

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving and making environmental findings for various traffic and parking modifications for the Polk Street Northbound Separated Bikeway Project.

SUMMARY:

- The Polk Street Northbound Separated Bikeway Project will implement improvements for bicyclists by: installing a Class I bicycle facility that is separated from vehicular traffic by a median on Polk Street between Market Street and Grove Street; and installing a Class II bicycle facility on Polk Street between Grove Street and McAllister Street.

ENCLOSURES:

A. SFMTAB Resolution

APPROVALS:

DATE

DIRECTOR _____ 8/26/13

SECRETARY _____ 8/26/13

ASSIGNED SFMTAB CALENDAR DATE: September 3, 2013

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PURPOSE

To approve and make environmental findings for various traffic and parking modifications for the Polk Street Northbound Separated Bikeway Project.

GOAL

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

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

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

DESCRIPTION

Currently, Polk Street between Grove and Market Streets is one-way southbound. Based on bicycle counts, the SFMTA has observed cyclists riding northbound on the sidewalk to reach the two-way section of Polk Street, north of Grove Street. This project would add a northbound Class I bikeway on Polk Street between Market and Grove Streets. The bikeway would be separated from traffic with a landscaped median.

From Market Street, eastbound bicyclists would enter the new northbound Polk Street bikeway by using a left-turn bicycle box near the southwest corner of 10th and Market Streets (adjacent to the eastside crosswalk). To cross Market Street and enter the northbound Polk Street bikeway, bicyclists would wait for a green indication from a new bicycle signal at this existing, signalized intersection. Similarly, bicycle signals also would be installed at Polk and Hayes Streets and Polk and Grove Streets to regulate northbound bicycle traffic across those intersections.

As part of this project, the SFMTA would make several additional bicycle improvements in the project area. The improvements include widening the existing bicycle lane cut-through (near 1 Polk Street) between Polk and Fell Streets for southbound cyclists. Pedestrian curb ramps across this cut-through would be upgraded to the latest ADA standards. In addition, the north crosswalk at the intersection of Polk, Fell, and Market Streets would be widened in the vicinity of the median and new curb ramps would be installed.

The 2009 Bicycle Plan Final Environmental Impact Report (“FEIR”) analyzed impacts of a bicycle lane on Polk Street from Market Street to McAllister in Project 3-4, and in June 2009, in Resolution 09-106, the SFMTA Board adopted traffic changes necessary to implement the bicycle improvements from Grove Street to McAllister Street. However, traffic changes have not been adopted by the SFMTA Board for the segment from Market Street to Grove Street. Since adoption of the Bicycle Plan EIR, SFMTA staff has made minor modifications to the previously analyzed bikeway design on Polk Street between Market Street and Grove Street. These changes include the addition of a left-turn bicycle box at Market Street; the removal of parking and a blue zone on the west side of Polk Street between Hayes and Market Streets; the removal of parking on the east side of Polk Street between Hayes and Grove Streets; and the establishment of parking and a blue zone on the west side of Polk Street between Lech Walesa and Hayes Street. The net result of these parking changes is a loss of 10 spaces.

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In addition, this project would establish no left turn except Muni and taxis from southbound Polk Street onto Market Street. These minor changes were reviewed by the San Francisco Planning Department under the California Environmental Quality Act (“CEQA”). In a note to the file dated July 18, 2013, the Planning Department determined that no additional environmental review was necessary beyond the analysis in the Bicycle Plan EIR and note to file.

ALTERNATIVES CONSIDERED

The 2009 San Francisco Bicycle Plan FEIR analyzed the environmental impacts of a median separated northbound bicycle lane (Option 1), and a two-way street with sharrows (Option 2) for the segment of Polk Street between Market and Grove Streets in Near-term Project 3-4. Option 1 was selected because, unlike the use of sharrows, it provides a continuous and separated bicycle facility on Polk Street for northbound cyclists. This project provides a vital gap closure for cyclists accessing Polk Street from the South of Market Area.

PUBLIC OUTREACH

Staff contacted fronting businesses on Polk Street to share project details and solicit feedback. Staff also met with representatives from Fox Plaza, Bill Graham Civic Auditorium, and Argenta – 1 Polk Street. The response was generally supportive and the proposed changes passed public hearing without comment. This project also is supported by the SFBC and Muni transit operations.

FUNDING IMPACT

Funding for the design and construction phases of the bicycle facilities are provided by the Road Repaving & Street Safety Bond passed by voters as Proposition B in 2011 and the Metropolitan Transportation Commission/Transform’s Safe Routes to Transit grant.

RECOMMENDATION

SFMTA staff recommends approval of the traffic and bicycle modifications for the Polk Street Northbound Separated Bikeway Project.

ITEMS

- A. ESTABLISH – CLASS I BIKEWAY – Polk Street, northbound, from Market Street to Grove Street (existing vehicular traffic flows one-way southbound). **PH 8/2/13 Requested by SFMTA.**
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Polk Street, west side, from Hayes Street to Market Street (this rescinds parking meter spaces #9, #11, #13, #15, and one blue zone); and, Polk Street, east side, from Hayes Street to Grove Street (this rescinds parking meter spaces #104, #106, #108, #110, #112, #114, #116, #118, #120, #122 and #124). **PH 8/2/13 Requested by SFMTA.**
- C. RESCIND – TOW-AWAY NO STOPPING ANYTIME – Polk Street, west side, from Lech Walesa to Hayes Street (this establishes five metered parking spaces). **PH 8/2/13 Requested by SFMTA.**
- D. ESTABLISH – BLUE ZONE – Polk Street, west side, from Lech Walesa to 20 feet southerly. **PH 8/23/13 Requested by SFMTA.**
- E. ESTABLISH – NO LEFT TURN EXCEPT MUNI AND TAXIS – Polk Street, southbound, at Market Street (existing eastbound Market Street private vehicle traffic is required to turn right at the 10th/Polk/Market Streets intersection). **PH 8/2/13 Requested by SFMTA.**

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has identified a need for traffic and parking modifications as follows:

- A. ESTABLISH – CLASS I BIKEWAY – Polk Street, northbound, from Market Street to Grove Street (existing vehicular traffic flows one-way southbound).
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Polk Street, west side, from Hayes Street to Market Street (this rescinds parking meter spaces #9, #11, #13, #15, and one blue zone); and, Polk Street, east side, from Hayes Street to Grove Street (this rescinds parking meter spaces #104, #106, #108, #110, #112, #114, #116, #118, #120, #122 and #124).
- C. RESCIND – TOW-AWAY NO STOPPING ANYTIME – Polk Street, west side, from Lech Walesa to Hayes Street.
- D. ESTABLISH – BLUE ZONE – Polk Street, west side, from Lech Walesa to 20 feet southerly.
- E. ESTABLISH – NO LEFT TURN EXCEPT MUNI AND TAXIS – Polk Street, southbound, at Market Street (eastbound Market Street private vehicle traffic is already required to turn right at the 10th/Polk/Market Streets intersection).

WHEREAS, At its hearing on June 25, 2009, the Planning Commission certified by Motion No. 17912 a Final Environmental Impact Report ("FEIR") for the 2009 San Francisco Bicycle Plan, which included Project 3-4 Polk Street: Market Street to McAllister Street. The Planning Commission certified the FEIR pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) ("CEQA"), the CEQA Guidelines (14 Cal. Code Reg. Sections 15000 et seq.) and Chapter 31 of the Administrative Code, and the certification was affirmed by the San Francisco Board of Supervisors on July 15, 2009, in Board of Supervisors' Motion M09-136; and,

WHEREAS, On June 26, 2009, the San Francisco Municipal Transportation Agency Board of Directors adopted in Motion 09-105 the 2009 Bicycle Plan and made findings pursuant to CEQA; and,

WHEREAS, On May 7, 2013, the SFMTA Board of Directors in Resolution 13-054, re-adopted the 2009 Bicycle Plan and adopted modified findings, including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA. A copy of Resolution 13-054 is on file with the Secretary to the SFMTA Board of Directors and is incorporated in this Resolution by reference; and,

WHEREAS, On July 18, 2013, Planning Department staff in a Note to File determined that no additional environmental review was required for the traffic modifications contemplated herein, a copy of which is on file with the Secretary to the SFMTA Board of Directors and is incorporated in this Resolution by reference; and,

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

RESOLVED, That in accordance with the actions contemplated herein, the SFMTA Board has reviewed the FEIR and the Note to File, and adopts and incorporates by reference as though fully set forth herein the findings, including the statement of overriding considerations and mitigation monitoring and reporting program, adopted by the SFMTA Board of Directors in Resolution No. 13-054 on May 7, 2013, pursuant to CEQA; and, be it

FURTHER RESOLVED, Based upon this Board's review of the FEIR, and the Note to File dated July 18, 2013, the Board further finds these traffic and parking changes would not result in new significant impacts, require new or modified mitigation measures, or cause impacts of greater severity than previously reported in the Bicycle Plan EIR, and that no changes have occurred with respect to circumstances surrounding the original Polk Street: Market to McAllister Bicycle Lane project that would cause significant environmental impacts to which the proposed bikeway would contribute considerably, and no new information has been put forward which shows that the proposed Polk Street bikeway would cause significant environmental impacts; and, be it

FURTHER RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the following traffic and parking modifications for the Polk Street Northbound Separated Bikeway Project:

- A. ESTABLISH – CLASS I BIKEWAY – Polk Street, northbound, from Market Street to Grove Street (existing vehicular traffic flows one-way southbound).
- B. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME – Polk Street, west side, from Hayes Street to Market Street (this rescinds parking meter spaces #9, #11, #13, #15, and one blue zone); and, Polk Street, east side, from Hayes Street to Grove Street (this rescinds parking meter spaces #104, #106, #108, #110, #112, #114, #116, #118, #120, #122 and #124).
- C. RESCIND – TOW-AWAY NO STOPPING ANYTIME – Polk Street, west side, from Lech Walesa to Hayes Street.
- D. ESTABLISH – BLUE ZONE – Polk Street, west side, from Lech Walesa to 20 feet southerly.
- E. ESTABLISH – NO LEFT TURN EXCEPT MUNI AND TAXIS – Polk Street, southbound, at Market Street (eastbound Market Street private vehicle traffic is already required to turn right at the 10th/Polk/Market Streets intersection).

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 3, 2013.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency