

THIS PRINT COVERS CALENDAR ITEM NO. : 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving a parking protected bikeway and parking and traffic modifications on 8th Street between Market Street and Harrison Street to improve safety for all modes of transportation, enhance comfort for people walking and biking along the corridor and increase transit performance and safety for the 19 Polk.

SUMMARY:


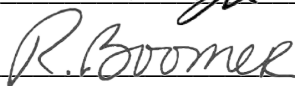
- This project supports Mayor Lee’s Executive Directive on Pedestrian and Bicycle Safety
- This project will create a protected bikeway on 8th Street by upgrading the existing bike lane to a parking protected bikeway.
- This project will establish red visibility zones at intersections.
- This project will establish transit boarding islands at the 19 Polk stops at Mission Street far side, Howard Street far side, and Folsom Street far side to reduce transit delays and improve transit reliability and safety.
- The proposal removes 32 general parking spaces in the project area. The number of passenger loading zones and commercial loading zones are not affected.
- The SFMTA conducted public outreach to solicit input that helped shape parking management along the 8th Street Safety project, including public meetings, door-to-door outreach, and stakeholder meetings.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code.

ENCLOSURES:

1. SFMTAB Resolution
2. 8th Street Plans and Cross-Section Graphics and Community Outreach Material

APPROVALS:

DATE

DIRECTOR		11/8/16
SECRETARY		11/8/16

ASSIGNED SFMTAB CALENDAR DATE: November 15, 2016

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PURPOSE

Approving a parking protected bikeway and parking and traffic modifications on 8th Street between Market Street and Harrison Street to improve safety for all modes of transportation, enhance comfort for people walking and biking along the corridor and increase transit performance and safety for the 19 Polk.

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 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.2: Improve transit performance

Objective 2.3: Increase use of all non-private auto modes.

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.
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of 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.

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DESCRIPTION

Mayor Lee's Executive Directive on Pedestrian Bicycle Safety, issued on August 4, 2016, calls on the SFMTA to make our streets safer and accelerate the city's Vision Zero goals immediately. The order specifically asks the SFMTA to deliver near-term safety improvements on 8th Street by May 2017.

In the past five years, there have been a total of 107 collisions along 8th Street between Market Street and Brannan Street. 22 collisions were involving bicycles and 35 involving pedestrians.

Eighth Street is a southbound, three-lane, one-way street in the city's South of Market neighborhood. The street has a one-way southbound bicycle lane that carries approximately 215 people bicycling in the evening two-hour peak period. The outbound 19 Polk and 83X Mid-Market Express carry approximately 3,500 and 185 passengers a day with a frequency of 15 minutes and 10 minutes, respectively. Approximately 1,200 vehicles travel along the corridor in the PM peak hour.

To improve safety and comfort through the project area for all road users, particularly for those walking and bicycling, the SFMTA is proposing these parking and traffic modifications along 8th Street between Market Street and Harrison Street. Specifically, the project is proposing to establish red zones to improve visibility at intersections (known as daylighting) and a protected bikeway on 8th Street by upgrading the existing bike lane to a parking protected bikeway.

In combination with the safety improvements, the project will also improve travel time, reliability, and safety of the 19 Polk by adjusting transit stop locations and installing transit boarding islands.

Project Elements

This project is an early implementation of safety needs along the corridor in advance of a planned streetscape project along the 7th Street and 8th Street corridors described in the SFMTA Capital Improvement Program. The proposed changes will primarily be made with paint and traffic striping to quickly implement a parking protected bikeway roadway configuration. A future streetscape project will include a build out of the parking protected bikeway configuration with a concrete buffered bike lane, concrete boarding islands, potential alley traffic signals, sidewalk bulbs, new striping, and possibly a limited amount of paving.

Project elements, such as the protected bikeway, are informed by the Eastern Neighborhood Transportation Implementation Planning Study. The Eastern Neighborhoods Transportation Implementation Planning Study looked at the communities of the Mission District, South of Market, Central Waterfront, Showplace Square, and Potrero Hill and evaluated transportation design improvements that balanced pedestrian conditions, the public realm, transit performance, bicycle conditions, vehicle circulation parking and loading, and deliverability and cost-

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effectiveness.

Proposed improvements along 8th Street can generally be described in three categories based on the following:

1. Bike - Parking and traffic modifications along 8th Street between Market and Harrison Street to establish parking protected bikeways and two-stage left turn areas to reduce conflicts between motor vehicles and bikes.
2. Pedestrian - Parking and traffic modifications along 8th Street between Market and Harrison Street and along adjoining streets and alleys to establish no parking areas to improve visibility for all road users at intersections.
3. Transit - Parking and traffic modifications along 8th Street at Mission Street, Howard Street and Folsom Street to establish transit boarding islands to reduce Muni delays and increase safety and reliability.

Bicycle Safety Improvements

On 8th Street there is an existing bike lane (Class II Bikeway) that will be upgraded to a separated bikeway (Class IV Bikeway). A Class IV bikeway is for exclusive use of bicycles and includes required separation between the bikeway and through vehicle traffic. A parking protected bikeway is a type of separated bikeway that includes a parking lane and painted buffer between the vehicle travel lanes and the bikeway so that people on bike are protected from moving traffic.

The SFMTA proposes to install a parking protected bikeway on southbound 8th Street from Market Street to Harrison Street to accommodate safer and more comfortable bicycle travel along the corridor. A parking protected bikeway is proposed in order to improve safety, discourage double parking, and prevent driving in the bikeway.

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.

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The proposed parking protected bikeway meets these conditions. The alternative criteria for the parking 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 on or double parking in the bicycle lane, provide a more inviting and greater sense of comfort for people riding bicycles, and to provide a greater perception of safety for people riding bicycles. These alternative criteria will be adopted by the 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 8th 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. The painted buffer alongside the parking lane that separates the vehicle travel lane from the bikeway will be clearly marked with cross-hatching and 60-inches in width, the recommended buffer width. It was also reviewed by the San Francisco Fire Department (see discussion in Stakeholder Engagement Section).

The project will also install two-stage left turn bicycle boxes at the intersections of 8th and Folsom to assist bicyclists make a left turn onto eastbound Folsom Street from southbound 8th 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 people on bicycles to wait. As part of the design, staff proposes No Right Turn on Red turn restrictions to prevent conflicts with crossing vehicle traffic.

Pedestrian Safety Improvements

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At all street and alley intersection crossings, the project will use daylighting to improve visibility at crosswalks. These no parking areas will be marked with a red paint on the curb and could be enhanced with painted safety zones and additional delineation to prevent vehicles from parking in these areas and help slow vehicle turning movements.

Transit Safety and Performance Improvements

The 19 Polk has bus stop zones at Mission Street (curbside), Howard Street (curbside), and Folsom Street (curbside). As part of the conversion for a parking protected bikeway, curbside transit stops will be upgraded to transit boarding islands. This improves transit operations by eliminating the need for buses to exist and re-enter the flow of traffic to access curbside transit stops, reduces bicycle and bus conflicts, and provides additional space for people waiting, allowing for more room on the sidewalk to be used for pedestrian traffic. Where feasible, transit stops will be moved to the far side of the intersection to improve transit operation.

Other Project Elements

The project will upgrade existing crosswalks to high visibility continental crosswalks and install advance limit lines at signalized intersection approaches to discourage vehicles from encroaching into the crosswalk.

The project will also upgrade the eight-inch traffic signals along the 8th Street corridor to 12 inch traffic signals for improved signal visibility.

Proposed Project Parking and Traffic Modifications

- A. ESTABLISH – CLASS IV BIKEWAY - 8th Street, southbound, west side, from Market Street to Harrison Street (Class IV Parking Protected Bikeway)
- B. RESCIND – BUS ZONE - 8th Street, west side, from Mission Street to 75 feet southerly (Existing far side bus zone replaced by far side transit boarding island); 8th Street, west side, from Howard Street to 99 feet southerly (Existing far side bus zone replaced by far side transit boarding island); 8th Street, west side, from Folsom Street to 75 feet southerly (Existing far side bus zone replaced by far side transit boarding island)
- C. ESTABLISH – TRANSIT BOARDING ISLAND, TOW-AWAY NO STOPPING ANYTIME - 8th Street, west side, from Mission Street to 62 feet southerly (8th/Mission far side boarding island); 8th Street, west side, from Howard Street to 50 feet southerly (8th/Howard far side boarding island); 8th Street, west side, from Folsom Street to 45 feet southerly (8th/Folsom far side boarding island)
- D. RESCIND – YELLOW METER LOADING ZONE, 7AM-6PM, MONDAY THROUGH SATURDAY - 8th Street, west side, from 20 feet to 40 feet north of Minna Street; 8th

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Street, west side, from 48 feet to 74 feet north of Natoma Street

- E. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - 8th Street, west side, from Mission Street to 216 feet northerly; 8th Street, west side, from Natoma Street to Howard Street; 8th Street, west side, from Harrison Street to 225 feet northerly
- F. ESTABLISH – RIGHT LANE MUST TURN RIGHT - 8th Street, southbound, at Harrison Street
- G. ESTABLISH – TOW-AWAY NO PARKING ANYTIME - 8th Street, west side, from Stevenson Street to 18 feet southerly; Mission Street, south side, from 17 feet to 37 feet west of 8th Street; 8th Street, west side, from Minna Street to 30 feet northerly; Minna Street, north side, from 8th Street to 10 feet easterly; Natoma Street, south side, from 8th Street to 10 feet westerly; Howard Street, north side, from 8th Street to 29 feet easterly; Howard Street, south side, from 8th Street to 41 feet easterly 8th Street, west side, from Tehama Street to 64 feet northerly; 8th Street, west side, from Tehama Street to 22 feet southerly; Tehama Street, north side, from 8th Street to 10 feet westerly; 8th Street, east side, from 7 feet to 24 feet north of Clementina Street; 8th Street, west side, from Clementina Street to 20 feet northerly; Clementina Street, south side, from 8th Street to 10 feet easterly; Clementina Street, south side, from 8th Street to 10 feet westerly; 8th Street, west side, from Clementina Street to 16 feet southerly; 8th Street, east side, from 34 feet to 54 feet north of Folsom Street; 8th Street, west side, from 11 feet to 35 feet north of Folsom Street; Folsom Street, north side, from 9 feet to 20 feet west of 8th Street; Folsom Street, south side, from 11 feet to 40 feet west of 8th Street; 8th Street, west side, from Ringold Street to 42 feet northerly; 8th Street, west side, from 24 feet to 65 feet south of Minna Street
- H. ESTABLISH – YELLOW METER LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - 8th Street, west side, from Minna Street to 24 feet southerly; 8th Street, west side, from 65 feet to 85 feet south of Minna Street; 8th Street, west side, from 42 feet to 84 feet south of Tehama Street
- I. RESCIND – BLUE ZONE - 8th Street, west side, from Stevenson Street to 20 feet southerly; 8th Street, west side, form Natoma Street to 22 feet southerly
- J. ESTABLISH – BLUE ZONE - Minna Street, north side, from 20 feet to 40 feet west of 8th Street; Howard Street, north side, from 19 feet to 37 feet west of 8th Street; Tehama Street, north side from 10 feet to 30 feet west of 8th Street
- K. ESTABLISH – WHITE ZONE, AT ALL TIMES - 8th Street, west side, from 18 feet to 107 feet south of Stevenson Street

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L. ESTABLISH – WHITE TAXI ZONE - 8th Street, west side, from 107 feet to 130 feet south of Stevenson Street

M. ESTABLISH – NO RIGHT TURN ON RED - 8th Street, southbound, at Howard Street (for bicycle two-stage turn box)

STAKEHOLDER ENGAGEMENT

Door-to-Door Outreach

In late August and early September, staff performed door-to-door outreach to businesses along 8th Street. They contacted 34 commercial businesses to inform them of the proposed changes to the street. Businesses were generally supportive of the bikeway improvements. Staff asked what loading changes the project could make to help with their businesses operations and adjusted the design to meet those loading needs within the context of the proposed changes.

