

THIS PRINT COVERS CALENDAR ITEM NO. : 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various parking and traffic modifications on 11th Street north of Division Street, Division Street east of 11th Street, and 13th Street west of 11th Street to improve safety, and a parking protected cycletrack westbound on 13th Street from 11th Street to Folsom Street.

SUMMARY:

- This project will establish a westbound parking protected cycletrack on 13th Street between 11th Street/Bryant Street and Folsom Street on San Francisco’s bicycle network.
- Adding a cycletrack on 13th Street between 11th Street/Bryant Street and Folsom Street to the bike network will connect the east-west bicycle route along Division Street to the north-south bicycle routes on Harrison Street and Folsom Street.
- Staff has received requests for bicycle safety improvements in and around the intersection of 11th Street/Division Street/13th Street/Bryant Street, which is one of the locations included in the “VZip” list of early implementation for Vision Zero projects.
- Additionally, Division Street and 13th Street have been identified as Cycling High Injury Corridors by the Department of Public Health due to the rate of reported collisions involving bicyclists.
- The proposal removes 32 parking spaces from the three block project area.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Thirteenth Street Bicycle Network Improvements Plans
3. Thirteenth Street Bicycle Network Cross-Section Graphics

APPROVALS:

DATE

DIRECTOR _____

6/26/15

SECRETARY _____

6/26/15

ASSIGNED SFMTAB CALENDAR DATE: July 7, 2015

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PURPOSE

Approving various parking and traffic modifications on 11th Street north of Division Street, Division Street east of 11th Street, and 13th Street west of 11th Street to improve safety, and a parking protected cycletrack westbound on 13th Street from 11th Street to Folsom 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.

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 is proposing parking and traffic modifications on 13th Street between 11th Street/Bryant Street and Folsom Street to improve safety for all road users, but particularly those on bikes. 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.

Thirteenth Street is a median separated, east-west roadway with three travel lanes in each direction and a parking lane on either side of the street. The intersection of 11th Street/13th Street/ Bryant Street/Division Street has five roadway approaches, as opposed to the typical four, and the nature of the traffic movements with personal vehicles and transit vehicles makes this a challenging area to navigate, especially on bike. At the intersection of 13th Street and Harrison Street, there is a left turn lane that allows westbound 13th Street to turn onto southbound Harrison Street. However, people on bikes must cross two lanes of traffic to reach this turn lane to access bicycle lanes on Harrison Street. At the intersection of 13th Street and Folsom, westbound left turns are prohibited. This limits the ability for people biking westbound on 13th Street to access bicycle lanes on Folsom Street.

Bicycle Safety Improvements

Proposed bicycle improvements on 13th Street can generally be divided into three segments:

1. Parking and traffic modifications at the intersection of 11th Street/13th Street/Bryant Street/Division Street
 2. Parking protected cycletrack on westbound 13th Street between 11th Street/Bryant Street and Folsom Street
 3. Two-stage left turn bicycle boxes at the intersections of 11th Street/13th Street/Bryant Street/Division Street, 13th Street and Harrison Street, and 13th Street and Folsom Street
1. Parking and traffic modifications at the intersection of 11th Street/13th Street/Bryant Street/Division Street

On 11th Street, the existing southbound bike lane ends approximately 100 feet north of the intersection with 13th Street/ Bryant Street/ Division Street. The northbound bike lanes do not

begin until 80 feet north of the intersection. This proposal would extend the bike lane to the intersection in both directions. To do so requires restriping the northbound and southbound 11th Street approach, and removing five parking spaces on the east side of the street adjacent Costco.

Approaching this intersection westbound on Division Street, the existing bike lane would be widened and marked with turn arrows and shared lane markings to clearly indicate to motorists and cyclists that motorists who want to make a right turn may merge into the bike lane prior to making the turn. When motorists do not merge into the bike lane, their right turn may cut off bicyclists in the bike lane.

2. Parking Protected Cycletrack on westbound 13th Street between 11th Street/Bryant Street and Folsom Street

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.

The SFMTA proposes installing a parking protected cycletrack on westbound 13th Street from 11th Street to Folsom Street to accommodate bicyclists traveling west on 13th Street. SFMTA staff observed that 113 cyclists in the PM peak traffic hour continued westbound onto 13th Street west of 11th Street where there are currently no bicycle lanes or shared use markings. A parking protected cycletrack is proposed at this location due to the higher level of traffic on this roadway in order to ensure safety.

The proposed parking protected cycletrack does not decrease the number of vehicle travel lanes on 13th Street but instead creates more space for bicyclists by moving existing parking away from the curb, and removing 27 parking spaces.

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 parking protected cycletrack proposed as part of this project meets these three conditions. The alternative criteria for the parking 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 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 Manual on Uniform Traffic Control Devices.
- 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 parking protected cycletrack for 13th Street will conform to these NACTO design guidelines.

The parking 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 that is 72 inches in width. This is greater than the recommended buffer width of 60 inches. The project was reviewed by the San Francisco Fire Department who had no objections with the proposal.

3. Two-stage left turn bicycle boxes at the intersections of 11th Street/13th Street/Bryant Street/Division Street, 13th Street and Harrison Street, and 13th Street and Folsom Street

Two-stage left turn bicycle boxes are waiting areas painted in the intersection to help cyclists 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, No Right Turn on Red turn restrictions are proposed to prevent conflicts with crossing vehicle traffic.

Two-stage left turn bicycle boxes will be installed to assist bicyclists make a left turn onto eastbound Division Street from southbound 11th Street, onto southbound Harrison Street from westbound 13th Street, and onto southbound Folsom Street from westbound 13th Street.

Other Project Elements

The project will upgrade existing crosswalks to standard continental crosswalks.

This project is coordinated with a SFMTA traffic signal project in the area that will update traffic signal timing at the three signalized intersections in the area.

Proposed Project Parking and Traffic Modifications

The specific parking and traffic modification are as follows:

- A. ESTABLISH – PARKING PROTECTED CYCLETRACK – 13th Street, westbound, from 11th Street/Bryant Street/Division Street to Folsom Street

- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – 11th Street, east side, from Bryant Street to 205 feet north, 13th Street, north side, from 11th Street to 12 feet westerly, 13th Street, north side, from Harrison Street to 215 feet easterly, 13th Street, north side, from Harrison Street to Bernice Street, 13th Street, north side, 16 feet to 31 feet west of Bernice Street, 13th Street, north side, 46 feet to 55 feet west of Bernice Street, 13th Street, north side, from Isis Street to 30 feet easterly, 13th Street, north side, from Folsom Street to Isis Street

- C. ESTABLISH – NO RIGHT TURN ON RED – 13th Street, eastbound, at Bryant Street, Harrison Street, southbound, at 13th Street Folsom Street, southbound, at 13th Street

PUBLIC OUTREACH

The San Francisco Bicycle Coalition, Walk SF, and Supervisor Kim’s office were notified of the proposal and are in support.

A public hearing was held on January 30, 2015 to solicit public comment on the proposal. The fronting business owners at West Coast Contractors Services and 50 Thirteenth Street Outlet Arts and Craft Supplies opposed the proposal and shared their feedback about how the loss of parking would affect their customers and employees. Others wrote in letters to oppose the proposed lane configuration and the establishing of 13th Street on the bike network. Several people provided comment and sent in letters of support, including a resident on Bernice and the SoMa StrEat Food Park, acknowledging the safety benefits of making the bicycle improvements on 13th Street.

ALTERNATIVES CONSIDERED

On westbound 13th Street west of 11th Street, an alternate design would have removed one of the two travel lanes on 13th Street and established a traditional bike lane. The lane reduction alternative was dropped after it was determined to be more impactful than the proposed alternative of removing parking and creating a parking protected cycletrack. Another consideration for not selecting the lane reduction alternative is that the proposed parking protected cycletrack was deemed to be more comfortable, attractive, and safe for people on bikes traveling on 13th Street.

At the public hearing, a member of the public asked why the westbound bikeway ended at Folsom Street rather than continue to Valencia Street. Folsom Street formed a logical terminus as Folsom Street is a bikeway that can be taken south into the Mission or to 15th Street or to the 17th Street bikeway to continue west. Those wishing to access points north or northwest can turn right onto the northbound bikeway on 11th Street.

An eastbound addition to the bicycle network between 11th Street/13th Street/Bryant Street/Division Street and Folsom Street was considered but not pursued at this time. Establishing an eastbound bicycle lane would have required either removing all the parking on the south side of 13th Street or removing a travel lane in the eastbound direction. Developing the proposal for an eastbound bikeway was not in the project scope and would have limited the SFMTA’s ability to implement near term improvements quickly.

FUNDING IMPACT

Funding for the planning, environmental review, design, and construction phases provided by FY 2015 Vision Zero Bicycle Spot Improvements Contribution from City Budget.

A. FY 2015 Vision Zero Bicycle Spot Improvements	
Contribution from City Budget	\$172,100
Total	\$172,100

ENVIRONMENTAL REVIEW

The proposed modifications are subject to environmental review under the California Environmental Quality Act (CEQA). On June 18, 2015, the San Francisco Planning Department determined the modifications were categorically exempt as a Class 1(c) and Class 4(h) exemptions from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301(c) (“Existing Facilities”) and 15304 (“Minor Alteration to Land”).

