

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.3**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving various long-term parking and traffic modifications associated with the Arguello Boulevard Safety Project.

**SUMMARY:**



- In March of 2015, the Livable Streets subdivision received a grant of District 1 Neighborhood Transportation Improvement Program (NTIP) funding to conduct public outreach, planning, and conceptual design for improvements to bicycle and pedestrian safety on Arguello Boulevard.
- The Arguello Boulevard Safety Project team conducted a planning and community engagement process to identify bicycle and pedestrian safety improvements on Arguello,
- This process resulted in the final staff-recommended design that includes buffered bike lanes, intersection daylighting, green paint treatments, wayfinding improvements, new continental crosswalks, and turn prohibitions.
- On August 16, 2016, the Board approved various parking and traffic modifications to support the implementation of near-term, paint-only improvements to Arguello Boulevard
- The Planning Department has determined that the proposed Arguello Boulevard Safety Project is categorically exempt from the California Environmental Quality Act (CEQA).

**ENCLOSURES:**

1. SFMTAB Resolution

**APPROVALS:**

**DATE**

DIRECTOR		<u>12/16/16</u>
SECRETARY		<u>12/16/16</u>

**ASSIGNED SFMTAB CALENDAR DATE:** January 3, 2017

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### **PURPOSE:**

Approval of various long-term parking and traffic modifications associated with the Arguello Boulevard Safety Project.

### **GOAL:**

Arguello Boulevard is a Cyclist High Injury Corridor and this project supports the City's Vision Zero goal of eliminating traffic fatalities in San Francisco. These long-term improvements are infrastructure upgrades that provide further enhancements beyond the near-term, paint-only improvements implemented on Arguello Boulevard in September 2016. Overall, this project is designed to improve safety for people walking and biking on Arguello Boulevard between Fulton Street and West Pacific Avenue, with the secondary goal of improving access to Golden Gate Park and The Presidio.

### **SFMTA Strategic Plan Goal and Objectives:**

Goal 1 – Create a safer transportation experience for everyone, and

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 2.1: Improve customer service and communications.

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.
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.

### **DESCRIPTION:**

Arguello Boulevard is an active and important connection through the Inner Richmond District. The Arguello corridor carries thousands of San Francisco residents every day, whether they are walking to Rossi Playground or Roosevelt Middle School, taking the 33 Ashbury line, biking to the Golden Gate

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Bridge, or driving to the Clement Street commercial corridor. Arguello connects the two largest parks in San Francisco, The Presidio and Golden Gate Park, and is a main recreational thoroughfare for people walking and biking through the Inner Richmond.

### Near-term Improvements

The SFMTA Project team made the decision to move forward with a near-term phase of the project in order to quickly install safety upgrades in advance of the planned Public Works paving project set for late 2017. The SFMTA Board approved the near-term phase of the Arguello Boulevard Safety Project in August 2016 and the SFMTA implemented the paint-only near term improvements in September 2016. These near-term improvements include:

1. Painted pedestrian islands and center medians on Arguello Boulevard between Cabrillo Street and Golden Gate Avenue;
2. Painted buffer zone alongside the existing bike lane on Arguello;
3. Removal of parking spaces in advance of crosswalks to promote pedestrian visibility
4. Green Paint treatments to visually accentuate the bike lane and reduce double parking;
5. New continental crosswalks;
6. No Left Turn for southbound vehicles turning left onto McAllister Street.

### Long-term Improvements

The proposed long-term improvements will upgrade the sidewalks and signals on Arguello and replace painted treatments from the near-term phase with raised concrete islands and medians. The long-term project elements are listed below:

1. **Concrete pedestrian refuge islands:** Replace the painted pedestrian refuge islands at the intersections of Arguello/Cabrillo, Arguello/McAllister, and Arguello/Golden Gate with raised concrete pedestrian refuge islands.
2. **Concrete center median:** Replace the painted median on Arguello Boulevard between McAllister Street and Cabrillo Street with a raised concrete median.
3. **Install Rapid Rectangular Flashing Beacon (RRFB):** Install an RRFB at the north-side crosswalk at the intersection of Arguello/Cabrillo.
4. **Enlarge/reconfigure floating bus-boarding island:** Expand the bus-boarding island at the Northwest corner of the intersection of Arguello/Balboa to reduce pedestrian crossing distance and allow for regulation-sized bus zone.
5. **Extend Turk Street bike lane:** Extend the bike lane on westbound Turk Street to reach all the way to Arguello Boulevard (bike lane currently disappears 200 feet east of Arguello).

These long-term Improvements require the following parking and traffic modifications:

- A. ESTABLISH – MEDIAN ISLAND - Arguello Boulevard, from south-side crosswalk at McAllister Street to 58 feet northerly (6-foot wide center median); Arguello Boulevard, from south-side crosswalk at McAllister Street to 20 feet southerly (6-foot wide pedestrian refuge island); Arguello Boulevard, from north-side crosswalk at Cabrillo Street to 20 feet northerly (6-foot wide pedestrian refuge island); Arguello Boulevard, from south-side crosswalk at

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- Golden Gate Avenue to 20 feet southerly (6-foot wide pedestrian refuge island)
- B. ESTABLISH – SIDEWALK WIDENING - Arguello Boulevard, west side, from Cabrillo Street to 23 feet northerly (6 foot wide corner bulbout)
  - C. ESTABLISH – SIDEWALK WIDENING AND NO PARKING ANYTIME - Cabrillo Street, north side, from Arguello Boulevard to 23 feet westerly (removes 1 unmetered parking space, bulbout); Arguello Boulevard, east side, from north-side crosswalk at Cabrillo Street to 23 feet northerly (6-foot wide bulbout); Arguello Boulevard, east side, from north-side crosswalk at Cabrillo Street to 23 feet southerly (6-foot wide bulbout)
  - D. ESTABLISH – RAPID RECTANGULAR FLASHING BEACON - Arguello Boulevard at Cabrillo Street, north-side crosswalk (RRFB two-way beacon on center median island in north-side crosswalk, RRFB one-way beacons on east and west sides of north-side crosswalk)
  - E. ESTABLISH – RED ZONE - Arguello Boulevard, west side, from Cabrillo Street to 21 feet southerly (removes 1 unmetered parking space, daylighting and truck turn accommodation)
  - F. RESCIND – MEDIAN ISLAND - Turk Street, from Arguello Boulevard to 20 feet easterly (lane reconfiguration, bike lane extension)
  - G. ESTABLISH – CLASS II BIKE LANE - Turk Street, westbound, from 200 feet east of Arguello Boulevard to Arguello Boulevard

## STAKEHOLDER ENGAGEMENT

In 2014, the SFMTA held a Bicycle Spot Improvement workshop with the San Francisco Bicycle Coalition that was aimed at improving safety for people on bikes when riding to and from Golden Gate Park. This led to a walkthrough with community stakeholders to identify bicycle and pedestrian safety improvement needs for Arguello Boulevard. Subsequently, the Arguello Boulevard corridor was designated as a Cyclist High Injury Corridor by the San Francisco Department of Public Health and was identified by the San Francisco Bicycle Strategy as a priority corridor for improvements. In March 2015, District 1 Supervisor Eric Mar granted the SFMTA funding from the Neighborhood Transportation Improvement Program (NTIP), a program administered by the San Francisco County Transportation Authority to fund community-based neighborhood-scale planning efforts. This grant funded a public outreach and design process to plan for safety improvements to Arguello Boulevard – the Arguello Boulevard Safety Project.

The Arguello Boulevard Safety Project conducted a comprehensive community engagement process to meet the safety goals of the project and the community-based planning vision of the NTIP Program. After developing designs to address the key safety challenges of the corridor, the project team held two community walkthroughs open to all members of the public to illustrate the proposals in the field and to gather additional feedback on areas of concern. Additionally, the project was extensively vetted with internal SFMTA groups, committees, and divisions. The paint-only, near-term elements of the Project were brought before the public at an SFMTA Engineering Public Hearing on June 17, 2016 where the Public Hearing Officer recommended that the Project move forward for SFMTA Board approval. The near-term elements of the project were approved by the Board on August 26, 2016. The SFMTA implemented these improvements in September 2016, working with the community to ensure a smooth construction process and transition. The long-term elements of the project were brought before the public at an SFMTA Engineering Public Hearing on September 30, 2016 where the Public Hearing Officer again recommended that the Project move

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forward. All public comments at the September 30<sup>th</sup> Public Hearing were made in favor of the project and the public has overall been supportive of the proposed safety measures. The table below lists the various meetings and interactions undertaken by the project team and the dates for each event.

*TABLE 1: Arguello Boulevard Safety Project Stakeholder Engagement*

<b>Meeting/Interaction</b>	<b>Date</b>
Livable Streets Community Walkthrough with D1 Supervisor Mar's Office	Early 2014
Livable Streets Community Workshop with SFBC – Golden Gate Park access	Late 2014
Project Briefing with D1 Supervisor Eric Mar	July 7, 2015
Project Briefing with Internal SFTMA Committees/Divisions	Nov 2015 – May 2016
Project Briefing with D2 Supervisor Mark Farrell	Nov 18, 2015
<b>Community Walkthrough #1 with Arguello Blvd. stakeholders</b>	<b>Jan 28, 2016</b>
PreStaff/TASC – Internal SFMTA review meetings	May 3, 2016
<b>Community Walkthrough #2 with Arguello Blvd Stakeholders</b>	<b>May 25, 2016</b>
SFMTA Engineering Public Hearing (near term improvements)	June 17, 2016
SFMTA Board Meeting (near-term improvements)	August 16, 2016
SFMTA Engineering Public Hearing (long-term improvements)	September 30, 2016

**ALTERNATIVES CONSIDERED**

The Arguello Boulevard Project Team considered many alternate designs and corridor plans during the design phase of the project, with an initial expectation of including a protected bikeway option. The alternatives that were examined included designs for a parking-protected curbside cycletrack on Arguello Boulevard and a center-running cycletrack for Arguello Boulevard. Arguello Boulevard is a complex corridor that sits at the nexus of two conflicting street grids, exhibits a wide variety of commercial, residential, and civic uses, and contains a multitude of private driveways along the length of the street. The project team eliminated both the curbside cycletrack and center-running cycletrack options for this corridor due to engineering challenges related to these and other elements. After a careful review of existing conditions and city standard design guidelines, the project team determined that these cycletrack treatments were infeasible on the Arguello Boulevard corridor.

This project also considered several signal upgrades and turning lane reconfigurations that were deemed infeasible due to right-of-way restrictions or impacts to other modes of travel. One such alternative that was considered was a new left-turn pocket and left-turn signal for eastbound vehicles on Fulton Street turning left onto Arguello Boulevard. This alternative was deemed infeasible due to engineering restrictions on lateral transitions. The project team opted to install a “lagging left turn” arrow at this location, along with other improvements, to respond to community concerns about this left-turn movement.

A “no-build” option was considered but rejected because of the status of this corridor as a Cyclist

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High Injury Corridor.

**FUNDING IMPACT**

Planning for this project was funded with a grant of District 1 Neighborhood Transportation Improvement Program (NTIP) Planning funding. Implementation of near-term painted improvements were funded with a grant of District 1 NTIP Capital funding. Funding for construction of long-term improvements will be funded with Prop B Population Based funds. This project is fully funded and is composed of the following sources and amounts:

1. Prop K NTIP Planning: \$100,000
2. Prop K NTIP Capital (near-term improvements): \$188,931
3. Prop B Construction (long-term improvements): \$287,681

**ENVIRONMENTAL REVIEW**

The proposed Arguello Boulevard Safety Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for minor alteration of existing public facilities and minor public alterations in the condition of the land, as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304.

On May 19, 2016, the Planning Department determined (Case Number 2016-006612ENV) that the proposed Arguello Boulevard Safety Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304. On September 27, 2016, the Planning Department determined that the long-term improvements did not constitute a substantial modification and no further environmental review is necessary.

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 is incorporated herein by reference.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney's Office has reviewed this item. No other approvals are necessary.

**RECOMMENDATION**

SFMTA staff recommends that the SFMTA Board of Directors approve the long-term parking and traffic modifications associated with the Arguello Boulevard Safety Project.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is the project sponsor of the Arguello Boulevard Safety Project with the goal of improving safety on Arguello Boulevard for people walking and riding bikes; and,

WHEREAS, Arguello Boulevard between Fulton Street and Sacramento Street is designated a Cyclist High Injury Corridor by the San Francisco Department of Public Health and the Arguello Boulevard Safety Project supports the City's Vision Zero Goal of eliminating all traffic fatalities in San Francisco by 2024; and,

WHEREAS, The SFMTA conducted a comprehensive public outreach process for the Arguello Boulevard Safety Project, including holding two community walkthroughs, multiple stakeholder interviews, and meetings with local business and schools; and,

WHEREAS, Based on community input and an analysis of collision records and conditions in the field, SFMTA staff have proposed the following long-term parking and traffic modifications associated with the Arguello Boulevard Safety Project:

- A. ESTABLISH – MEDIAN ISLAND - Arguello Boulevard, from south-side crosswalk at McAllister Street to 58 feet northerly (6-foot wide center median); Arguello Boulevard, from south-side crosswalk at McAllister Street to 20 feet southerly (6-foot wide pedestrian refuge island); Arguello Boulevard, from north-side crosswalk at Cabrillo Street to 20 feet northerly (6-foot wide pedestrian refuge island); Arguello Boulevard, from south-side crosswalk at Golden Gate Avenue to 20 feet southerly (6-foot wide pedestrian refuge island)
- B. ESTABLISH – SIDEWALK WIDENING - Arguello Boulevard, west side, from Cabrillo Street to 23 feet northerly (6 foot wide corner bulbout)
- C. ESTABLISH – SIDEWALK WIDENING AND NO PARKING ANYTIME - Cabrillo Street, north side, from Arguello Boulevard to 23 feet westerly (removes 1 unmetered parking space, bulbout); Arguello Boulevard, east side, from north-side crosswalk at Cabrillo Street to 23 feet northerly (6-foot wide bulbout); Arguello Boulevard, east side, from north-side crosswalk at Cabrillo Street to 23 feet southerly (6-foot wide bulbout)
- D. ESTABLISH – RAPID RECTANGULAR FLASHING BEACON - Arguello Boulevard at Cabrillo Street, north-side crosswalk (RRFB two-way beacon on center median island in north-side crosswalk, RRFB one-way beacons on east and west sides of north-side crosswalk)
- E. ESTABLISH – RED ZONE - Arguello Boulevard, west side, from Cabrillo Street to 21 feet southerly (removes 1 unmetered parking space, daylighting and truck turn accommodation)
- F. RESCIND – MEDIAN ISLAND - Turk Street, from Arguello Boulevard to 20 feet easterly (lane reconfiguration, bike lane extension)
- G. ESTABLISH – CLASS II BIKE LANE - Turk Street, westbound, from 200 feet east of

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Arguello Boulevard to Arguello Boulevard; and,

WHEREAS, The proposed Arguello Boulevard Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for minor alteration of existing public facilities and minor public alterations in the condition of the land as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304; and,

WHEREAS, On May 19, 2016, the Planning Department determined (Case Number 2016-006612ENV) that the proposed Arguello Boulevard Safety Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304. On September 27, 2016, the Planning Department determined that the long-term improvements did not constitute a substantial modification and no further environmental review is necessary.

WHEREAS, A copy of the CEQA determination (Case Number 2016-006612ENV) 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 are incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed Arguello Boulevard Safety Project near- and long-term improvements via two open community meetings and was given the opportunity to comment on near-term modifications through an SFMTA Engineering Public Hearing on June 17, 2016; and,

WHEREAS, The SFMTA Board approved the near-term improvements for the Arguello Boulevard Safety Project at the August 16, 2016 SFMTA Board Meeting and the SFMTA implemented the paint-only improvements in September 2016, working with the community to ensure a smooth transition; and,

WHEREAS, The public was given the chance to comment on the long-term improvements for Arguello Boulevard Safety Project at an SFMTA Engineering Public Hearing on September 30, 2016; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the long-term parking and traffic modifications associated with the Arguello Boulevard Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 3, 2017.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency