

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various parking and traffic modifications on Vicente Street between Lower Great Highway and 17th Avenue to improve safety for bicyclists, pedestrians and motorists by installing bicycle lanes and reconfiguring parking.

SUMMARY:

- Vicente Street between Lower Great Highway and 17th Avenue is part of the SFMTA Bicycle Network and is currently a Class III Bikeway demarcated with shared lane markings.
- This project will install Class II bicycle lanes on Vicente Street between Lower Great Highway and 17th Avenue.
- This project will reconfigure the parking from front-in angle to back-in angle on the south side of Vicente Street between 39th and 40th Avenues to improve the safety of the bicycle lanes and requires the removal of one parking space on this block.
- This project will reconfigure the parking from parallel to perpendicular on the south side of Vicente Street between 44th and 46th Avenues which will result in the addition of eighteen parking spaces on these blocks.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Typical Detail of Vicente St Bicycle Improvements

APPROVALS:

DIRECTOR



DATE

6/13/2017

SECRETARY



6/13/2017

ASSIGNED SFMTAB CALENDAR DATE: June 20, 2017

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PURPOSE

Approving various parking and traffic modifications on Vicente Street between Lower Great Highway and 17th Avenue to improve safety for bicyclists, pedestrians and motorists by installing bicycle lanes and reconfiguring parking.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following goals and objectives in the SFMTA's Strategic Plan and Transit First Policy Principles:

Strategic Plan Goals/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.

Transit First 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.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Vicente Street is a designated bicycle route on the San Francisco Bicycle Route Network. This project improves the Vicente corridor, which is the only continuous east-west bicycle connection from the Outer Sunset to the Dogpatch neighborhood.

Separation of motor vehicles from bicycles can make a bicycle route safer and more appealing for bicyclists of all ages and abilities. The Vicente Bicycle Lanes project proposes to replace shared lane markings, which place motorists and bicyclists in the same physical space, with designated bicycle lanes. Vicente Street between Lower Great Highway and 17th Avenue is sufficiently wide to stripe designated bicycle lanes without any impacts to parking or traffic.

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Vicente Street between 17th Avenue and 18th Avenue, and between 22nd Avenue and 24th Avenue has existing 45 degree parking. In order to preserve the on-street parking, bicycle lanes will be marked only in the eastbound (uphill) direction and the existing shared lane will remain in the westbound (downhill) direction.

Similarly, Vicente Street between 18th Avenue and 19th Avenue has a westbound left turn lane. In order to preserve the left-turn lane, a bicycle lane will only be marked in the eastbound (uphill) direction and the existing shared lane will be remain in the westbound (downhill) direction. Also, the existing shared lanes will remain in both directions on Vicente Street between 19th Avenue and 20th Avenue in order to preserve existing left-turn lanes from Vicente Street onto 19th Avenue.

A painted buffer between the proposed bicycle lane and the parking lane will be installed adjacent to Diane Feinstein Elementary School on the north side of Vicente Street between 24th Avenue and 25th Avenue in order to accommodate existing school loading zones.

Pursuant to a request by residents, existing parallel parking will be converted to perpendicular parking on the south side of Vicente Street between 44th and 46th Avenues, resulting in the addition of eighteen parking spaces on these blocks.

Approval of the following parking and traffic modifications is required to support the project:

- A. ESTABLISH – BICYCLE LANES - Vicente Street, eastbound, from 17th Avenue to 19th Avenue (Class II Bikeway); Vicente Street, eastbound and westbound, from 20th Avenue to 22nd Avenue (Class II Bikeway); Vicente Street, eastbound, from 22nd Avenue to 24th Avenue (Class II Bikeway); Vicente Street, eastbound and westbound, from 24th Avenue to Lower Great Highway (Class II Bikeway)
- B. ESTABLISH – PERPENDICULAR PARKING - Vicente Street, south side, between 44th Avenue and 45th Avenue; Vicente Street, south side, between 45th Avenue and 46th Avenue
- C. RESCIND – 45 DEGREE FRONT-IN PARKING - Vicente Street, south side, between 40th Avenue and 39th Avenue
- D. ESTABLISH – 45 DEGREE BACK-IN PARKING - Vicente Street, south side, between 40th Avenue and 39th Avenue

STAKEHOLDER ENGAGEMENT

On April 14, 2017, a public hearing was held for the project. At that hearing, concerns were expressed by some residents that the hearing notice for the project provided insufficient information to inform the community about the proposed changes and elicit comment. In addition, some indicated that the wet weather may have damaged some of the posted notices. There was also concern that the proposal for perpendicular parking was not supported by the affected residents and, further, that the formal petition submitted to SFMTA to request the parking change was not truly representative of the residents' desires on those blocks. In response to these concerns, a second public hearing was scheduled for May 5, 2017. In the

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weeks between the two public hearings SFMTA staff contacted every business, school and church along the project corridor to inform them of the project and answer questions about the design. In addition, staff solicited questions and comments from residents about the proposed bicycle lanes and parking configuration changes. Hearing notices were re-posted and staff visited the project area every two days to ensure that notices remained legible.

Staff visited Diane Feinstein Elementary School to review their current loading procedures and subsequently amended the design on Vicente Street from 24th to 25th Avenues to allow for their current loading zones to continue.

Staff met with the principal of Ulloa Elementary School to discuss how the proposed bike lanes may affect their loading, which is designated on Wawona Street rather than Vicente Street. The primary concern is specific to rainy days when parents load on Vicente Street, typically while double parking. Staff believes the presence of striped bicycle lanes on Vicente Street could help deter parents from double parking, and instead encourage them to use existing designated loading zones.

On May 5, 2017, a second public hearing was held for the project. Several community residents spoke in favor of the proposed bicycle lanes, stating that the presence of bicycle lanes helps to make drivers more aware of cyclists on the street, even despite double parking concerns. In addition, several constituents voiced opposition to the proposal for perpendicular parking on Vicente Street from 44th to 46th Avenues because of safety concerns.

ALTERNATIVES CONSIDERED

A no-build option was considered that would maintain shared lane markings on Vicente Street. Because separating motor vehicles from bicycles can make a bicycle route safer, and due to the low cost and minimal impacts to parking and traffic, staff concluded that the recommendation to implement bicycle lanes is the best way to proceed.

A no-build option also was considered with respect to the proposed perpendicular parking conversion that would maintain the parallel parking on Vicente Street between 44th and 46th Avenues. Staff concluded that perpendicular parking could be safely implemented on Vicente Street and, therefore, is the best way to proceed.

FUNDING IMPACT

The project cost of \$255,000 is fully funded by the 2017 Proposition B (San Francisco General Fund).

ENVIRONMENTAL REVIEW

The proposed Vicente Bike Lanes project is subject to the California Environmental Quality Act (CEQA). Title 14 of the California Code of Regulations Section 15301 provides an exemption

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from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities. Section 15304 provides an exemption for minor public alterations to land including the creation of bicycle lanes on existing rights-of-way.

On May 25, 2017, the Planning Department determined that the proposed Vicente Bike Lanes project is categorically exempt from CEQA (Planning Case No. 2017-002118ENV) pursuant to Title 14 of the California Code of Regulations Section 15301 and Section 15304.

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, 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 RECEIVED OR STILL REQUIRED

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

RECOMMENDATION

SFMTA staff recommends approval of various parking and traffic modifications on Vicente Street between Lower Great Highway and 17th Avenue to improve safety for bicyclists, pedestrians and motorists by installing bicycle lanes and reconfiguring parking.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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 segment of Vicente Street between 17th Avenue and Lower Great Highway is a designated bicycle route on the San Francisco Bicycle Route Network that provides a continuous east-west bicycle connection from the Outer Sunset to the Dogpatch neighborhood; and,

WHEREAS, The segment of Vicente Street between Lower Great Highway and 17th Avenue is sufficiently wide to stripe designated bicycle lanes without any impacts to parking or traffic; and,

WHEREAS, The SFMTA project team contacted every business, school and church along the project corridor and held two public hearings to solicit feedback on areas of concern and answer questions about the project proposals; and,

WHEREAS, San Francisco Municipal Transportation Agency (SFMTA) staff propose the following parking and traffic modifications associated with the Vicente Bicycle Lane project:

- A. ESTABLISH – BICYCLE LANES - Vicente Street, eastbound, from 17th Avenue to 19th Avenue (Class II Bikeway); Vicente Street, eastbound and westbound, from 20th Avenue to 22nd Avenue (Class II Bikeway); Vicente Street, eastbound, from 22nd Avenue to 24th Avenue (Class II Bikeway); Vicente Street, eastbound and westbound, from 24th Avenue to Lower Great Highway (Class II Bikeway)
- B. ESTABLISH – PERPENDICULAR PARKING - Vicente Street, south side, between 44th Avenue and 45th Avenue; Vicente Street, south side, between 45th Avenue and 46th Avenue
- C. RESCIND – 45 DEGREE FRONT-IN PARKING - Vicente Street, south side, between 39th Avenue and 40th Avenue
- D. ESTABLISH – 45 DEGREE BACK-IN PARKING - Vicente Street, south side, between 39th Avenue and 40th Avenue

WHEREAS, The proposed Vicente Bike Lanes project is subject to the California Environmental Quality Act (CEQA); Title 14 of the California Code of Regulations Section 15301 provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities; Section 15304 provides an exemption for minor public alterations to land including the creation of bicycle lanes on existing rights-of-way; and,

WHEREAS, On May 25, 2017, the Planning Department determined that the proposed Vicente Bike Lanes project is categorically exempt from CEQA (Planning Case No. 2017-002118ENV) pursuant to Title 14 of the California Code of Regulations Section 15301 and Section 15304; 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, may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications listed in items A-D above to install bicycle lanes on Vicente Street between 17th Avenue and Lower Great Hwy and reconfigure parking.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 20, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2

Typical Detail of Vicente St Bicycle Improvements

The proposed project is located in the southwest quadrant of San Francisco. Vicente Street currently has one westbound and one eastbound shared vehicle and bicycle lane between 17th Avenue and Great Hwy. Vicente Street between Lower Great Highway and 17th Avenue is sufficiently wide to stripe bicycle lanes without any impacts to parking or traffic.