The Planning Department’s determination (June 18, 2015, Case Number 2015-003692ENV) 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

SFMTA staff recommends SFMTA Board approval of various parking and traffic modifications on 11th Street north of Division Street, Division Street east of 11th Street, and 13th Street west of 11th Street to improve safety, and a parking protected cycletrack westbound on 13th Street from 11th Street to Folsom Street as set forth in Items A through C above.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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

WHEREAS, This project has been identified as an early implementation Vision Zero project; and,

WHEREAS, SFMTA staff have proposed reconfiguring the approaches to the intersection of 11th Street/13th Street/ Bryant Street/Division Street and installing a new parking protected cycletrack along westbound 13th Street; 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 parking protected cycletrack proposed as part of the project meets these three requirements; and,

WHEREAS, The parking 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 – PARKING PROTECTED CYCLETRACK – 13th Street, westbound, from 11th Street/Bryant Street/Division Street to Folsom Street
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME –11th Street, east side, from Bryant Street to 205 feet north, 13th Street, north side, from 11th Street to 12 feet westerly, 13th Street, north side, from Harrison Street to 215 feet easterly, 13th Street, north side, from Harrison Street to Bernice Street, 13th Street, north side, 16 feet to 31 feet west of Bernice Street, 13th Street, north side, 46 feet to 55 feet west of Bernice

Street, 13th Street, north side, from Isis Street to 30 feet easterly, 13th Street, north side, from Folsom Street to Isis Street

- C. ESTABLISH – NO RIGHT TURN ON RED – 13th Street, eastbound, at Bryant Street, Harrison Street, southbound, at 13th Street Folsom Street, southbound, at 13th Street; and,

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

WHEREAS, On June 18, 2015, the San Francisco Planning Department determined that the proposed modifications are categorically exempt from environmental review as a Class 1(c) and Class 4(h) exemption pursuant to Title 14 of the California Code of Regulations Section 15301(c) and 15304; 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,

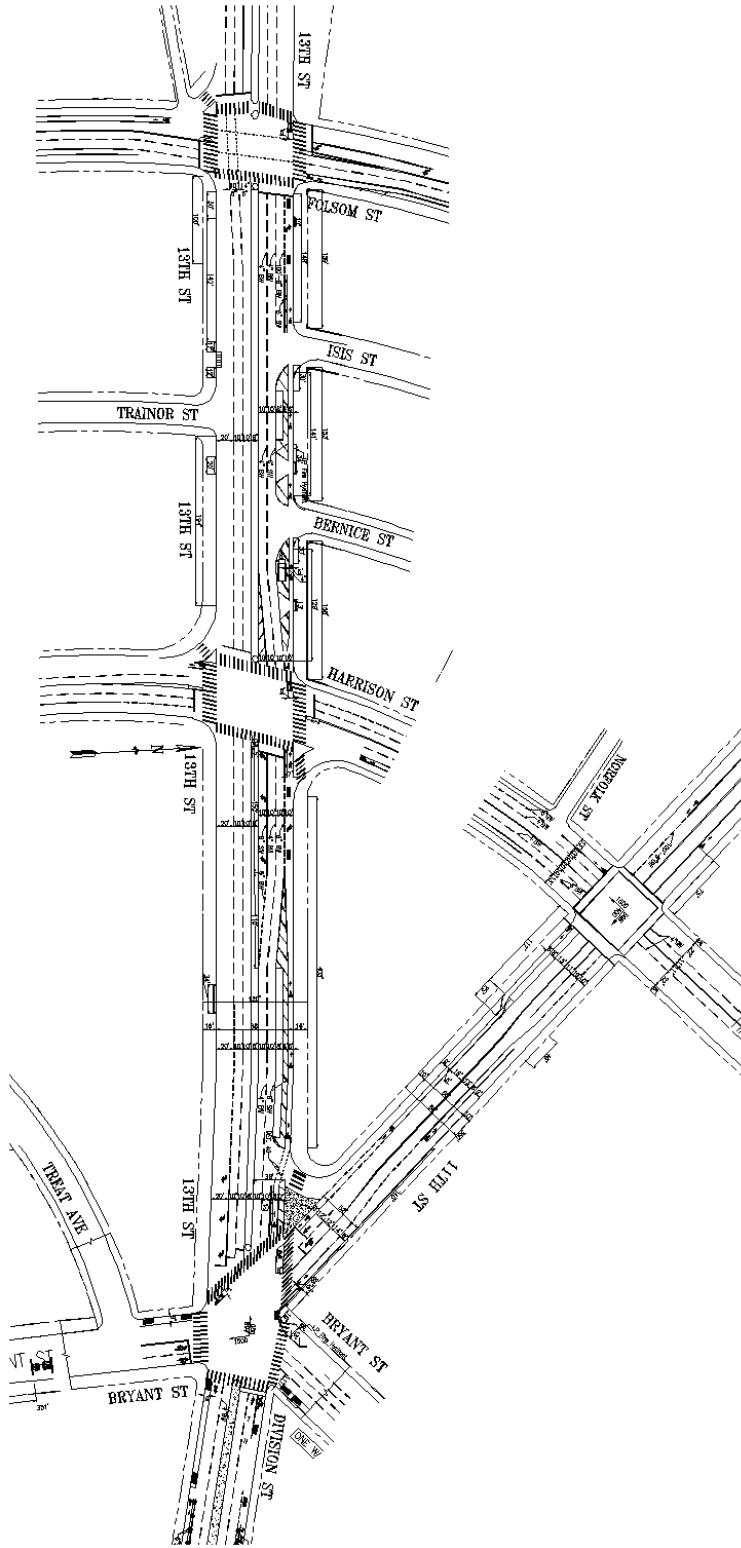
WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the following traffic and parking modifications as set forth in Items A 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 July 7, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Attachment A - Thirteenth Street Bike Network Improvement Plans



13th Street - Existing

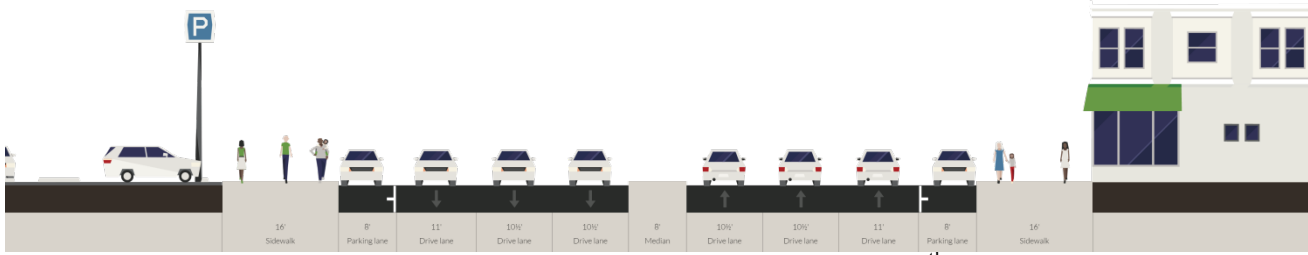


Figure 1: Existing Westbound Section View of 13th Street

13th Street - Proposed Parking Buffered Cycletrack

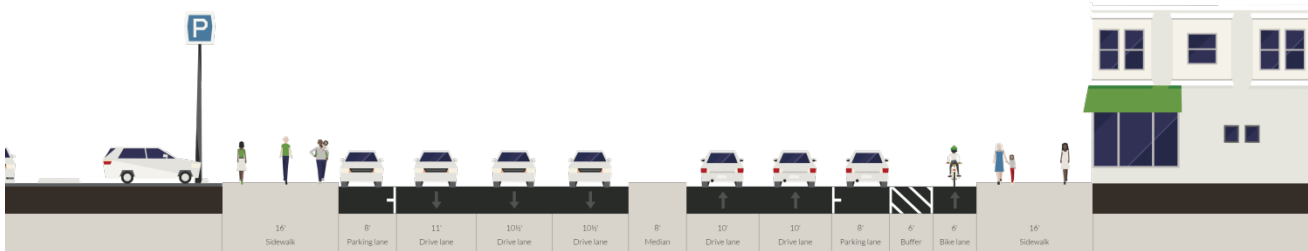


Figure 2: Proposed Westbound Section View of 13th Street at midblock locations

13th Street - Proposed Parking Buffered Cycletrack

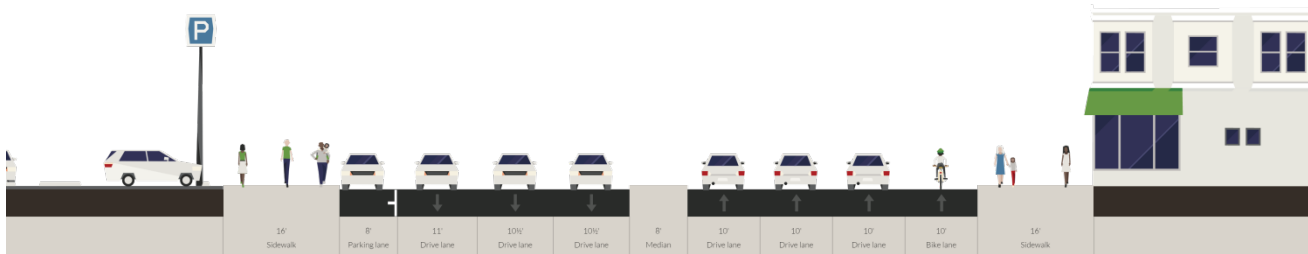


Figure 3: Proposed Westbound Section View of 13th Street at intersections