

**THIS PRINT COVERS CALENDAR ITEM NO. : 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving various bicycle, parking and traffic modifications associated with the Folsom Street 11th to 13th Streets Bike Lane Gap Closure Project. This project that will improve safety on Folsom Street between 11th and 13th Streets for people walking, biking, and taking transit.



**SUMMARY:**

- The project was initiated to fill in a gap in the City’s bicycle lane network. Bicycle lanes existing on both ends of the project limits.
- The project team reached out to businesses to identify concerns and showed this proposal to the public at four public meetings.
- The final design includes buffered bike lanes on Folsom Street between 11th and 13th Streets, with one block-face of parking-protected bike lanes on the south side of Folsom Street between 11th and 12th Streets.
- This project will remove one lane of north/eastbound traffic to accommodate this design.
- This proposal will remove 12 out of 40 parking spaces within the project limits.
- The Planning Department has determined that the proposed project is categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution

**APPROVALS:**

		<b>DATE</b>
DIRECTOR	 _____	10/6/2017 _____
SECRETARY	 _____	10/5/2017 _____

**ASSIGNED SFMTAB CALENDAR DATE:** October 17, 2017

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### **PURPOSE**

Approval of various bicycle, parking and traffic modifications associated with the Folsom Street 11th to 13th Streets Bike Lane Gap Closure Project, a project designed to improve safety for people biking and walking on Folsom Street between 11th and 13th Streets.

### **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, 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 2.3: Increase use of all non-private auto modes.
- Goal 3 – Improve the environment and quality of life in San Francisco
  - Objective 3.4: Deliver services efficiently.

### **DESCRIPTION**

Folsom Street between 11th and 13th Streets is on the High Injury Corridor. There have been five reported bicycle-related and 6 reported pedestrian-related collisions in this two block corridor in the last five years. This project supports the City's Vision Zero goal of eliminating traffic fatalities in San Francisco.

Folsom Street between 11th and 13th Streets is an active and important connection between the Mission District and the South of Market Area. Folsom Street is a two way street with bicycle lanes in both directions between 13th Street and 24th Street. No southbound bike lane exists north of 13th Street, but the northbound bike lane continues east on Folsom Street. Folsom Street becomes an eastbound one-way street at 11th Street with a bicycle lane. East of 11th Street, Folsom Street is slated to receive comprehensive bike lane and streetscape upgrades as part of Folsom-Howard Streetscape Project. While these two projects are adjacent to one another, if approved, this project would be implemented regardless of if or how the bicycle lane on Folsom east of 11th Street is upgraded. 11th Street is an important north-south bike route with bike lanes in both directions connecting Market Street with Potrero Avenue and Division Streets which lead to SF General Hospital and Caltrain respectively. 11th Street also serves as the continuation of the Howard Street bike lanes for bicyclists heading south as they use 11th Street to connect to Folsom Street.

The Folsom Street 11th to 13th Streets Bike Lane Gap Closure Project will close a gap in the bikeway network and connect two important bicycle routes. It will create a buffered bike lane in the west/southbound direction so that bicyclists will not need to share their space with moving cars and buses. In addition, the project will improve the north/eastbound bike lane by adding a buffer between 12th and 13th Streets and a parking protected bike lane between 11th and 12th Streets.

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The proposed Folsom Street Bike Lane Gap Closure Project extends from 11th to 13th Streets, and is adjacent to another proposed bicycle safety improvement project on Folsom Street between 5th and 11th Streets – the Folsom Near-Term Improvement pilot project. While the two projects are similar in nature in that they are proposing upgraded, buffered bicycle facilities on Folsom Street, they differ in several ways. The Folsom Bike Lane Gap Closure project is intended to not only fill a gap in existing bicycle facilities on Folsom Street, but to also provide a connection between important intersecting bicycle routes on 11th, 13th, and 14th Streets. Additionally, the Gap Closure project is intended as a permanent fixture to remain in place for the foreseeable future. Conversely, the Folsom Near-Term Improvement Project pilot is intended only as a temporary refinement of the current bicycle facility on Folsom Street east of 11th Street; the SFMTA will assess the pilot's proposed roadway configuration by collecting data on transit stops, loading zones, and turning vehicle conflicts. Finally, each project is designed to operate within the existing bicycle and roadway network independent of whether either is finally implemented by SFMTA; bicyclists would transition to existing alternate bicycle facilities when traveling through an intersection.

Regarding the proposed parking protected bikeway (also called separated bikeways), 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.

The proposed parking protected bikeway on Folsom Street between 11th and 12th Streets meets these three 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 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 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

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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 Folsom Street between 11th and 12th Streets 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 lanes 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.

Approximately 12 parking spaces will be lost out of the existing 40 spaces (about 30%).

The Folsom Street 11th to 13th Streets Bike Lane Gap Closure Project requires the following parking and traffic modifications:

- A. ESTABLISH - CLASS II BUFFERED BIKE LANE - Folsom Street, westbound, from 11th Street to 13th Street; and Folsom Street, eastbound, from 13th Street to 12th Street
- B. ESTABLISH - CLASS IV PROTECTED BIKE LANE - Folsom Street, eastbound, from 12th Street to 11th Street
- C. ESTABLISH - TOW AWAY NO STOPPING ANYTIME - Folsom Street, west side, from 13th Street to 135 feet northerly; and Folsom Street, south side, from 11th Street to 100 feet westerly
- D. ESTABLISH - RIGHT LANE MUST TURN RIGHT (EXCEPT BICYCLES) - Folsom Street, north side, from 12th Street to 105 feet easterly
- E. ESTABLISH - NO PARKING ANYTIME - Folsom Street, north side, from 12th Street to 80 feet west of 11th Street

## **STAKEHOLDER ENGAGEMENT**

In May 2017, SFMTA staff went door-to-door to businesses on Folsom Street to ask about their loading needs. Concerns expressed included need to load goods/products, passenger loading, and loss of parking. To accommodate those concerns, the SFMTA staff will not remove any existing loading zones and will propose changes to the parking in the area such as new yellow loading zones and white passenger loading zones. These color curb changes can be managed administratively, and SFMTA staff will coordinate their implementation with our bike lane installation so that they are installed at the same time.

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Other large SFMTA projects (Folsom-Howard Streetscape Project, 11th Street Bike Lanes Project) in the vicinity of Western SoMa held several outreach meetings in the 2017, which proved to be a good way to get the message out about this project to connect these two blocks to the existing bike lanes. The project team presented this proposal at all the Folsom-Howard Streetscape Project public meetings on April 27, April 29, July 13, and July 15 of this year. For the latter two meetings, the SFMTA installed about 13 meeting posters on streetlight poles, and mailed out meeting postcards to all the addresses in this two block section of Folsom Street. Staff showed the recommended detailed design of the project, including parking changes. The primary public comment from these meetings was why SFMTA staff was not proposing a parking protected bike lane along the entire route.

The Project was brought before the public at an SFMTA Engineering Public Hearing on August 4, 2017 where no comments were made, so it was moved forward for SFMTA Board Approval.

## **ALTERNATIVES CONSIDERED**

Another option that was proposed was to have a parking protected bike lane along the entire two-block stretch of Folsom Street between 11th and 13th Streets. This option would have a parking protected bike lane on the south side between 12th and 13th Streets to connect with a future proposed parking protected bike lane from 12th to 2nd Streets. The project team did not recommend this due to the large number of driveways on this block, coupled with the minimum spacing required for visibility at driveways. With these two factors taken together, a parking protected bike lane would only contain space for two parked cars within the 310 feet of available curb length for parking. SFMTA staff did not feel this warranted the removal of 70% of parking on these blocks.

## **FUNDING IMPACT**

This project is fully funded in the amount of \$115,500. The Planning and Construction Phases for this project is being funded with 2014 Proposition B Population Growth Funds. These local funds are additional annual contributions to the SFMTA budget based on the annual population increase in the City. Funding is composed of the following sources and amounts:

1. Planning Funding: \$36,000
2. Construction Funding: \$79,500

## **ENVIRONMENTAL REVIEW**

The proposed Folsom Street: 11th to 13th Streets Bike Lane Gap Closure Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for the operation, repair, maintenance, or minor alteration of existing public facilities, as well as 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.

On September 18, 2017, the Planning Department determined (Case Number 2017-006586ENV) that the proposed Folsom Street: 11th to 13th Streets Bike Lane Gap Closure is categorically exempt from

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environmental review as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304.

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31. 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 bicycle, parking and traffic modifications, as set forth in Items A through E above, associated with the Folsom Street 11th to 13th Streets Bike Lane Gap Closure 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 Folsom Street 11th to 13th Streets Bike Lane Gap Closure Project (Project) with the goal of improving safety on Folsom Street for people walking and riding bikes; and,

WHEREAS, Folsom Street between 11th and 13th Street is designated a High Injury Corridor by the San Francisco Department of Public Health and the Project supports the City's Vision Zero Goal of eliminating all traffic fatalities in San Francisco; and,

WHEREAS, The Livable Streets Subdivision of the SFMTA conducted a comprehensive public outreach process for the Project, including presentations at four community open houses and a loading zone survey of the businesses; and,

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

- A. ESTABLISH - CLASS II BUFFERED BIKE LANE - Folsom Street, westbound, from 11th Street to 13th Street; and Folsom Street, eastbound, from 13th Street to 12th Street
- B. ESTABLISH - CLASS IV PROTECTED BIKE LANE - Folsom Street, eastbound, from 12th Street to 11th Street
- C. ESTABLISH - TOW AWAY NO STOPPING ANYTIME - Folsom Street, west side, from 13th Street to 135 feet northerly; and Folsom Street, south side, from 11th Street to 100 feet westerly
- D. ESTABLISH - RIGHT LANE MUST TURN RIGHT (EXCEPT BICYCLES) - Folsom Street, north side, from 12th Street to 105 feet easterly
- E. ESTABLISH - NO PARKING ANYTIME - Folsom Street, north side, from 12th Street to 80 feet west of 11th Street

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

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

WHEREAS, On September 18, 2017, the Planning Department determined that the proposed Project is categorically exempt from environmental review, pursuant to Title 14 of the California Code of Regulations Sections 15301 and 15304; and,

WHEREAS, 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 is incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed modifications via five open community meetings 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 bicycle, parking and traffic modifications, as set forth in Items A-E above, associated with the Folsom Street 11th to 13th Streets Bike Lane Gap Closure Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 17, 2017.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency