

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving traffic and parking modifications to upgrade existing bicycle lanes to protected cycletracks on Division Street between 10th Street/Potrero Avenue and 9th Street/San Bruno Avenue, improve existing bike lanes on Division Street between 9th Street/San Bruno Avenue to Vermont Street with a painted buffer, establish two-way traffic on 9th Street between Brannan Street and Division Street, and establish all-way STOP controls at the intersection of 9th Street/Division Street/San Bruno Avenue.

SUMMARY:

- The project will enhance existing bike facilities on Division Street between 10th Street/Brannan Street/Potrero Avenue and Vermont Street.
- Division Street is an east-west bicycle route that connects western neighborhoods to the Embarcadero waterfront and to the 4th and King Caltrain Station.
- Collision analysis of the intersection of 9th Street/Division Street/San Bruno Avenue shows a history of bicycle-vehicle involved right turn collisions. Division Street between 11th Street/13th Street/Bryant Street and 8th Street/Henry Adams Street/Townsend Street is on San Francisco’s High Injury Network.
- The proposed action is the Approval Action.

ENCLOSURES:

1. SFMTAB Resolution
2. Ninth and Division Bike and Ped Improvements – Plans and Diagrams

APPROVALS:

DATE

DIRECTOR _____

– June 9, 2015 –

SECRETARY _____

– June 9, 2015 –

ASSIGNED SFMTAB CALENDAR DATE: June 16, 2015

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PURPOSE

Approving traffic and parking modifications to upgrade existing bicycle lanes to protected cycletracks on Division Street between 10th Street/Potrero Avenue and 9th Street/San Bruno Avenue, improve existing bike lanes on Division Street between 9th Street/San Bruno Avenue to Vermont Street with a painted buffer, establish two-way traffic on 9th Street between Brannan Street and Division Street, and establish all-way STOP controls at the intersection of 9th Street/Division Street/San Bruno Avenue.

GOAL

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

- Goal 1: Create a safer transportation experience for everyone
 - Objective 1.3: Improve the safety of the transportation system.
- Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel
 - Objective 2.3: Increase use of all non-private auto modes.

DESCRIPTION

The SFMTA proposes a variety of improvements on Division Street between 10th Street/Potrero Avenue and Vermont Street and on 9th Street between Brannan Street and Division Street in coordination with a San Francisco Public Works repaving of these streets. These changes will improve safety and comfort for people walking and biking through the area and is one of the key initiatives that will advance the City's Vision Zero goal of eliminating traffic-related deaths and severe injuries.

Division Street between 10th Street/Potrero Street and Vermont Street is part of the primary east-west bicycle route that connects western neighborhoods to the 4th and King Caltrain Station. The roadway along this segment of Division Street varies between 64 feet at its widest to 50 feet at its narrowest. It currently accommodates one vehicular travel lane and one bicycle lane in each direction.

Ninth Street between Brannan Street and Division Street is a one-way roadway with two northbound travel lanes. There is a sidewalk on the east side of the street but no sidewalk on the west side of the street.

The intersection of 9th Street, Division Street, and San Bruno Avenue is extremely wide due to the area's historic use as industrial land. People biking and walking through the intersection have difficulty with the crossing due to the size of the intersection and the intersection's configuration. The intersection also has a history of vehicle-bicycle related collisions with 10 vehicle-bicycle related collisions reported between 2007 and 2012.

Pedestrian Safety Improvements

Ninth Street between Brannan Street and Division Street is currently a one-way, northbound street, 62-feet-6-inches curb-to-curb with a 10-foot-wide sidewalk on the east side. Ninth Street has two travel lanes between Division and Brannan Streets and four travel lanes from Brannan Street northerly. There is 10-foot-wide sidewalk on the east side of the street but no sidewalk on the west side of the street.

The project will narrow the existing 23-foot-wide and 21-foot-wide travel lanes to 11-foot-wide and 10-foot-wide lanes. On the west side of the street, 90-degree angled parking is proposed and a southbound travel lane added on the one block segment. This would convert 9th Street between Brannan Street and Division Street to a two-way street.

Bicycle Safety Improvements

Proposed bicycle improvements on Division Street can generally be divided into three segments:

1. Division Street between 10th Street/Potrero Avenue and 9th Street/San Bruno Avenue
2. Division Street between 9th Street/San Bruno Avenue and Vermont Street
3. Intersection of 9th Street, Division Street, and San Bruno Avenue

1. Protected Cycletracks on Division Street between 10th Street/Potrero Avenue and 9th Street/San Bruno Avenue

This section of Division Street currently has 17-foot-wide vehicle travel lanes in each direction, 6-foot-wide bike lanes in each direction, and curbside parking on both sides of the street. The proposed modifications will create a parking protected cycletrack. A parking protected cycletrack is a type of protected bikeway that uses a parking lane and painted buffer for vehicle parking to physically separate the vehicle travel lane from the bicycle lane by having vehicles park between them.

Protected bikeways, or “cycletracks,” are authorized under California state law (see, 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;
2. the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice; and
3. the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials.

The protected cycletrack proposed as part of this project meets these three conditions. The alternative criteria for the protected cycletrack 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

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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 bicyclists. These alternative criteria will be adopted by SFMTA Board 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. The NACTO guidelines state that protected cycletracks require the following features:

- A cycle track, like a bike lane, is a type of preferential lane as defined by the 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 protected cycletrack for Division Street will conform to these NACTO design guidelines.

The protected cycletrack 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. The painted buffer separating the vehicle travel lane from the cycletrack using parked vehicles will be clearly marked with cross-hatching and, as recommended, 60-inches in width.

2. Buffered Bicycle Lanes on Division Street between 9th Street/San Bruno Avenue and Vermont Street

This segment of Division Street currently has 12-foot-wide vehicle travel lanes in each direction, 5-foot-wide bike lanes in each direction, and curb side parking on both sides of the street. The proposed modifications will narrow the travel lanes and remove the north side parking lane to add a 3-foot-wide painted buffer to the westbound bike lane and a 5-foot-wide painted buffer to the eastbound bike lane.

3. 9th Street, Division Street, and San Bruno Avenue Intersection Improvements

The intersection has traffic entering from eastbound Division Street, westbound Division Street and northbound San Bruno Avenue. Eastbound and westbound Division Street traffic has priority over northbound San Bruno Avenue traffic which has a STOP sign. Westbound Division Street currently has two vehicle lanes approaching the intersection. A large painted island separates and channelizes the westbound vehicle and bicycle through movement from the westbound right turn movement.

The proposed modifications will reconfigure the intersection approaches using striping and decorative pavement markings. The westbound channelized right turn lane will be converted to a right turn pocket with an approach that facilitates slower speeds and provides greater visibility of crossing bicycle traffic. These changes are in accordance with recommended best practices outlined

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in San Francisco's Better Streets Plan. The space once occupied by the channelized right turn lane will be prohibited to vehicles. This will make the intersection more compact and reduce pedestrian exposure to traffic while crossing Division Street on the east side of the intersection.

Additionally, the proposed modifications include an all-way STOP at the intersection to accommodate the conversion of 9th Street to two-way traffic operation and assist with pedestrian crossings.

Other Project Elements

The project is coordinated with Public Works paving of Division Street between 10th Street/Potrero Avenue to Vermont Street. As part of the paving project, Public Works will add a sidewalk on the west side of 9th Street between Brannan Street and Division Street. Construction is anticipated to start first quarter of Fiscal Year 2015-2016.

The project will install two accessible parking spaces on 9th Street between Brannan Street and Division Street.

This project complements other Vision Zero bicycle and pedestrian improvement projects along Division Street and 13th Street. The circulatory roadway at the traffic circle at the intersection of 8th Street/Division Street/ Henry Adams Street/Townsend Street was narrowed to encourage single file use of the intersection. Crosswalks were upgraded to standard continental, traffic signs around the circle were updated and green back sharrows were installed in the circulatory roadway.

Along 13th Street between 11th Street and Folsom Street, a westbound protected cycletrack is being proposed to connect the Division Street bicycle lanes to bicycle facilities on Harrison Street and Folsom Street. Intersection improvements at 11th Street/13th Street/Bryant Street/Division Street, 13th Street/Harrison Street and 13th Street/Folsom Street will designate space to allow bicycle traffic to make two-stage left turn turns.

Proposed Project Parking and Traffic Modifications

The specific parking and traffic modification are as follows:

- A. ESTABLISH - PERPENDICULAR PARKING - 9th Street, west side, from Division Street to Brannan Street
- B. ESTABLISH – TOW-AWAY NO PARKING ANYTIME - Division Street, south side, from Vermont Street to 20 feet westerly
- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Division Street, north side, from 9th Street/San Bruno Avenue to Vermont Street; Division Street, south side, from 17 feet to 57 feet east of 9th Street/San Bruno Avenue; Division Street, north side, from 9th Street/San Bruno Avenue to 60 feet westerly; Division Street, south side, from 9th Street/San Bruno Avenue to 100 feet westerly; 9th Street, west side, from Division Street to 40 feet northerly

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- D. ESTABLISH – TWO-WAY TRAFFIC - 9th Street, between Brannan Street and Division Street
- E. ESTABLISH – STOP SIGNS - 9th Street, southbound, at Division Street; Division Street, eastbound and westbound, at 9th Street/San Bruno Avenue
- F. ESTABLISH – NO LEFT TURN - Brannan Street, westbound, at 9th Street
- G. ESTABLISH – BLUE ZONE - 9th Street, east side, from Division Street to 20 feet northerly; 9th Street, west side, from Brannan Street to 34 feet southerly

PUBLIC OUTREACH

Staff reached out to Fitness SF located at 1001 Brannan Street and a business at 999 Brannan Street to discuss the project and proposed parking and traffic changes. After discussing the project, Fitness SF requested the SFMTA establish parking time restrictions around the property. Staff will bring parking time restriction legislation to the Board at a future meeting. There was no response from the business at 999 Brannan Street.

On July 18, 2014, the proposed bicycle lanes and parking and traffic modifications associated with the project were discussed at an SFMTA public hearing. There was no opposition to the project raised by members of the public.

ALTERNATIVES CONSIDERED

Several alternatives were considered for various projects elements:

Division Street between 10th Street/Potrero Avenue and 9th Street/San Bruno Avenue

A buffered bike lane on Division Street was considered but not selected. The protected cycletrack was selected to provide bicycle users greater separation and reduced vehicle conflict from vehicle traffic on this block segment. This block segment also has the roadway width to accommodate the protected cycletrack. Upgrading the bike lanes increases the length of protected bikeways on Division Street between the intersections of 11th Street/13th Street/ Bryant Street and 10th Street/ Potrero Avenue.

Division Street between 9th Street/San Bruno Avenue and Vermont Street

A protect cycletrack was considered on this block segment but a buffered bicycle lane was selected due to the need to transition to a merged bicycle/vehicle traffic condition approaching the traffic circle at 8th Street/Division Street/Henry Adams Street/Townsend Street.

9th Street between Brannan Street and Division Street

Maintaining one-way traffic operations on 9th Street between Brannan Street and Division Street was considered. Two-way traffic operations on this block segment on 9th Street was selected to benefit traffic circulation around the 1001 Brannan Street property and to promote a calmer street design.

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Intersection of 9th Street/San Bruno Avenue and Division Street

A “Dutch-style intersection” and a roundabout-style intersection were considered as ways to address the right turning conflict for westbound Division Street. A Dutch-style intersection is where bicycle traffic and vehicle traffic are physically separated approaching the intersection and right turning vehicles yield to the through bicycle movement. This alternative was not selected due to lack of guidance on this style of intersection’s installation, concerns about motorists yielding to bicycle traffic and the determination that the current proposal would achieve the goal of reducing collisions at the intersection. The roundabout-style intersection was not selected due the limited right-of-way to fit a properly sized roundabout, the location of the existing curb and alignment of the crosswalks not facilitating proper intersection approach alignments, and the requirement that bicycle traffic merge with traffic approaching and traversing the roundabout. The selected alternative keeps the intersection compact and allows for the installation of all-way STOP to assist with safer pedestrian crossings.

Maintaining two-way STOP control operations was considered but an all-way STOP is being recommended to assist with safer pedestrian crossings across Division Street.

A no project alternative was also considered. This alternative was not selected as it does not improve bicycle and pedestrian conditions.

FUNDING IMPACT

Funding for the planning, environmental review, design, and construction phases is primarily provided by Mayor Bicycle Spot Improvement, District 6 Add-Back, and Revenue Bond 2013A. Funding is comprised of the following sources and amounts:

A. Mayor Bicycle Spot Improvement	\$146,379
B. District 6 Add-Back	\$ 54,000
C. Revenue Bond 2013A	\$100,000
Total	\$300,379

ENVIRONMENTAL REVIEW

The proposed traffic modifications are subject to environmental review under the California Environmental Quality Act (CEQA). On January 14, 2015, under the authority delegated by the Planning Department, SFMTA staff reviewed the proposed parking and traffic modifications and determined that the parking and traffic modifications are categorically exempt as a Class 1(c)(9) exemption from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301(c).

The SFMTA’s determination (January 14, 2015, Case No. 2015-000830ENV) is on file with the Secretary to the SFMTA Board of Directors. 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 has reviewed this calendar item.

RECOMMENDATION

Approving traffic and parking modifications to upgrade existing bicycle lanes to protected cycletracks on Division Street between 10th Street/Potrero Avenue and 9th Street/San Bruno Avenue, improve existing bike lanes on Division Street between 9th Street/San Bruno Avenue to Vermont Street with a painted buffer, establish two-way traffic on 9th Street between Brannan Street and Division Street, and establish all-way STOP controls at the intersection of 9th Street/Division Street/San Bruno Avenue.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) has identified a need and opportunity to improve traffic safety along Division Street; and,

WHEREAS, SFMTA staff have proposed upgrading existing bicycle facilities to protected cycletracks and buffered bike lanes; 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 cycletrack proposed as part of the project meets these three requirements; and

WHEREAS, The protected cycletrack 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, Goal 1 of The San Francisco Municipal Transportation Agency Strategic Plan is to "Create a safer transportation experience for everyone" and Goal 2 of The San Francisco Municipal Transportation Agency Strategic Plan is to "Make transit, walking, bicycling, taxi, ridesharing, and carsharing the preferred means of travel"; and,

WHEREAS, SFMTA staff have proposed traffic and parking modifications as follows:

- A. ESTABLISH - PERPENDICULAR PARKING - 9th Street, west side, from Division Street to Brannan Street
- B. ESTABLISH – TOW-AWAY NO PARKING ANYTIME - Division Street, south side, from Vermont Street to 20 feet westerly

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- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME (FOR PAINTED BULBOUT AND BUFFERED BIKE LANE) - Division Street, north side, from 9th Street/San Bruno Avenue to Vermont Street; Division Street, south side, from 17 feet to 57 feet east of 9th Street/San Bruno Avenue; Division Street, north side, from 9th Street/San Bruno Avenue to 60 feet westerly; Division Street, south side, from 9th Street/San Bruno Avenue to 100 feet westerly; 9th Street, west side, from Division Street to 40 feet northerly
- D. ESTABLISH – TWO-WAY TRAFFIC - 9th Street, between Brannan St. and Division St.
- E. ESTABLISH – STOP SIGNS - 9th Street, southbound, at Division Street; Division Street, eastbound and westbound, at 9th Street/San Bruno Avenue
- F. ESTABLISH – NO LEFT TURN - Brannan Street, westbound, at 9th Street
- G. ESTABLISH – BLUE ZONE - 9th Street, east side, from Division Street to 20 feet northerly; 9th Street, west side, from Brannan Street to 34 feet southerly

WHEREAS, The proposed modifications are subject to environmental review under the California Environmental Quality Act (CEQA); and,

WHEREAS, On January 14, 2015, SFMTA staff determined that the proposed modifications are categorically exempt from environmental review as a Class 1(c)(9) exemption from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301(c); and,

WHEREAS, A copy of the determination is on file with the Secretary for the SFMTA Board of Directors. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

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

RESOLVED, That the SFMTA Board of Directors approves the following traffic and parking modifications as set forth in items A-G above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 16, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Ninth and Division Bike and Ped Improvements – Plans