Stakeholder Meetings

Staff conducted targeted stakeholder meetings with community and advocacy groups including, but not limited to, the Central City SRO Collaborative, San Francisco Bicycle Coalition, Walk SF, the Multimodal Accessibility Advisory Committee, and Supervisor Kim’s Office.

SFMTA staff also met with Canon Kip Senior Center and Community House–Episcopal Community Services to coordinate relocating an accessible parking stall and coordinate with building construction anticipated to begin in December 2016.

SFMTA staff met with the Holiday Inn at 50 8th Street to discuss their loading zone operations. The General Manager of the Holiday Inn at 50 8th Street and the Executive Director of the Hotel Council of San Francisco initially expressed opposition to the proposed parking protected bikeway due to their concern for hotel guests crossing the bikeway to reach event shuttles, taxis or tour buses. They requested that the agency consider maintaining the existing curbside passenger loading zone and bike lane. SFMTA staff considered maintaining curbside passenger loading but are recommending approval of the parking protected bikeway configuration at this location. Creating separation between bicycle traffic and vehicle traffic is a main goal of this project. Two of the main reasons to install parking protected bikeways are to prevent the instances of double parking and blocking the bike lanes and to reduce the conflicts of vehicles crossing bikeways. The hotel has multiple loading events throughout the day picking up hundreds passengers for conferences, events, tours and airport shuttles. This creates numerous potential conflicts across the bikeway. To prevent crossing the bikeway or blocking the bikeway by these loading vehicles, creating separation of bicycle traffic from vehicle traffic is key.

To address the concern of hotel guests safely crossing the bikeway, staff explored alternatives to the buffer area between the bikeway and the loading vehicles. Due to the number guests anticipated to cross the bikeway, SFMTA staff recommend widening the buffer separating

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loading vehicles bicycle traffic to 9 foot-2 inch -wide (compared to the five foot wide buffer along other areas of the project) and building up the buffer area with a six-inch high island. This loading island creates a large waiting space for guests to load and unload and hotel operation to tend to baggage in a space that is almost as wide as the adjacent sidewalk. At one end of the loading island a midblock crosswalk with yield teeth and signs will be installed to clarify the right-of-way for pedestrians traveling between the loading island and the sidewalk.

Informational Open House

An open house was held on September 22, 2016 at the Bayanihan Community Center at 6th Street and Mission Street to discuss the proposed project. Community meeting postcards were sent to all addresses within a one block radius of the project area. Approximately 50 members of the community attended with a mix of representation from the local neighborhood and those who travel through the neighborhood. There was overall support for bikeway improvements seen broadly as an improvement over existing conditions. There was a desire for more concrete elements to be installed. Staff explain that hardscape elements like bulbouts and concrete islands and traffic signal modifications could be explored as part of the streetscape project along 7th Street and 8th Street.

Public Hearing

A public hearing was held on October 14, 2016 to solicit additional feedback from the community. At least 100 members of the community wrote in support of establishing protected bikeways on 7th Street and 8th Street. The General Manager of the Holiday Inn at 50 8th Street and the Executive Director of the Hotel Council of San Francisco expressed opposition to the proposed parking protected bikeway due to their concern for hotel guests crossing the bikeway. Staff have since updated the proposed design fronting the Holiday Inn to include a loading island.

San Francisco Fire Department

The San Francisco Fire Department objected to the proposed parking protected bikeway based the following design issue:

Increased distance from buildings due to the parking lane relocated 12 feet from the curb which affects:

- a. Location of center of the aerial fire turn ladder turntable relative to building faces.
- b. Distance from fire engine pumpers to standpipes.
- c. Distance that attack and ready lines need to traverse to access buildings.

SFMTA staff modified the proposed design to address the Fire Department's concerns and believe the following existing conditions along the street and design elements of the project mitigate the Fire Department's concerns.

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Regarding the increased distance from buildings due to relocation of the parking lane 12 feet away from the curb line, SFMTA staff responds as follows:

- a. There are sufficient red zones along fire hydrants, at driveways, at alleys, and at turn pockets approaching intersections to provide curb access for fire truck apparatus.
- b. In other locations, the increased distance is 12 feet alongside a relatively narrow 10-foot sidewalk. This overall 30 feet distance from building face to edge of parking is well within the range of the Fire Department's 50 to 150 feet long ready lines.
- c. Metered parking spaces are generally much longer than typical vehicles, ensuring regularly spaced gaps between parked cars to allow Fire Department access to the curb. All of the 8th Street project area will either have metered parking or unmetered spaces will be marked to provide adequate spacing.
- d. Standpipes and sprinkler systems reduce the need for Fire Department aerial apparatus operations and for lines from pumpers/engines into buildings. Staff have provided Fire Department with drawings indicating where hydrants and visible stand pipes/sprinkler connections are located.
- e. There are numerous examples of fire departments around the country, including the Fire Department, operating aerial ladders outside of the 15 to 30 feet range.

The SFMTA has worked with the Fire Department to understand their operational needs, and while the design may not meet all of the Fire Department's requests, the SFMTA believes that it has designed the street with flexibility and building and hydrant access in mind so as not to inhibit the Fire Department's emergency response activities. Much of the bikeway will be marked with only paint, allowing the design to be modified, if needed, after it is implemented. SFMTA staff will continue working with Fire Department after the project is implemented to monitor operations.

ALTERNATIVES CONSIDERED

The Eastern Neighborhoods Transportation Implementation Planning Study evaluated various design improvements that balanced pedestrian conditions, the public realm, transit performance, bicycle conditions, vehicle circulation parking and loading, and deliverability and cost-effectiveness. Of the six alternatives in the study, the SFMTA recommended Alternative 2, which reduced 8th Street to three, one-way lanes, invests in pedestrian connectivity and additional pedestrian space, and adds a one-way parking protected bikeway to the street. This alternative provides the greatest benefit across the project considerations. The proposed changes described above implement key elements of the preferred alternative.

The other alternatives included:

Alternative 1: Seventh and Eighth Streets: one-way, two lanes, one-way protected bikeway

This concept would narrow the roadway to two, one-way lanes on each street and provide important benefits for pedestrians, cyclists, and the public realm with 15-foot sidewalks, greatly narrowed crossing distance, wide protected bikeway s, and traffic calming. It

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would not provide for two-way circulation or allow for consolidation of transit routes. It would require the expense of moving curblines on both streets. This alternative was not carried forward due to impact of forecast traffic queues on cross streets including Market.

Alternative 2: Seventh and Eighth Streets: one-way, three lanes, one-way protected bikeway

This concept would narrow the roadway to three, one-way lanes on both Seventh and Eighth Streets and provide one-way buffered bike lanes on both streets. It would provide bulbouts and mid-block crossings but widen the sidewalk on one side of each street rather than both sides. The net gain in pedestrian space would be less than Alternative 1, but the vehicle capacity would be higher, which would result in less transit delay and less impacts on adjacent streets. This alternative was carried forward as recommended alternative.

Alternative 3: Seventh and Eighth Streets: one-way, three lanes, one-way bike lane

Like Alternative 2, this concept would narrow the roadway to three, one-way lanes on both Seventh and Eighth Streets. It differs from Alternative 2 in that it would provide a Class II bike lane on each street instead of a protected bikeway, and widen the sidewalk to 15 feet on both sides providing additional benefit for pedestrians and the public realm. This alternative was not carried forward due to lack of improvement to cycling conditions.

Alternative 4: Seventh and Eighth Streets: two lanes with buffered bike lane and busway

This alternative would provide two one-way vehicle lanes and two parking lanes. In a buffered space outside the parking lane, it would provide a wide shared bus/bike lane. This alternative would provide a high level of transit priority. However, on a set of streets with moderate planned transit frequencies (15- minute headways), this may not be the most efficient use of street space. This alternative was not carried forward due to impact of forecast traffic queues on cross streets and an overemphasis on transit priority.

Alternative 5: Seventh: two lanes northbound lanes, one lane southbound with two-way protected bikeway; Eighth: two lanes northbound, two lanes southbound.

This alternative would provide two-way circulation on Seventh and Eighth Streets. Seventh Street would have two lanes northbound, one lane southbound, and a two-way protected bikeway. Eighth Street would have two lanes in each direction and no bike facilities. Transit would be consolidated on Eighth Street. Sidewalks would remain at 10 feet. This alternative improves bicycle connectivity and consolidates transit. However, it would not improve the pedestrian realm on Eighth Street. Reduced capacity could lead to substantial traffic impacts on other streets, including Market. This alternative was evaluated further and proposed for further consideration if the City can lower vehicle travel demand in this corridor through Travel Demand Management or diversion.

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Alternative 6: Seventh Street: two lanes northbound, one lane southbound with one-way protected bikeway; and Eighth Street two lanes southbound, one lane northbound with one-way protected bikeway.

This alternative would allow for three lanes of traffic on each street plus protected bikeways. Two lanes would operate in the dominant direction of travel (northbound on Seventh and Southbound on Eighth), while a third lane would operate in the opposite direction. A one-way protected bikeway would be provided on each street. It allows for transit consolidation but would not improve bicycle connectivity like Alternative 5 and has less total vehicle capacity. This Alternative was not carried forward. However, recommended Alternative 2 could be converted to this configuration if the City can lower vehicle travel demand in this corridor through Travel Demand Management or diversion.

The study is included for reference: www.sf-planning.org/eastern-neighborhoods

FUNDING IMPACT

The 8th Street Safety Project is a project in the San Francisco Municipal Transportation Agency's 2017-2021 Capital Improvement Program. Funding for the project is planned to come from a variety of sources including General Obligation bonds, Prop B General Fund Set-aside, Prop AA vehicle registration fee, Prop K sales tax, and development impact fees. The project will be delivered in three phases with a total estimated project cost of \$ 11,468,948.

Phase 1 – 7th/8th Street Safety Projects: 7th Street between Market Street and Cleveland Street and 8th Street between Market Street and Harrison Street (\$2,340,361)

- Planning/Design – Expected completion in 12/2016 (\$450,513)
- Construction – Expected completion in 4/2017 (\$1,889,746)

Phase 2 – 7th/8th Street Safety Projects: 7th Street between Cleveland Street and Townsend Street and 8th Street between Harrison Street and Townsend Street (\$1,970,311)

- Planning/Design – Expected completion in 9/2017 (\$380,565)
- Construction – Expected completion in 1/2018 (\$1,589,746)

Phase 3 – 7th/8th Street Streetscape Project: 7th/8th Street between Market Street and Townsend Street

- Planning/Design/Construction – 2018/2019 (\$7,158,276)

ENVIRONMENTAL REVIEW

The proposed 8th Street Safety 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 well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in

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Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively.

The Planning Department determined (Case Number 2016-011267ENV) that the proposed 8th Street Safety Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and 15304.

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.

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

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this item. No other approvals are required.

RECOMMENDATION

Approving a parking protected bikeway and parking and traffic modifications on 8th Street between Market Street and Harrison Street to improve safety for all modes of transportation, enhance comfort for people walking and biking along the corridor and improve transit performance and safety for the 19 Polk.

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 8th Street as outlined in Mayor Lee’s Executive Directive on Bicycle and Pedestrian Safety; 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 parking protected bikeway proposed as part of the project meets these three requirements; and

WHEREAS, The parking 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 parking protected bikeway and parking and traffic modifications along 8th Street between Market Street and Harrison Street as follows:

- A. ESTABLISH – CLASS IV BIKEWAY - 8th Street, southbound, west side, from Market Street to Harrison Street (Class IV Parking Protected Bikeway)
- B. RESCIND – BUS ZONE - 8th Street, west side, from Mission Street to 75 feet southerly (Existing far side bus zone replaced by far side transit boarding island); 8th Street, west side, from Howard Street to 99 feet southerly (Existing far side bus zone replaced by far

side transit boarding island); 8th Street, west side, from Folsom Street to 75 feet southerly (Existing far side bus zone replaced by far side transit boarding island)

