

THIS PRINT COVERS CALENDAR ITEM NO.: 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various traffic and parking modifications on Bay Street between Fillmore Street and Laguna Street to improve the safety and comfort of walking and bicycling and encourage motorists to travel at a lower rate of speed through the project area. These modifications are a result of further refinements to the project design since it was initially approved on November 11, 2013.

SUMMARY:

- The SFMTA project area has received several public requests for pedestrian safety and traffic calming improvements. The segment of Bay Street where these improvements will be installed is adjacent to Marina Middle School, Moscone Recreation Center and Park, Fort Mason and assisted living facilities.
- Bay Street in the project area will be paved.
- The proposed modifications will result in the gain of two on-street parking spaces and the increase of blue zone accessible parking spaces from zero to three.
- The SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.

ENCLOSURES:

1. SFMTAB Resolution
2. Bay Street Road Diet Project Overview
3. Bay Street Road Diet Project Cross-Section Graphic

APPROVALS:

DATE

DIRECTOR _____ 10/23/14

SECRETARY _____ 10/23/14

ASSIGNED SFMTAB CALENDAR DATE: November 4, 2014

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PURPOSE

Approving various traffic and parking modifications on Bay Street between Fillmore Street and Laguna Street to improve the safety and comfort of walking and bicycling and encourage motorists to travel at a lower rate of speed through the project area. These modifications are a result of further refinements to the project design since it was initially approved on November 11, 2013.

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.
 - Objective 2.4: Improve parking utilization and manage parking demand.

DESCRIPTION

On November 11, 2013, the SFMTA Board approved the following traffic and parking modifications on Bay Street:

- A. RESCIND – PARALLEL PARKING
ESTABLISH – BACK-IN DIAGONAL 45-DEGREE ANGLED PARKING
Bay Street, south side, from 75 feet east of Fillmore Street to Webster Street
Bay Street, south side, from Webster to Buchanan Streets
Bay Street, south side, from Buchanan Street to 130 feet west of Laguna Street
- B. ESTABLISH – NO PARKING ANYTIME
Bay Street, south side, at Webster Street, between the eastern and western crosswalks (removes parking at the stem of this T-intersection, approximately 39 feet)
Bay Street, south side, at Buchanan Street, between the eastern and western crosswalks (removes parking at the stem of this T-intersection, approximately 39 feet)
- C. ESTABLISH – TOW-AWAY NO PARKING ANYTIME
Bay Street, south side, from 75 feet to 175 feet east of Fillmore Street (100 feet)
Bay Street, south side, from Laguna Street feet to 130 feet westerly (130 feet)
- D. ESTABLISH – RIGHT LANE MUST TURN RIGHT
Cervantes Boulevard, eastbound, at Fillmore Street
- E. ESTABLISH – BLUE ZONES
Bay Street, south side, from 29 feet to 54 feet east of Webster Street
Bay Street south side, from Buchanan Street to 20 feet easterly
Laguna Street, west side, from 10 feet to 30 feet south of Bay Street
- F. ESTABLISH – CLASS III BIKEWAY
Laguna Street, between Bay and Francisco Streets, both directions

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Following the November 11th SFMTA Board meeting, SFMTA staff reviewed the proposed design and recommended that a speed hump and other traffic calming improvements on Bay Street be implemented. Currently, Bay Street is an 80-foot wide, four-lane street with a center turn lane and Class II bicycle lanes. This segment of Bay Street is adjacent to Marina Middle School, Moscone Recreation Center and Park, Fort Mason and assisted living facilities. The proposed project would reconfigure the existing roadway to reduce the width of Bay Street through lane striping, painted buffers, and on-street parking reconfiguration.

The proposed project includes a “road diet,” to reduce Bay Street from two travel lanes in each direction to one travel lane in each direction between Fillmore and Laguna streets, considerably reducing the crosswalk distance crossed by pedestrians. Westbound Bay Street would be reconfigured to include one traffic lane, a bicycle lane with a painted buffer, and a parking lane. The existing center turn lane would remain. In the eastbound direction, Bay Street would be reconfigured to include one traffic lane, a back-in angled parking lane, a painted buffer, and a bicycle lane. The eastbound bicycle lane would be adjacent to the curb with a painted buffer space between the bikeway and the back-in angled parking lane. Back-in angled parking is SFMTA’s current standard when installing angled parking. The eastbound bicycle lane would be a cycle track, protected by angled-parking from motor traffic. The westbound bicycle lane will be a buffered bicycle lane.

This segment of Bay Street has a posted speed limit of 25 MPH. SFMTA’s engineering and traffic survey found that the 85th percentile speed of motor vehicles was 33.2 MPH for westbound traffic and 34.3 MPH for eastbound traffic. As a result, a speed hump is being proposed on Bay Street between Buchanan and Webster streets to reduce speeding.

The net parking change proposed is the addition of two on-street parking spaces. Parking is proposed to be restricted in front of all pedestrian crossings to improve visibility between motorists and pedestrians. There is currently an uncontrolled crossing at Buchanan Street. To improve access, three additional blue zones are proposed for this project.

In addition, the proposed project would add painted shared roadway bicycle markings or “sharrows” in both northbound and southbound directions of Laguna Street between Bay Street and Francisco Street, connecting the existing Class II bicycle lanes on Bay Street with existing bicycle facilities on Francisco Street. The sharrows on westbound Bay Street between Octavia and Laguna streets will be removed. A 30’ bike lane will be added on Cervantes Boulevard approaching Fillmore Street, which would connect to the eastbound Class II bike lane on Bay Street.

ITEMS FOR APPROVAL TO SUPPORT THE PROJECT:

- A. ESTABLISH – SPEED HUMP
Bay Street, between Buchanan Street and Webster Street
- B. ESTABLISH – RED ZONE
Bay Street, south side, from Buchanan Street to 25 feet easterly
- C. ESTABLISH – TOW-AWAY NO PARKING ANYTIME
Bay Street, south side, from Fillmore Street to 80 feet easterly

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D. ESTABLISH – PARALLEL PARKING

Bay Street, south side, from 80 feet to 163 feet east of Fillmore Street (83 feet)

Bay Street, north side, from 30 feet to 63 feet east of Fillmore Street (33 feet)

E. ESTABLISH – BIKE LANE

Cervantes Boulevard, eastbound, from Fillmore Street to 30 feet westerly

F. RESCIND – CLASS III BIKE ROUTE

Bay Street, both directions, from Laguna Street to Octavia Street

ALTERNATIVES CONSIDERED

Four alternatives were considered.

- Option 1: No project.
- Option 2: remove the center two-way left turn lane and reallocated that space as buffer space for the bikeways. This option also included a parking-separated bikeway on the south side of Bay Street.
- Option 3: remove the center two-way left turn lane and an eastbound travel lane. This option included back-in angled parking as well as buffer space adjacent to the bikeways.
- Option 4: our proposed design, removes a travel lane in each direction. This option includes back-in angled parking as well as buffer space adjacent to the bikeways.

Option 4 was selected because it narrows the roadway, which should reduce speeding and improve pedestrian safety by shortening the crossing distance. Slowing speeds and improving safety by narrowing the roadway is especially important given the nearby school, park, and assisted living facility. Option 4 also enhances the existing bikeway to make it more comfortable for people with a variety of bicycle comfort levels by providing a higher degree of separation from moving traffic.

PUBLIC OUTREACH

On November 11, 2013, the SFMTA Board of Directors approved the traffic changes indicated above. Because SFMTA staff recommended that a speed hump be installed after this meeting, speed hump ballots were mailed on November 22, 2013, to the fronting properties on Bay Street between Laguna Street and Webster Street. The returned ballots showed a majority approval of the proposed speed hump. In addition, the Recreation and Park Department reviewed the revised project details, and approved the speed hump and additional roadway changes.

On August 8, 2014, SFMTA emailed project stakeholders including local residents, Heritage on the Marina, the San Francisco Recreation and Park Department, the Marina Middle School, the Marina Branch Library, and Supervisor Mark Farrell's office to update them on the design changes and inform them of the scheduled August 15th public hearing. On August 15, 2014, a public hearing was held on the revised project details, and three members of the public commented on the proposed changes. All spoke in favor of the proposed project.

FUNDING IMPACT

This project is primarily funded by Proposition B, Road Repaving and Street Safety Bond, funds and will be implemented in coordination with the repaving of Bay Street. Additional project funding is provided by SFMTA Transportation and Street Infrastructure Program.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The proposed traffic modifications are subject to environmental review under the California Environmental Quality Act (CEQA). On June 10, 2014, the Planning Department issued a Modification for the Bay Street Road Diet Project (Case No. 2013.0613E) which concluded that the proposed modification was not a substantial modification to the original project and no additional environmental review was required.

The Planning Department's determination is on file with the Secretary to the SFMTA Board of Directors.

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

RECOMMENDATION

SFMTA staff recommends approval of the proposed traffic and parking modifications, listed in Items A-F above, for Bay Street between Fillmore Street and Laguna 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. ESTABLISH – SPEED HUMP - Bay Street, between Buchanan Street and Webster Street
- B. ESTABLISH – RED ZONE - Bay Street, south side, from Buchanan Street to 25 feet easterly
- C. ESTABLISH – TOW-AWAY NO PARKING ANYTIME -Bay Street, south side, from Fillmore Street to 80 feet easterly
- D. ESTABLISH – PARALLEL PARKING -Bay Street, south side, from 80 feet to 163 feet east of Fillmore Street (83 feet) and Bay Street, north side, from 30 feet to 63 feet east of Fillmore Street (33 feet)
- E. ESTABLISH – BIKE LANE - Cervantes Boulevard, eastbound, from Fillmore Street to 30 feet westerly
- F. RESCIND – CLASS III BIKE ROUTE -Bay Street, both directions, from Laguna Street to Octavia Street

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

WHEREAS, On June 10, 2014, the Planning Department issued a Modification for the Bay Street Road Diet Project (Case No. 2013.0613E) which concluded that the proposed modification was not a substantial modification to the original project and no additional environmental review was required; and,

WHEREAS, A copy of the San Francisco Planning Department’s determinations are on file with the Secretary to the SFMTA Board of Directors; and,

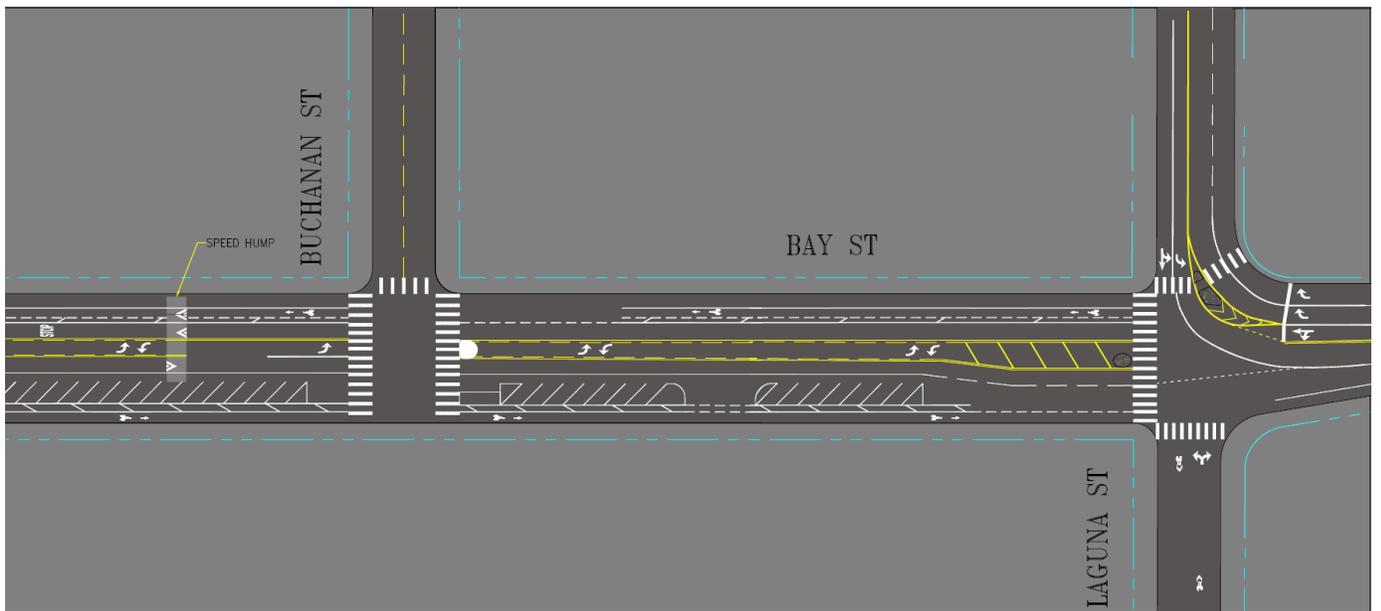
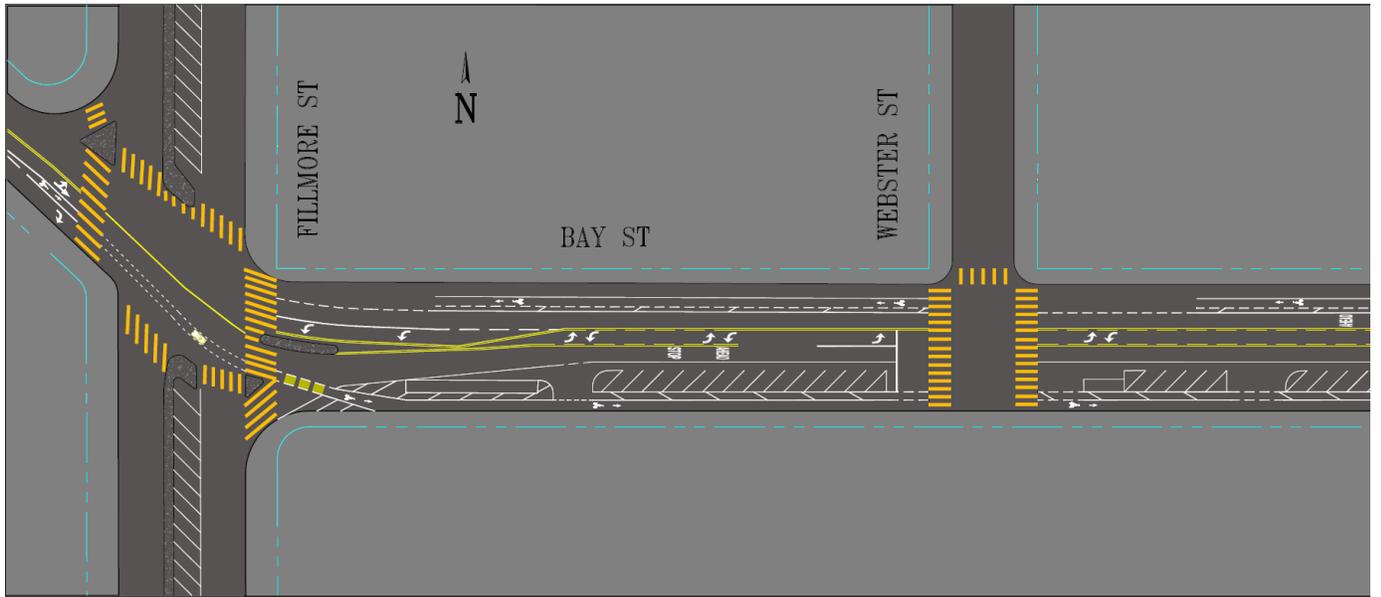
WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic and parking modifications, set forth in items A through F, for Bay Street between Fillmore Street and Laguna Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 4, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Attachment A – Bay Street Road Diet Project Overview



Attachment B – Bay Street Road Diet Project Cross-Section Graphic

