

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving bicycle lanes, and traffic and parking modifications on Anza Street between 30th Avenue and Masonic Avenue to improve the conditions of safe travel for cyclists and pedestrians as part of the Anza Street Bike Lanes Project.



SUMMARY:

- The Anza Street Bike Lanes Project proposes Class II bike lanes and Class III bikeways running east and west on Anza Street between 30th Avenue and Masonic Avenue.
- This project establishes a lane reduction in each direction, between Arguello Boulevard and Parker Avenue, to accommodate new bike lanes with no changes to parking.
- This item proposes speed cushions between Wood Street and Blake Street to slow traffic particularly as it approaches the busy crosswalk at Collins Street.
- This item proposes pedestrian safety enhancements including new or upgraded continental crosswalks and advance limit lines.
- This item removes seven curbside parking spaces on the Anza Street at east and west approaches to Park Presidio Boulevard to allow for continuous Class II Bike Lanes through the intersection.
- This item will also codify Class II bike lanes and Class III bikeways on Anza Street between 30th Avenue and Masonic Avenue.
- The Planning Department has determined that the proposed Anza Street Bike Lanes Project is categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Anza Street Bike Lanes Project Overview and Cross-sections Graphics

APPROVALS:

	DATE
DIRECTOR 	<u>June 9, 2021</u>
SECRETARY 	<u>June 9, 2021</u>

ASSIGNED SFMTAB CALENDAR DATE: June 15, 2021

PAGE 2.

PURPOSE

Approving bicycle lanes, and traffic and parking modifications on Anza Street between 30th Avenue and Masonic Avenue to improve the conditions of safe travel for cyclists and pedestrians as part of the Anza Street Bike Lanes Project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the SFMTA Strategic Plan Goals and Objectives indicated below:

Goal 1: Create a safer transportation experience for everyone

Objective 1.1 Achieve Vision Zero by eliminating all traffic deaths.

Objective 1.2: Improve security for transportation system users.

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

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

This item will support the following Transit-First Policy 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.
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.

DESCRIPTION

The Anza Street Bike Lanes Project will improve conditions for safety and connectivity for bicyclists and pedestrians traveling east-west on Anza Street in the Central Richmond neighborhood. Through prior planning processes, the Richmond District community expressed interest in having an additional east-west bike connection that will complement existing bike routes in the neighborhood. Building on this interest, San Francisco Board Supervisorial District One allocated Neighborhood Transportation Improvement Program (NTIP) funds toward planning and designing a bike facility along Anza Street. This NTIP project, known as the Anza Street Bike Lanes Project, includes Class II bike lanes and

PAGE 3.

Class III bike routes in the eastern and western directions on Anza Street between 30th Avenue and Masonic Avenue, pedestrian improvements at intersections along this corridor, and minor curb management changes.

Existing Conditions

Anza Street from 30th Avenue to Arguello Boulevard currently consists of a two-lane, 50-foot wide roadway with traffic operations in the east/west directions and parallel parking on both sides of the street. Between Arguello Boulevard and Parker Avenue, Anza Street consists of a 56-footwide roadway with four lanes of traffic (two lanes in east/west directions) and curbside parallel parking on both sides of the Street. Between Parker Avenue and Masonic Avenue, Anza Street consists of a two-lane, 54-foot-wide roadway with traffic operations in the east/west directions with 90-degree angled parking on the south side of Anza Street and parallel curbside parking on the north side of Anza Street.

As part of this Project, staff requested peak-hour multimodal (vehicle, bicycle, pedestrian) turning-movement traffic counts at nine intersections. Additionally, staff requested 48-hour speed and volume surveys at nine midblock locations along Anza Street between 30th Avenue and Masonic Avenue.

Speeds were generally higher in the eastern segment between Arguello Boulevard and Masonic Avenue where the average of 85th percentile speeds was just over 30 miles per hour. Speeds were generally lower in the core project area between 30th Avenue and Arguello Boulevard where the average 85th percentile speed was 25 miles per hour. Anza Street has an average daily traffic volume (ADT) of 3,221 vehicles running eastbound and 3,145 vehicles running westbound.

The intersection of Anza Street and Park Presidio Boulevard Street experiences the most vehicle activity during the AM (3,684 vehicles) and PM (4,342 vehicles) peak hours, while the intersection of Anza Street and Arguello Boulevard experiences the highest amount of pedestrian activity during the AM peak hour with 120 pedestrians and PM peak hour with 258 pedestrians. The highest volume of bicyclists along the corridor are at Arguello Boulevard during the AM peak hour when there were 167 bicyclists and the PM peak hour when there were 227 bicyclists.

Collision data collected by the SFMTA over a 5-year period between 2015-2020 indicate a total of 55 collisions occurred on Anza Street between 30th Avenue and Masonic Avenue. Of those 55 crashes, seven involved a bicyclist and a vehicle and 14 involved pedestrians and vehicles. The seven collisions involving a bicycle occurred at the following locations: Anza Street/14th Avenue; Anza Street/17th Avenue Intersection; Anza Street/23rd Avenue; Anza Street/Arguello Boulevard; Anza Street/Beaumont Avenue; Anza Street/Collins; Anza Street/Masonic Avenue.

All the intersections on Anza Street in the project area are STOP-controlled with the exceptions of Anza Street at Masonic Avenue, Stanyan Street, Arguello Boulevard, Park Presidio Boulevard and at 25th Avenue, which have traffic signals. Sidewalk widths range from 12 to 15 feet. There are no existing bicycle facilities or MUNI bus routes on Anza Street within the project area. Existing east-west bikeways in the neighborhood are located on Cabrillo Street and Lake Street. Intersecting north-

PAGE 4.

south bike routes exist at Arguello Boulevard, 8th Avenue, 15th Avenue, 23rd Avenue and 34th Avenue.

PROJECT ELEMENTS

Bicyclist Safety Improvements

This project proposes to improve safety and connectivity for people bicycling on Anza Street by dedicating roadway space to cyclists with painted markings. The project area is not currently designated as a bikeway.

This project proposes to establish Class II bike lanes in the eastern and western directions on Anza Street between 30th Avenue and Masonic Avenue on segments specified below. Class II bike lanes will be established on the following segments of Anza Street:

- Anza Street, eastbound (southside) between 30th Avenue and Parker Avenue
- Anza Street, eastbound (southside) between Blake Street and Masonic Avenue
- Anza Street, westbound (northside) between 30th Avenue and Blake Street

Class II bike lanes will range from six to nine feet in width. Vehicle travel lanes will be reduced from 11 to 17 feet in width to the SFMTA standard of 10 feet in width on Anza Street between 30th Avenue and Parker Avenue to lower vehicle speeds and calm traffic through the corridor.

Class II and Class III bike facilities are generally consistent with guidance within the National Association of City Transportation Officials (NACTO) Bikeway Design Guide based on target traffic volumes and speeds. NACTO best practices for selecting bikeway facility types recommends conventional (Class II) bike lanes for streets with a target speed of 25 miles per hour (MPH) and target volumes of 3,000-6,000 average vehicles per day.

This project will establish Class III bikeways (sharrows) running in the eastern and western directions on the following segments of Anza Street between 30th Avenue and Masonic Avenue:

- Anza Street, eastbound (southside) between Parker Avenue and Blake Street
- Anza Street, westbound (northside) between Blake Street and Masonic Avenue

Class III bikeways (sharrows) were deemed appropriate within these areas for three reasons:

- 1) Sharrows allow bicyclists more latitude than bike lanes when placed alongside perpendicular parking particularly in downhill portions where bicyclists have less reaction time than vehicles;
- 2) Consistent with guidance from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, sharrows indicate a shared lane situation where the speed differential between bicyclist and motorist is very low such as on downhill segments of roadway;
- 3) Consistent with the Federal Manual on Uniform Traffic Control Devices (MUTCD), sharrows may only be installed on roadways with measured speed limits lower than 35 miles per hour (MPH) (as noted elsewhere in this staff report, 85th percentile speeds in the segment were 29 –

PAGE 5.

32 MPH)

Pedestrian Safety Improvements

The Anza Street Bike Lanes Project will encourage slower vehicle traffic on Anza Street by narrowing vehicle lanes from between 11 and 17 feet to standard widths of 10 feet. This project will install one speed cushion on Anza Street between Blake Street and Collins Street, and one speed cushion on Anza Street between Collins Street and Wood Street. In addition, existing crosswalks will be added or upgraded to continental crosswalks at 23 intersections, and advance limit lines will be installed at signalized intersections along to improve pedestrian safety.

Street Safety - Travel Lane Reduction

This project proposes to reduce the two existing westbound and two existing eastbound travel lanes to one travel lane in either direction on Anza Street between Arguello Boulevard and Parker Avenue.

The proposed lane reduction is a well-documented safety treatment known as a road diet. Nationally, the Federal Highway Administration has compiled decades of data on crash reduction and operational performance of road diets. Road diet projects have brought about crash reductions of 19 to 47 percent. Locally, San Francisco has completed dozens of road diets on city streets prone to high collision rates and these have resulted in reduced numbers of collisions.

Vehicle Average Daily Traffic (ADT) counts and traffic modeling for Anza Street indicate that the lane removal will not impact traffic flow since there will be sufficient capacity to accommodate the existing low vehicle volumes. By reducing the number of through lanes from four to two lanes, the project will continue to accommodate the peak volume of approximately 277 westbound vehicles/hour and 324 eastbound vehicles/hour for the remaining two through lanes.

Parking Changes

Tow-Away, No Stopping Any Time curb restrictions will be established on the north side of Anza Street between 14th Avenue to Funston Avenue, and on the south side of Anza Street between 14th Avenue and Park Presidio Boulevard to provide for continuous bike lanes running in both directions along the corridor. This will result in the removal of seven on-street parking spaces.

Construction

The proposed project will be constructed by SFMTA crews. If approved, construction is scheduled to begin Summer 2021.

Proposed Project Parking and Traffic Modifications

- A. ESTABLISH – CLASS II BIKEWAY (BIKE LANE) - Anza Street, eastbound, south side, between 30th Avenue and Parker Avenue; Anza Street, eastbound, south side, between Blake Street and Masonic Avenue; Anza Street, westbound, north side, between 30th Avenue and Blake Street
- B. ESTABLISH – CLASS III BIKEWAY (BIKE ROUTE) - Anza Street, eastbound, south side, between Parker Avenue and Blake Street; Anza Street, westbound, north side, between Blake Street and Masonic Avenue
- C. ESTABLISH – SPEED CUSHIONS - Anza Street, between Blake Street and Collins Street (one 3-lump speed cushion); Anza Street, between Collins Street and Wood Street (one 3-lump speed cushion)
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME - Anza Street, north side, from 14th Avenue to Funston Avenue; Anza Street, south side, from 14th Avenue to Park Presidio
- E. RESCIND – RIGHT LANE MUST TURN RIGHT - Anza Street, eastbound, south side, from Beaumont Avenue to Parker Avenue
- F. RESCIND – THRU TRAFFIC MERGE RIGHT - Anza Street, westbound, north side, from Loraine Court to Almaden Court
- G. RESCIND – LEFT LANE MUST TURN LEFT - Anza Street, westbound, north side, from Almaden Court to Arguello Boulevard

STAKEHOLDER ENGAGEMENT

The SFMTA conducted in-depth outreach for the Anza Street Bike Lanes Project including stakeholder outreach with over six key stakeholder interviews, an online public open house and survey with over 146 survey responses, phone and email conversations with individual community members, and close coordination with District 1 Supervisor staff.

SFMTA staff interviewed key stakeholders including staff from the University of San Francisco (USF) Public Safety and Sustainability, residents of the core area and eastern extension, SF Bicycle Coalition staff, and the District 1 Supervisor staff. Additionally, staff presented the project to the Planning Association of the Richmond (SFPAR), the Richmond Senior Center in Chinese language, and the Russian-American Community Services Association of SF.

The SFMTA hosted an online public open house in three languages. This online open house was made available to the public for two weeks from December 7 through 18, 2020, and included a public survey to garner feedback on the project. A mailer to 3,500 residences, posters, email blasts and social media were deployed to encourage participation in the open house.

Survey and interview responses showed strong support for bike lanes on Anza Street between 30th Avenue and Masonic Avenue. Comments also emphasized the need for pedestrian safety measures on Anza Street, including requests for continental crosswalks, “daylighting” (installing red zones in advance of crosswalks to improve visibility), speed humps, median refuge islands, traffic circles, and improvements to signalized intersections such as pedestrian countdown signals for the

PAGE 7.

intersection of Anza Street at Stanyan Avenue. SFMTA staff identified additional project funding for some pedestrian safety improvements that will be installed as part of the Anza Bike Lanes Project, including continental crosswalks, advance limit lines and speed cushions. However, some desired pedestrian improvements such as median refuge islands and traffic circles will require significant additional funding and therefore were documented as a community request for future planning efforts.

SFMTA staff held a public hearing for the Anza Street Bike Lanes Project on April 30, 2021. Staff received many comments in support of the project. Staff also received questions about traffic impacts, possible additional measures at key intersections, and perpendicular parking along an eastern section of Anza Street. The item was recommended by the City Traffic Engineer for approval by the SFMTA Board.

ALTERNATIVES CONSIDERED

An alternative considered by SFMTA staff included limiting the project scope to include bike facilities between 30th Avenue and Arguello Boulevard and not continuing bike lanes east to Masonic Avenue to avoid the removal of a vehicle travel lane between Arguello Boulevard and Masonic Avenue and minimize impacts to vehicle traffic.

However, SFMTA staff conducted traffic analysis and determined that, though introducing bike facilities between Arguello Boulevard and Masonic Avenue would require a lane removal, traffic volumes are low and vehicle capacity is not impacted. Furthermore, SFMTA staff heard strong community support for continuing the bike lanes east to Masonic Avenue during project outreach. As a result, SFMTA staff recommend that the Anza Street Bike Lanes Project includes bike lanes from 30th Avenue to Masonic Avenue in order to better protect and support bicyclists for the full length of the Anza Street corridor, fulfill the wishes of the community, and support important bicycling connections with major bike routes on Arguello Boulevard and Masonic Avenue.

Another alternative considered were protected bike lanes which have a buffer space separating the bicycle lane from the adjacent motor vehicle travel lane. During the detailed design phase, staff determined that due to a high number of driveways/curb cuts along Anza Street, installing protected bike lanes would require significant parking removal and would obstruct access to residential driveways. In addition, the proposed design for Anza Street follows NACTO best practices, which state conventional (Class II) bike lanes are suitable for streets with a target speed of 25 miles per hour (MPH) and target volumes of 3,000-6,000 average vehicles per day, and will provide a low-stress cycling facility.

FUNDING IMPACT

Funding for the planning, environmental review, preliminary engineering and a portion for construction is provided by Neighborhood Transportation Improvement Program (NTIP) allocated by District 1 Supervisor Sandra Fewer. Supplemental construction funding is provided by Proposition B Bicycle Spot Improvement. The total project cost is \$450,000 and is broken down into the following

PAGE 8.

project phases:

- Planning/Preliminary Engineering - \$40,000
- Detailed Design - \$30,000
- Construction - \$380,000

ENVIRONMENTAL REVIEW

The proposed Anza Street Bike Lanes Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for minor alterations to existing facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On April 14, 2021, the Planning Department determined (Case Number 2021-003534ENV) that the proposed Anza Street Bike Lanes Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

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

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

The proposed project is not subject to the Board of Supervisors review because the project establishes a Class II bicycle facilities and all of the parking and traffic modifications in the proposed approval action are directly related to the establishment of these bikeways.

The City Attorney has reviewed this item.

RECOMMENDATION

Approving bicycle lanes, and traffic and parking modifications on Anza Street between 30th Avenue and Masonic Avenue, as set forth in Items A through G above to improve traffic safety for the community as part of the Anza Street Bike Lanes 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 Anza Street; and,

WHEREAS, The SFMTA is committed to making San Francisco a Transit First city that prioritized non-private automobile transportation; and,

WHEREAS, The Class II bike lanes have been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS, The SFMTA has proposed lane reductions and traffic and parking modifications along Anza Street between 30th Avenue and Masonic Avenue as follows:

- A. ESTABLISH – CLASS II BIKEWAY (BIKE LANE) - Anza Street, eastbound, south side, between 30th Avenue and Parker Avenue; Anza Street, eastbound, south side, between Blake Street and Masonic Avenue; Anza Street, westbound, north side, between 30th Avenue and Blake Street
- B. ESTABLISH – CLASS III BIKEWAY (BIKE ROUTE) - Anza Street, eastbound, south side, between Parker Avenue and Blake Street; Anza Street, westbound, north side, between Blake Street and Masonic Avenue
- C. ESTABLISH – SPEED CUSHIONS - Anza Street, between Blake Street and Collins Street (one 3-lump speed cushion); Anza Street, between Collins Street and Wood Street (one 3-lump speed cushion)
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME - Anza Street, north side, from 14th Avenue to Funston Avenue; Anza Street, south side, from 14th Avenue to Park Presidio
- E. RESCIND – RIGHT LANE MUST TURN RIGHT - Anza Street, eastbound, south side, from Beaumont Avenue to Parker Avenue
- F. RESCIND – THRU TRAFFIC MERGE RIGHT - Anza Street, westbound, north side, from Loraine Court to Almaden Court
- G. RESCIND – LEFT LANE MUST TURN LEFT - Anza Street, westbound, north side, from Almaden Court to Arguello Boulevard; and,

WHEREAS, The proposed Anza Street Bike Lanes Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for minor alterations to existing facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On April 14, 2021, the Planning Department determined that the proposed Anza Street Bike Lanes 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 <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 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 bicycle, parking and traffic modifications, as set forth in items A through G above, along Anza Street between 30th Avenue and Masonic Avenue associated with the Anza Street Bike Lanes Project.

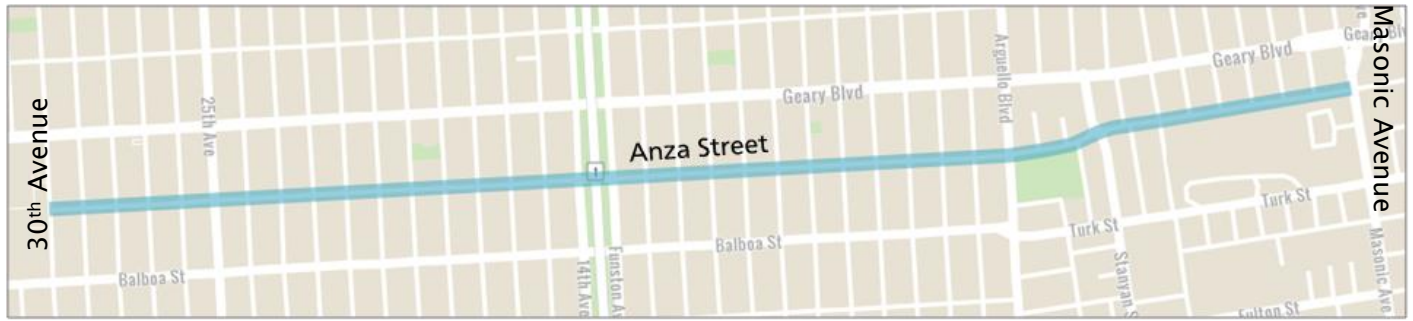
I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 15, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2: Anza Street Bike Lanes Project Overview Map Graphic

ANZA STREET BIKE LANES PROJECT

Anza Street between 30th Avenue and Masonic Avenue



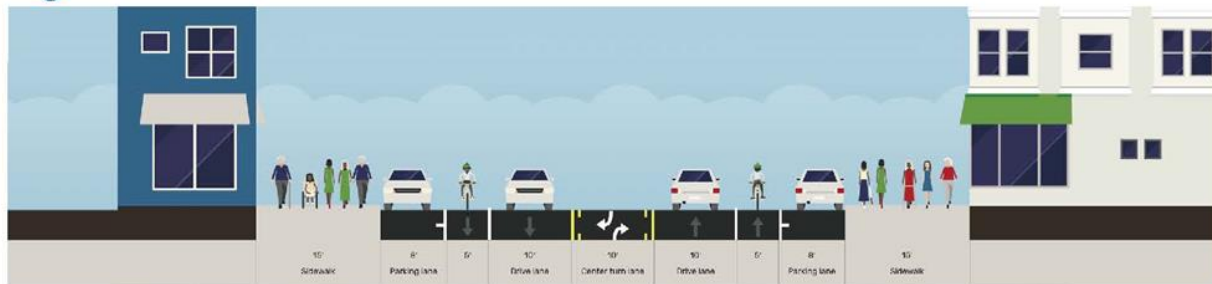
Enclosure 2: Anza Street Bike Lanes Project Cross-Section Graphic

ANZA STREET BIKE LANES PROJECT

30th Avenue to Arguello Boulevard



Arguello Boulevard to Parker Avenue



Parker Avenue to Blake Street (looking east)



Blake Street to Masonic Avenue (looking east)