- C. ESTABLISH - TRANSIT BOARDING ISLAND, TOW-AWAY NO STOPPING ANYTIME - 8th Street, west side, from Mission Street to 62 feet southerly (8th/Mission far side boarding island); 8th Street, west side, from Howard Street to 50 feet southerly (8th/Howard far side boarding island); 8th Street, west side, from Folsom Street to 45 feet southerly (8th/Folsom far side boarding island)
- D. RESCIND – YELLOW METER LOADING ZONE, 7AM-6PM, MONDAY THROUGH SATURDAY - 8th Street, west side, from 20 feet to 40 feet north of Minna Street; 8th Street, west side, from 48 feet to 74 feet north of Natoma Street
- E. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - 8th Street, west side, from Mission Street to 216 feet northerly; 8th Street, west side, from Natoma Street to Howard Street; 8th Street, west side, from Harrison Street to 225 feet northerly
- F. ESTABLISH – RIGHT LANE MUST TURN RIGHT - 8th Street, southbound, at Harrison Street
- G. ESTABLISH – TOW-AWAY NO PARKING ANYTIME - 8th Street, west side, from Stevenson Street to 18 feet southerly; Mission Street, south side, from 17 feet to 37 feet west of 8th Street; 8th Street, west side, from Minna Street to 30 feet northerly; Minna Street, north side, from 8th Street to 10 feet easterly; Natoma Street, south side, from 8th Street to 10 feet westerly; Howard Street, north side, from 8th Street to 29 feet easterly; Howard Street, south side, from 8th Street to 41 feet easterly 8th Street, west side, from Tehama Street to 64 feet northerly; 8th Street, west side, from Tehama Street to 22 feet southerly; Tehama Street, north side, from 8th Street to 10 feet westerly; 8th Street, east side, from 7 feet to 24 feet north of Clementina Street; 8th Street, west side, from Clementina Street to 20 feet northerly; Clementina Street, south side, from 8th Street to 10 feet easterly; Clementina Street, south side, from 8th Street to 10 feet westerly; 8th Street, west side, from Clementina Street to 16 feet southerly; 8th Street, east side, from 34 feet to 54 feet north of Folsom Street; 8th Street, west side, from 11 feet to 35 feet north of Folsom Street; Folsom Street, north side, from 9 feet to 20 feet west of 8th Street; Folsom Street, south side, from 11 feet to 40 feet west of 8th Street; 8th Street, west side, from Ringold Street to 42 feet northerly; 8th Street, west side, from 24 feet to 65 feet south of Minna Street
- H. ESTABLISH – YELLOW METER LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - 8th Street, west side, from Minna Street to 24 feet southerly; 8th Street, west side, from 65 feet to 85 feet south of Minna Street; 8th Street, west side, from 42 feet to 84 feet south of Tehama Street
- I. RESCIND – BLUE ZONE - 8th Street, west side, from Stevenson Street to 20 feet southerly; 8th Street, west side, form Natoma Street to 22 feet southerly
- J. ESTABLISH – BLUE ZONE - Minna Street, north side, from 20 feet to 40 feet west of 8th Street; Howard Street, north side, from 19 feet to 37 feet west of 8th Street; Tehama Street, north side from 10 feet to 30 feet west of 8th Street
- K. ESTABLISH – WHITE ZONE, AT ALL TIMES - 8th Street, west side, from 18 feet to 107 feet south of Stevenson Street
- L. ESTABLISH – WHITE TAXI ZONE - 8th Street, west side, from 107 feet to 130 feet

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south of Stevenson Street

M. ESTABLISH – NO RIGHT TURN ON RED - 8th Street, southbound, at Howard Street; and,

WHEREAS, The proposed 8th Street Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an 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 well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and,

WHEREAS, The Planning Department determined that the proposed 8th Street Safety Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304; 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,

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 San Francisco Municipal Transportation Agency Board of Directors approves a parking protected bikeway and parking and traffic modifications as set forth in Items A through M above along 8th Street between Market Street and Harrison Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 15, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency