San Francisco Planning

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Categorical Exemption Appeal

Page Street Bike Lane Pilot

DATE: January 21, 2020
TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Lisa Gibson, Environmental Review Officer, (415) 575-9032
Laura Lynch, laura.lynch@sfgov.org, (415) 575-9045
RE: Planning Record No. 2019-015182APL
Appeal of Categorical Exemption for Page Street Bike Lane Pilot
HEARING DATE: January 28, 2020
ATTACHMENT(S): A – Categorical Exemption Determination 10-31-2019[1]
B – Full Project Description Memo from SFMTA to Planning 10-30-2019

PROJECT SPONSOR: SFMTA, Mark Dreger, (415) 646-2719
APPELLANT: Mary Miles, Coalition for Adequate Review

DEPARTMENT'S RECOMMENDATION: Uphold the categorical exemption and deny the appeal.

INTRODUCTION

This memorandum and the attached documents are a response to the letter of appeal to the board of supervisors (the board) regarding the planning department's (the department) issuance of a categorical exemption under the California Environmental Quality Act (CEQA determination) for the proposed Page Street Bike Lane Pilot project.

The department, pursuant to Article 19 of the CEQA Guidelines, issued a categorical exemption (Attachment A) for the project on October 31, 2019 finding that the proposed project is exempt from the California Environmental Quality Act (CEQA) as a Class 6 categorical exemption. In addition to the exemption, a memorandum was prepared by the SFMTA (Attachment B) and reviewed by the department for the exemption determination.

The decision before the board is whether to uphold the department's decision to issue a categorical exemption and deny the appeal, or to overturn the department's decision to issue a categorical exemption and return the project to the department staff for additional environmental review.

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[1] The appellant included a rescinded version of the exemption determination dated September 6, 2019. Attachment A provides the correct exemption determination document, dated October 31, 2019. This is explained further below.

SITE DESCRIPTION AND EXISTING USE

The project study area is bound by Fell Street to the north; Market, Gough, and Otis streets to the south; Fillmore Street to the west; and Gough Street to the east. The project area centers on Page Street between Webster and Gough streets but also includes traffic modifications on the following street segments:

- Haight Street between (and at) Webster Street and Buchanan Street
- Webster Street between (and at) Page Street and Haight Street

PROJECT DESCRIPTION

The San Francisco Municipal Transportation Agency proposes the Page Street Bikeway Improvements Pilot Project. The project would involve a 12-month[2] pilot to study the effects of several traffic circulation changes to the study area. Construction associated with the project would primarily include re-striping travel lanes and the addition of signage. Below is a brief summary of the changes that the pilot would include:

- Prohibit vehicular traffic continuing east along Page Street at Webster Street by requiring right- or left-turns onto Webster Street;
- Prohibit Webster Street vehicular traffic from turning onto eastbound Page Street with northbound right-turn and southbound left-turn prohibitions;
- Prohibit vehicular traffic from continuing west along Page Street or turning left at Octavia Boulevard by requiring right-turns onto northbound Octavia Boulevard;
- Convert two-way Page Street in the one block between Octavia Boulevard and Laguna Street to one-way westbound for vehicles and relocate and protect the existing eastbound bikeway to along the south side of the street and install a new westbound bikeway along the north side of the street. This would also include prohibiting vehicular traffic from continuing east along Page Street at Laguna Street and prohibiting northbound right-turns and southbound left-turns from Laguna Street onto Page Street;
- Add a westbound bike lane on Page Street between Octavia Boulevard and Webster Street;
- Prohibit Webster Street vehicular traffic from entering eastbound Haight Street through a southbound left-turn prohibition;
- Create a one block 'right lane must turn right, except Muni' lane and prohibit vehicular parking on the south side of Haight Street between Buchanan and Webster streets during AM and PM peak hours; and
- Result in the removal of approximately 10 vehicular parking spaces on Haight Street and approximately 25 vehicular parking spaces on Page Street.

The 12-month pilot project would run from approximately early 2020 to early 2021, allowing the SFMTA to study of effects to circulation, transit performance, and traffic safety.

SFMTA staff have collected 'Baseline' data prior to installation of the temporary diversions and turn restrictions. SFMTA staff would include two evaluation periods to compare against the 'baseline' data, with an update to the SFMTA Board of Directors half-way through the pilot (expected: summer 2020).

[2] The project reviewed by the San Francisco Planning Department referenced an 18-month pilot study. The project approved by the SFMTA Board included a 12-month pilot study.

SFMTA staff would return to the SFMTA Board of Directors with a report of findings in early 2021[3], along with a recommendation of whether to continue, modify, or remove the pilot project's changes[4]. These piloted changes would expire and the streets would be reverted to pre-pilot conditions if not extended or permanently approved/modified by the SFMTA Board of Directors prior to the pilot expiration.

BACKGROUND

On August 8, 2019, the SFMTA filed an application with the planning department (hereinafter department) for CEQA evaluation.

On October 31, 2019, the department determined that the project was categorically exempt under CEQA Class 6, Information Collection, and that no further environmental review was required.

On November 19, 2019, the MTA Board of Directors approved the Page Street Pilot Improvement Project. This approval marked the First Approval Action pursuant to Chapter 31 of the San Francisco Administrative Code.

On December 19, 2019, an appeal of the Categorical Exemption determination was filed by Mary Miles on behalf of Coalition for Adequate Review (the appellant).

On January 17, 2020, the appellant filed a supplemental letter to their appeal.

CEQA GUIDELINES – CATEGORICAL EXEMPTIONS

In accordance with CEQA section 21084, CEQA Guidelines sections 15301 through 15333 list classes of projects that have been determined not to have a significant effect on the environment and are exempt from further environmental review.

CEQA Guidelines section 15306 Information Collection, or Class 6, consists of basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource. These may be strictly for information gathering purposes, or as part of a study leading to an action which a public agency has not yet approved, adopted, or funded.

Table 1 presents the approval status of a sample set of SFMTA pilot projects that the department has exempted under Class 6.

Table 1: Sample SFMTA Pilot Projects Exempt under Class 6

Project	Project Status	Notes
Valencia Street Parking Protected Bike Lane Pilot Project	Underway as Pilot	Pilot project exempted under Class 6 in November 2018, and set to expire June 2020.
Powell Street car-free zone between Ellis and Geary Street	Permanently Approved	Pilot project exempted under a Class 6 in September 2015, and the permanent projected exempted in June 2017.

[3] SFMTA Board of Directors Resolution No. 191119-142, Page Street Bikeway Pilot, November 19, 2020.
[4] SFMTA Board of Directors Staff Report, Item 11 Page Street Bikeway Pilot, November 19, 2020.

Table 1: Sample SFMTA Pilot Projects Exempt under Class 6		
Project	**Project Status**	**Notes**
Parking Pilot at Dolores Street center medians	Permanently Approved (modified)	Pilot project exempted under Class 6 in July 2017, and the permanent project was modified based on results of pilot and exempted in June 2018.
Bike Share Pilot	Permanently Approved	Pilot project exempted under Class 6 in May 2012, and the permanent project was exempted in October 2015.
JFK Closures on Saturdays	Permanently Approved	Pilot project exempted in April 2006, under Class 6, and the permanent project exempted in November 2007
The closure of Mason Street between Columbus Avenue and Lombard Street for the North Beach Library and Playground	Permanently Approved	Pilot project exempted in April 2006, under Class 6, the permanent project exempted in November 2007
Pilot project to reduce congestion on eastbound Market Street at New Montgomery Street.	Discontinued Project	Pilot project was exempted under Class 6 in August 2011. The program was found only moderately effective, and SFMTA instead pursued Better Market Street, which will restrict eastbound traffic.

These sample pilot projects demonstrate that Class 6 exemption is appropriately used for information collection or as part of a study that could lead to a subsequent action.

In determining the significance of environmental effects caused by a project, CEQA Guidelines section 15064(f) states that the decision as to whether a project may have one or more significant effects shall be based on substantial evidence in the record of the lead agency. CEQA Guidelines section 15064(f)(5) offers the following guidance: "Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumption predicated upon facts, and expert opinion supported by facts."

PLANNING DEPARTMENT RESPONSES

The concerns raised in the appeal letter are addressed in the responses below.

Response 1: The process by which the project was evaluated complies with applicable sections of CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code.

The appellant inaccurately claims that the project was not appropriately available to the public and that the exemption determination was unsigned and undated.

Chapter 31 of the Administrative Code requires the Environmental Review Officer to post on the department's website the following: "(1) a project description in sufficient detail to convey the location, size, nature and other pertinent aspects of the scope of the proposed project as necessary to explain the applicability of the exemption; (2) the type or class of exemption determination applicable to the project; (3) other information, if any, supporting the exemption determination; (4) the Approval Action for the project, as defined in Section 31.04(h); and (5) the date of the exemption determination." (section 31.08(e)(1)(A)).

The department posted the exemption determination for the project on the department's website, https://sanfrancisco.buildingeye.com/planningceqa/list/type/agencycatex, on October 31, 2019. The website includes a heading titled "Public Agency Exemptions," with a table of exemptions for projects sponsored by public agencies to which the exemption determination for the project is linked. The categorical exemption determination document was appropriately digitally signed and dated under "Step 6" of the document. The signature line appropriately includes the planner's name and date, both of which are tied to an internal computer interface which requires an account and password to produce. The exemption determination contains all the information required by the administrative code.

In the appellant letter dated January 17, 2020, the appellant inaccurately states that the exemption determination was not publicly available or posted on either the Planning Department's or MTA's website and was only made available after a Sunshine Ordinance/Public Records Act Request. As stated above, the exemption determination was made available on the Planning Department's website on October 31, 2019. Additionally, the appellant references a rescinded version of the exemption determination, dated September 6, 2019, that was acquired by the appellant through the Sunshine Ordinance Public Records Act request. The final exemption determination document was uploaded and made available to the public on October 31, 2019.

Further, the SFMTA followed noticing requirements. Chapter 31 of the Administrative Code section 31(f)(1) requires the SFMTA to provide notice of public hearing on the Approval Action for the project. For this project, that Approval Action occurred when the SFMTA Board approved the project on November 19, 2019. The SFMTA met this requirement by providing a notice of meeting and calendar prior to the public hearing on the Approval Action for the project. The calendar item for the SFMTA Board hearing stated that a copy of the CEQA determination was on file with the Secretary of the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street. Further, in accordance with SFMTA's Board Accessible Meeting Policy, written reports or background materials for calendar items

are available for public inspection and copying at 1 South Van Ness Avenue, 7th Floor. This information was included in the November 19, 2019 SFMTA Board Agenda.

The CEQA statute and the CEQA Guidelines do not require that lead agencies file notice of exemption determinations; they are optional. The department met all above-noted city requirements in issuing the exemption determination for the project.

Response 2: The project meets the conditions outlined in CEQA Guidelines Section 15306, qualifying it as categorically exempt from further CEQA review. A Class 6 categorical exemption is the appropriate level of environmental review for the project.

The project meets the definition of a Class 6 categorical exemption.

The department has used several criteria to evaluate if a pilot project meets the definition of a Class 6 categorical exemption. Specifically, the pilot project's primary purpose should be to collect data, conduct research and/or try out experimental management techniques; the pilot project should last a limited amount of time; and the pilot project should be reversible (i.e., able to be removed or discontinued). The department evaluates the appropriate duration of pilot projects. For example, longer timeframes may be appropriate for complex pilot projects.

As stated in the Full Project Description – Page Street Bikeway Improvement Pilot Project 10-30-2019 (Attachment B), SFMTA set the duration of the pilot based on the data needs of two evaluation periods.

Once a pilot project has run its course, the project sponsor must return the physical environment to the condition in which it existed prior to implementation of the pilot project. The only circumstance under which the pilot project could continue permanently is if the project has been reviewed for environmental impacts as a permanent project and approved. The environmental determination at that time could range from an exemption to an environmental impact report, depending on the project's potential to affect the physical environment. This requirement for environmental review of a permanent project applies irrespective of whether preliminary data collection indicates that implementation of the project would ultimately not result in any significant adverse impacts on the physical environment.

Here, the SFMTA has not approved, adopted, or funded the permanent action. Instead, this pilot project is part of a study that could lead to a permanent action and, thus, the project appropriately meets the definition of a Class 6 categorical exemption.

None of the exceptions to the use of a categorical exemption apply.

CEQA Guidelines section 15300.2 establishes exceptions to the application of a categorical exemption. When any of the below exceptions apply, a project that otherwise fits within a categorical exemption must undergo some form of environmental review. The following describes the exceptions listed in section 15300.2, and if any of the particular exceptions applies to the project.

(a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

Project Analysis: the project is not located in a particularly sensitive environment; this exception does not apply.

(b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

Project Analysis: the project would not result in significant cumulative impacts. The department analyzed the project's potential for cumulative impacts, considering the references in the SFMTA's Project Description to other SFMTA projects within the vicinity including the Haight Street Muni Forward and Page Street Neighborway projects. The project is a pilot that would include data collection, allowing for the SFMTA to study the effects of the pilot on the environment, including cumulative impacts along Page, Haight and Oak streets. The pilot would not result in significant cumulative impacts.

The SFMTA (attachment B) acknowledged cumulative projects, including the Haight Street Muni Forward improvements. The SFMTA acknowledged that the intent behind the pilot project is to better understand how neighboring streets could be affected by the proposed temporary changes.

Additionally, in the supplemental appeal letter dated January 17, 2020, the appellant claims that MTA has engaged in piecemealing. Piecemealing occurs when a lead agency segments a proposed project into smaller projects, to avoid environmental review of the whole project. Here, the pilot project is not part of a larger project, but a project in itself, independent from other projects in the vicinity. Additionally, the department considered foreseeable projects as part of the cumulative analysis.

(c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

Project Analysis: the project would not result a significant effect on the environment due to unusual circumstances. Refer to response 3 for more details.

(d) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

Project Analysis: the project is not located within a highway official designated as a state scenic highway; this exception does not apply.

(e) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

Project Analysis: the project is not located on such a site; this exception does not apply.

(f) *Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

Project Analysis: the project would not cause a substantial adverse change in the significance of a historical resource.

The project is located within two historic districts and therefore was reviewed by department preservation staff. Staff determined that the project would not cause an impact to any character-defining features or the setting of either the Hayes Valley Residential historic district or the Auxiliary Water Supply System historic district.

As shown above, the project meets the definition of a class 6 exemption and none of the above exceptions apply. The City's decision that the project fits within the exemption category is supported by substantial evidence in the record.

Response 3: The project would not result in unusual circumstances or significant transportation, air quality, energy use, and public safety impacts, including police, fire, and emergency access.

As noted above under Response 2, CEQA Guidelines section 15300.2(c) establishes an exception to the application of a categorical exemption for projects that would have a significant effect on the environment due to unusual circumstances. Pursuant to CEQA, the department used a two-part analysis to determine that there was no reasonable possibility that the proposed project would have a significant effect on the environment due to unusual circumstances. The following describes the two-parts, or questions, and their applicability to the project.

Question 1: Unusual Circumstances: The project would not result in unusual circumstances.

The lead agency needs to determine if unusual circumstances are present. If a lead agency determines that a project does not present unusual circumstances, that determination will be upheld if it is supported by substantial evidence. CEQA Guidelines define substantial evidence as "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached."

The circumstances surrounding the project and the project site are not unusual. The project is located in an urbanized area, surrounded by neighboring residential, commercial, and institutional uses. The streets

within the area serve a mix of transit, bicycles, pedestrians and cars. Circulation changes to these streets are routine in nature, within San Francisco, and there is nothing particularly sensitive or unique to Page Street and the surrounding streets, including congestion, that would result in an unusual circumstance in accordance with CEQA. Further, SFMTA pilot projects are not unusual. Table 1, above, shows that the SFMTA has conducted pilots on many projects over the years. Thus, the pilots are not unusual.

The project elements are not unusual. The SFMTA routinely includes in their projects re-striping of travel lanes, addition of signage, vehicular turn prohibitions, and addition of on-street bicycle facilities. Example of projects with similar elements include: Howard Embarcadero Quick Build (installation of protected bikeway, changes to parking and re-striping travel lanes), 7th Street Safety Project (installation of protected bikeway, re-striping and reduction of travel lanes, parking changes), Upper Market Street Safety Project (installation of parking-protected bikeway, vehicle turn restrictions, re-stripping travel lanes, reduction of vehicle parking), and 8th Street Safety Project (installation of parking protected bikeway, re-stripe travel lanes, reduction in mixed flow travel lanes, changes to parking, and new signage

Question 2: Significant Effects due to Unusual Circumstances: The project would result in significant effects due to unusual circumstances.

If the lead agency determines that a project presents unusual circumstances, then the lead agency must determine if a fair argument has been made supported by substantial evidence in the record that the project may result in significant effects.

As stated above, the project would not result in unusual circumstances, so the lead agency is not required to respond to this question. However, for informational purposes, the following is an explanation of why the project would not result in significant effects in a few sample topic areas.

Transportation

The project would not result in any significant transportation impacts. The purpose of the pilot is to study the effects of the project, including to circulation, transit performance, and traffic safety. The project would improve conditions for people walking and bicycling. The project would not make any changes to loading conditions. The project would not result in significant transit impacts although the pilot would study changes to transit travel time, violations of the transit-only lane in the study area, and other transit-related metrics.

There is no transit service on Page Street. There is, however, the possibility of private vehicles diverting from Page Street onto Haight Street one block to the south due to the pilot project's restriping and turn prohibitions. Haight Street is an east-west transit corridor for the 6 - Parnassus and 7 - Haight-Noriega.

To limit the potential transit effects of diverted vehicles onto Haight Street, the pilot project would include changes. A pilot project restriction on left-turns from southbound Webster Street onto eastbound Haight Street would limit the number of vehicles that would divert onto Haight Street. Additionally, the project would add a block-long 'right lane must turn right, except Muni' lane on eastbound Haight Street from Webster Street to Buchanan Street which would allow Muni buses to by-pass queued vehicles to access the existing center-running Muni lane on Haight Street between Buchannan Street and Octavia Boulevard. Therefore, while some vehicle diversion may occur onto Haight from Buchannan Street and Laguna Street,

impacts to transit are not anticipated to be significant due to the existing center-running Muni lane on Haight Street between Buchannan Street and Laguna Street.

Further, the Haight Street Muni Forward Improvement Project (described in the 'Planned Projects in the Vicinity' section) will bring new traffic signals to the intersections of Haight Street with Webster Street and Buchanan Street. The new traffic signal at Haight Street and Buchanan Street will include prohibitions on left-turns on all approaches due to limited sight lines, which will address the potential of vehicle traffic diverting from Oak Street onto Haight Street via Buchanan Street. These transit improvements on Haight Street are expected to be constructed beginning in spring 2020.

The project would not substantially increase vehicle miles traveled and automobile delay (e.g., congestion) shall not be considered a significant effect on the environment pursuant to CEQA. The project meets the definition of an "active transportation project" and "minor transportation project", as defined in the department's Transportation Impact Analysis Guidelines (2019). The project includes safety improvements for people walking and bicycling and reduction in travel lanes and parking spaces. The department substantiates that these projects would not lead to substantial increases in vehicle miles traveled based on a literature review provided in the 2019 guidelines, Appendix L: Vehicle Miles Traveled/Induced Automobile Travel, Attachment C: Combined Vehicle Miles Traveled Annotated Bibliography. Further, the certified Environmental Impact Report for Better Market Street (case number 2014.0012E), which includes more expanded vehicular restrictions than the pilot project, demonstrated that that project would not substantially increase vehicle miles traveled.

Additionally, the project would unlikely divert all daily vehicular traffic currently traveling along Page Street to other streets, as claimed by the appellant, because the project does not propose full vehicular restrictions along Page Street. Further the purpose of the pilot is to study the changes of the pilot in the study area.

Air Quality

The project's construction emissions would be minor, involving re-striping of streets and installation of signs and flexible posts, and the SFMTA would be subject to the Clean Construction Ordinance, or Environment Code section 25 (ordinance 28-15, effective April 19, 2015). The purpose of the Clean Construction Ordinance is to protect the public health, safety and welfare by requiring contractors on City public works projects to reduce diesel and other fine particulate emissions generated by construction activities.

The project would not generate any new vehicle trips in the project area. However, the project would alter travel patterns in and around the project area. The project would involve the reduction in roadway capacity along Page Street and may result in increased delay at some locations, and therefore increased emissions of criteria pollutants or ozone precursors would occur in those locations. These increases are likely to be minor because drivers would be expected to modify their travel routes, or in some cases change their travel modes. Any changes in travel mode to buses, bicycles, and/or walking would reduce vehicle-generated emissions that would otherwise occur. As stated above, the project would not substantially increase vehicle miles traveled and thus not substantially increase criteria air pollutant or ozone precursor emissions. Furthermore, changes in criteria air pollutant and ozone precursor emissions are evaluated on an average daily and maximum annual basis. The project would not generate new vehicle trips, would not divert a

substantial number of trips to alternate corridors, and would increase delay at some intersections, thus the air quality impact related to vehicle delay at intersections would be relatively minor. Therefore, the project would not result in significant air quality impacts.

Energy Use

Substantial diversion of vehicular travel or substantial construction would need to occur in order to result in substantial project-related impacts to energy use. The project would not result in substantial diversion of vehicular travel in the project area and the project's construction activities would be minor and temporary in nature.

Public Safety

The project would not include any physical changes to the existing streetscape including the existing sidewalk and road dimensions. The project would continue to permit emergency vehicles to travel directions and movements prohibited for private vehicles on study streets during the pilot. The San Francisco Fire Department, San Francisco Police Department, and San Francisco Department of Public Works have reviewed the pilot project through the interagency Transportation Advisory Staff Committee, prior to approval by the SFMTA Board of Directors. Overall, the project would maintain emergency vehicle access, and the project would not result in significant public safety impacts.

CONCLUSION

The department has determined that the project is categorically exempt from environmental review under CEQA on the basis that: (1) the project meets the definition of one or more of the classes of projects that the Secretary of Resources has found do not have a significant effect on the environment, and (2) none of the exceptions specified in CEQA Guidelines section 15300.2 prohibiting the use of a categorical exemption are applicable to the project. The record includes substantial evidence supporting the City's determinations. Appellant has failed to show why the City's factual determinations are wrong, or why the project does not fit within the scope of the exemption.

For the reasons stated above and in the October 31, 2019 CEQA categorical exemption determination, the CEQA determination complies with the requirements of CEQA and the project is appropriately exempt from environmental review pursuant to the cited exemption. The department therefore respectfully recommends that the board uphold the CEQA categorical exemption determination and deny the appeal of the CEQA determination.

SAN FRANCISCO
PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		**Block/Lot(s)**
Page Street Bike Lane Pilot		
Case No.		**Permit No.**
2019-015182ENV		
■ **Addition/ Alteration**	☐ **Demolition (requires HRE for Category B Building)**	☐ **New Construction**

Project description for Planning Department approval.

Page Street Bikeway Improvements Pilot Project would involve an 18-month pilot to study the effects of several traffic circulation changes to the area bound by Fell Street to the north; Market, Gough, and Otis streets to the south; Fillmore Street to the west; and Gough Street to the east. The project is located within the Western Addition neighborhood and the Hayes Valley Residential Historic District. In addition, it may be in proximity to the Auxiliary Water Supply System (AWSS) historic district. Construction associated with the project would primarily include re-striping travel lanes and the addition of signage. A complete project description can be found as a document attached to 2019-015182ENV (Title: Full Project Description - Page Street Bikeway Improvement Pilot Project - 10-30-19_final). Below is a brief summary of the project description. • Prohibit eastbound traffic from entering Page Street at Webster Street (except bicycles) by requiring right-turns onto southbound Webster Street (left-turns onto northbound Webster Street would be prohibited to limit traffic fronting John Muir Elementary School); • Prohibit Webster Street traffic from entering Page Street by restricting northbound right-turns and southbound left-turns from Webster Street onto eastbound Page Street;• Prohibit through traffic and left-turns from
FULL PROJECT DESCRIPTION ATTACHED

STEP 1: EXEMPTION CLASS

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).

☐	**Class 1 - Existing Facilities.** Interior and exterior alterations; additions under 10,000 sq. ft.
☐	**Class 3 - New Construction.** Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
☐	**Class 32 - In-Fill Development.** New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services. **FOR ENVIRONMENTAL PLANNING USE ONLY**
■	**Class ____** Class 6 (15306) - Information Collection: basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

☐	**Air Quality:** Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks, etc.)? (*refer to EP _ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)*
☐	**Hazardous Materials:** If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? *if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).*
☐	**Transportation:** Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
☐	**Archeological Resources:** Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non -archeological sensitive area? If yes, archeo review is requried (*refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)*
☐	**Subdivision/Lot Line Adjustment:** Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (*refer to EP_ArcMap > CEQA Catex Determination Layers > Topography*). If yes, Environmental Planning must issue the exemption.
☐	**Slope = or > 25%:** Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (*refer to EP_ArcMap > CEQA Catex Determination Layers > Topography*) **If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.**
☐	**Seismic: Landslide Zone:** Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? *(refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones)* **If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.**
☐	**Seismic: Liquefaction Zone:** Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? *(refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones)* **If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.**

Comments and Planner Signature (*optional*): Laura Lynch

Project consists of signage, striping and turn restrictions that are reversible. Project would consist of an 18 month pilot project where the purpose would be to collect data, as outlined in Full Project Description- Page Street Bikeway Pilot Project 9-6-2019 (a document found under 2019-01518ENV)

STEP 3: PROPERTY STATUS - HISTORIC RESOURCE

TO BE COMPLETED BY PROJECT PLANNER

PROPERTY IS ONE OF THE FOLLOWING: *(refer to Property Information Map)*	
■	**Category A:** Known Historical Resource. **GO TO STEP 5.**
☐	**Category B:** Potential Historical Resource (over 45 years of age). **GO TO STEP 4.**
☐	**Category C:** Not a Historical Resource or Not Age Eligible (under 45 years of age). **GO TO STEP 6.**

STEP 4: PROPOSED WORK CHECKLIST

TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
☐	1. **Change of use and new construction.** Tenant improvements not included.
☐	2. **Regular maintenance or repair** to correct or repair deterioration, decay, or damage to building.
☐	3. **Window replacement** that meets the Department's *Window Replacement Standards*. Does not include storefront window alterations.
☐	4. **Garage work.** A new opening that meets the *Guidelines for Adding Garages and Curb Cuts*, and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
☐	5. **Deck, terrace construction, or fences** not visible from any immediately adjacent public right-of-way.
☐	6. **Mechanical equipment installation** that is not visible from any immediately adjacent public right-of-way.
☐	7. **Dormer installation** that meets the requirements for exemption from public notification under *Zoning Administrator Bulletin No. 3: Dormer Windows*.
☐	8. **Addition(s)** that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
■	Project is not listed. **GO TO STEP 5.**
☐	Project **does not conform** to the scopes of work. **GO TO STEP 5**.
☐	Project involves **four or more** work descriptions. **GO TO STEP 5.**
☐	Project involves **less than four** work descriptions. **GO TO STEP 6.**

STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW

TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
☐	1. Project involves a **known historical resource (CEQA Category A)** as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
☐	2. **Interior alterations to publicly accessible spaces**.
☐	3. **Window replacement** of original/historic windows that are not "in-kind" but are consistent with existing historic character.
☐	4. **Façade/storefront alterations** that do not remove, alter, or obscure character-defining features.
☐	5. **Raising the building** in a manner that does not remove, alter, or obscure character-defining features.
☐	6. **Restoration** based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.

☐	7. **Addition(s)**, including mechanical equipment that are minimally visible from a public right-of-way and meet the *Secretary of the Interior's Standards for Rehabilitation*.
☐	8. **Other work consistent** with the *Secretary of the Interior Standards for the Treatment of Historic Properties* (*specify or add comments*):
■	9. **Other work** that would not materially impair a historic district (specify or add comments): The project will not cause an impact to any character-defining features or the setting of either the Hayes Valley Residential historic district or the Auxiliary Water Supply System (AWSS) historic district. *(Requires approval by Senior Preservation Planner/Preservation Coordinator)*
☐	10. **Reclassification of property status**. *(Requires approval by Senior Preservation Planner/Preservation* ☐ Reclassify to Category A — a. Per HRER or PTR dated — b. Other *(specify)*: ☐ Reclassify to Category C — *(attach HRER or PTR)*
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
■	**Project can proceed with categorical exemption review**. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. **GO TO STEP 6.**
Comments (*optional*):	
Preservation Planner Signature: Charles Enchill	

STEP 6: CATEGORICAL EXEMPTION DETERMINATION

TO BE COMPLETED BY PROJECT PLANNER

■	**No further environmental review is required. The project is categorically exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.**	
	Project Approval Action: MTA Board Approval If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	**Signature:** Ryan Shum 10/31/2019
	Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the approval action. Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.	

Full Project Description

Page Street Bikeway Improvements Pilot Project would involve an 18-month pilot to study the effects of several traffic circulation changes to the area bound by Fell Street to the north; Market, Gough, and Otis streets to the south; Fillmore Street to the west; and Gough Street to the east. The project is located within the Western Addition neighborhood and the Hayes Valley Residential Historic District. In addition, it may be in proximity to the Auxiliary Water Supply System (AWSS) historic district. Construction associated with the project would primarily include re-striping travel lanes and the addition of signage. A complete project description can be found as a document attached to 2019-015182ENV (Title: Full Project Description - Page Street Bikeway Improvement Pilot Project - 10-30-19_final). Below is a brief summary of the project description.

• Prohibit eastbound traffic from entering Page Street at Webster Street (except bicycles) by requiring right-turns onto southbound Webster Street (left-turns onto northbound Webster Street would be prohibited to limit traffic fronting John Muir Elementary School);
• Prohibit Webster Street traffic from entering Page Street by restricting northbound right-turns and southbound left-turns from Webster Street onto eastbound Page Street;
• Prohibit through traffic and left-turns from westbound Page Street at Octavia Boulevard (right-turns only, except bicycles)
• Convert Page Street to one-way westbound with contra-flow protected bikeway between Octavia Boulevard and Laguna Street;
• Prohibit eastbound traffic from entering Page Street at Laguna Street by converting Page Street to one-way westbound which would prohibit northbound right-turns and southbound left-turns from Laguna Street onto eastbound Page Street;
• Add a westbound bike lane on Page Street between Octavia Boulevard and Webster Street;
• Prohibit left-turns from southbound Webster Street to eastbound Haight Street; and
• Create a block-long ‘right lane must turn right, except Muni’ lane and prohibit parking on the south side of Haight Street between Buchanan and Webster streets.

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
Page Street Bike Lane Pilot		/
Case No.	Previous Building Permit No.	New Building Permit No.
2019-015182PRJ		
Plans Dated	Previous Approval Action	New Approval Action
	Other (please specify)	
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
☐	Result in expansion of the building envelope, as defined in the Planning Code;
☐	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
☐	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
☐	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?
If at least one of the above boxes is checked, further environmental review is required.	

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

☐	The proposed modification would not result in any of the above changes.

If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed within 10 days of posting of this determination.

Planner Name:	**Date:**

Date: October 30, 2019
To: Laura Lynch, San Francisco Planning Department
From: Mark Dreger, San Francisco Municipal Transportation Agency
Through: Melinda Hue, San Francisco Municipal Transportation Agency
Re: **Page Street Bikeway Improvements Pilot Project**
Case Number: 2019-015182PRJ/ENV

SUMMARY

The San Francisco Municipal Transportation Agency (SFMTA) is seeking environmental clearance for the *Page Street Bikeway Improvements Pilot Project*, an 18-month pilot[1] to study the effects of several traffic circulation changes intended to improve safety and comfort for people walking and bicycling on Page Street, improve the reliability of transit on Haight Street, and overall better manage vehicle traffic approaching Octavia Boulevard and the Central Freeway.

BACKGROUND

Octavia Boulevard and the Hayes Valley neighborhood are situated near the geographic center of San Francisco at the intersections of several crosstown arterial corridors, including the east-west Oak/Fell and north-south Franklin/Gough one-way couplets. Octavia Boulevard replaced the Central Freeway north of Market Street in 2005 and serves to funnel traffic on and off the remaining portion of the Central Freeway and these one-way crosstown arterial couplets.

People driving towards Octavia Boulevard to access the Central Freeway are increasingly choosing to queue on residential streets and transit-priority corridors, including Page and Haight streets, as opposed to remaining on arterial streets, such as Oak and Fell streets. The ensuing congestion reduces traffic safety and quality-of-life on these streets.

To reduce the use of Page Street between Webster and Gough streets as a conduit for greater than desired commuter traffic accessing the Central Freeway, to calm traffic within the John Muir Elementary school zone, and to support the street's residential character, staff are pursuing an 18-month pilot of several traffic circulation changes on and around Page Street from approximately December 1, 2019 to March 1, 2021. This

[1] The 18-month duration of the proposed pilot project is necessary to study the effects of the changes before and after the construction of Muni Forward transit improvements on Haight Street (described below), the construction of which is expected to begin in spring 2020.

18-month period would allow an evaluation of the effects to circulation, transit operations, traffic safety, and other metrics to determine the feasibility of permanent or modified traffic changes to achieve stated goals.

EXISTING CONDITIONS

The pilot project study area is bound by Fell Street to the north; Market, Gough, and Otis streets to the south; Fillmore Street to the west; and Gough Street to the east.

The project area centers on Page Street between Webster and Gough streets but also includes traffic modifications on the following street segments:

- **Page Street** between (and at) Webster Street and Gough Street
- **Haight Street** between (and at) Webster Street and Buchanan Street
- **Webster Street** between (and at) Page Street and Haight Street
- **Laguna Street** at Page Street

The project area is within the Hayes Valley Residential Historic District. The following describes existing roadway layouts on Page, Haight, Webster, Laguna, Oak, and Fell streets – streets that will be the focus of the pilot evaluation.

Page Street & Webster Street (intersection)

The intersection of Page Street and Webster Street is stop-controlled for all approaches. Both intersecting streets are 38 feet, 9 inches in width curb-to-curb with 15-foot sidewalks. The north-west and south-east corners have sidewalk extensions into both Page and Webster streets. This is a school crossing, marked with yellow ‘continental’ crosswalks, signage, and 15 mph ‘school zone’ speed limits on the approaches. Both Page and Webster streets are on the Bicycle Network and have Class III ‘sharrow’ (shared lane arrow) markings on the pavement approaching the intersection.

Page Street

Page Street is a two-way street that spans 1.85 miles east-west from Stanyan Street (along the eastern edge of Golden Gate Park) at its western end to Market and Franklin streets at its eastern end. All blocks are a consistent 38 feet, 9 inches in width curb-to-curb, with one travel lane in each direction and parking generally permitted on both sides of the street; sidewalks are 15 feet wide. Page Street east of Webster Street carries approximately 5,400 vehicles per day, of which 70% (3,800 vehicles) are traveling eastbound towards Octavia Boulevard. Between Webster Street and Octavia Boulevard, there is Residential Permit Parking on both the north and south sides of the street. On the north side of Page Street just east of Webster Street there is a school bus loading zone, in effect on school days from 7am to 7pm, to support drop-off and pick-up activities for John Muir Elementary School.

To address ‘right hook’ collisions between right-turning vehicles on Page Street at Octavia Boulevard and people on bikes continuing straight towards Market Street, the SFMTA added an eastbound ‘center-running’ Class II bike lane on Page Street between Laguna Street and Octavia Boulevard in 2016, which was extended to Buchanan Street in 2017. This bike lane serves to provide a dedicated path-of-travel to the left of queued vehicles waiting to turn onto Octavia Boulevard toward the Central Freeway.

Haight Street

Haight Street is a two-way street that spans 1.73 miles east-west from Stanyan Street (along the eastern edge of Golden Gate Park) at its western end to Market and Gough streets at its eastern end. All blocks are a consistent 44 feet, 9 inches in width curb-to-curb, with one travel lane in each direction and parking generally permitted on both sides of the street; sidewalks are 12 feet wide. Haight Street east of Webster Street carries approximately 5,000 vehicles per day. There is an eastbound ‘center-running’ Muni-only lane on Haight Street from Buchanan Street to Gough Street; Haight Street is Muni-only eastbound from Octavia Boulevard to Market Street. On the Webster-Buchanan block, there is unregulated parking on the north side of the street and Residential Permit Parking on the south side of the street.

Webster Street

Webster Street is a two-way street that spans 2.55 miles north-south from Marina Boulevard at its northern end to near Duboce Avenue at its southern end. Within the project area, the street is 38 feet, 9 inches in width curb-to-curb, with one travel lane in each direction and parking generally permitted on both sides of the street; sidewalks are 15 feet wide. Webster Street between Haight and Page streets carries approximately 5,000 vehicles per day.

Oak Street

Oak Street is a one-way eastbound street that – together with its couplet, Fell Street, to its north – serves as a major arterial carrying traffic from the western neighborhoods into Civic Center. It is 48 feet, 9 inches in width curb-to-curb, with three eastbound travel lanes and parking generally permitted on both sides of the street; sidewalks are 10 feet wide. Oak Street east of Webster Street carries approximately 30,000 vehicles per day.

Fell Street

Fell Street is a one-way westbound street that – together with its couplet, Oak Street, to its south – serves as a major arterial carrying traffic from Civic Center to the western neighborhoods. It is 48 feet, 9 inches in width curb-to-curb, with three eastbound travel lanes and parking generally permitted on both sides of the street; sidewalks are 10 feet wide. Fell Street west of Gough Street carried approximately 30,000 vehicles per day.

Laguna Street
Laguna Street is a two-way street that spans 2.41 miles north-south from Marina Boulevard at its northern end to Market Street at its southern end. Within the project area, the street is approximately 38 feet, 6 inches in width curb-to-curb, with one travel lane in each direction and parking generally permitted on both sides of the street; sidewalks are 15 feet wide. Laguna Street between Oak and Page streets carries approximately 6,300 vehicles per day.

Appendix A includes a set of existing striping drawings for streets in the project area.

Hayes Valley Residential Historic District
The proposed project is located within the Hayes Valley Residential Historic District. The District is generally bounded by Market Street to the south, Fillmore Street to the west, Fulton Street to the north, and Gough Street to the east. The District was first evaluated in 1997 and is listed in the California Register of Historical Resources and its architectural themes are based in late 19th and early 20th century aesthetics and design trends – namely Victorian and Edwardian-era residential architecture.

The period of historic significance for the Hayes Valley Residential Historic District is established as 1860-1920. Although not referenced in the historic district designation, any distinctive sidewalk elements (such as brick surfacing, brick gutters, granite curbs, cobblestones and non-standard sidewalk scoring) and streetscape elements that may include, but are not limited to, streetlights, sidewalk lights, sidewalk elevators and chutes, benches, and utility plates, that appear to be 99 years or older may be considered potentially character-defining features of the historic districts or contribute to the district's setting. Within the project area (which is within the historic district), the streetscape has been heavily modified over the last century.

Additionally, components of the Auxiliary Water Supply System (AWSS) are located within the proposed pilot project area. AWSS is a high-pressure water supply network built for the city of San Francisco in response to the failure of the existing emergency water system during the 1906 earthquake. The AWSS is a California Register-eligible historic district consisting of a system located throughout the entire city of San Francisco. First identified in 2009, this district is significant under Criteria 1 and 3 for its association with post-1906 earthquake reconstruction and engineering in San Francisco, with a period of significance of 1906–1913. The character-defining features range from several hundred hydrants, reservoirs (including one on Twin Peaks), and a network of underground conveyance pipes, cisterns, and pumping stations. AWSS components in the pilot project area consists of high-pressure fire hydrants and associated valves and manhole covers.

PROPOSED PILOT PROJECT

The proposed pilot project would include the following elements; each is discussed in more detail in the sub-sections that follow.

- **Prohibit eastbound traffic from entering Page Street at Webster Street** (except bicycles) by requiring right-turns onto southbound Webster Street (left-turns onto northbound Webster Street would be prohibited to limit traffic fronting John Muir Elementary School);
- **Prohibit Webster Street traffic from entering Page Street** by restricting northbound right-turns and southbound left-turns from Webster Street onto eastbound Page Street;
- **Prohibit through traffic and left-turns from westbound Page Street** at Octavia Boulevard (right-turns only, except bicycles)
- **Convert Page Street to one-way westbound with contra-flow protected bikeway** between Octavia Boulevard and Laguna Street;
- **Prohibit eastbound traffic from entering Page Street at Laguna Street** by converting Page Street to one-way westbound which would prohibit northbound right-turns and southbound left-turns from Laguna Street onto eastbound Page Street;
- **Add a westbound bike lane on Page Street** between Octavia Boulevard and Webster Street;
- **Prohibit left-turns from southbound Webster Street to eastbound Haight Street;**
- **Create a block-long 'right lane must turn right, except Muni' lane and prohibit parking on the south side of Haight Street** between Buchanan and Webster streets

Appendix C is a visual depiction of these traffic circulation changes.

Eastbound traffic diversion on Page Street at Webster Street

With signage and temporary barriers (e.g., flexible posts), people driving eastbound on Page Street would be required to turn right (south) at the intersection with Webster Street (i.e., thru traffic and left-turns would be prohibited). Advance warning signs would encourage drivers to divert from Page Street at intersections prior. Northbound right-turns and southbound left-turns from Webster Street onto eastbound Page Street would also be prohibited.

Westbound vehicle movements on Page Street at Webster Street would remain unaffected, and pedestrian and bicycle traffic would remain permitted in all directions. Page Street between Webster and Laguna streets would remain two-way, with parking permitted on both sides of the street. People wishing to park on the south side of the

street on the Webster-Buchanan block would enter from the Buchanan (east) end and make a U-turn at the west end of the block. For comparison, a similar permanent diversion design was recently installed on Scott Street southbound at Fell Street as part of the *Wiggle Neighborhood Green Corridor* project and has also been in place for many years on 3rd Avenue at Lincoln Way.

Westbound diversion on Page Street at Octavia Boulevard

With signage and temporary barriers (e.g., flexible posts), the pilot project would restrict left-turns from westbound Page Street onto southbound Octavia Boulevard as well as prohibit westbound through movements, requiring all westbound vehicle traffic to turn right onto northbound Octavia Boulevard. Pedestrian and bicycle traffic would remain permitted in all directions.

Circulation, bike lane, and parking changes on Page Street

Page Street, between Octavia Boulevard and Laguna Street, is a two-way street with an existing eastbound 'center-running' Class II bike lane, and parking on both sides of the street. The proposed project would convert Page Street, between Octavia Boulevard and Laguna Street, into a one-way westbound street, relocate the eastbound bike lane to the south side of the street and convert it into a Class IV protected bikeway, remove 20 existing parking spaces on the south side of the street, and install a new westbound Class II bike lane on the north side of the street adjacent to the existing curbside parking.

Page Street, between Laguna Street and Buchanan Street, is a two-way street with an existing eastbound 'center-running' Class II bike lane. Page Street, between Laguna Street and Buchannan Street would remain a two-way street, while the existing eastbound 'center-running' Class II bike lane would be removed and a new westbound Class II bike lane would be installed on the north side of the street adjacent to the existing curbside parking.

Page Street, between Buchannan Street and Webster Street, would remain a two-way street and a new westbound Class II bike lane would be installed on the north side of the street adjacent to the existing curbside parking. Overall, up to 25 parking spaces would be removed along Page Street in the project corridor and no loading changes are proposed.

Turn restrictions and parking restrictions on Haight Street

With only signage, left-turns from southbound Webster Street onto eastbound Haight Street would be prohibited. This restriction is intended to discourage vehicles from diverting onto Haight Street and affecting transit service.

To further address the potential for vehicle diversion onto Haight Street, the pilot project also proposes to convert all remaining parking on the south side of Haight Street between Webster and Buchanan streets (7 spaces[2]) into a curbside, block-long 'right lane must turn right, except Muni' lane, which would allow Muni buses to bypass queued traffic to reach the inbound bus zone near-side of Buchanan Street.

Overall, up to 10 parking spaces would removed on Haight Street with the pilot project and no loading changes are proposed.

Appendix B includes a set of proposed striping drawings for streets in the project area, including a side-by-side comparison with existing conditions for reference.

Work within the Hayes Valley Residential Historic District

The implementation of the proposed project would require the installation of new traffic signs within the Hayes Valley Residential Historic District. These new traffic signs would be affixed to existing street lamp, traffic signal, and sign poles, wherever possible. New sign poles would be metal poles with a two-inch diameter and would be installed in the concrete sidewalk, requiring a 2.5-inch hole, approximately 10 to 12 inches deep. Below is a detailed description of potential pole placement.

Based on review by Planning Department preservation staff no distinctive sidewalk elements were identified at the proposed pole location intersections. No curb work will occur. The addition of new poles, the addition of signs on utility poles or the addition of signs on existing street light poles will not cause an impact to any character-defining features of the district or its setting. The proposed pilot project will not cause an impact to the Hayes Valley Residential Historic District, and no further preservation review is required.[3]

Work adjacent to components of the AWSS
The proposed pilot project would have no impact on any of the AWSS elements within the proposed project corridor and would have no impact on the AWSS historic district. No further historic review is required.[4]

<u>Page St & Webster St</u>
This intersection has been altered and has been upgraded with bulb-outs and curb ramps. New poles may be placed within 20 feet of each corner of the intersection. New signs could be installed on the following existing poles listed below:

[2] As part of the Haight Street Muni Forward Improvements project, 5 parking spaces have been legislated for removal so as part of the Pilot project, only 7 parking spaces would need to be legislated for removal.
[3] Personal communication from Debra Dwyer, San Francisco Planning Dept, dated October 30, 2019.
[4] Personal communication from Debra Dwyer, San Francisco Planning Dept, dated October 30, 2019.

- northeast corner: an existing pole with signage, a wooden utility pole with streetlight and existing signage affixed, including a stop sign, an existing pole with a parking sign
- northwest corner: existing wooden utility pole with streetlight, existing stop sign pole
- southwest corner: existing stop sign pole, existing wooden utility poles, existing speed bump sign
- southeast corner: existing stop sign pole, existing wooden utility poles

Page St & Laguna St

This intersection has been upgraded with new curb ramps. New poles may be placed within 20 feet of each corner of the intersection. New signs could be installed on the following existing poles listed below:

- northeast corner: an existing streetlight pole
- northwest corner: existing wooden utility pole with streetlight, existing stop sign pole, existing streetlight pole
- southwest corner: existing wooden utility poles, existing stop sign pole, existing OCS (Muni bus Overhead Contact System) pole
- southeast corner: existing stop sign pole, existing wooden utility poles, existing OCS pole

Page St & Octavia Blvd

This intersection was developed in the mid-2000s as part of the removal of the Central Freeway. New poles may be placed within 20 feet of each corner of the intersection and within 20 feet of each medianNew signs could be installed on the following existing poles listed below:

- northeast corner: existing OCS/signal pole
- northwest corner: existing streetlight/signal/OCS pole, existing streetlight/signal pole
- southwest corner: existing COS/signal pole, existing streetlight pole
- southeast corner: existing streetlight/signal pole, existing OCS/signal pole
- northern medians: existing signal pole on northeast median, existing OCS/signal pole on northern middle median, existing signal pole on northwest median
- southern medians: existing signal pole on southeast median, existing OCS/signal pole on southern middle median, existing signal pole on southwest median

Haight St & Webster St

This intersection has been altered and has been upgraded with new bulb-outs and curb ramps. New poles may be placed within 20 feet of each corner of the intersection. New signs could be installed on the following existing poles listed below:

- northeast corner: existing OCS pole
- northwest corner: existing stop sign, a wooden utility pole, and a lightpole
- southwest corner: existing stop sign and a wooden utility pole

- southeast corner: existing stop sign and a lightpole/OCS pole

Data Collection

The 18-month pilot project would run from approximately December 1, 2019 to March 1, 2021, allowing for study of effects to circulation, transit performance, and traffic safety. The 18-month duration of the proposed pilot project is necessary to study the effects of the changes before and after the construction of Muni Forward transit improvements on Haight Street (described in 'Planned Projects in the Vicinity' below), the construction of which is expected to begin in spring 2020. Data collection for the proposed pilot project would be used to assess changes to conditions under the following categories:

1. **Vehicle and bicycle volumes on Page Street**
    - To measure the project's primary goal of reducing vehicle volumes on Page Street east of Webster Street, and the extent to which the street becomes more attractive for bicycling
    - Method: traffic counts (incl. breakdown by mode)
2. **Vehicle queuing on Oak Street**
    - To measure possible changes to vehicle queuing lengths and incidents of 'blocking the box' on Oak Street approaching Octavia Boulevard
    - Method: observations (in-person + video)
3. **Larger neighborhood traffic circulation**
    - To study changes in traffic patterns throughout the larger neighborhood street grid (i.e., how traffic is dispersed onto other streets)
    - Method: traffic counts (intersection movements + mid-block screenline)
4. **Transit travel time on Haight Street and Fillmore Street**
    - To measure possible changes in transit travel times on Haight Street
    - Method: on-board Muni GPS data (bus stop to bus stop)
5. **Violations of Muni lane on Haight Street**
    - To measure possible changes in private vehicle violations of the eastbound Muni-only lane on Haight Street
    - Method: manual reduction via pole-mounted video
6. **Compliance with 'no left turn' restriction on SB Webster Street at Haight Street**
    - To measure the effectiveness of this turn restriction on limiting traffic diversion onto Haight Street
    - Method: comparison of the number of left-turns before and during the pilot
7. **Disruptions to transit service on Haight Street during special events**
    - To study changes to how transit is re-routed from Haight Street during special events, possibly including study of additional operational costs
    - Method: analysis of disruption events (count, hours, and/or cost) before and during the pilot

8. **Safety on Page and Haight streets**
    - To study various metrics of safety, including 'close calls' between people driving and bicycling, passing events, and collisions
    - Methods: observations (in-person + video), collision records (incl. transit)
9. **Public perception**
    - To study the public's perception of the modified traffic patterns
    - Method: street user survey

'Baseline' data will be collected prior to installation of the temporary diversions and turn restrictions (expected construction in December 2019). Two evaluation periods are proposed to compare against the 'baseline' data. The first evaluation period will occur before planned transit upgrades on Haight Street (new traffic signals and turn restrictions at Webster and Buchanan streets). The second evaluation will occur after these improvements have been constructed.

- **1st evaluation – spring 2020**
    - *Prior to traffic signal modifications and turn restrictions on Haight Street (see 'Planned Projects in the Vicinity' below)*
- **2nd evaluation – late summer / early fall 2020**

The project team will return to the SFMTA Board of Directors with a report of findings in spring 2021, along with a recommendation of whether to continue, modify, or remove the pilot project's traffic restrictions, bicycle changes, and parking changes. These piloted changes will expire and the streets will be reverted to pre-pilot conditions on March 1, 2021 if not extended or permanently approved/modified by the SFMTA Board of Directors prior.

TRANSPORTATION DISCUSSION

Vehicle Miles Traveled

The proposed *Page Street Bikeway Improvements Pilot Project* is considered an Active Transportation and Other Minor Transportation Project in accordance with *CEQA Section 21099 – Modernization of Transportation Analysis*, and is therefore presumed to not significantly impact VMT and no further VMT analysis is required.

Traffic Circulation (Diversion Discussion)

SFMTA have designed the pilot circulation changes to encourage people driving from the west to stay on Oak Street to turn right onto Octavia Boulevard to access the Central Freeway and people driving from the north remain on Gough Street and access the freeway via Otis Street to 13th Street. Several other possible routes to the freeway are also possible, as the street grid serves to diffuse traffic so no one street takes on

undue burden. A primary goal of this 18-month pilot study is to evaluate changes to traffic circulation as a result of the proposed changes/restrictions. The pilot project would allow SFMTA to temporarily implement and study the proposed changes to assure they work in the long-term and to inform possible modifications.

Below is a discussion of anticipated diversion at Page Street and Webster Street and at Page Street and Octavia Boulevard.

Page Street at Webster Street

At the intersection of Page Street and Webster Street – the location of the proposed diversion of *eastbound* Page Street traffic – approximately 269 vehicles would be diverted in the AM peak hour. With the proposed changes, people driving on eastbound Page Street would be required to turn right onto Webster Street southbound and would then most directly follow Hermann Street, Laguna Street, Guerrero Street, and Duboce Avenue / 13th Street to access the freeway at the South Van Ness on-ramp. It is also likely that people driving would use (or remain on) Oak Street to use Octavia Boulevard to reach the freeway, or alternatively, find their way to 14th Street, which also provides freeway access via several north-south streets that connect with Duboce Ave / 13th Street. For those on Webster Street who would be prohibited from turning onto eastbound Page Street (approximately 51 vehicles in the AM peak hour), the most direct alternative routes would be Oak Street for northbound drivers and the aforementioned routes for southbound travelers.

Westbound vehicle movements on Page Street at Webster Street would remain unaffected, and pedestrian and bicycle traffic would remain permitted in all directions. Page Street between Webster and Laguna streets would remain two-way, with parking permitted on both sides of the street. People wishing to park on the south side of the street on the Webster-Buchanan block would enter from the Buchanan (east) end and make a U-turn at the west end of the block. For comparison, a similar permanent diversion design was recently installed on Scott Street southbound at Fell Street as part of the *Wiggle Neighborhood Green Corridor* project and has also been in place for many years on 3rd Avenue at Lincoln Way.

Page Street at Octavia Boulevard

At the intersection of Page Street and Octavia Boulevard – the location of the proposed diversion of *westbound* Page Street traffic – approximately 187 vehicles would be diverted in the AM peak hour. With the proposed changes, people driving on westbound Page Street would most likely use Gough Street to access Octavia Boulevard from Fell or Haight streets to reach the freeway, or alternatively, would follow Gough Street, Otis Street, and 13th Street to access the freeway at the South Van Ness Avenue on-ramp. For those who currently access Page Street west of Octavia Boulevard by turning right off Gough Street – a route that would not be possible with the pilot's turn restrictions –

the most direct alternative route would be turning right off Gough Street onto Fell Street, left onto Octavia Boulevard, and finally right onto Page Street westbound.

These restrictions are intended to further discourage people from accessing Octavia Boulevard close to the Central Freeway on-ramp at Market Street, which results in congestion as vehicles fill-in travel lane capacity on Octavia Boulevard; this limits the ability of people already on Octavia Boulevard to progress south through the intersection.

Pedestrians

The project would improve conditions for people walking along Page Street between Webster and Gough streets by reducing traffic volumes and the resulting risk of traffic collisions, particularly at intersections. The pilot would not alter any sidewalks, so no direct impacts to pedestrians are expected.

Bicycles

The project would also improve conditions for people bicycling along Page Street by reducing traffic volumes and the resulting risk of traffic collisions, both at intersections and mid-block. An existing ‘center-running’ eastbound Class II bike lane between Buchanan Street and Octavia Boulevard would be removed and replaced with an eastbound Class IV protected bikeway between Laguna Street and Octavia Boulevard and a westbound Class II bike lane between Octavia Boulevard and Webster Street.

Transit

There is no revenue transit service on Page Street. There is, however, the possibility of vehicles diverting from Page Street onto Haight Street one block to the south – a major east-west transit corridor (6 - Parnassus, 7 - Haight-Noriega). To limit the potential effects of diverted vehicles onto Haight Street to transit, the pilot project includes the following improvements - a restriction on left-turns from southbound Webster Street onto eastbound Haight Street, as well as the addition of a block-long ‘right lane must turn right, except Muni’ lane on eastbound Haight Street from Webster Street to Buchanan Street.

These improvements would limit the number of vehicles that would divert onto Haight Street and the new eastbound block-long ‘right lane must turn right, except Muni’ lane on Haight Street between Webster Street and Buchannan Street would allow Muni buses to by-pass queued vehicles to access the existing center-running Muni lane on Haight Street between Buchannan Street and Octavia Boulevard. Therefore while some vehicle diversion may occur onto Haight from Buchannan Street and Laguna Street, impacts to transit are not anticipated to be substantial due to the existing center-running Muni lane on Haight Street between Buchannan Street and Laguna Street.

The Haight Street Muni Forward Improvement Project (described in the 'Planned Projects in the Vicinity' section) will bring new traffic signals to the intersections of Haight Street with Webster Street and Buchanan Street. The new traffic signal at Haight Street and Buchanan Street will include prohibitions on left-turns on all approaches due to limited sight lines, which will address the potential of vehicle traffic diverting from Oak Street onto Haight Street via Buchanan Street. These transit improvements on Haight Street are expected to be constructed beginning in spring 2020, after the beginning of the proposed pilot project on Page Street.

Further, the pilot project's evaluation would give attention to changes in transit travel time, violations of the transit-only lane, and other transit-related metrics described above.

Emergency Vehicle Access

All emergency vehicles would be permitted to travel eastbound on Page Street at Webster Street, westbound on Page Street at Octavia Boulevard, and would not be obliged to follow the other turn restrictions.

All roadway striping, signage, and other traffic would be reviewed and approved by the Fire Department prior to project approval and implementation, and adequate emergency vehicle access would be retained.

Loading

This project would not result in any loading changes.

Parking

Up to 35 parking spaces would be removed with the pilot project.

Construction/Excavation

The proposed project would require the installation of signs as discussed above. Other construction aspects of the project would include the installation of roadway striping, traffic signs, and flexible posts (i.e., vertical delineators) by SFMTA's paint and sign shops. Construction is expected to take approximately two to four weeks to complete. All project work would occur within the existing right-of-way and conform to the SFMTA Blue Book requirements for working within the public right of way, the Public Works Code, and orders for construction within the right of way as applicable.

Continued on the next page.

Planned Projects in the Vicinity

Page Street Neighborway

The Page Street Neighborway Project (2013.1238E) is a multi-phase effort to make Page Street a safer and more pleasant place to walk and bike to neighborhood destinations and nearby parks, and because the corridor is identified on the San Francisco Planning Department's Green Connections Network, the project also aims to provide landscaping and other greening opportunities where possible.

The 'Phase One' segment extends from Market Street to Webster Street, where approximately $2 million of developer impact fees funding the design and implementation of several streetscape and traffic safety enhancements. The SFMTA Board approved parking changes in summer 2018 for four new landscaped rain gardens, two corner sidewalk extensions (bulb-outs), and a raised (traffic-calmed) intersection at Page and Buchanan streets. Though this project area overlaps with that of the proposed pilot project, these changes would not directly affect the pilot improvements. Construction of these elements is expected to begin in summer 2020. The 'Phase Two' segment may extend from Webster Street to Stanyan Street (at Golden Gate Park) but is considered a conceptual project as planning and outreach activities for this segment have not yet been scheduled.

Haight Street Muni Forward improvements

Improvements to enhance the performance of Haight Street transit service (in addition to the eastbound transit-only lane in place between Buchanan and Gough streets) have been approved by the SFMTA Board and are expected to begin construction in spring 2020. These include the following:

- Moving the eastbound bus stop on the near-side of Buchanan Street approximately 100 feet westerly and adding a right-turn pocket forward of the relocated bus stop
- Conversion of all-way STOP control to traffic signal control at the intersection of Webster Street
- Conversion of all-way STOP control to traffic signal control at the intersection of Buchanan Street, including adding a queue jump (transit-only) signal
    - The queue jump (transit-only signal) allows eastbound Muni buses to safely negotiate from the curbside bus stop near-side of Buchanan Street to the ‘center-running’ transit lane that begins east of the intersection.
    - Due to limited sight distance (due to the crest of hill), implementation of the traffic signal will also include left-turn restrictions from all approaches to the Haight and Buchanan streets intersection.

Conceptual Projects in the Vicinity

The projects listed below are in the vicinity of the proposed project, but are still in the planning phase, conceptual in nature, and no final design has yet been determined. Once defined, the projects would be submitted for environmental review, as applicable.

Northbound Octavia Blvd Local Lane Streetscape Re-design

This project would re-design the northbound local lane on Octavia Boulevard between Page Street and Fell Street with a new pedestrian-focused layout with various elements such as unit pavers, landscaping, a possible curb-less layout, and green storm water infrastructure. This effort, which remains conceptual and tentative in scope, is being coordinated with the development of the Market-Octavia parcels along the east side of Octavia Boulevard.

Approval Action

The first approval of the project committing the City to carrying out the proposed pilot project would be SFMTA Board of Directors.

ATTACHMENT A
Existing striping drawings

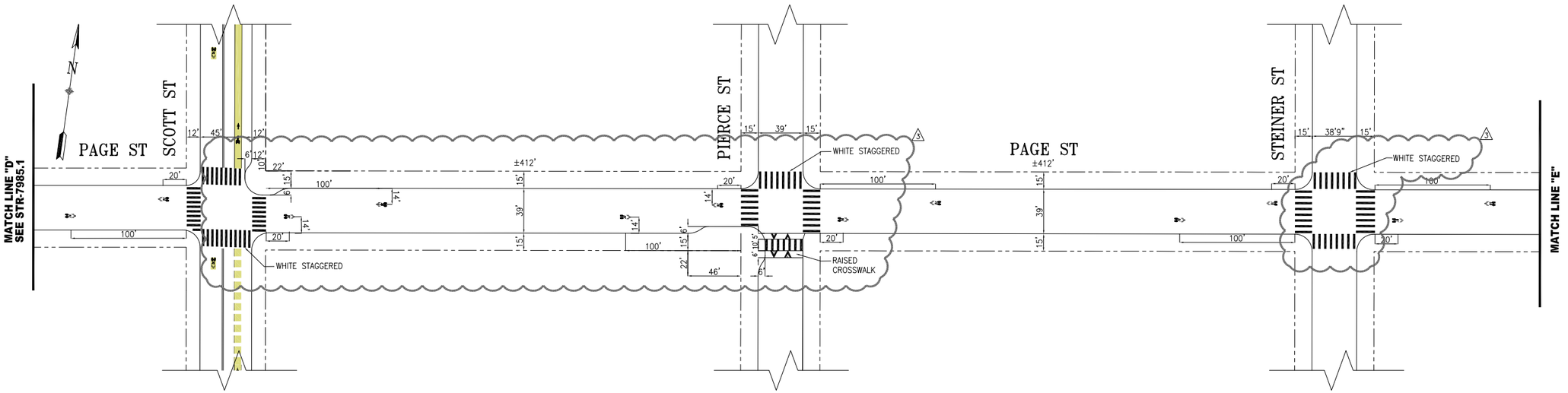
ATTACHMENT B
Proposed striping drawings

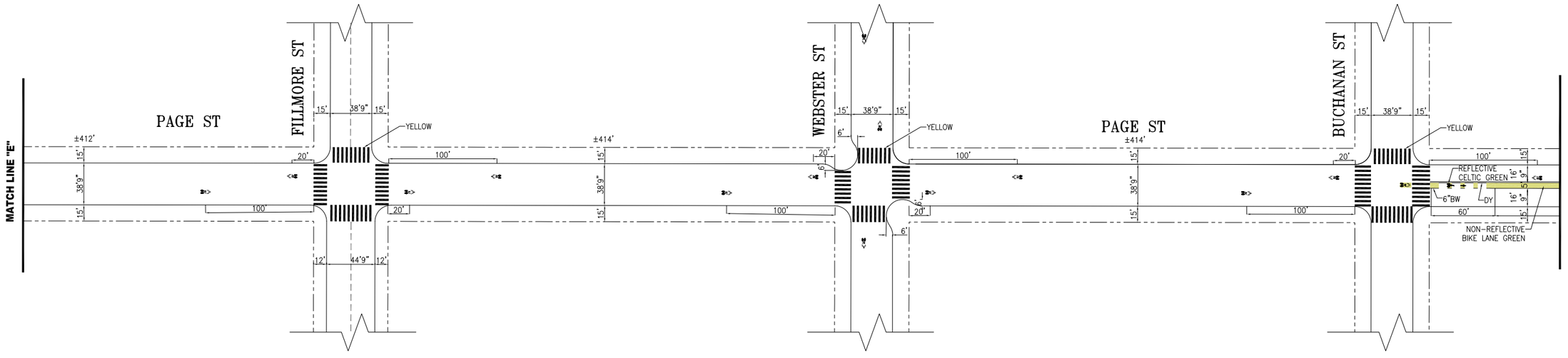
ATTACHMENT C
Circulation changes graphic

Attachment A - Existing Striping Drawings

NOTE:

1. ALL SHARED USE LANE MARKINGS SHALL BE 12' FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED





NO.	DATE	DESCRIPTION	BY	APP
3	05/02/18	BULBS AT SCOTT, PIERCE; NEW RAISED CROSSWALK AT PIERCE;	P.STANIS	M.SALLABERRY
		INSTALLED WHITE STAGGERED CONTIS AT PIERCE, STEINER		
		RESTORE ALL OTHER STRIPING TO POST CONSTRUCTION		
		CONDITIONS		
2	08/04/17	ADDED EB BIKE LANE BUCHANAN TO LAGUNA	D.CARR	M.SALLABERRY
1	5/29/12	UPGRADE TO WHITE STAGGERED CONTI AT SCOTT	E.ROBINSON	M.SALLABERRY

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA

DRAWN: M.Y.LUC DATE: 9/2012
CHECKED: D.R.CURTIS DATE: 12/2012

APPROVED
MIKE SALLABERRY 1/7/13
SENIOR ENGINEER DATE:
RICARDO OLEA 1/7/13
CITY TRAFFIC ENGINEER DATE:

SCALE: 1"=50'-0"
SHEET/SHEETS:

TRAFFIC STRIPING

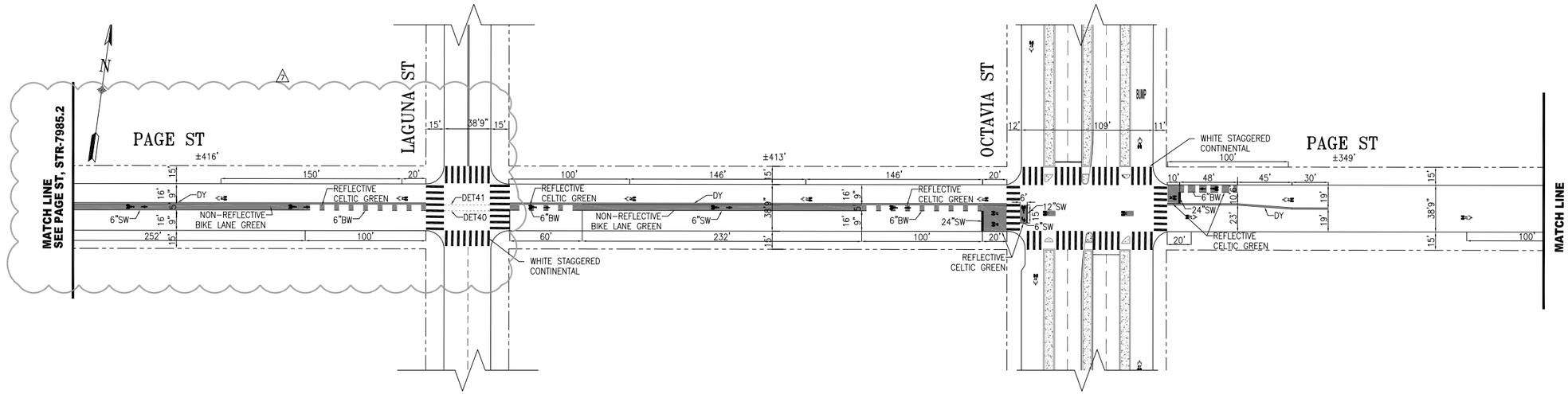
PAGE STREET
SCOTT STREET TO BUCHANAN STREET

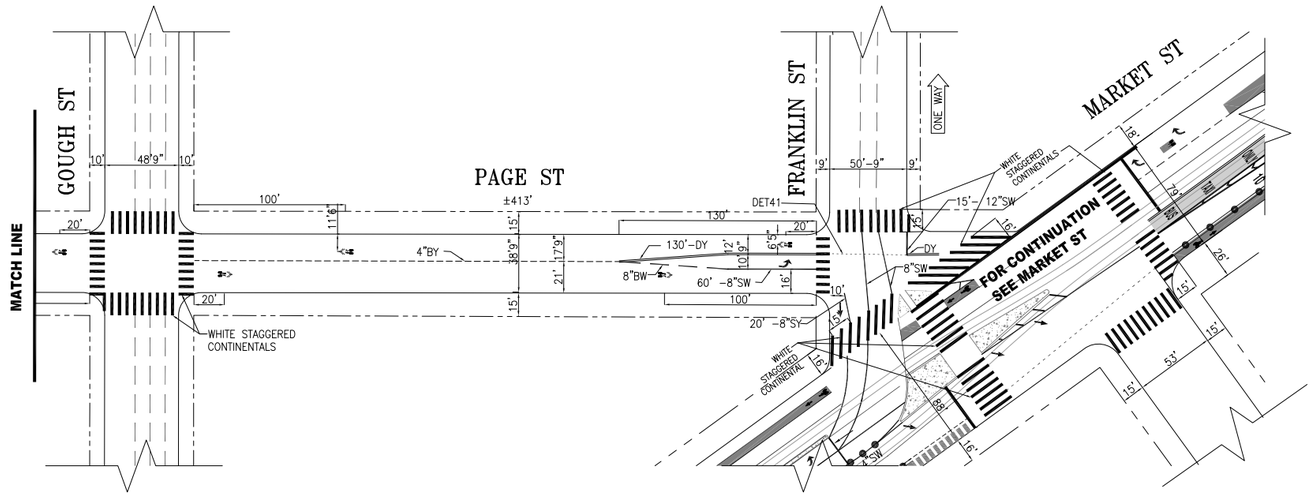
CONTRACT NO.
DRAWING NO. STR-7985.2
FILE NO.
REV. NO. 3

EXTERNAL REFERENCES: XREFS
FONTS USED: FONTS
SCALE FACTOR: XX
PLOT SCALE: X:X
FILE NAME: Page St_STR-###_1_2_3 (Stanyan St to Market St)
DATE: --/--/--
ORIGIN: SECTION

NOTE:

1. ALL SHARED USE LANE MARKINGS SHALL BE 12' FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED





NO.	DATE	DESCRIPTION	BY	APP
7	08/04/17	ADDED EB BIKE LANE BUCHANAN TO LAGUNA	D.CARR	M.SALLABERRY
6		WIDTH OF LANES CHANGE & 8"BW @FRANKLIN ST, WHITE STAGGERED CONTINENTALS @FRANKLIN ST & MARKET ST, GREEN PAINT & SAFE HIT POSTS TO RAISED BIKEWAY ON MARKET ST. PER FIELD: DETAIL 41 @ LAGUNA ST.	W.TABAJONDA	M.SALLABERRY
5	02/19/16	SHIFTED DY, ADDED BIKE LANES, GREEN SHARROW AND BIKE BOXES FROM LAGUNA TO S OF OCTAVIA	D.CARR	M.SALLABERRY
4	-/-/-	ADDED WHITE STAGGERED CONTINENTALS @ GOUGH ST	K.LEUNG	C.HUI

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION — D.CARR M.SALLABERRY

SFMTA
Municipal Transportation Agency

THE CITY AND COUNTY OF SAN FRANCISCO

SUPERCEDES STR-2266, REV3

DRAWN: M.Y.LUC DATE: 9/2012

CHECKED: D.R.CURTIS DATE: 12/2012

APPROVED

MIKE SALLABERRY 1/7/13
SENIOR ENGINEER DATE:

RICARDO OLEA 1/7/13
CITY TRAFFIC ENGINEER DATE:

SCALE: 1"=50'-0"

SHEET/SHEETS:

TRAFFIC STRIPING

PAGE STREET
LAGUNA STREET TO MARKET STREET

CONTRACT NO.

DRAWING NO. STR-7985.3

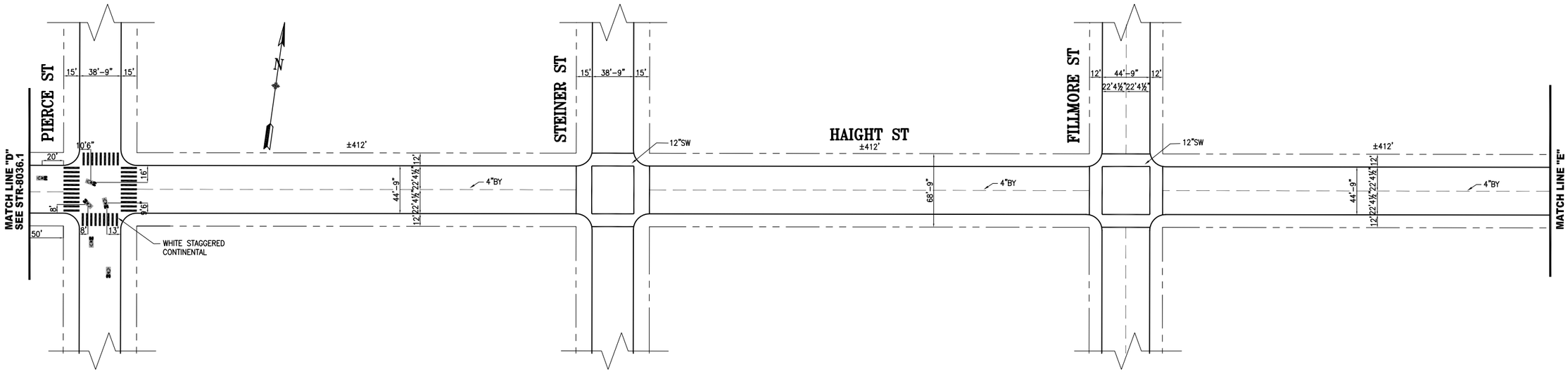
FILE NO.

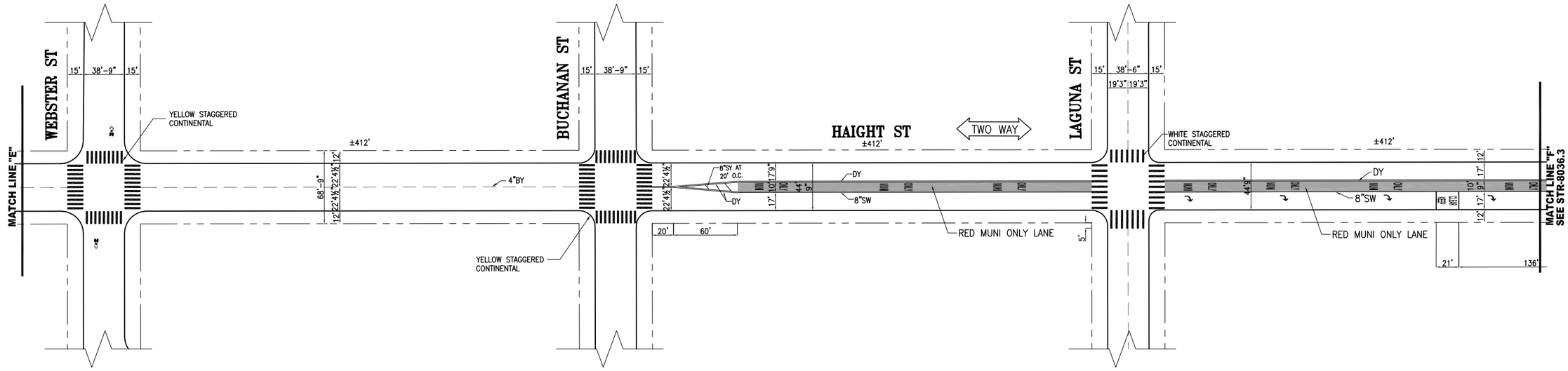
REV. NO. 7

EXTERNAL REFERENCES: XREFS
FONTS USED: FONTS

SCALE FACTOR: XX
PLOT SCALE: X:X

FILE NAME: Page St_STR-####.1.2.3 (Stanyan St to Market St)
DATE: --/--/--
ORIGIN: SECTION





NO.	DATE	DESCRIPTION	BY	APP
2	4/1/16	REVISED GREENBACK SHARROW DIMENSIONS PER FIELD CONDITIONS AT HAIGHT	P.S.	G.D.
1	2/9/15	INSTALLED RED MUNI ONLY LANE BETWEEN BUCHANAN AND OCTAVIA, INSTALLED STAGGERED CONTINENTALS, AND REMOVED EBLT AT LAGUNA	DNM	DLA

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA
Municipal Transportation Agency

SUPERSEDES THE FOLLOWING STRS:
STR-2324, REV 14
STR-2324.1, REV 23
STR-6787

DRAWN: DRP DATE: 01/14
CHECKED: AKW DATE: 01/14

APPROVED
BRIAN DUSSEAULT 2/3/2015
SENIOR ENGINEER DATE:
RICARDO OLEA 2/3/2015
CITY TRAFFIC ENGINEER DATE:

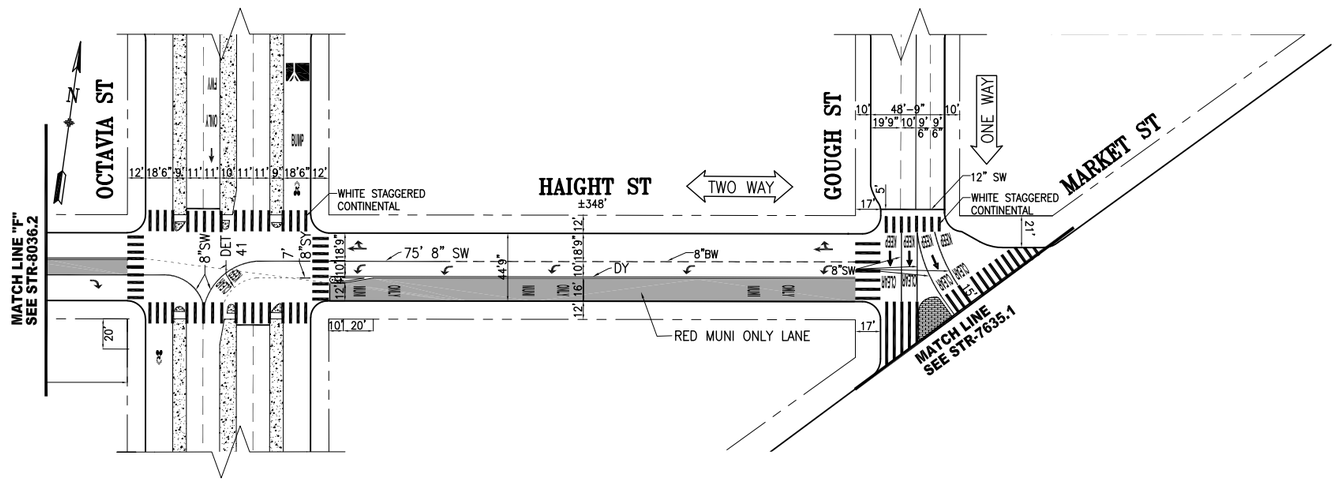
SCALE: 1" = 50'
SHEET/SHEETS: 3 OF 4

TRAFFIC STRIPING

HAIGHT STREET
PIERCE STREET TO OCTAVIA STREET

CONTRACT NO.
DRAWING NO. STR-8036.2
FILE NO.
REV. NO. 2

FILE NAME:
DATE: T:\T_e_files\Off_rec\dwgs\str-XXXX



NO.	DATE	DESCRIPTION	BY	APP.
1	10/08/14	ADDED WHITE STAGG CONTI, MADE TWO WAY, RED MUNI LANE, BTWN. OCTAVIA AND GOUGH,	KN	CH

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

CITY AND COUNTY OF SAN FRANCISCO

SUPERSEDES THE FOLLOWING STRS:
STR-2324, REV 14
STR-2324.1, REV 23
STR-6787

DRAWN: DRP DATE: 1/14
CHECKED: AKW DATE: 1/14

APPROVED
BRIAN DUSSEAULT 2/3/2015
SENIOR ENGINEER DATE:

RICARDO OLEA 2/3/2015
CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 50'

SHEET OF SHEETS: 4 OF 4

TRAFFIC STRIPING

HAIGHT STREET
OCTAVIA STREET TO MARKET STREET

CONTRACT NO.

DRAWING NO. STR-8036.3

FILE NO.

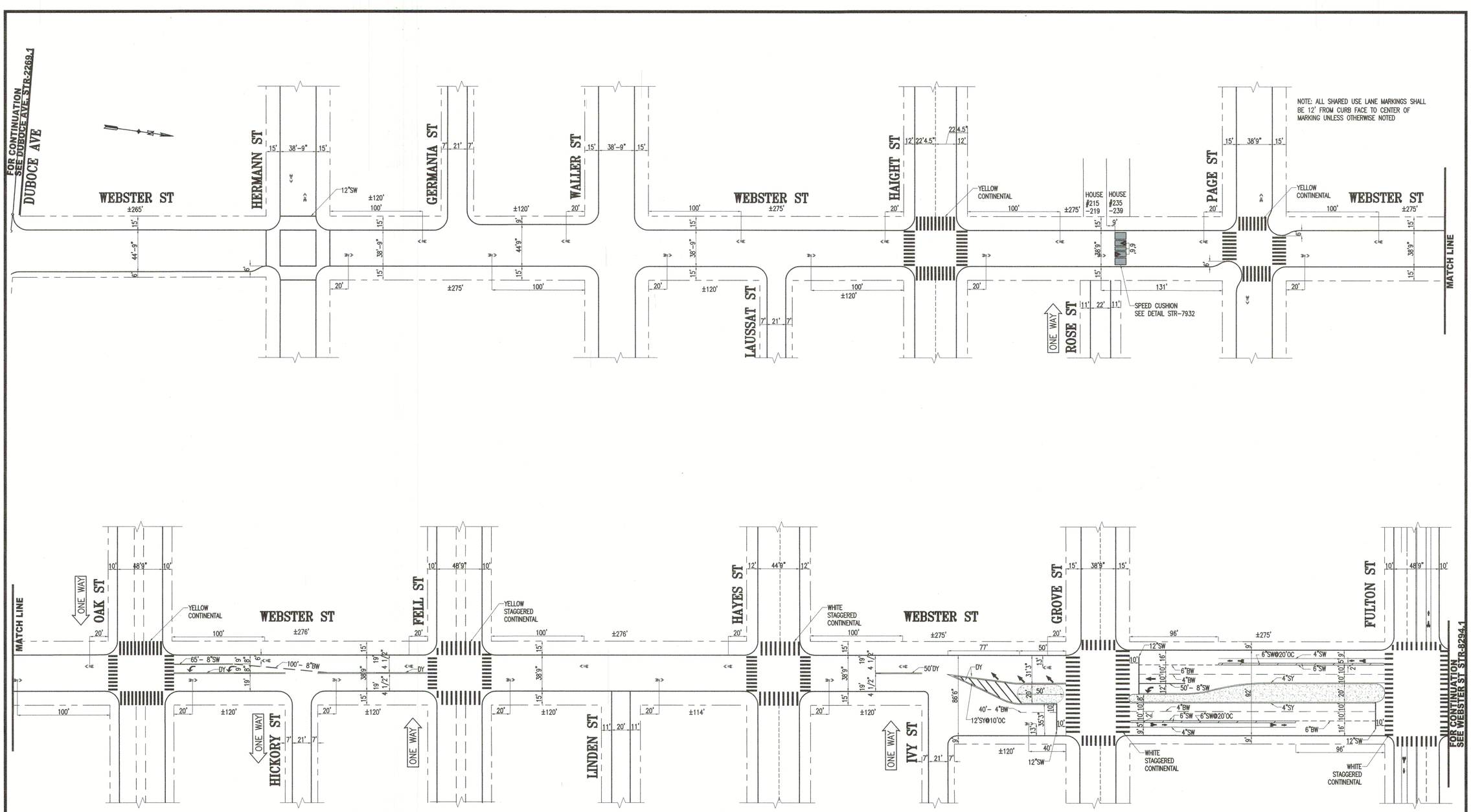
REV. NO. 1

EXTERNAL REFERENCES: XREFS
FONTS USED: FONTS

SCALE FACTOR: XX
PLOT SCALE: 1=1

ORIGIN: SECTION

FILE NAME: BOE-STD2.DWG
DATE: --/--/--



NO.	DATE	DESCRIPTION	BY	APP
2	10/26/18	INSTALL WHITE STAGG. CONTIS. AND ADVANCED LIMIT LINES @ GROVE & FULTON; INSTALL 40FT 4"BW @ GROVE; UPDATED 8"SW LENGTH @ GROVE PER FIELD.	M.SALLABERRY	M.SALLABERRY

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA

SEAL OF THE CITY AND COUNTY OF SAN FRANCISCO

SUPERSEDES STR-8011 REV2

DRAWN: D.MENDOZA DATE: 08/20/18

CHECKED: P.STANIS DATE: 01/18/19

APPROVED

SENIOR ENGINEER DATE: 1/22/19

CITY TRAFFIC ENGINEER DATE: 1/23/19

SCALE: 1" = 50'

SHEET/SHEETS:

STRIPING DRAWING

WEBSTER STREET
DUBOCE BOULEVARD TO FULTON STREET

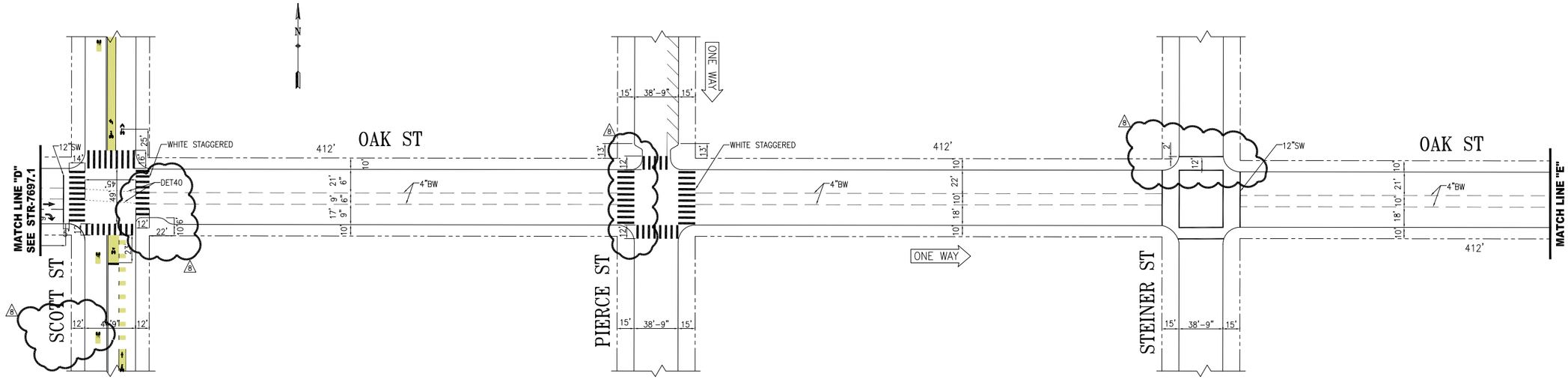
CONTRACT NO.

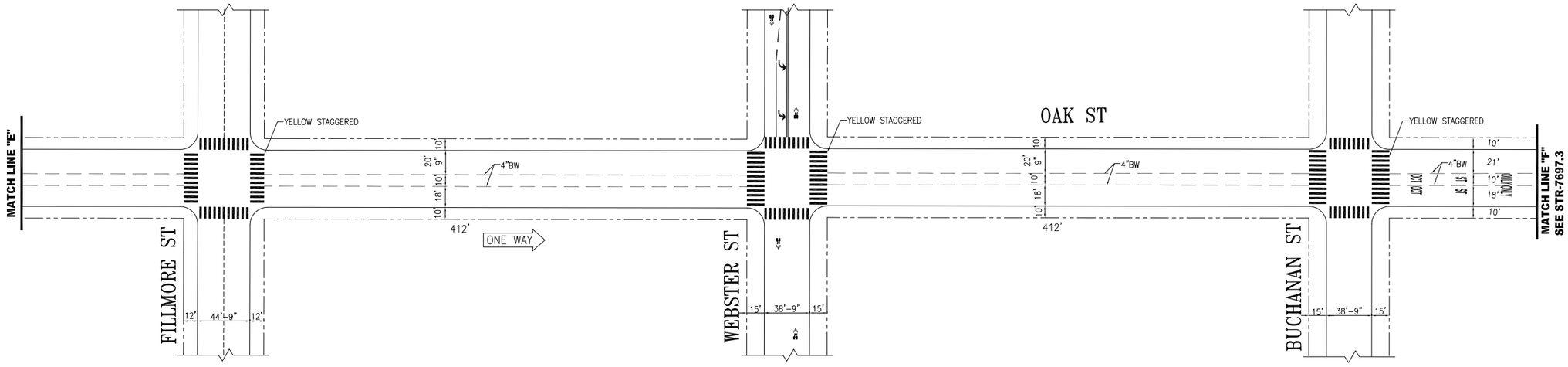
DRAWING NO. STR-8294

FILE NO.

REV. NO. 0

FILE NAME:
DATE: --/--/--





NO.	DATE	DESCRIPTION	BY	APP
8	05/02/18	NEW BULBOUT ON SOUTHEAST CORNER AT SCOTT -PER FIELD UPDATE; GREEN BACK SHARROW & DET40 LABEL @ SCOTT, CONTI DIMS ON OAK & STEINER	P.STANIS	M.SALLABERRY
7	04/29/16	INSTALL STAGGERED CROSSWALKS AT OAK/PIERCE, UPDATE AT SCOTT	P.STANIS	M.SALLABERRY
6	10/15/15	INSTALL PSZ ON SOUTHEAST CORNER AT OAK & SCOTT	P.STANIS	M.SALLABERRY
5	02/25/14	GREEN SHARROWS IN MIXING ZONE AT SCOTT ST	E.ROBINSON	M.SALLABERRY
4	06/14/13	ADDED THROUGH ARROW AT SCOTT STREET	R.DI MARCO	M.GROWNEY

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA

SUPERSEDES: STR-4705.1 REV4
SUPERSEDES: STR-4705 REV6

DRAWN: T.ABDALLAH DATE: 04/2005

CHECKED: A.K.WONG DATE: 05/2005

APPROVED

DANIEL ARBELLANO 05/23/05
SENIOR ENGINEER DATE:

JACK L. FLACK 05/25/05
CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 50'

SHEET/SHEETS: 03 OF 04

TRAFFIC STRIPING

OAK STREET
FROM SCOTT STREET TO BUCHANAN STREET

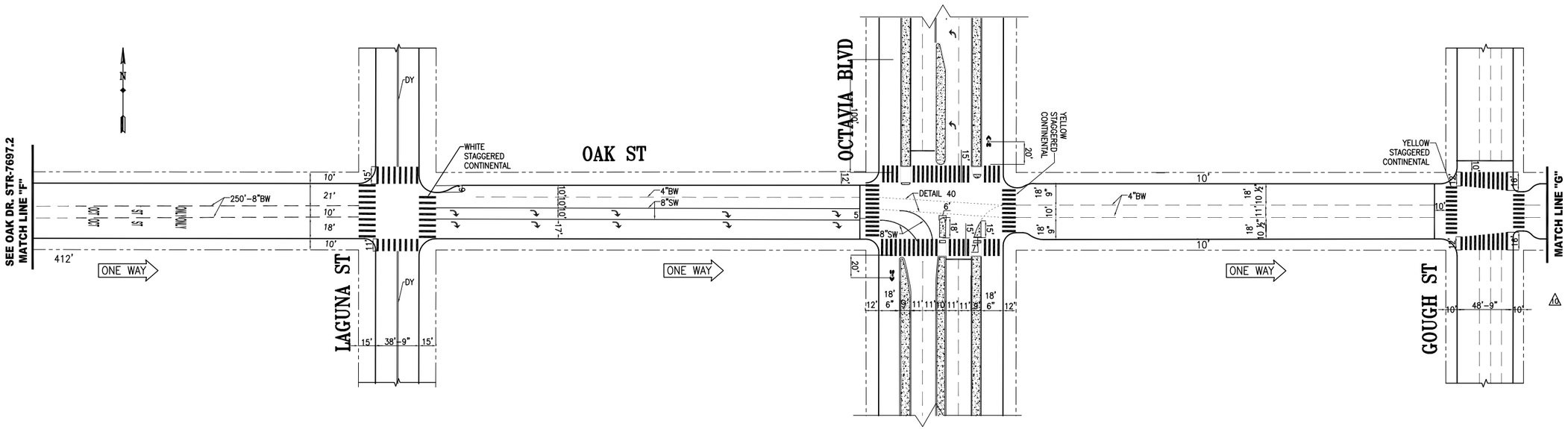
CONTRACT NO.

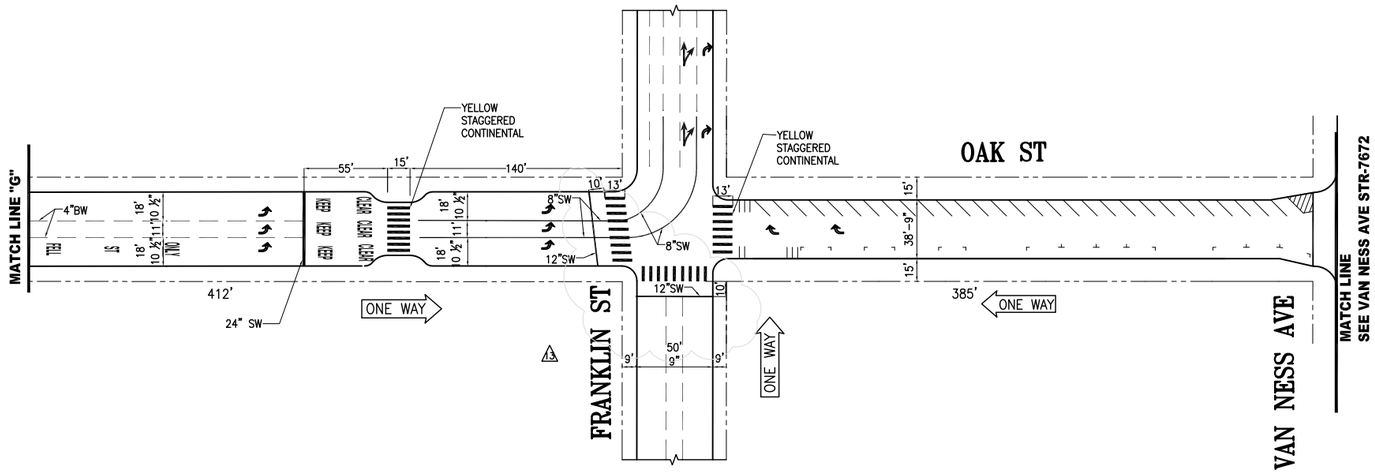
DRAWING NO. STR-7697.2

FILE NO.

REV. NO. 8

FILE NAME:
DATE: --/--/--





NO.	DATE	DESCRIPTION	BY	APP
7	01/30/18	ADDED MEDIAN ISLANDS, DET.40 AT OCTAVIA	D.CARR	M.SALLABERRY
6	-/-/-	ADVANCED LIMIT LINE ON FRANKLIN @ OAK ST	J.CHIMENTO	D.DE LEON
5	06/03/16	ADDED ADVANCED LIMIT LINES FOR SB GOUGH AND EB OAK	C.SOLLA	C.HUI
4	04/10/15	ADD 2RTL OCTAVIA TO LAGUNA, UPDATED PER FIELD	T.ABDALLAH	B.WOO
3	07/21/15	SQUARED CORNERS AND ADJUSTED XWALK AT FRANKLIN	L.YEE	P.WOO
2	03/25/15	ADDED CONTINENTAL CROSSWALK AT LAGUNA	D.CARR	G.DE LEON

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA
Municipal Transportation Agency

SUPERSEDES: STR-4705.1 REV4

DRAWN: T.ABDALLAH DATE: 04/2005

CHECKED: A.K.WONG DATE: 05/2005

APPROVED

DANIEL ARBELIANO 05/23/05
SENIOR ENGINEER DATE:

JACK L. FLACK 05/25/05
CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 50'

SHEET/SHEETS: 04 OF 04

TRAFFIC STRIPING

OAK STREET
FROM LAGUNA STREET TO VAN NESS AVENUE

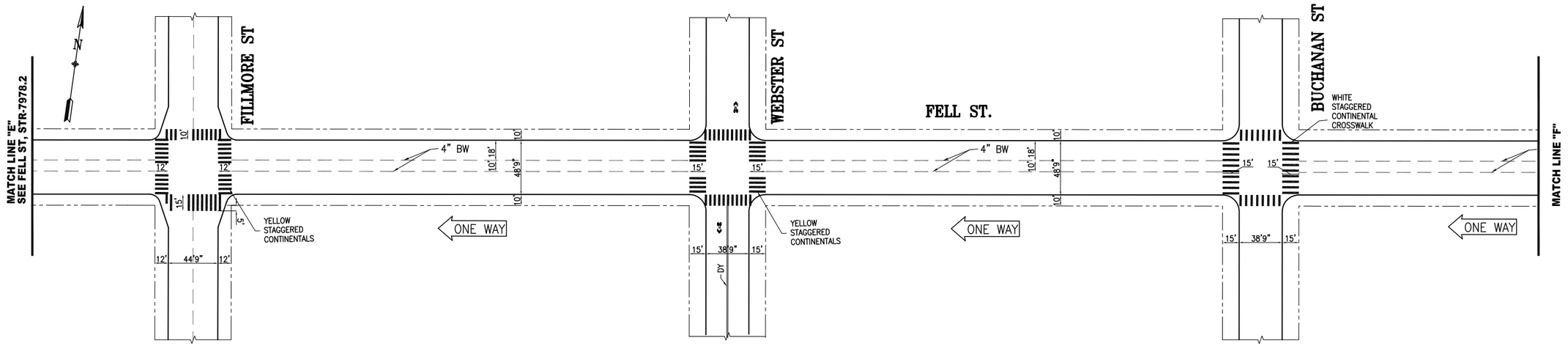
CONTRACT NO.

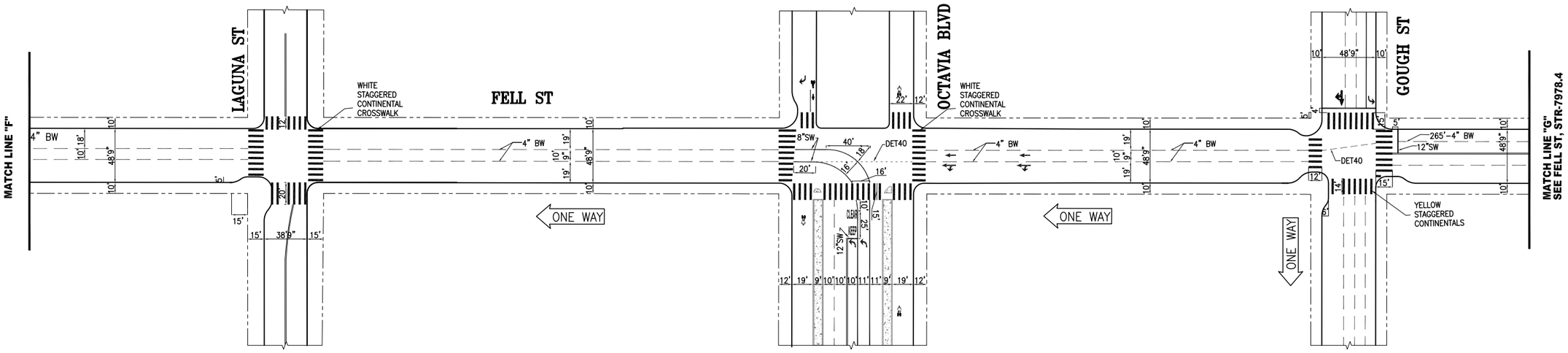
DRAWING NO. STR-7697.3

FILE NO.

REV. NO. 13

FILE NAME:
DATE: -/-/--





LIST OF CHANGE 1 UPDATES PER FIELD:

- GOUGH: ADJUST XWALKS AND CORRESPONDING LIMIT LINES
- OCTAVIA: ADD KC, EXTEND DET40, ADJUST XWALKS AND ADV. LIM LINE, REMOVE 8"SW
- LAGUNA: ADJUST BULBS AND CROSSWALKS
- DIMENSION YELLOW XWALKS AT WEBSTER AND FILLMORE

NO.	DATE	DESCRIPTION	BY	APP
6	07/14/17	PARKING CHANGE: UPDATED STRIPING ON GOUGH, EXTENDED 4" BW GOUGH-FRANKLIN, PER FIELD: CURB CHANGE @FILLMORE, SHARROWS @WEBSTER.	D.CARR	M.SALLABERRY
5	12/09/15	ADDED BULB-OUT & WHITE STAGG. CONT. AT GOUGH	K. LEUNG	C. HUI
3	03/27/15	ADDED CONTI CROSSWALKS AT OCTAVIA, LAGUNA AND BUCHANAN	D.CARR	G. DeLEON
2	04/06/14	AT OCTAVIA, REMOVE 24"SW, STAGGER NB LIMIT LINE, ADJUST 8"SW	D. YEUNG	B. WOO
1	01/11/13	UPDATED PER FIELD: SEE LIST OF CHANGES ABOVE	D. YEUNG	B. WOO

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA
Municipal Transportation Agency

SUPERSEDES: STR-7712.1 REV1

DRAWN: T.ABDALLAH DATE: 10/19/12

CHECKED: B.WOO DATE: 10/19/12

APPROVED

THOMAS P. FOLKS 10/23/12
SENIOR ENGINEER DATE:

THOMAS P. FOLKS FOR RICARDO OLEA 10/23/12
CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 50'

SHEET/SHEETS: 04 OF 05

TRAFFIC STRIPING

FELL STREET
STEINER STREET TO GOUGH STREET

CONTRACT NO.

DRAWING NO. STR-7978.3

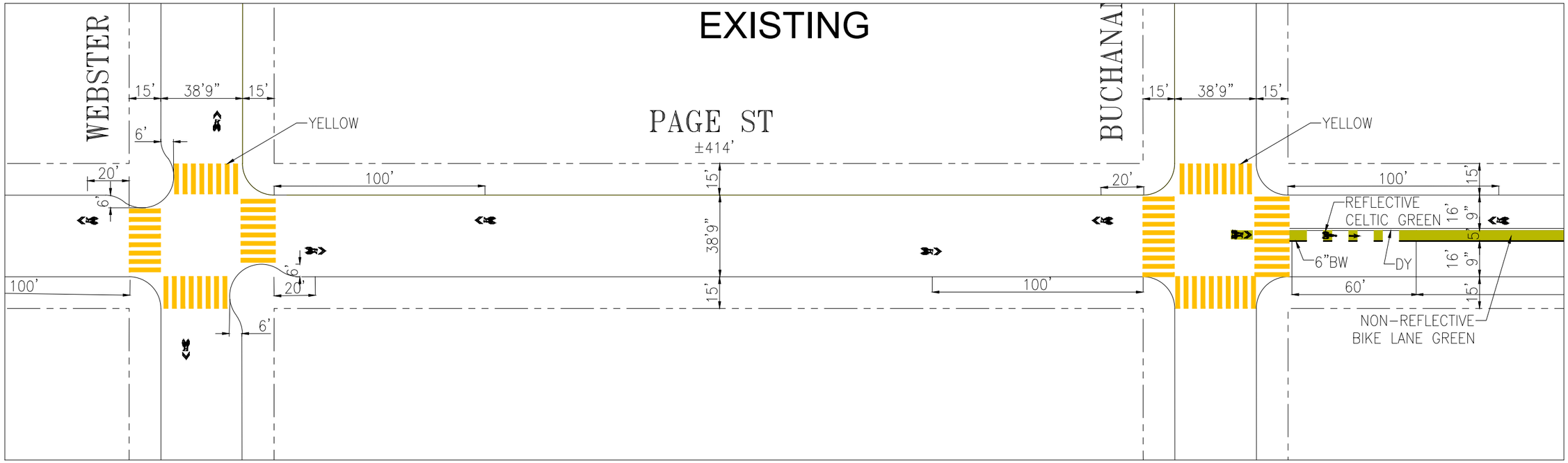
FILE NO.

REV. NO. 5

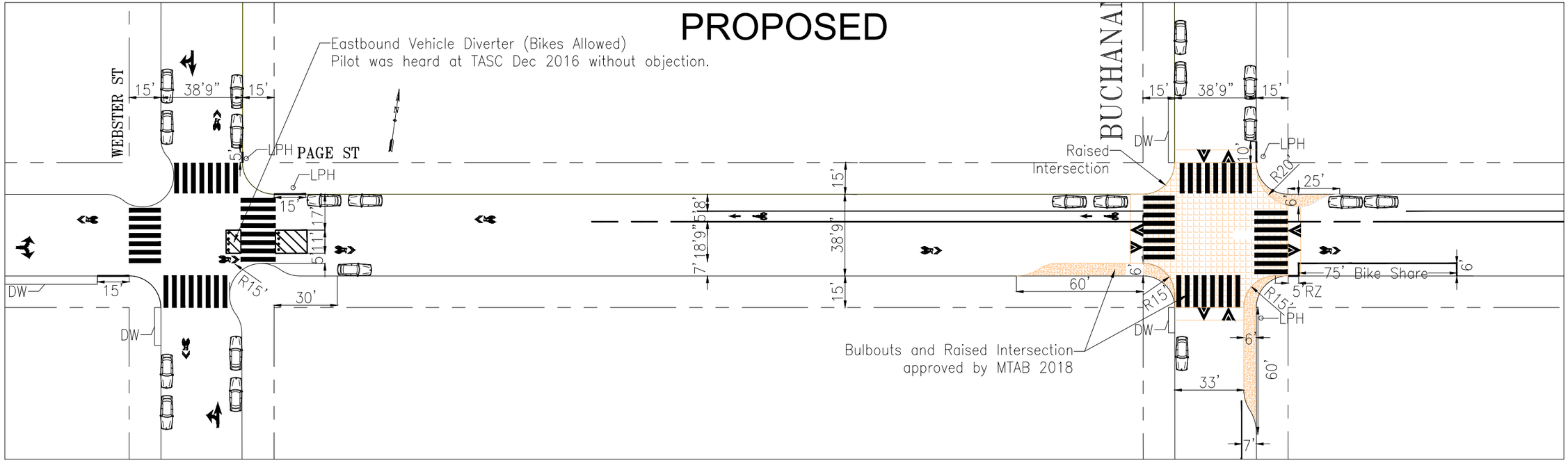
FILE NAME:
DATE: --/--/--

Attachment B - Proposed Striping Drawings

EXISTING



PROPOSED



NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA

DRAWN: DATE:

CHECKED: DATE:

APPROVED

SENIOR ENGINEER DATE:

CITY TRAFFIC ENGINEER DATE:

SCALE:

SHEET/SHEETS:

CONTRACT NO.

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FILE NO.

REV. NO.

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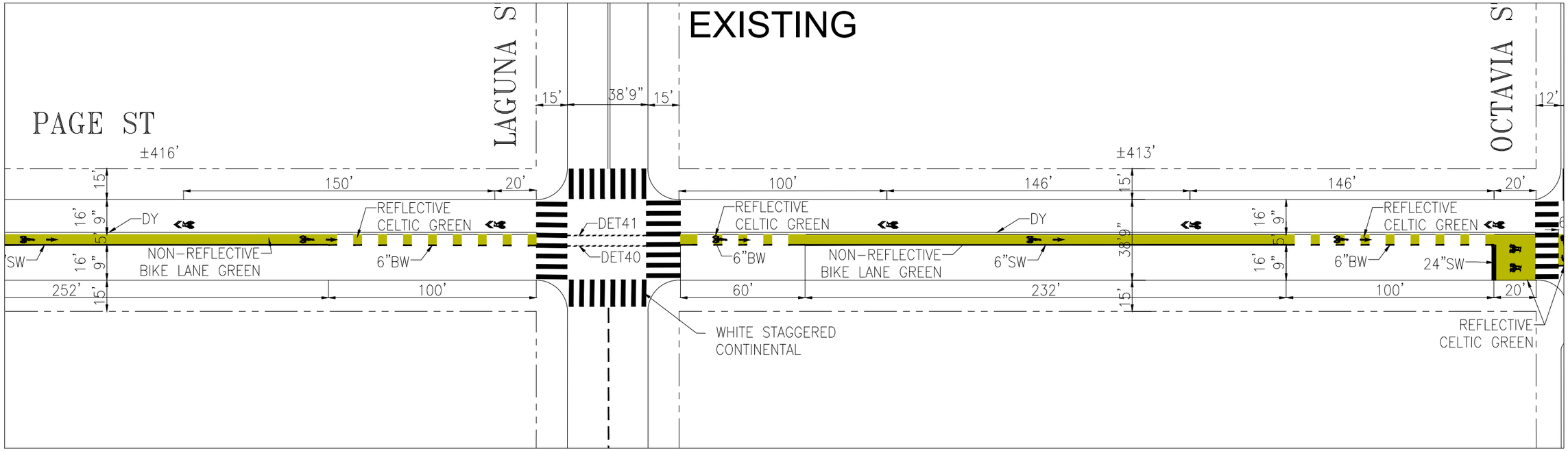

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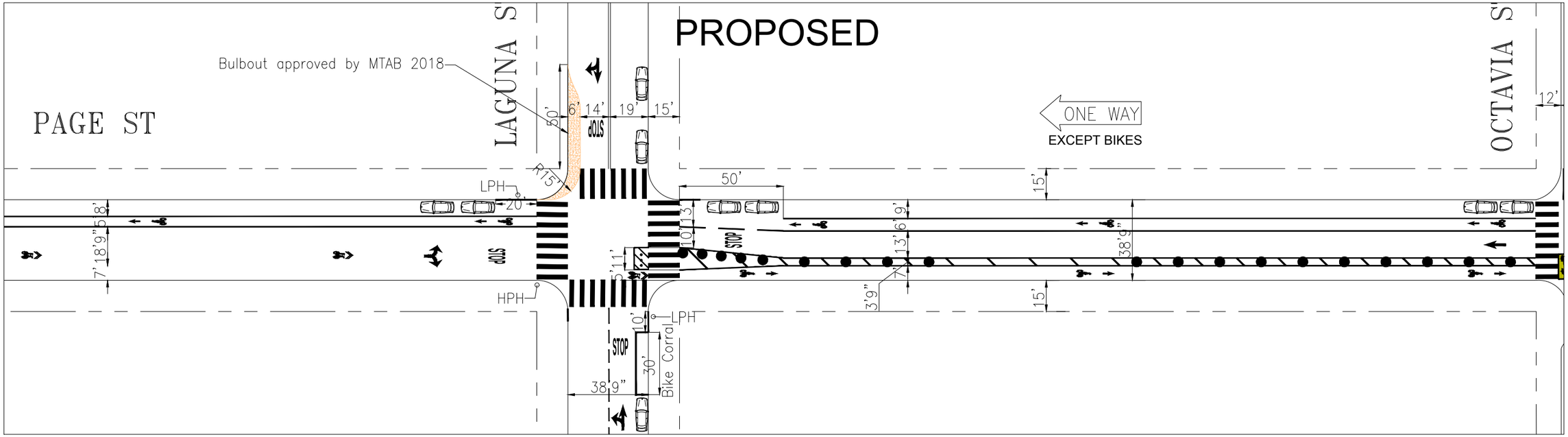

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SEAL OF THE CITY AND COUNTY OF SAN FRANCISCO

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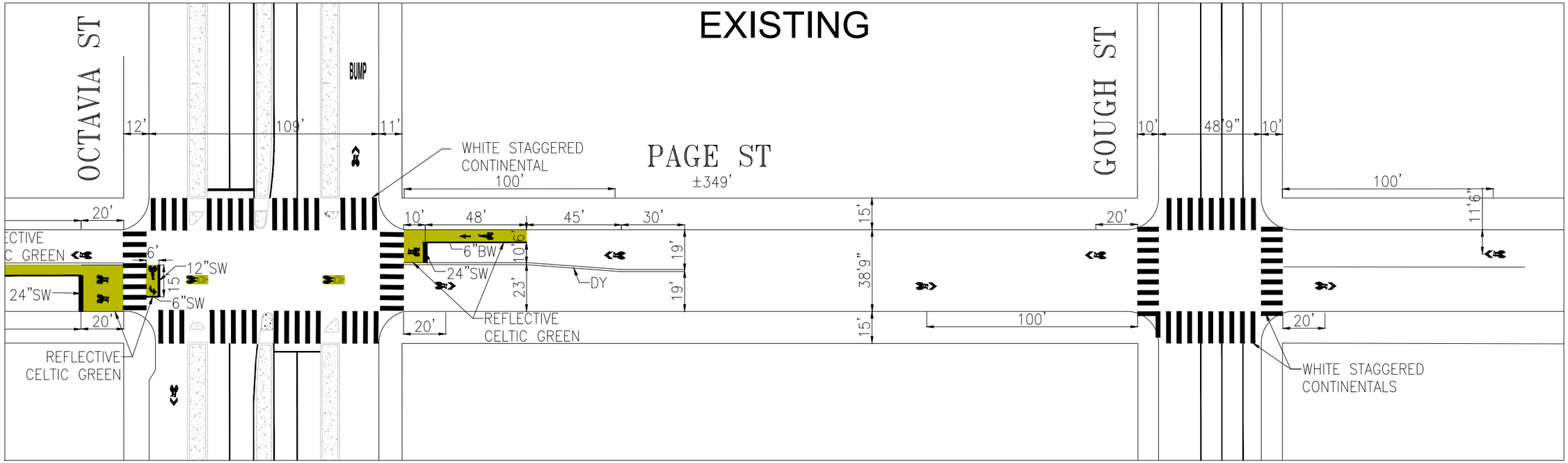

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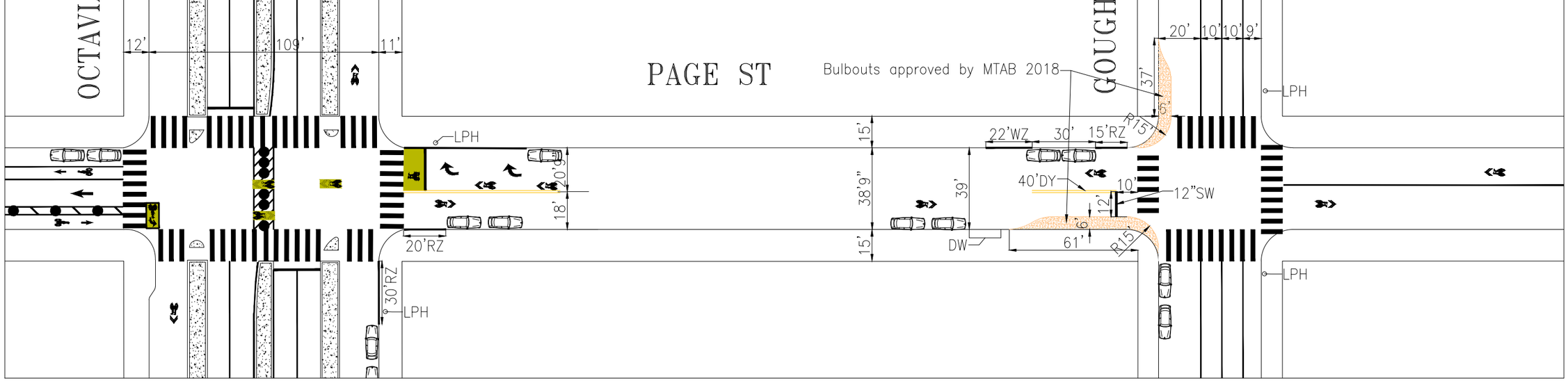

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SFMTA

THE CITY AND COUNTY OF SAN FRANCISCO

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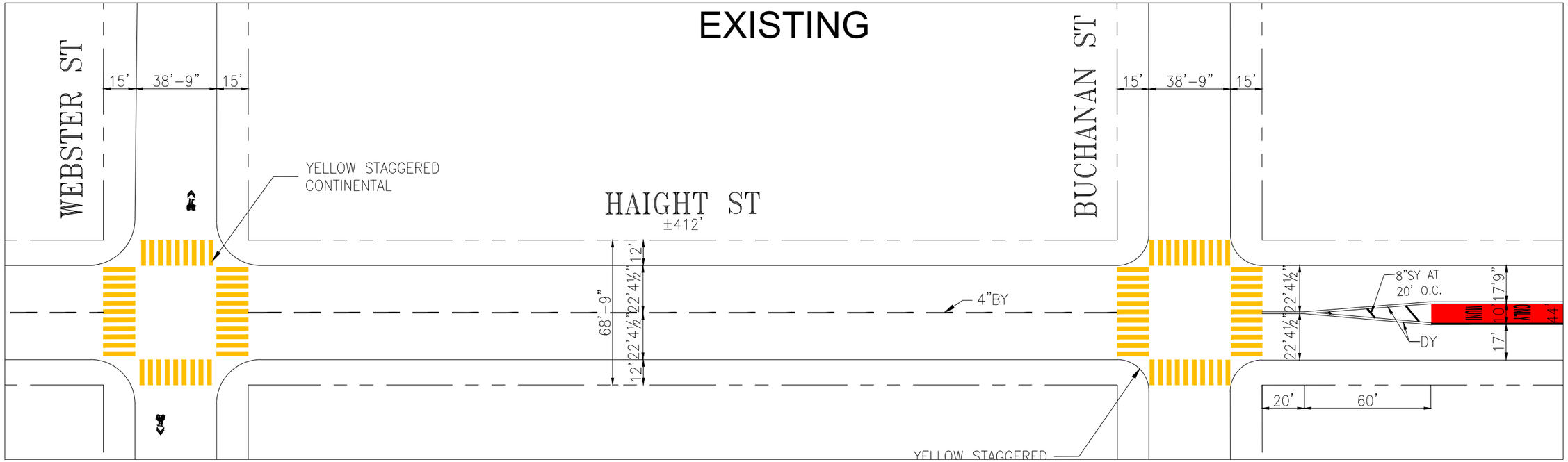

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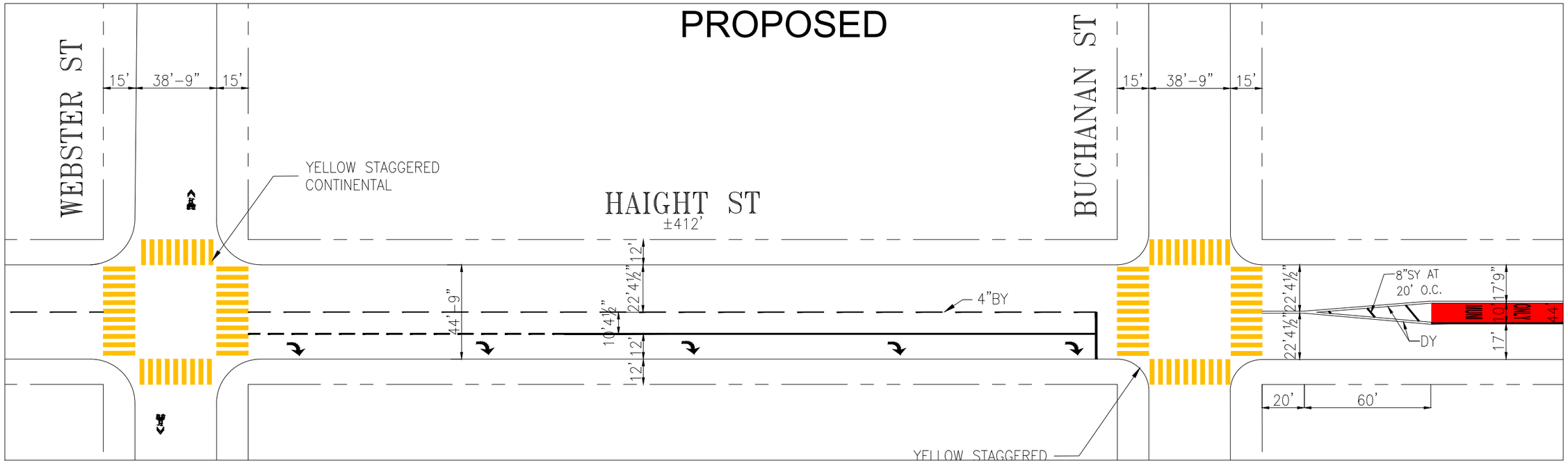

NO.	DATE	DESCRIPTION	BY	APP

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Attachment C - Circulation Changes

Circulation Changes