

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving traffic modifications to improve safety and promote alternative bicycle routes by removing a bicycle lane and bicycle route on westbound King Street between 2nd and 3rd streets, and installing a two-stage bicycle left turn queue box at King Street and Townsend Street.

SUMMARY:

- King Street between 2nd and 3rd streets was prioritized in support of the City's Vision Zero initiative to receive street safety improvements. The area is the site of a fatal traffic collision between a person biking and a concrete mixing truck in 2013.
- To improve safety and promote alternative bicycle routes, this project will remove a bicycle lane and bicycle route on westbound King Street between 2nd and 3rd streets and install a two-stage left turn queue box at King Street and Townsend Street.
- This project does not require the removal of parking spaces or change the number of travel lanes on westbound King Street between 2nd and 3rd streets.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____ 11/7/15

SECRETARY _____ 11/7/15

ASSIGNED SFMTAB CALENDAR DATE: November 17, 2015

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PURPOSE

Approving traffic modifications to improve safety and promote alternative bicycle routes by removing a bicycle lane and bicycle route on westbound King Street between 2nd and 3rd streets, and installing a two-stage bicycle left turn queue box at King Street and Townsend Street.

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.

DESCRIPTION

King Street between 2nd and 3rd streets was prioritized under the Vision Zero SF initiative for safety improvements. Based on a preliminary review of existing conditions, the original project proposed would have been to extend the bicycle lane to the intersection at 3rd Street; however, SFMTA staff determined that extending the bicycle lane to 3rd Street was infeasible or outside the scope of this project because of the limited street width and significant construction costs associated with relocating curbs.

Instead, in order to address safety concerns, the SFMTA is proposing to remove the bicycle lane and bicycle route on westbound King Street between 2nd and 3rd streets. Since there is redundancy in the bicycle network at this location, improvements and guidance will be installed to promote the Townsend Street bicycle route from The Embarcadero to destinations to the southwest and the San Francisco Bay Trail to the south.

These improvements include:

- Upgrade sharrows (Class III Bicycle Route) on Townsend Street with green thermoplastic backing.
- Install a two-stage turn queue box at Townsend Street/King Street/The Embarcadero intersection for southbound bicycle riders to navigate to the Embarcadero Promenade and the San Francisco Bay Trail.
- Install a new Sensys detector in the bike box to detect people on bikes waiting to cross King Street.
- Install a NO RIGHT TURN ON RED EXCEPT BICYCLES turn restriction on the Townsend Street approach.
- Add bicycle wayfinding signage to inform people on bikes of the best way to navigate the area and reach major destinations.
- Upgrade the crosswalks crossing 3rd Street and King Street to high visibility white staggered continental crosswalks.

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The specific parking and traffic modifications are as follows:

- A. RESCIND – CLASS II BIKE LANE - King Street, westbound, from 2nd Street to 370 feet westerly
- B. RESCIND – CLASS III BIKE ROUTE - King Street, westbound, from 3rd Street to 475 feet easterly
- C. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES - Townsend Street, eastbound, at King Street/The Embarcadero

PUBLIC OUTREACH

The SFMTA has had ongoing discussions with key stakeholder groups such as the Bicycle Advisory Committee and the San Francisco Bicycle Coalition throughout the project. In these discussions, the SFMTA ensured that cycling stakeholders understood how the proposed changes on King Street will help the City achieve shared goals for safety and network connectivity.

The public has also been apprised of the project. Articles appeared on Hoodline.com and SF.Streetsblog.org in July 2015 discussing the proposed project. A public hearing was held on August 14, 2015 to solicit public comment on the proposal. There was no opposition to the project raised by members of the public.

ALTERNATIVES CONSIDERED

Staff explored three design alternatives to extend the bicycle lane on King Street to 3rd Street:

- A. Narrow Lanes
Reducing the lane widths to below our City's minimums would decrease safety and comfort for all roadway users especially since the high proportion of heavy vehicles would likely have to straddle the lane lines.
- B. Lane Removal
Removing a travel lane would reduce the capacity of the westbound approach at a key location in the roadway network. Delay and queueing consequences would require a more extensive environmental review process that is outside the scope of this project.
- C. Move Curbs
Relocation of the curb lines would require extensive planning and design which is outside the scope of this project.

All three alternatives are deemed to be infeasible or outside the scope of this project, which was prioritized as a near-term improvement in support of the City's Vision Zero initiative. Staff recommends leveraging design efforts underway in The Embarcadero Enhancement Project to include recommendations for more comprehensive improvements to the bicycle network in this area.

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FUNDING IMPACT

Funding for the planning, environmental review, design, and construction phases is provided by Proposition K sales tax funds and Transportation Development Act, Article 3 funds for Bicycle Facility Projects. Funding is composed of the following sources and amounts:

A. Proposition K	\$34,000
B. Transportation Development Act	\$17,500
Total	\$51,500

ENVIRONMENTAL REVIEW

The proposed traffic modifications are subject to environmental review under the California Environmental Quality Act (CEQA). On July 6, 2015, under the authority delegated by the Planning Department, SFMTA staff reviewed the proposed parking and traffic modifications and determined that the proposed parking and traffic modifications were categorically exempt, as a Class 1(c) and 4(h) exemption, from environmental review pursuant to the CEQA Guidelines, Title 14 of the California Code of Regulations sections 15301(c) and 15304(h).

The SFMTA’s determination (Planning Case No. 2015-008703ENV) 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.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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

RECOMMENDATION

Approve traffic modifications to improve safety and promote alternative bicycle routes by removing a bicycle lane and bicycle route on westbound King Street between 2nd and 3rd streets, and installing a two-stage bicycle left turn queue box at King Street and Townsend Street.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for the following parking and traffic modifications:

- A. RESCIND – CLASS II BIKE LANE - King Street, westbound, from 2nd Street to 370 feet westerly
- B. RESCIND – CLASS III BIKE ROUTE - King Street, westbound, from 3rd Street to 475 feet easterly
- C. ESTABLISH – NO RIGHT TURN ON RED EXCEPT BICYCLES - Townsend Street, eastbound, at King Street/The Embarcadero

WHEREAS, Goal One of the San Francisco Municipal Transportation Agency Strategic Plan is to “Create a safer transportation experience for everyone”; and,

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

WHEREAS, SFMTA staff determined that the proposed modifications are categorically exempt from environmental review pursuant to Title 14 of the California Code of Regulations Sections 15301(c) and 15304(h) as a Class 1(c) and 4(h) exemption; and,

WHEREAS, A copy of the determination is on file with the Secretary for the SFMTA Board of Directors; and,

WHEREAS, 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 traffic and parking modifications on King Street as set forth in items A through C above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 17, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency