wide vehicle travel lanes on Arguello Boulevard to allow for space to paint a two foot buffer alongside the existing bike. This will further separate and clearly delineate spaces on the street for motor vehicles and bicycles.

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2. Daylighting at Intersections: “Daylighting” increases the visibility of pedestrians by removing one parking space on the approach to crosswalks or shifting parking away from crosswalks to open up vehicle and pedestrian sightlines.
3. Green Paint treatments: Strategic use of green paint will accentuate the bike lane, increase visibility of the bicycle facility, and reduce the incidence of motorists driving in or double parking in the bike lane.
4. Bike Boxes and Two-Stage Left Turn Boxes: These paint treatments will allow bicycle riders to make safer turns into and out of side streets and will create a space for bicycle riders waiting at red lights.
5. New Continental Crosswalks: Brightly painted continental crosswalks increase pedestrian visibility and improve vehicle yield rates.
6. Turn prohibitions: This project will restrict cars from turning left onto eastbound McAllister Street from southbound Arguello Boulevard, a turning movement that has been identified as a high-collision movement between vehicles and people riding bikes.

This paint-only project represents the near-term elements of the Arguello Boulevard Safety Project. Long-term infrastructure upgrades for Arguello Boulevard are also planned, which include improvements such as concrete pedestrian bulb-outs, signal upgrades, and concrete pedestrian safety islands. These long-term infrastructure improvements will be coordinated with an upcoming SF Public Works paving project, expected to be implemented as soon as late 2017. Staff recommend implementing paint-only near-term improvements in advance of the paving project in order to install vital safety improvements on the corridor as fast as possible. The long-term infrastructure elements of this project are being finalized on a separate timeline and will be brought before the SFMTA Board for approval later in 2016.

The near-term project elements of the Arguello Boulevard Safety Project require the following parking and traffic modifications:

- A. ESTABLISH – RED ZONE – Arguello Boulevard, east side, from McAllister Street to 27 feet southerly (removes one unmetered parking space, daylighting); Arguello Boulevard, west side, Euclid Avenue to 27 feet northerly (removes one unmetered parking space north of north crosswalk at T-intersection of Euclid Avenue, daylighting); Arguello Boulevard, east side, from 7 feet to 27 feet south of Sacramento Street (removes one unmetered parking space, daylighting); Arguello Boulevard, west side, from south-side Sacramento Street crosswalk to 14 feet northerly (daylighting north of south-side crosswalk at T-intersection with Sacramento Street, closes gap between white passenger loading zone and crosswalk); Washington Street, north side, from Arguello Boulevard to 22 feet easterly (removes one unmetered parking space, daylighting)
- B. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Arguello Boulevard, west side, from south-side Euclid Avenue crosswalk to 18 feet northerly (prohibits parking across driveway, two-stage left-turn box north of south crosswalk at T-intersection of Euclid Avenue); Arguello Boulevard, west side, from south side McAllister Street crosswalk to 22 feet northerly (prohibits parking across driveway north of crosswalk at Arguello Boulevard and McAllister Street, daylighting); Arguello Boulevard, west side, from Cabrillo Street to 16 feet northerly (prohibits parking across driveway, daylighting)

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- C. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Arguello Boulevard, west side, from Fulton Street to 100 feet northerly (right-turn pocket except bikes); Fulton Street, south side, from Arguello Boulevard to 100 feet westerly (removes three unmetered parking spaces, shift travel lanes on eastbound approach to Arguello); Arguello Boulevard, east side, from Anza Street to 150 feet southerly (removes seven unmetered parking spaces, right-turn pocket except bikes)
- D. ESTABLISH – RIGHT TURN LANE MUST TURN RIGHT EXCEPT BICYCLES – Arguello Boulevard, west side, from Fulton Street to 100 feet northerly (right-turn only except bikes); Arguello Boulevard, west side, from Clement Street to 100 feet northerly (right-turn only except bikes); Arguello Boulevard, west side, from Lake Street to 100 feet northerly (right-turn only except bikes); Arguello Boulevard, east side, from Sacramento Street to 100 feet southerly (right-turn only except bikes)
- E. ESTABLISH – RIGHT TURN LANE MUST TURN RIGHT EXCEPT BICYCLES AND MUNI – Arguello Boulevard, east side, from Euclid Avenue to 100 feet southerly (right-turn only except bikes and Muni)
- F. RESCIND - TOW-AWAY NO STOPPING EXCEPT PERMITTED CITY CAR SHARE VEHICLES – McAllister Street, north side, from Arguello Boulevard to 18 feet easterly (shifts City Car Share pod one space to east, daylighting)
- G. ESTABLISH - TOW-AWAY NO STOPPING EXCEPT PERMITTED CITY CAR SHARE VEHICLES – McAllister Street, north side, from 10 feet to 28 feet east of Arguello Boulevard (shifts City Car Share pod 10 feet to east, daylighting)
- H. RESCIND - YELLOW COMMERCIAL LOADING ZONE; MON-SAT, 7AM-7PM – Arguello Boulevard, east side, from 78 feet to 102 feet north of McAllister Street (relocating and lengthening 24-foot yellow zone)
- I. ESTABLISH – YELLOW COMMERCIAL LOADING ZONE; MON-SAT, 7AM-7PM = Arguello Boulevard, east side, from 12 feet north of McAllister Street to 56 feet northerly (relocates yellow loading zone, lengthen yellow zone to 44 feet to reduce double parking)
- J. ESTABLISH – BUS ZONE – Arguello Boulevard, east side, from Fulton Street to 158 feet northerly (removes two unmetered parking spaces, replaces flag stop, lengthen zone to allow bus to pull to curb); Turk Boulevard, south side, from 60 feet to 80 feet east of Arguello Boulevard (remove one unmetered parking space, extends bus zone 20 feet)
- K. ESTABLISH – NO LEFT TURN – Arguello Boulevard, southbound, at McAllister Street; Fulton Street, westbound, at Arguello Boulevard (to allow for lagging left for east-bound left turns)
- L. ESTABLISH NO RIGHT TURN ON RED EXCEPT BICYCLES – Arguello Boulevard, northbound, at Sacramento Street (NB bike box, large vehicle encroachment on northbound right turns)
- M. ESTABLISH – RIGHT TURN ONLY – McAllister Street, westbound, at Arguello Boulevard (painted median on Arguello Blvd)

STAKEHOLDER ENGAGEMENT

In 2014, the Livable Streets subdivision held a Bicycle Spot Improvement workshop with the San Francisco Bicycle Coalition that was aimed at improving safety for people on bikes when riding to and from Golden Gate Park. This led to a walkthrough with community stakeholders to identify

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bicycle and pedestrian safety improvement needs for Arguello Boulevard. Subsequently, the Arguello Boulevard corridor was designated as a Cyclist High Injury Corridor by the San Francisco Department of Public Health and was identified by the San Francisco Bicycle Strategy as a priority corridor for improvements. In March 2015, District One Supervisor Eric Mar granted the SFMTA funding from the Neighborhood Transportation Improvement Program (NTIP), a program administered by the San Francisco County Transportation Authority to fund community-based neighborhood-scale planning efforts. This grant funded a public outreach and design process to plan for safety improvements to Arguello Boulevard – the Arguello Boulevard Safety Project.

The Arguello Boulevard Safety Project conducted a comprehensive community engagement process to meet the safety goals of the project and the community-based planning vision of the NTIP Program. After developing designs to address the key safety challenges of the corridor, the project team held two community walkthroughs open to all members of the public to illustrate the proposals in the field and to gather additional feedback on areas of concern. Additionally, the project was extensively vetted with internal SFMTA groups, committees, and divisions. The Project was brought before the public at an SFMTA Engineering Public Hearing on June 17, 2016 where the Public Hearing Officer recommended that the Project move forward for SFMTA Board Approval. The table below lists the various meetings and interactions undertaken by the project team and the dates for each event.

TABLE 1: Arguello Boulevard Safety Project Stakeholder Engagement

Meeting/Interaction	Date
Livable Streets Community Walkthrough with D1 Supervisor Mar's Office	Early 2014
Livable Streets Community Workshop with SFBC – Golden Gate Park access	Late 2014
Project Briefing with D1 Supervisor Eric Mar	July 7, 2015
Project Briefing with Internal SFMTA Committees/Divisions	Nov 2015 – May 2016
Project Briefing with D2 Supervisor Mark Farrell	Nov 18, 2015
Community Walkthrough #1 with Arguello Blvd. stakeholders	Jan 28, 2016
PreStaff/TASC – Internal SFMTA review meetings	May 3, 2016
Community Walkthrough #2 with Arguello Blvd Stakeholders	May 25, 2016
SFMTA Engineering Public Hearing	June 17, 2016

ALTERNATIVES CONSIDERED

The Arguello Boulevard Project Team considered many alternate designs and corridor plans during the design phase of the project, with an initial expectation of including a protected bikeway option. The alternatives that were examined included designs for a parking-protected curbside cycletrack on Arguello Boulevard and a center-running cycletrack for Arguello Boulevard. Arguello Boulevard is a

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complex corridor that sits at the nexus of two conflicting street grids, exhibits a wide variety of commercial, residential, and civic uses, and contains a multitude of private driveways along the length of the street. The project team eliminated both the curbside cycletrack and center-running cycletrack options for this corridor due to engineering challenges related to these and other elements. After a careful review of existing conditions and city standard design guidelines, the project team determined that these cycletrack treatments were infeasible on the Arguello Boulevard corridor.

This project also considered several signal upgrades and turning lane reconfigurations that were deemed infeasible due to right-of-way restrictions or impacts to other modes of travel. One such alternative that was considered was a new left-turn pocket and left-turn signal for eastbound vehicles on Fulton Street turning left onto Arguello Boulevard. This alternative was deemed infeasible due to engineering restrictions on lateral transitions. The project team opted to install a “lagging left turn” arrow at this location, along with other improvements, to respond to community concerns about this left-turn movement.

A “no-build” option was not considered because of the status of this corridor as a Cyclist High Injury Corridor.

FUNDING IMPACT

The Planning Phase for this project was funded with a grant of District 1 NTIP Planning funding. The Construction Phase for this project is being funded with a grant of District 1 NTIP Capital funding. This phase of the project is fully funded and falls within the amount allocated to this project in the 2017-2021 SFMTA Capital Improvement Program. Funding is composed of the following sources and amounts:

- 1. Prop K NTIP Planning Funding: \$100,000
- 2. Prop K NTIP Capital Funding: \$188,931

ENVIRONMENTAL REVIEW

The proposed Arguello Boulevard Safety Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for minor alteration of existing public facilities and minor public alterations in the condition of the land, as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304.

On May 19, 2016, the Planning Department determined (Case Number 2016-006612ENV) that the proposed Arguello Boulevard Safety Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304. The Planning Department’s determination (Case Number 2016-006612ENV) 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. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

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OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this item. No other approvals are necessary.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve the parking and traffic modifications listed in legislation items A-M above associated with the Arguello Boulevard Safety Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is the project sponsor of the Arguello Boulevard Safety Project with the goal of improving safety on Arguello Boulevard for people walking and riding bikes; and,

WHEREAS, Arguello Boulevard between Fulton Street and Sacramento Street is designated a Cyclist High Injury Corridor by the San Francisco Department of Public Health and the Arguello Boulevard Safety Project supports the City's Vision Zero Goal of eliminating all traffic fatalities in San Francisco by 2024; and,

WHEREAS, The Livable Streets Subdivision of the SFMTA conducted a comprehensive public outreach process for the Arguello Boulevard Safety Project, including holding two community walkthroughs, multiple stakeholder interviews, and meetings with local business and schools; and,

WHEREAS, Based on community input and an analysis of collision records and conditions in the field, SFMTA staff have proposed the following parking and traffic modifications associated with the Arguello Boulevard Safety Project:

- A. ESTABLISH – RED ZONE – Arguello Boulevard, east side, from McAllister Street to 27 feet southerly (removes one unmetered parking space, daylighting); Arguello Boulevard, west side, Euclid Avenue to 27 feet northerly (removes one unmetered parking space north of north crosswalk at T-intersection of Euclid Avenue, daylighting); Arguello Boulevard, east side, from 7 feet to 27 feet south of Sacramento Street (removes one unmetered parking space, daylighting); Arguello Boulevard, west side, from south-side Sacramento Street crosswalk to 14 feet northerly (daylighting north of south-side crosswalk at T-intersection with Sacramento Street, closes gap between white passenger loading zone and crosswalk); Washington Street, north side, from Arguello Boulevard to 22 feet easterly (removes one unmetered parking space, daylighting)
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 - M. ESTABLISH – RIGHT TURN ONLY – McAllister Street, westbound, at Arguello Boulevard (painted median on Arguello Blvd); and,

WHEREAS, The proposed Arguello Boulevard Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review minor alteration of existing public facilities and minor public alterations in the condition of the land as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304; and,

WHEREAS, On May 19, 2016, the Planning Department determined that the proposed Arguello Boulevard Safety Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Sections 15301 and 15304; the proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

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WHEREAS, A copy of the CEQA determination (Case Number 2016-006612ENV) 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 are incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed modifications via two open community meetings 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-M above associated with the Arguello Boulevard Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 16, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency