

**THIS PRINT COVERS CALENDAR ITEM NO.: 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving protected bikeways and parking and traffic modifications on Townsend Street between 3<sup>rd</sup> Street and 8<sup>th</sup> Street to improve safety and comfort for all modes of transportation, enhance transit performance, and better manage curb space for passenger and commercial loading as part of the Townsend Corridor Improvement Project.



**SUMMARY:**

- This project will establish protected bikeways on Townsend Street by upgrading the existing bike lanes, and construct a pedestrian walkway, transit bulb and transit boarding island.
- This project is a key part of the City's Vision Zero commitment, to improve traffic safety on the Vision Zero High Injury Network.
- The project removes 105 general metered parking spaces and adds 14 loading zones and two motorcycle parking spaces in the project area. Overall, the project will remove 90 parking spaces.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Townsend Street Plans and Cross-Section Graphics
3. Maps of Transit Network Changes

**APPROVALS:**

	<b>DATE</b>
DIRECTOR  _____	10/29/2018
SECRETARY  _____	10/29/2018

**ASSIGNED SFMTAB CALENDAR DATE:** November 6, 2018

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## **PURPOSE**

Approving protected bikeways and parking and traffic modifications on Townsend Street between 3<sup>rd</sup> Street and 8<sup>th</sup> Street to improve safety and comfort for all modes of transportation, enhance transit performance, and better manage curb space for passenger and commercial loading as part of the Townsend Corridor Improvement Project.

## **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the following SFMTA Strategic Plan Goal 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 2.1: Improve transit service.
  - 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.

### 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.
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.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of

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regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

## **DESCRIPTION**

The Townsend Corridor Improvement Project aims to improve safety and comfort for all modes of transportation, enhance transit performance, and better manage curb space for passenger and commercial loading.

Townsend Street is a complex two-way street of varying widths and lane configurations from 8<sup>th</sup> Street to 3<sup>rd</sup> Street. There is one travel lane in each direction from 3<sup>rd</sup> Street to 4<sup>th</sup> Street and from 5<sup>th</sup> Street to 8<sup>th</sup> Street. There are two eastbound lanes and one westbound lane from 4<sup>th</sup> Street to 5<sup>th</sup> Street. Townsend Street between 5<sup>th</sup> Street and 7<sup>th</sup> Street is an unaccepted street, meaning the repair and maintenance of the street is the responsibility of private fronting property owners. There are currently no sidewalks on certain sections of Townsend Street, causing pedestrians to either walk on the partially paved surface between the parking and loading lanes and the Caltrain property fencing on the south side of the street, or on the roadway between the parking and loading lane and properties on the north side of the street.

Townsend Street has one of the richest mixes of travel modes of any street in San Francisco. The intersection of 4<sup>th</sup> Street/Townsend Street, with the regional Caltrain Station and the Central Subway light rail nearing completion, is the main activity node on the corridor. Thousands of people an hour access this regional transportation hub by bicycle, foot, shuttle bus, Transportation Network Company (TNC) vehicle, taxi, personal vehicle, or by one of the ten Muni bus routes on Townsend Street. There are approximately 1,625 vehicles, 330 bicyclists, and 3,630 pedestrians at this intersection during the evening peak commute hours. Ten Muni bus routes operate along segments of Townsend Street within the project limits carrying a total of over 6,000 passengers daily. Over 2,000 people per weekday ride a bike on Townsend Street at the Caltrain Station.

Caltrain operates along the San Francisco peninsula between the terminal station in San Francisco at 4<sup>th</sup> and King/Townsend Street and San Jose, connecting major destinations in Silicon Valley. Over 70 percent of San Francisco Caltrain riders walk, bike, or take transit to the station. Caltrain's station access policy prioritizes connections to their stations by public transit, walking and biking over access by autos, especially in dense urban settings.

From 2012 through 2016, there have been a total of 82 injury collisions along Townsend Street from 3<sup>rd</sup> Street to 8<sup>th</sup> Street, of which 33 involved people who were riding bikes. Townsend Street from 3<sup>rd</sup> Street to 5<sup>th</sup> Street is on the Vision Zero High Injury Network, which represents

the 13 percent of streets that account for 75 percent of the city's traffic injuries and fatalities. The SFMTA is committed to the City's Vision Zero policy to eliminate all traffic injuries and fatalities by delivering transportation projects that improve safety for all road users.

## **PROJECT ELEMENTS**

### **Protected Bikeway/Bicycle Safety**

Crash analysis on Townsend Street shows that loading activities contribute to at least 40 percent of injury crashes involving bicyclists. Specifically, double parking and parking in the bike lane occur frequently and force people who ride bikes to merge into the vehicle lane when the bike lane is blocked. Sideswipe collisions also occur when drivers cross over the existing bike lane as they merge in and out of the through vehicle traffic lane to reach the side of the street to offload passengers or goods.

This project proposes to upgrade the existing bike lanes (Class II) on Townsend Street between 4<sup>th</sup> Street and 8<sup>th</sup> Street to protected bikeways (Class IV) and repave the bikeway areas to improve the pavement smoothness. A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and vehicle traffic. The project will use a combination of parking and loading lanes, raised islands, and plastic delineators as physical separation. The proposed protected bike lane will reduce the frequency of vehicles stopped in the bike lanes or driving across the bike lane and improve safety.

Separated bikeways are authorized under California State law (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 with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and
3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed protected bikeways on Townsend Street meet these three conditions. The alternative criteria for the protected bikeway design have been reviewed and approved by a qualified engineer prior to installation. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for

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bicyclists. These alternative criteria will be adopted by SFMTA Board of Directors as part of this calendar item. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Information Number 89 Class IV Bikeway Guidance. The NACTO guidelines state that parking protected bikeways require the following features:

- A separated bikeway, like a bike lane, is a type of preferential lane as defined by the Manual on Uniform Traffic Control Devices (MUTCD).
- Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.
- If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. Raised medians or other barriers can also provide physical separation to the cycle track.

The separated bikeway for Townsend Street will conform to these NACTO design guidelines. The separated bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office of Disability, and Department of Public Works to ensure accessibility for all street users. In parking protected bikeway segments (north side of Townsend Street from 5<sup>th</sup> Street to 8<sup>th</sup> Street and south side of Townsend Street from 7<sup>th</sup> Street to 8<sup>th</sup> Street), the painted buffer alongside parking lanes that separates the vehicle travel lane from the bikeway will be clearly marked with cross-hatching and at least four feet in width, the minimum buffer width. The project was also reviewed by the San Francisco Fire Department and had no objections.

The project will install a two-stage left turn bicycle box at the intersection of 5<sup>th</sup> Street and Townsend Street to assist bike riders making left turns from southbound 5<sup>th</sup> Street onto eastbound Townsend Street and from eastbound Townsend Street onto northbound 5<sup>th</sup> Street. This project will also install two-stage left turn bicycle boxes at the intersection of 7<sup>th</sup> Street and Townsend Street to assist bike riders making left turns from eastbound Townsend Street onto northbound 7<sup>th</sup> Street and from westbound Townsend Street onto southbound 7<sup>th</sup> Street.

Two-stage left turn bicycle boxes are waiting areas painted in the intersection to help people on bicycles perform a left turn in two movements from the right-side lane. They are intended to make an intersection more inviting for people riding bicycles, make bicycle turning movement more predictable, reduce bicycle encroachment into the crosswalk, and signal to drivers that the turn box is a permitted location for bicyclists to wait. As part of the design, staff proposed No Right Turn on Red turn restrictions to prevent conflicts with crossing vehicle traffic.

The project will prohibit vehicular left turn movements from northbound 7<sup>th</sup> Street onto westbound Townsend Street, thereby eliminating left turn collisions and improving traffic flow on 7<sup>th</sup> Street. This left-turn movement is relatively light (24 left-turns during the peak hour), and drivers will be able to turn left at Brannan Street, thus minimizing inconvenience and out-of-direction travel.

### **Pedestrian Walkway/Pedestrian Safety**

There are currently no sidewalks along sections of the south side of Townsend Street from 4<sup>th</sup> Street to 7<sup>th</sup> Street. Pedestrians walk on the partially paved surface between the parking and loading lane and the Caltrain property fencing. The project proposes to repave this portion of the roadway and establish a continuous pedestrian walkway in between the parking and loading lane and bikeway. A photo-simulation of this configuration is shown below.



On the block between 4<sup>th</sup> Street and 5<sup>th</sup> Street, the pedestrian walkway will be further enhanced as an 11' sidewalk island, a raised concrete feature in the roadway with standard curb height that is intended for pedestrians. Similar to a transit boarding island, a sidewalk island has other



modes of travel on either side of it at the roadway level, as shown below in the photo simulation below.



The project will upgrade existing crosswalks to high visibility continental crosswalk markings and install advance limit lines at signalized intersection approaches to encourage vehicles to not encroach into the crosswalk. At all street and alley intersection crossings, the project will use daylighting to improve visibility at crosswalks. The crosswalks at the 4<sup>th</sup> Street and Townsend Street intersection will be widened to accommodate the high pedestrian crossing activity.

### **Bus Bulbs and Transit Boarding Island/Transit Safety and Performance**

The project will construct a new bus bulb that extends from the proposed sidewalk island on the south side of Townsend Street between 4<sup>th</sup> Street and 5<sup>th</sup> Street to serve the 10 Townsend, 30 Stockton, 45 Union/Stockton, 47 Van Ness, and 91 3<sup>rd</sup> Street/19<sup>th</sup> Avenue bus routes. The bus bulb will help improve transit operations and provide additional space for people waiting, allowing the sidewalk island to be used for pedestrian traffic. A midblock crosswalk connecting the bulb and sidewalk island to the existing sidewalk will be established. Though the SFMTA

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Board of Directors does not approve sidewalk widening, Tow Away No Stopping Anytime restrictions are proposed in this calendar item to facilitate this new bus bulb.

The route for the 47 Van Ness would change to accommodate the bus zone/terminal relocation. The new routing proposes buses to turn right onto 5<sup>th</sup> Street from Bryant Street, and turn left onto Townsend Street to reach the relocated terminal bus zone. After the layover, the 47 Van Ness would then proceed east on Townsend and turn left onto 3rd Street, and turn left onto Harrison Street to continue its route. The 47 Van Ness currently turns right onto 4<sup>th</sup> Street from Bryant Street, and right onto Townsend Street from 4<sup>th</sup> Street where it has a layover at the current terminal. To resume service the 47 Van Ness proceeds west on Townsend Street, turns right onto 5<sup>th</sup> Street, and left onto Harrison Street. The bus zone on 5<sup>th</sup> Street at Brannan Street would be removed since buses would no longer run in this direction. Bus stop changes are proposed in this calendar item to facilitate this bus route change.

The project will also relocate a flag stop on Townsend Street near side approaching 7th Street to a new midblock transit boarding island on the south side of Townsend Street between 7<sup>th</sup> Street and 8<sup>th</sup> Street to serve the 10 Townsend route. The transit boarding island will prevent bicycle and bus conflicts, as well as help improve transit operations and provides an additional area for people waiting, allowing the sidewalk to be used for pedestrian traffic. A midblock crosswalk connecting the transit boarding island to the sidewalk will be established. Tow Away No Stopping Anytime restrictions are proposed in this calendar item to facilitate this new transit boarding island.

In addition to upgrading these two bus stops, this project includes several other bus stop changes. The 81X Caltrain Express and 82X Levi Plaza Express bus stop will be relocated from 4<sup>th</sup> Street far side of Townsend Street to Townsend Street near side approaching 4<sup>th</sup> Street, this is the existing layover zone for both routes. The bus zone on the north side of Townsend Street east of 5<sup>th</sup> Street would be converted to a flag stop for the outbound 10 Townsend. The part time bus zone serving the 83X Mid-Market Express on the north side of Townsend Street near 8<sup>th</sup> Street would be removed and the route itself is being planned for discontinuation as a separate project.

### **Passenger and Commercial Loading Zones/Curb Management**

The project will reconfigure and optimize curb space for loading activities, resulting in additional passenger and commercial loading zones. Increasing the amount of loading zones in the project area will provide more spaces for delivery, paratransit, taxi, Transportation Network Company (TNC), shuttle, and intercity transport vehicles to park and load and reduce the frequency of double parking in the vehicle travel lane. New passenger loading zones will be established on 4<sup>th</sup> Street directly in front of the Caltrain Station and on the northside of Townsend Street east of 4<sup>th</sup> Street to accommodate drivers arriving from multiple directions.

This project proposes the following changes to curb spaces:

- Commercial loading zones increase from 12 to 18 spaces
- Passenger loading zones increase by 8 spaces



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- General metered parking spaces decrease from 204 to 99 spaces (48% of parking spaces will remain on the project blocks)
- Accessible blue zones remain at 1 space
- Motorcycle parking increase from 34 to 36 spaces

**Proposed Project Parking and Traffic Modifications**

- A. ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAYS) – Townsend Street, eastbound, between 8<sup>th</sup> Street and 4<sup>th</sup> Street; Townsend Street, westbound, between 4<sup>th</sup> Street and 8<sup>th</sup> Street
- B. ESTABLISH – RAISED ISLANDS – Townsend Street, south side, between 4<sup>th</sup> Street and 5<sup>th</sup> Street
- C. ESTABLISH – MIDBLOCK CROSSWALK – Townsend Street, south side, between 4<sup>th</sup> Street and 5<sup>th</sup> Street (to the raised island); Townsend Street, south side between 7<sup>th</sup> Street and 8<sup>th</sup> Street (to the transit boarding island)
- D. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI – Townsend Street, eastbound, at 4<sup>th</sup> Street
- E. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES – Townsend Street, westbound, at 4<sup>th</sup> Street; 7<sup>th</sup> Street, northbound, at Townsend Street; 7<sup>th</sup> Street southbound, at Townsend Street
- F. ESTABLISH – NO LEFT TURN AND NO U-TURN – 7<sup>th</sup> Street, northbound, at Townsend Street
- G. RESCIND – BACK-IN ANGLED PARKING – Townsend Street, south side, from 5<sup>th</sup> Street to 7<sup>th</sup> Street
- H. ESTABLISH – PARALLEL PARKING – Townsend Street, south side, from 5<sup>th</sup> Street to 7<sup>th</sup> Street
- I. RESCIND – BUS ZONE – 4<sup>th</sup> Street, west side, from 25 feet to 170 feet south of Townsend Street (145 foot zone) (Currently serving Muni routes 81X & 82X. New 81X & 82X pick up location on the north side of Townsend east of 4<sup>th</sup> Street.)
- J. ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES - 4<sup>th</sup> Street, west side, from 25 feet to 170 feet south of Townsend Street (145 foot zone)
- K. ESTABLISH – BUS ZONE – Townsend Street, north side, from 20 feet to 120 feet east of 4<sup>th</sup> Street (Serving Muni route 10); Townsend Street, south side, from 5<sup>th</sup> Street to 200 feet easterly (Muni route 47 Terminal)
- L. ESTABLISH – TAXI ZONE – Townsend Street, south side, from 30 feet to 150 feet west of 4<sup>th</sup> Street
- M. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Townsend Street, south side, from 150 feet to 290 feet west of 4<sup>th</sup> Street (for new bus bulb serving Muni routes 10, 30, 45, 47, 91 OWL)
- N. RESCIND – BUS ZONE – Townsend Street, north side, from 5<sup>th</sup> Street to 100 feet easterly (Currently serving Muni routes 10 & 47)
- O. ESTABLISH – MUNI FLAG STOP – Townsend Street, north side, 10 feet east of 5<sup>th</sup> Street (Serving Muni route 10. Route 47 will be rerouted)

- P. RESCIND – MUNI FLAG STOP – 4<sup>th</sup> Street, west side, north of Townsend Street (Currently out of service due to Central Subway construction)
- Q. RESCIND – BUS ZONE – Townsend Street, north side, from 110 feet to 330 feet west of 4th Street (Currently serving Muni routes 47 & 83X. Route 47 will be rerouted. Route 83X will be discontinued as part of another project)
- R. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Townsend Street, north side, between 4th Street and 5th Street (Removes all parking, loading, and Muni route 47 & 83X terminal on the north side of this block for a protected bikeway)
- S. RESCIND – BUS ZONE – 5<sup>th</sup> Street, east side, from Brannan Street to 109 feet southerly (Currently serving Muni route 47, which will be rerouted)
- T. RESCIND – MUNI FLAG STOP – Townsend Street, south side, 10 feet west of 7th Street (Currently serving Muni route 10. Stop relocation to west of 7th Street on boarding island)
- U. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Townsend Street, south side, from 252 feet to 302 feet west of 7th Street (for new transit boarding island serving Muni route 10)
- V. RESCIND – PART TIME BUS ZONE – Townsend Street, north side, from 8th Street to 110 feet easterly
- W. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Townsend Street, north side, from 8th Street to 110 feet easterly (Currently serving the Muni route 83X, to be discontinued as part of another project)
- X. ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES, EXCEPT 6 AM TO 9 AM, MONDAY THROUGH FRIDAY – Townsend Street, north side, from 120 feet to 245 feet east of 4th Street (125 foot zone)
- Y. ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES – Townsend Street, south side, from 295 feet to 620 feet west of 4th Street (325 foot zone)
- Z. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Townsend Street, north side, from 6th Street to 108 feet easterly; Townsend Street, north side, from 7th Street to 158 feet easterly; Townsend Street, south side, from 7th Street to 259 feet easterly; Townsend Street, north side, from 7th Street to 500 feet westerly; Townsend Street, south side, from 7th Street to 168 feet westerly; Townsend Street, south side, from 8th Street to 432 feet easterly
- AA. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Townsend Street, north side, from 14 feet to 53 feet west of Lusk Street; 5th Street, east side, from 21 feet to 77 feet north of Townsend Street; 5th Street, east side, from 48 feet to 89 feet south of Brannan Street; Townsend Street, south side, from 341 feet to 401 feet west of 7th Street; Townsend Street, north side, from 272 feet to 332 feet east of 8th Street
- BB. ESTABLISH – RED ZONE – Townsend Street, north side, from 218 feet to 238 feet west of 5th Street; Townsend Street, north side, from 254 feet to 259 feet west of 5th Street; Townsend Street, north side, from 347 feet to 367 feet west of 5th Street; Townsend Street, north side, from 383 feet to 388 feet west of 5th Street; Townsend Street, north side, from 225 feet to 230 feet east of 6th Street; Townsend Street, north side, from 257 feet to 277 feet east of 6th Street; Townsend Street, south side, from 5th Street to 22 feet

westerly; Townsend Street, south side, from 195 feet to 200 feet west of 5th Street; Townsend Street, south side, from 234 feet to 254 feet west of 5th Street; 5th Street, east side, from Brannan Street to 20 feet southerly; Townsend Street, south side, from 223 feet to 228 feet east of 6th Street; Townsend Street, south side, from 161 feet to 181 feet east of 6th Street; Townsend Street, south side, from 6th Street to 9 feet easterly; 6th Street, west side, from Townsend Street to 25 feet northerly

- CC. RESCIND – METERED MOTORCYCLE PARKING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Townsend Street, south side, in the 5th Street intersection
- DD. ESTABLISH – WHITE ZONE, TOUR BUS LOADING, AT ALL TIMES – Townsend Street, south side, from 22 feet to 195 feet west of 5th Street (173 foot zone)
- EE. ESTABLISH – WHITE ZONE, SHUTTLE BUS LOADING, 7:30 AM TO 10:30 PM, MONDAY THROUGH SATURDAY – Townsend Street, north side, from 142 feet to 225 feet east of 6th Street (83 foot zone)
- FF. ESTABLISH – METERED MOTORCYCLE PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Townsend Street, south side, from 254 feet to 354 feet west of 5th Street; Townsend Street, north side, from 150 feet to 168 feet east of 8th Street
- GG. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7 AM TO 8 PM, MONDAY THROUGH FRIDAY – Townsend Street, south side, from 168 feet to 252 feet west of 7th Street (84 foot zone); Townsend Street, north side, from 188 feet to 272 feet east of 8th Street (84 foot zone)
- HH. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – Townsend Street, north side, from 168 feet to 188 feet east of 8th Street
- II. ESTABLISH – GREEN METER, 15-MINUTE PARKING LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Townsend Street, north side, from 110 feet to 150 feet east of 8th Street

## **STAKEHOLDER ENGAGEMENT**

### **Door-to-Door Outreach**

In April 2018, staff performed door-to-door business outreach along Townsend Street to raise awareness of the near-term project and solicit information on how the project can meet the operational needs of the establishment. Staff was able to make contact with approximately 40 businesses to inform them of the proposed changes to the street and to discuss the businesses loading needs. Most notably, staff worked with Adobe on the location of their passenger loading zone and heard their commuters' feedback of the existing condition of Townsend Street. Adobe, whose headquarters is on Townsend Street at 7<sup>th</sup> Street, is supportive of the project.

### **Direct Feedback**

In the summer of 2018, the SFMTA received over 400 e-mails supporting the near-term implementation of protected bikeways and other safety improvements on Townsend Street. Many people cited pavement quality, conflicts with loading vehicles, and lack of sidewalks as

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their top concerns for the corridor. Also during this time, there were over a dozen articles in the local press about the project.

At the July 17, 2018 SFMTA Board of Directors Meeting, Director Reiskin provided an update on project status and schedule. Twenty-four people as well as District 6 Supervisor Jane Kim spoke in strong support of prioritizing the project.

### **Stakeholder Meetings**

Staff conducted stakeholder meetings with community and advocacy groups including, but not limited to WalkSF, San Francisco Bike Coalition (SFBC), Livable City, Greater Rincon Hill Community Benefits District, Supervisor Jane Kim's Office, the Vision Zero Disability Work Group, Caltrain's Bicycle Advisory Committee, and SFMTA's Multimodal Accessibility Advisory Committee.

### **Informational Pop-Up Events**

For three days in December 2016, SFMTA conducted intercept surveys at the Caltrain San Francisco Station to both inform people traveling near the intersection of Townsend Street and 4<sup>th</sup> Street about the Townsend Corridor Improvement Project and to solicit feedback on their experience traveling on Townsend Street. SFMTA staff asked travelers about how often they use Townsend Street, what mode they take on this street, what is their relationship to this street, and what they like or do not like about this street. Over 780 total responses were collected in person and online combined. This information was used in combination with technical analysis to inform the street design to meet the needs expressed by residents, business owners, and commuters.

SFMTA staff participated in the Sunday Streets event held in the South of Market neighborhood in August 2018, where the project team shared the concept design and proposed project elements with approximately 20 members of the public, all of whom supported the overall project. Two pop-up tabling events were held in October 2018 at the Caltrain San Francisco Station near the 4<sup>th</sup> Street and Townsend Street entrance. SFMTA staff engaged members of the public to discuss the proposed changes and invited them to the SFMTA Board of Directors meeting on November 6, 2018

### **Summary of Feedback**

Public engagement for this project reveals widespread support for safety improvements on Townsend Street, and a majority support for the SFMTA's specific proposals. The feedback received is summarized as follows:

- **Protected bike facilities are strongly supported.** Hundreds of e-mails were submitted to SFMTA staff demanding improved bike facilities in terms of protection and pavement

quality. Community members also held a demonstration on Townsend Street in July 2018 to voice their desire for safer cycling conditions.

- **Better walking conditions are strongly supported.** There is wide consensus from the public that walking conditions are unsatisfactory in the segments of Townsend Street that lack sidewalk space and an improved space to walk is welcome. However, concerns regarding the interaction between people walking and biking at the roadway level were raised. SFMTA staff are exploring potential treatments to delineate these two modes of travel and will monitor conditions post implementation.
- **Parking and loading changes have mixed support.** SFMTA staff worked with individual businesses to understand their operations and was able to design enhanced passenger or commercial loading zones to fulfill their needs. However, in order to implement necessary safety treatments on the critical block between 4<sup>th</sup> Street and 5<sup>th</sup> Street, the design for the north side of Townsend Street cannot accommodate any parking or loading and at least one business has raised this as an issue. As a mitigation, this project proposes yellow zones at the next available location on side streets and increases the overall number of yellow zones.
- **Near-term implementation is strongly supported.** In addition to the general public, elected officials also support the quick implementation of safety improvements on Townsend Street. Mayor London Breed has issued a public statement directing SFMTA staff to expedite implementation of this project specifically.

## ALTERNATIVES CONSIDERED

Several alternatives to the current proposal were considered:

- **A two-way protected bikeway on the south side of Townsend Street between 3rd Street and 8th Street.** This design has added complexities at intersections due to interactions between turning movements and two-way bicycle traffic on one side of the street. As such, this alternative would require impactful turn restrictions at the intersection of Townsend Street and Fourth Street. There are also uncertainties of how the two-way bikeway would connect to the intersection of 8<sup>th</sup> Street, where bicycle traffic would have to transition to and from a traffic circle. Improvements to the Townsend Street and 8<sup>th</sup> Street intersection are being explored as a separate project.
- **A transit only lane on the south side of Townsend Street between 4th Street and 5th Street.** SFMTA staff considered implementing a transit-only lane on Townsend Street between 4<sup>th</sup> Street and 5<sup>th</sup> Street. However, this proposal did not move forward because of its limited utility. Transit vehicles currently traveling along this block will either stop at the proposed terminal stop or bus bulb on the south side of the street and will not benefit from the transit-only lane for through travel. The lane would also be used by the many vehicles pulling to the curb to load and pulling away from the curb, thus limiting its usefulness.

- **Delay project in favor of long-term re-construction.** SFMTA staff considered delaying the Townsend Corridor Improvement project to coordinate with the Downtown Rail Extension Phase II (DTX) project, which would use a cut and cover excavation method to build a new Caltrain station under Townsend Street between 4<sup>th</sup> Street and 6<sup>th</sup> Street. Though this option would reduce project costs and minimize construction impacts to Townsend Street, build out of long-term roadway features including sidewalks, drainage, and relocation of overhead wires still requires extensive planning and construction is not expected to start for several years. Given the existing safety challenges on Townsend Street and the uncertainty in the DTX project schedule, the SFMTA decided to make improvements to the roadway in advance of DTX construction. To make expeditious changes to the roadway, the proposal in this calendar item include minimal concrete changes and mostly roadway striping and signs improvements.

## **FUNDING IMPACT**

This project is included in the Streets Capital Program of the San Francisco Municipal Transportation Agency's 2017-2021 Capital Improvement Program. The planning/preliminary engineering phase was funded with FY17 Population Baseline and Interagency Plan Implementation Committee (IPIC) Eastern Neighborhood (developer impact fees) funds. Funding for the detail design and construction phases is programmed from IPIC Eastern Neighborhood (developer impact fees) funds.

- Planning/Preliminary Engineering: Expected completion in November 2018 (\$320,000)
- Detailed Design: Expected completion in January 2018 (\$300,000)
- Construction: Expected completion in May 2019 (\$2,700,000)

## **ENVIRONMENTAL REVIEW**

The proposed Townsend Corridor Improvement Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical 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 as defined in Title 14 of the California Code of Regulations Section 15301.

On September 28, 2018, the Planning Department determined that the proposed Townsend Corridor Improvement Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

The Planning Department's determination (Case Number 2018-011913ENV) 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.



**PAGE 15.**

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

**OTHER APPROVALS**

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](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf)

The proposed project is not subject to the Board of Supervisors review, because the project establishes a Class IV bicycle facility and all of the parking and traffic modifications in the proposed approval action are directly related to the establishment of the bikeway.

The City Attorney has reviewed this item.

**RECOMMENDATION**

Approving protected bikeways and parking and traffic modifications on Townsend Street between 3<sup>rd</sup> Street and 8<sup>th</sup> Street, as set forth in Items A through II above, to improve safety and comfort for all modes of transportation, enhance transit performance, and better manage curb space for passenger and commercial loading as part of the Townsend Corridor Improvement 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 Townsend Street; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritized non-private automobile transportation; 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 protected bikeway proposed as part of the project meets these three requirements; and,

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

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting and greater sense of comfort for bicyclists, and to 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, The San Francisco Municipal Transportation Agency has proposed the installation of a protected bikeway and parking and traffic modifications along Townsend Street between 3<sup>rd</sup> Street and 8<sup>th</sup> Street as follows:

- A. ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAYS) – Townsend Street, eastbound, between 8<sup>th</sup> Street and 4<sup>th</sup> Street; Townsend Street, westbound, between 4<sup>th</sup> Street and 8<sup>th</sup> Street
- B. ESTABLISH – RAISED ISLANDS – Townsend Street, south side, between 4<sup>th</sup> Street and 5<sup>th</sup> Street
- C. ESTABLISH – MIDBLOCK CROSSWALK – Townsend Street, south side, between 4<sup>th</sup>

- Street and 5<sup>th</sup> Street (to the raised island); Townsend Street, south side between 7<sup>th</sup> Street and 8<sup>th</sup> Street (to the transit boarding island)
- D. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI – Townsend Street, eastbound, at 4<sup>th</sup> Street
  - E. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES – Townsend Street, westbound, at 4<sup>th</sup> Street; 7<sup>th</sup> Street, northbound, at Townsend Street; 7<sup>th</sup> Street southbound, at Townsend Street
  - F. ESTABLISH – NO LEFT TURN AND NO U-TURN – 7<sup>th</sup> Street, northbound, at Townsend Street
  - G. RESCIND – BACK-IN ANGLED PARKING – Townsend Street, south side, from 5<sup>th</sup> Street to 7<sup>th</sup> Street
  - H. ESTABLISH – PARALLEL PARKING – Townsend Street, south side, from 5<sup>th</sup> Street to 7<sup>th</sup> Street
  - I. RESCIND – BUS ZONE – 4<sup>th</sup> Street, west side, from 25 feet to 170 feet south of Townsend Street (145 foot zone) (Currently serving Muni routes 81X & 82X. New 81X & 82X pick up location on the north side of Townsend east of 4<sup>th</sup> Street.)
  - J. ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES - 4<sup>th</sup> Street, west side, from 25 feet to 170 feet south of Townsend Street (145 foot zone)
  - K. ESTABLISH – BUS ZONE – Townsend Street, north side, from 20 feet to 120 feet east of 4<sup>th</sup> Street (Serving Muni route 10); Townsend Street, south side, from 5<sup>th</sup> Street to 200 feet easterly (Muni route 47 Terminal)
  - L. ESTABLISH – TAXI ZONE – Townsend Street, south side, from 30 feet to 150 feet west of 4<sup>th</sup> Street
  - M. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Townsend Street, south side, from 150 feet to 290 feet west of 4<sup>th</sup> Street (for new bus bulb serving Muni routes 10, 30, 45, 47, 91 OWL)
  - N. RESCIND – BUS ZONE – Townsend Street, north side, from 5<sup>th</sup> Street to 100 feet easterly (Currently serving Muni routes 10 & 47)
  - O. ESTABLISH – MUNI FLAG STOP – Townsend Street, north side, 10 feet east of 5<sup>th</sup> Street (Serving Muni route 10. Route 47 will be rerouted)
  - P. RESCIND – MUNI FLAG STOP – 4<sup>th</sup> Street, west side, north of Townsend Street (Currently out of service due to Central Subway construction)
  - Q. RESCIND – BUS ZONE – Townsend Street, north side, from 110 feet to 330 feet west of 4<sup>th</sup> Street (Currently serving Muni routes 47 & 83X. Route 47 will be rerouted. Route 83X will be discontinued as part of another project)
  - R. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Townsend Street, north side, between 4<sup>th</sup> Street and 5<sup>th</sup> Street (Removes all parking, loading, and Muni route 47 & 83X terminal on the north side of this block for a protected bikeway)
  - S. RESCIND – BUS ZONE – 5<sup>th</sup> Street, east side, from Brannan Street to 109 feet southerly (Currently serving Muni route 47, which will be rerouted)
  - T. RESCIND – MUNI FLAG STOP – Townsend Street, south side, 10 feet west of 7<sup>th</sup> Street (Currently serving Muni route 10. Stop relocation to west of 7<sup>th</sup> Street on boarding island)
  - U. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Townsend Street, south side,

from 252 feet to 302 feet west of 7th Street (for new transit boarding island serving Muni route 10)

- V. RESCIND – PART TIME BUS ZONE – Townsend Street, north side, from 8th Street to 110 feet easterly
- W. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Townsend Street, north side, from 8th Street to 110 feet easterly (Currently serving the Muni route 83X, to be discontinued as part of another project)
- X. ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES, EXCEPT 6 AM TO 9 AM, MONDAY THROUGH FRIDAY – Townsend Street, north side, from 120 feet to 245 feet east of 4th Street (125 foot zone)
- Y. ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES – Townsend Street, south side, from 295 feet to 620 feet west of 4th Street (325 foot zone)
- Z. ESTABLISH – TOW AWAY NO STOPPING ANYTIME – Townsend Street, north side, from 6th Street to 108 feet easterly; Townsend Street, north side, from 7th Street to 158 feet easterly; Townsend Street, south side, from 7th Street to 259 feet easterly; Townsend Street, north side, from 7th Street to 500 feet westerly; Townsend Street, south side, from 7th Street to 168 feet westerly; Townsend Street, south side, from 8th Street to 432 feet easterly
- AA. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Townsend Street, north side, from 14 feet to 53 feet west of Lusk Street; 5th Street, east side, from 21 feet to 77 feet north of Townsend Street; 5th Street, east side, from 48 feet to 89 feet south of Brannan Street; Townsend Street, south side, from 341 feet to 401 feet west of 7th Street; Townsend Street, north side, from 272 feet to 332 feet east of 8th Street
- BB. ESTABLISH – RED ZONE – Townsend Street, north side, from 218 feet to 238 feet west of 5th Street; Townsend Street, north side, from 254 feet to 259 feet west of 5th Street; Townsend Street, north side, from 347 feet to 367 feet west of 5th Street; Townsend Street, north side, from 383 feet to 388 feet west of 5th Street; Townsend Street, north side, from 225 feet to 230 feet east of 6th Street; Townsend Street, north side, from 257 feet to 277 feet east of 6th Street; Townsend Street, south side, from 5th Street to 22 feet westerly; Townsend Street, south side, from 195 feet to 200 feet west of 5th Street; Townsend Street, south side, from 234 feet to 254 feet west of 5th Street; 5th Street, east side, from Brannan Street to 20 feet southerly; Townsend Street, south side, from 223 feet to 228 feet east of 6th Street; Townsend Street, south side, from 161 feet to 181 feet east of 6th Street; Townsend Street, south side, from 6th Street to 9 feet easterly; 6th Street, west side, from Townsend Street to 25 feet northerly
- CC. RESCIND – METERED MOTORCYCLE PARKING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – Townsend Street, south side, in the 5th Street intersection
- DD. ESTABLISH – WHITE ZONE, TOUR BUS LOADING, AT ALL TIMES – Townsend Street, south side, from 22 feet to 195 feet west of 5th Street (173 foot zone)
- EE. ESTABLISH – WHITE ZONE, SHUTTLE BUS LOADING, 7:30 AM TO 10:30 PM, MONDAY THROUGH SATURDAY – Townsend Street, north side, from 142 feet to 225 feet east of 6th Street (83 foot zone)
- FF. ESTABLISH – METERED MOTORCYCLE PARKING, 9 AM TO 6 PM, MONDAY

- THROUGH SATURDAY – Townsend Street, south side, from 254 feet to 354 feet west of 5th Street; Townsend Street, north side, from 150 feet to 168 feet east of 8th Street
- GG. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 7 AM TO 8 PM, MONDAY THROUGH FRIDAY – Townsend Street, south side, from 168 feet to 252 feet west of 7th Street (84 foot zone); Townsend Street, north side, from 188 feet to 272 feet east of 8th Street (84 foot zone)
- HH. ESTABLISH – TOW-AWAY, NO STOPPING EXCEPT PERMITTED CAR SHARE VEHICLES – Townsend Street, north side, from 168 feet to 188 feet east of 8th Street
- II. ESTABLISH – GREEN METER, 15-MINUTE PARKING LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Townsend Street, north side, from 110 feet to 150 feet east of 8th Street; and,

WHEREAS, The proposed Townsend Corridor Improvement Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical 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 as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On September 28, 2018, the Planning Department determined that the proposed Townsend Corridor Improvement 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 a protected bikeway and parking and traffic modifications, as set forth in items A through II above, along Townsend Street between 3<sup>rd</sup> Street and 8<sup>th</sup> Street associated with the Townsend Corridor Improvement Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 6, 2018.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

# TOWNSEND CORRIDOR IMPROVEMENT PROJECT

## 8th Street to 6th Street



## 6th Street to 4th Street

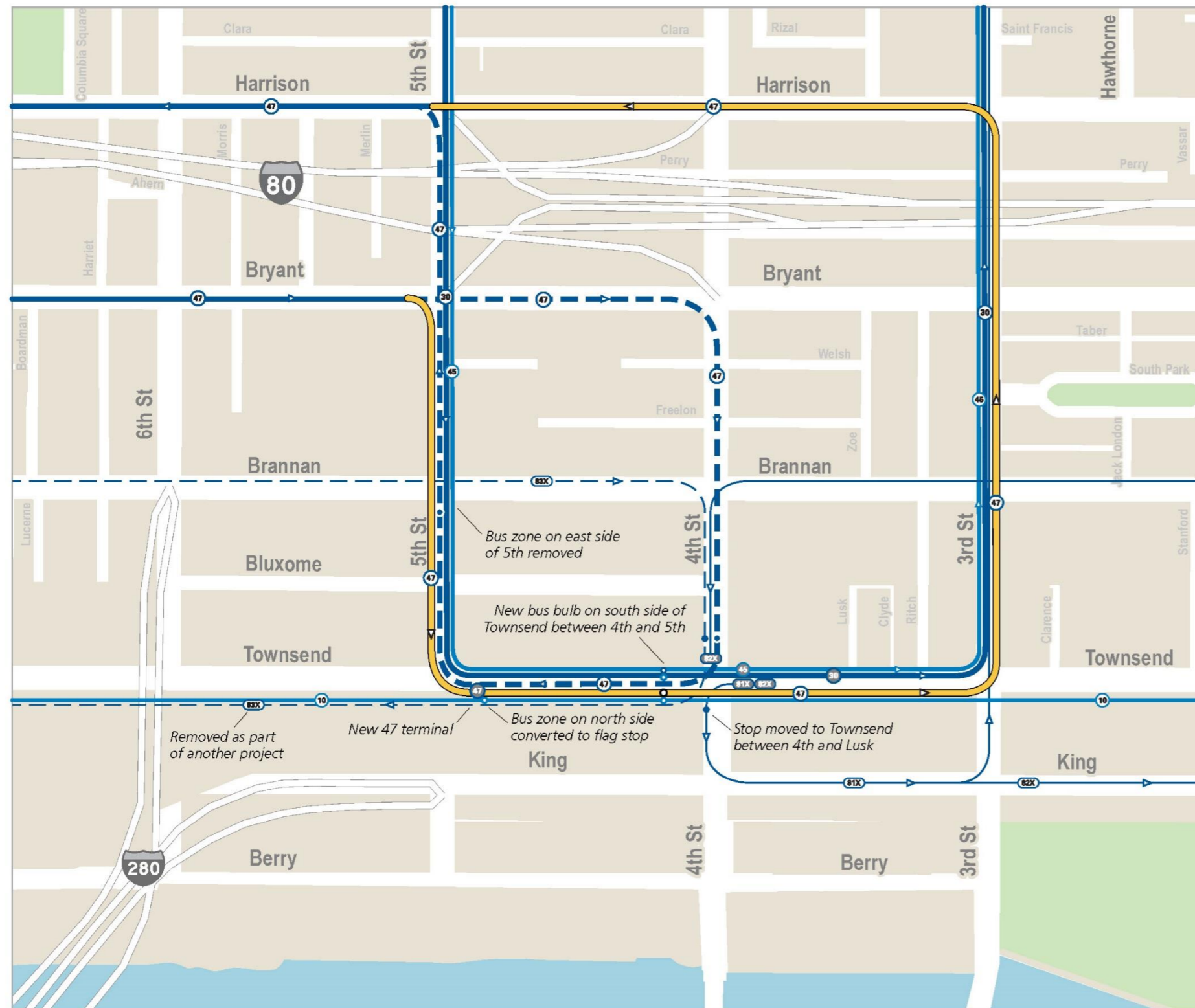


For more information about the Townsend Corridor Improvement Project, we welcome you to visit [www.sfmta.com/townsend](http://www.sfmta.com/townsend)





Enclosure 3 – Maps of Transit Network Changes



### Transit Network Near Townsend Corridor Improvement Project August 2018

- Proposed Routing
- Removed Routing
- Proposed Stop
- Removed Stop

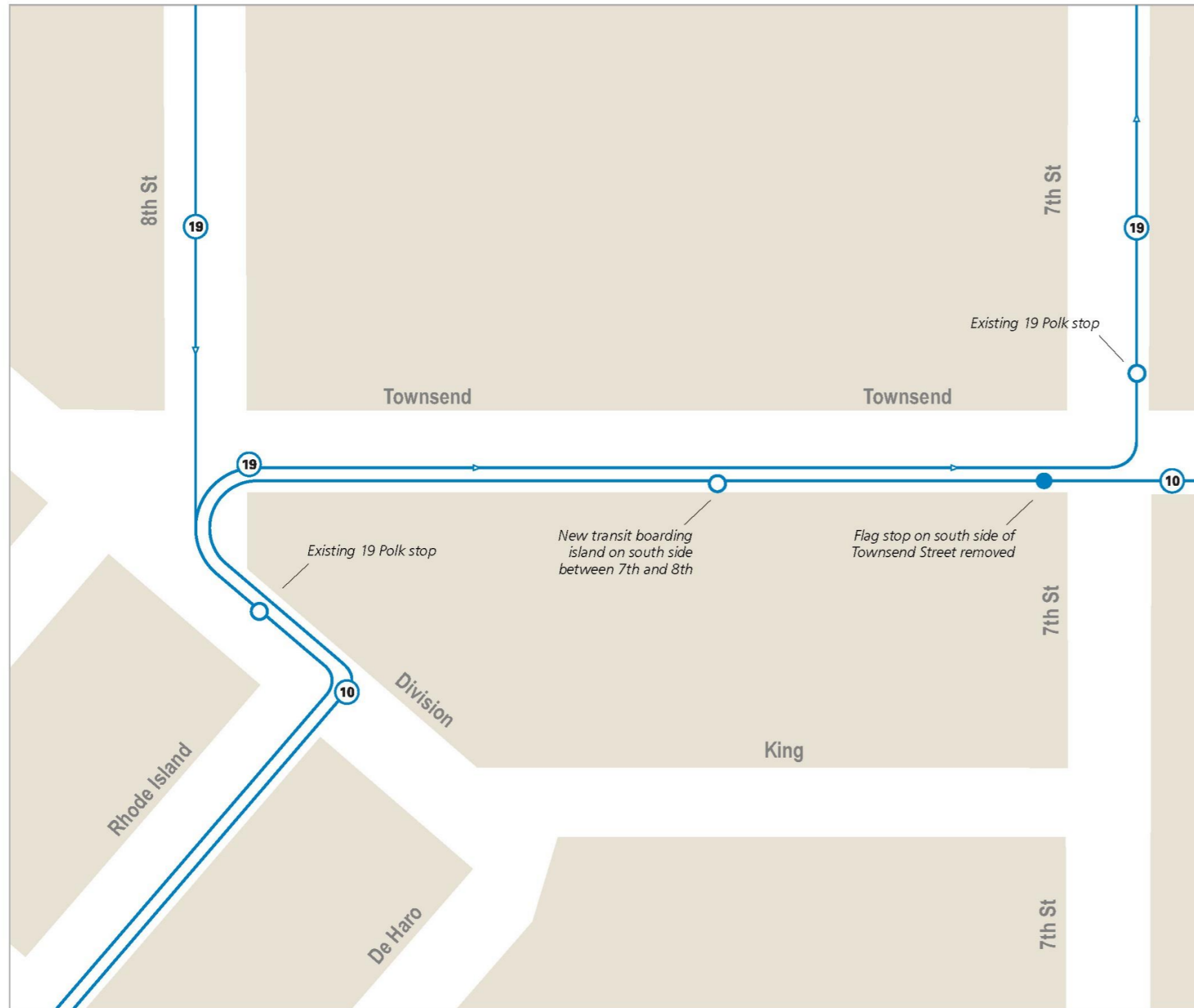
0.075 miles

Scale 1:4,000  
Date Saved: 8/9/2018  
For reference contact: Cameron.Beck@sfmta.com

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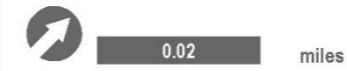


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User Name: JEnwong



### Transit Network Near Townsend Corridor Improvement Project August 2018

- Proposed Stop
- Removed Stop



Scale 1:1,208

Date Saved: 8/14/2018

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