

File No. 170718

Committee Item No. _____

Board Item No. 5a

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: _____
Board of Supervisors Meeting

Date: _____
Date: July 11, 2017

Cmte Board

- Motion
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- Legislative Digest
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- Youth Commission Report
- Introduction Form
- Department/Agency Cover Letter and/or Report
- MOU
- Grant Information Form
- Grant Budget
- Subcontract Budget
- Contract/Agreement
- Form 126 – Ethics Commission
- Award Letter
- Application
- Public Correspondence

OTHER

- Appeal Letter - June 1, 2017
- Planning Appeal Response - July 3, 2017
- Planning Department and SFMTA Letters to Request for a Continuation - June 30, 2017
- Appeallant Supplemental Appeal, and Request for a Continuation Letter - June 30, 2017
- Hearing Notice and Clerical Documents

Prepared by: Brent Jalipa
Prepared by: _____

Date: July 6, 2017
Date: _____

David Pilpel
2151 27th Ave
San Francisco CA 94116-1730

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2017 JUN -1 PM 3: 55

BY BT

Angela Calvillo, Clerk of the Board
Board of Supervisors
1 Carlton B Goodlett Pl Ste 244
San Francisco CA 94102-4689

June 1, 2017

Re: California Environmental Quality Act (CEQA) Appeal

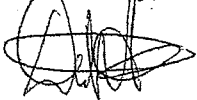
Dear Ms. Calvillo,

I write to appeal a CEQA exemption determination made by the Planning Department regarding the Municipal Transportation Agency (MTA) Upper Market Street Safety Project (Project), elements of which were approved by the MTA Board on May 2, 2017. I have attached the agenda, staff report on the subject item (13), presentation, Planning Department exemption, adopted resolution, and minutes from the MTA Board meeting. The Planning Department, in File No. 2017-000817ENV, determined that the Project was categorically exempt from CEQA on February 3, 2017. I expressed my concern about this matter during public comment on the item at the MTA Board meeting, as did representatives of the Fire Department. Other members of the public expressed support for the Project.

My concerns about this exemption determination include the project description, whether the entire project needed to be re-submitted for environmental review based on changes to the project description and scope, piecemealing, and whether either (or both) of the exceptions (cumulative impacts or unusual circumstances) to an exemption apply here (particularly transportation and emergency access). I intend to more fully brief these issues on or before June 30, 2017, based on an anticipated hearing date of July 11, 2017.

As always, I am open to creative approaches to my underlying concerns and willing to withdraw this appeal if an acceptable solution can be reached. I have already contacted Sarah Jones of the MTA to initiate such discussions. Please notify Christopher Espiritu of the Planning Department, Sarah Jones and Charles Ream of the MTA, and Joanne Hayes-White of the Fire Department of this appeal. I also reserve the right to amend this appeal should any new information become available. Please contact me at (415) 977-5578 if you need any further information.

Sincerely,



David Pilpel

Attachments:

MTA Board May 2, 2017 Agenda

MTA Board May 2, 2017 Item 13 Staff Report

MTA Board May 2, 2017 Item 13 Presentation

DCP File No. 2017-000817ENV MTA Upper Market St Safety Project Exemption

MTA Board May 2, 2017 Item 13 Adopted Resolution 170502-059

MTA Board May 2, 2017 Minutes

cc: Lisa Gibson, Environmental Review Officer, Planning Department



SFMTA
Municipal
Transportation
Agency

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS AND
PARKING AUTHORITY COMMISSION**

NOTICE OF MEETING AND CALENDAR

Tuesday, May 2, 2017
Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

REGULAR MEETING
1 P.M.

SFMTA BOARD OF DIRECTORS

Cheryl Brinkman, Chairman,
Malcolm Heinicke, Vice Chairman
Gwyneth Borden
Lee Hsu
Joél Ramos
Cristina Rubke

Edward D. Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ACCESSIBLE MEETING POLICY

The San Francisco Municipal Transportation Agency Board of Directors/Parking Authority Commission meeting will be held in Room 400, at 1 Dr. Carlton B. Goodlett Place (400 Van Ness Ave.), San Francisco, CA. The closest accessible BART station is the Civic Center Station at United Nations Plaza and Market Street. Accessible Muni transit serving this location are: Muni Metro lines J-Church, K-Ingleside, L Taraval, M Ocean View, N Judah and T Third at Van Ness and Civic Center Stations; F Market-Wharves; 19 Polk, 47 Van Ness; 49 Mission-Van Ness; 5 Fulton; 5R Fulton; 6 Haight-Parnassus, 7 Haight-Noriega 7R Haight-Noriega; 21-Hayes; 9 San Bruno; 9R San Bruno Rapid and 71 Haight-Noriega. For information about Muni accessible services, call 415.701.4485.

The meeting room is wheelchair accessible. Accessible curbside parking spaces have been designated on the Van Ness Avenue and McAllister Street perimeters of City Hall for people with mobility impairments. There is accessible parking available within the underground Civic Center Garage at the corner of McAllister and Polk streets and within the Performing Arts Garage at Grove and Franklin streets.

To obtain a disability-related accommodation, including auxiliary aids or services, or to obtain meeting materials in alternative format, please contact Roberta Boomer at 415.701.4505. Providing at least 72 hours' notice will help to ensure availability. Written reports or background materials for calendar items are available for public inspection and copying at 1 South Van Ness Ave. 7th floor during regular business hours and are available online at www.sfmta.com/board. Public comment will be taken on each item before or during consideration of the item.

To assist the City's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

The ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chairman may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic devices.

KNOW YOUR RIGHTS UNDER THE SUNSHINE ORDINANCE

Government's duty is to serve the public, reaching its decision in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance or to report a violation of the ordinance, contact Administrator, by mail to Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at 415.554.7724; by fax at 415.554.7854; or by email at sotf@sfgov.org.

Copies of the Sunshine Ordinance can be obtained from the Clerk of the Sunshine Task Force, the San Francisco Public Library and on the City's website at sfgov.org.

LANGUAGE ASSISTANCE

311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 / Libreng tulong para sa wikang Tagalog / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

ORDER OF BUSINESS

1. Call to Order
2. Roll Call
3. Announcement of prohibition of sound producing devices during the meeting.
4. Approval of Minutes
 - April 18, 2017 Regular Meeting
5. Communications
6. Introduction of New or Unfinished Business by Board Members
7. Director's Report (For discussion only)
 - Special Recognition Award
 - Update on Vision Zero
 - Ongoing Activities
8. Citizens' Advisory Council Report
9. Public Comment

Members of the public may address the SFMTA Board of Directors on matters that are within the Board's jurisdiction and are not on today's calendar.

THE FOLLOWING MATTERS BEFORE THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS ARE RECOMMENDED FOR ACTION AS STATED BY THE SFMTA DIRECTOR OF TRANSPORTATION OR CITY ATTORNEY WHERE APPLICABLE. EXPLANATORY DOCUMENTS FOR ALL CALENDAR ITEMS ARE AVAILABLE FOR REVIEW AT 1 SOUTH VAN NESS AVE. 7th FLOOR.

CONSENT CALENDAR

10. All matters listed hereunder constitute a Consent Calendar, are considered to be routine by the San Francisco Municipal Transportation Agency Board of Directors and will be acted upon by a single vote. There will be no separate discussion of these items unless a member of the Board of Directors or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(10.1) Requesting the Controller to allot funds and to draw warrants against such funds available or will be available in payment of the following claims against the SFMTA:

A. Factory Mutual Ins. Co. vs. CCSF, Superior Ct. #CGC15545441 filed on 4/21/15 for \$0

(10.2) Approving the following traffic modifications:

- A. ESTABLISH – STOP SIGNS – Irving Street, eastbound and westbound, at 45th Avenue.
- B. ESTABLISH – RECTANGULAR RAPID FLASHING BEACONS – Monterey Boulevard, eastbound and westbound, at Valdez Street; and McAllister Street, eastbound and westbound, at Buchanan Street.
- C. ESTABLISH – PERPENDICULAR PARKING – Alabama Street, east side, from 75 feet to 96 feet south of Mullen Avenue.
- D. ESTABLISH – 2 HOUR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – 44th Avenue, east side, from 8 feet to 62 feet north of Taraval Street; and 44th Avenue, west side, from Taraval Street to 79 feet southerly.
- E. ESTABLISH – NO PARKING ANYTIME – 900 block of Rockdale Drive, south side, from 20 feet to 56 feet easterly of the terminus.
- F. ESTABLISH – PART TIME BUS ZONE, 7 AM TO 7 PM, MONDAY THROUGH FRIDAY – 24th Street, north side, from 100 feet to 150 feet east of Potrero Avenue.
- G. RESCIND – TOW-AWAY NO STOPPING, 4 PM TO 6 PM; MONDAY THROUGH FRIDAY – Bryant Street, north side, between 2nd Street and I-80 on ramp.
- H. ESTABLISH – RED ZONE – Bryant Street, north side, 196 feet east of 2nd Street to 235 feet east of 2nd Street.
- I. ESTABLISH – TOW-AWAY, NO STOPPING, 7 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY – Fell St., north side, from Gough St. to 270 feet easterly.
- J. ESTABLISH – NO PARKING ANYTIME – Hayes Street, south side, from Gough Street to 51 feet westerly.
- K. ESTABLISH – RIGHT LANE MUST TURN RIGHT – Hayes St., eastbound, at Gough St.
- L. ESTABLISH – NO PARKING ANYTIME – Gough Street, west side, from Hayes Street to 20 feet northerly.
- M. ESTABLISH – MIDBLOCK RAISED CROSSWALK – Sherman Street, 121 feet south of Cleveland Street.
- N. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Sherman Street, west side, from 97 feet south of Cleveland Street to 137 feet south of Cleveland Street.
- O. ESTABLISH – TOW AWAY NO PARKING ANYTIME – Rausch Street, east side, from Folsom Street to 106 feet northerly; and Rausch Street, west side, from Folsom Street to 25 feet northerly.
- P. RESCIND – RIGHT LANE MUST TURN RIGHT – Gough Street, southbound, at Fell Street.
- Q. ESTABLISH – 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Gough Street, west side, between Fell Street and Hayes Street.
- R. ESTABLISH – RED ZONE – Gough Street, west side, from Fell Street to 28 feet northerly.
- S. RESCIND – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY – Gough Street, west side, from 75 feet to 205 feet south of Turk Street. (Explanatory documents include a staff report and resolution. For every parking and traffic modification that received a categorical exemption, the proposed action is the Approval Action as defined by Chapter 31 of the San Francisco Administrative Code.)

(10.3) Authorizing the Director to execute Contract #SFMTA-2016-38/1 (LOCAL) with Katz & Associates/Barbary Coast Consulting, JV, for an amount not to exceed \$2,500,000; execute Contract #SFMTA-2016-38/2 (LOCAL) with Davis & Associates Communications for an amount not to exceed \$2,500,000; execute Contract #SFMTA-2016-39/1 (FTA) with Katz & Associates/Barbary Coast Consulting, for an amount not to exceed \$1,750,000; execute Contract #SFMTA-2016-39/2 (FTA) with Circlepoint for an amount not to exceed \$1,750,000; execute Contract #SFMTA-2016-40/1 (FHWA) with Katz & Associates/Barbary Coast Consulting, for an amount not to exceed \$500,000, and execute Contract #SFMTA-2016-40/2 (FHWA) with Circlepoint for an amount not to exceed \$500,000, all for As-Needed Public Outreach and Engagement services and for terms not to exceed April 18, 2019, with the option to extend for additional terms. (Explanatory documents include a staff report, contracts and resolution.)

(10.4) Authorizing the Director to execute the Third Amendment to Contract No. 201-30, with NextBus, for software and equipment maintenance services for the SFMTA's Automatic Vehicle Location System, to extend the term of the Agreement for one year to July 31, 2018, with an option to further extend the Agreement up to one additional year and increasing the contract amount by \$3,780,474. (Explanatory documents include a staff report, resolution and amendment.)

REGULAR CALENDAR

11. Approving the Preliminary Official Statement for the issuance of the revenue bonds and authorizing the Director to make any necessary changes to the Preliminary Official Statement for the issuance of the revenue bonds, to execute and deliver a certificate deeming the Preliminary Official Statement "final" for purposes of Securities and Exchange Commission Rule 15c2-12 and to execute and deliver a final Official Statement; and authorizing and approving the distribution by the underwriters of the revenue bonds of copies of the Official Statement to all purchasers of the revenue bonds and the distribution by the underwriters of the revenue bonds of the Preliminary Official Statement to potential purchasers of the revenue bonds. (Explanatory documents include a staff report, resolution statement, and certificate. The presentation of this item will include mandated training regarding the financial responsibilities of the Board and the Agency.)

12. Presentation and discussion regarding Regional Measure 3. (Explanatory documents include a slide presentation.)

13. Approving various bicycle and parking and traffic modifications associated with the Upper Market Street Safety Project as follows:

- A. ESTABLISH – CLASS II BIKEWAY - Sanchez Street, southbound, from Henry Street to Market Street; Sanchez Street, northbound, from Market Street to 40 feet southerly; Octavia Boulevard, southbound, from Waller Street to Market Street
- B. ESTABLISH – CLASS IV BIKEWAY - Market Street, westbound, from Octavia Boulevard to Buchanan Street; Market Street, eastbound, from Guerrero Street to Octavia Boulevard; Octavia Boulevard, northbound, from Market Street to 80 feet northerly
- C. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Laguna Street and Octavia Boulevard; Market Street, between Buchanan Street and Laguna Street
- D. ESTABLISH – MEDIAN ISLANDS - Market Street, at Noe Street, east crossing; Market Street, at Noe Street, west crossing; Guerrero Street, from 50 feet to 150 feet south of

- Market Street; Laguna Street, at Hermann Street, north crossing; Market Street, from 90 feet to 250 feet west of Octavia Boulevard; Market Street, at Laguna Street, east crossing
- E. ESTABLISH – SIDEWALK NARROWING - Market Street, north side, from Laguna Street to 90 feet easterly; Market Street, south side, from McCoppin Street to 40 feet westerly; Market Street, south side, from McCoppin Street to Highway 101 Off-Ramp
- F. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16th Street, north side, from Market Street to 20 feet easterly; 16th Street, south side, from Market Street to 24 feet westerly; Noe Street, west side, from 16th Street to 24 feet northerly; 15th Street, south side, from Market Street to 29 feet westerly; 15th Street, south side, from Market Street to 18 feet easterly; 15th Street, north side, from Sanchez Street to 18 feet westerly; Sanchez Street, west side, from 15th Street to 27 feet northerly; Sanchez Street, east side, from Market Street to 50 feet southerly; 14th Street, south side, from Market Street to 33 feet easterly; Guerrero Street, east side, from Market Street to 54 feet southerly; Pearl Street, east side, from Market Street to 41 feet southerly; Market Street, south side, from Highway 101 Off-Ramp to 31 feet easterly
- G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Market Street, south side, from 150 feet to 170 feet west of Noe Street; Market Street, north side, from 108 feet to 149 feet east of Noe Street; Market Street, south side, from 90 feet to 154 feet west of Sanchez Street; Market Street, south side, from 260 feet to 275 feet east of Church Street; Market Street, south side, from 95 feet to 144 feet west of Dolores Street; Market Street, north side, from 189 feet to 211 feet west of Duboce Avenue; Market Street, north side, from 231 feet to 278 feet west of Laguna Street; Market Street, north side, from 111 feet to 131 feet west of Laguna Street; Market Street, north side, from Laguna Street to 71 feet westerly; Market Street, north side, from Hermann Street to 139 feet easterly; Market Street, north side, from 159 feet to 179 feet east of Hermann Street; Market Street, north side, from Octavia Boulevard to 92 feet westerly; Market Street, south side, from Guerrero Street to 77 feet easterly; Market Street, south side, from 117 feet to 137 feet east of Guerrero Street; Market Street, south side, from 177 feet to 197 feet east of Guerrero Street; Market Street, south side, from McCoppin Street to 43 feet westerly; Hermann Street, south side, from Laguna Street to 30 feet westerly; Laguna Street, east side, from Hermann Street to 35 feet northerly; Octavia Boulevard, west side, from Market Street to Waller Street
- H. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Market St., north side, from 171 feet to 193 feet east of Noe St.
- I. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 154 feet to 174 feet west of Sanchez Street
- J. ESTABLISH YELLOW METERED LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - Market Street, south side, from 43 feet to 66 feet west of McCoppin Street; Market Street, south side, from 66 feet to 88 feet west of McCoppin Street
- K. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES - Market Street, north side, from 92 feet to 132 feet west of Octavia Boulevard
- L. RESCIND – BLUE ZONE - 14th Street, south side, from 11 feet to 33 feet east of Market Street; Octavia Boulevard, west side, from 2 feet to 22 feet north of Market Street
- M. ESTABLISH - BLUE ZONE - 14th Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 132 feet to 154 feet west of Octavia Boulevard
- N. RESCIND – GREEN METERED PARKING; 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 33 feet to 55 feet east

- of Market Street; Market Street, north side, from 77 feet to 99 feet east of Hermann Street; Market Street, south side, from 57 feet to 77 feet east of Guerrero Street
- O. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 78 feet to 100 feet east of Market Street; Market Street, north side, from 139 feet to 157 feet east of Hermann Street; Market Street, south side, from 97 feet to 117 feet east of Guerrero Street
 - P. RESCIND - TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
 - Q. ESTABLISH - TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from 18 feet to 38 feet south of Market Street
 - R. ESTABLISH - ONE-WAY STREET - Hermann Street, eastbound, between Buchanan Street and Laguna Street
 - S. ESTABLISH - NO RIGHT TURN ON RED - Market Street, westbound, at Buchanan Street; Market Street, westbound, at Laguna Street; Market Street, eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street. (Explanatory documents include a staff report, slide presentation and resolution. The proposed actions are the Approval Actions as defined by Chapter 31 of the San Francisco Administrative Code.)

ADJOURN

California Environmental Quality Act (CEQA) Appeal Rights under S.F. Admin. Code Chapter 31: For identified Approval Actions, the Planning Department or the SFMTA has issued a CEQA exemption determination or negative declaration, which may be viewed online at the Planning Department's website. Following approval of the item by the SFMTA Board, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16 which is typically within 30 calendar days. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or submitted in writing to the City prior to or at such hearing, or as part of the appeal hearing process on the CEQA decision.

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [S.F. Campaign and Governmental Conduct Code section 2.100 et seq.] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 415.581.2300; fax: 415.581.2317; 25 Van Ness Avenue, Suite 220, SF, CA 94102-6027 or the web site: sfgov.org/ethics.

THIS PRINT COVERS CALENDAR ITEM NO. : 13

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various parking and traffic modifications on Market Street between Octavia Boulevard and Castro Street. These modifications will improve safety for bicyclists, pedestrians, and motorists by installing curb bulb-outs, improving pedestrian crossings, making intersection safety improvements, and upgrading bike lanes on the corridor.

SUMMARY:

- This project directly contributes to the City's Vision Zero Goals.
- This project will establish a parking-protected bicycle lane on Market Street in the westbound direction from Octavia Boulevard to Duboce Avenue and in the eastbound direction from Guerrero Street to Octavia Boulevard.
- This project will construct concrete curb bulb-outs at the intersections of Market/16th/Noe, Market/15th/Sanchez, Market/Guerrero/Laguna, and Market/Octavia, and will reconfigure the pedestrian crossing at Dolores/Market.
- The proposal removes 29 metered vehicle parking spaces and 11 metered motorcycle parking spaces along the .9 mile project corridor. The number of passenger and commercial loading zones are not affected.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.


ENCLOSURES:

1. SFMTAB Resolution
2. SFMTAB Upper Market Street Project Proposal Presentation

APPROVALS:

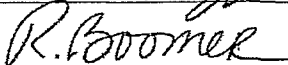
DATE

DIRECTOR



4/24/17

SECRETARY



4/24/17

ASSIGNED SFMTAB CALENDAR DATE: May 2, 2017

PAGE 2.

PURPOSE

Approving various parking and traffic modifications on Market Street between Octavia Boulevard and Castro Street. These modifications will improve safety for bicyclists, pedestrians, and motorists by installing curb bulb-outs, improving pedestrian crossings, making intersection safety improvements, and upgrading bike lanes on the corridor.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following goals and objectives in the SFMTA's Strategic Plan and Transit First Policy Principles:

Strategic Plan Goals/Objectives

- Goal 1: Create a safer transportation experience for everyone
 - Objective 1.3: Improve the safety of the transportation system.
- Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel
 - Objective 2.3: Increase use of all non-private auto modes.

Transit First Principles

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle, and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

The proposed Upper Market Street Safety Project delivers Walkfirst safety treatments and implements Class IV bike lanes on sections of the corridor that carry high numbers of cyclists every day and that exhibit a record of bicycle collisions.

In the five years from July 2011 through June 2016 (the most recent data available), there were a total of 174 collisions along Market Street between Octavia Boulevard and Castro Street. Out of this total,

PAGE 3.

22 collisions involved a pedestrian, 51 involved a bicyclist, and 71% resulted in an injury. The SFMTA proposes parking and traffic modifications – including concrete curb bulb-outs and a parking-protected bicycle lane – along the project corridor in order to improve safety and comfort for all road users, and particularly for people walking and biking. These improvements are designed to shorten crossing distances for pedestrians, improve pedestrian and bicycle crossings at intersections, reduce motor vehicle traffic speeds, and protect bicyclists from moving vehicle traffic at key locations.

Project Location

This project corridor is located on Market Street in District 8 and touches several neighborhoods including the Castro, Duboce Triangle, Lower Haight, and Hayes Valley. Market Street is a four-lane arterial street with tracks for the F-Line Historic Streetcar, which runs in the center lanes of the roadway. Market Street from Octavia Boulevard to Duboce Avenue is one of the most heavily traveled bike corridors in the city, connecting the popular Wiggle bike route with the Market Street corridor, Civic Center, Financial District, and SOMA. In the PM peak hour, Market Street at Octavia Boulevard carries over 700 bicycles per hour. There are currently Class II bike lanes on Market Street from Castro Street to Octavia Boulevard. The intersection of Market Street at Octavia Boulevard has one of the highest bicycle collision totals in the City over the last five years and is also the on- and off-ramp for the 101 Central Freeway.

Project Elements

SFDPH has designated Market Street as a High Injury Corridor for pedestrians and bicyclists. Proposed improvements along Market Street can be separated into two categories based on the proposed measures:

1. **Pedestrian** – Parking and traffic modifications along Market Street will allow for the construction of curb bulb-outs, the reconfiguration of crosswalks, installation of intersection safety improvements, and retiming of signals.
2. **Bicycle** – Parking and traffic modifications along Market Street between Castro Street and Duboce Avenue will allow for paint improvements to bike lanes including green paint, wider bike lanes, bike boxes, and improved transition/mixing zones. Parking and traffic modifications on Market Street between Duboce Avenue and Octavia Boulevard will make similar painted improvements to the bike lanes and establish a parking protected bikeway.

Pedestrian Safety Improvements

Because of Market Street's alignment in relation to the surrounding street grid, all major intersections on this corridor are complex multi-legged intersections that present multiple conflicts for vehicles, pedestrians, and bicyclists. Collision patterns along the corridor share common threads including the non-intuitive nature of these intersections, long crossing distances, inconsistent wayfinding, double parking/loading, and high vehicle speeds. To address these patterns, the SFMTA proposes to install the following pedestrian safety improvements on Market Street:

- **Concrete corner bulb-outs** to shorten crossing distances, increase pedestrian visibility, slow vehicle turning movements, and provide space for landscaping/greening. The SFMTA will construct the majority of these curb bulb-outs over existing painted safety zones that were painted in August 2015. Bulbouts will be constructed at the intersections of Market Street at Noe/16th Streets, Sanchez/15th Streets, Guerrero/Laguna/Hermann Streets, Pearl Street, and Octavia Boulevard.
- **Crosswalk reconfiguration** at the intersection of Market and Dolores Street to fix the long-standing issue of a “jog” in the path of the crosswalk across Market Street.
- **Muni boarding island improvements** including widening the outbound Muni boarding island at Market/Laguna and installing thumbnail islands where possible to meet accessibility guidelines.
- **Pedestrian refuge islands** to improve pedestrian safety and shorten crossing distances at the intersection of Market Street at Octavia Boulevard and Market Street at Laguna/Hermann Streets.
- **Lane narrowing and advance stop bars** to slow vehicle speeds on the corridor and ensure that cars stop in advance of crosswalks.

Bicycle Safety Improvements

Market Street between Octavia Boulevard and Duboce Avenue also experiences some of the highest daily bike volumes in the city as the direct access point to the Duboce bikeway and popular Wiggle bike route. Double parking and loading conflicts are common on Market Street. Additionally, crossing Market Street at Sanchez Street is a point of concern for the community and the intersection of Market Street and Octavia Street has long been one of the highest bicycle collision locations in the City. Collision patterns along the corridor share common threads including: double parking/loading, turning conflicts, the presence of the 101 freeway ramp, and speeding. To address these patterns, the SFMTA proposes to install the following bicycle safety improvements on Market Street:

- **Green painted bike lanes** from Octavia Boulevard to Castro Street to discourage double parking or loading in the bike lane and to clearly demarcate the bicycle path of travel across complex intersections. *Note: some stretches of bike lane on the corridor are already painted green, in these locations SFMTA will refresh the paint.*
- **Class IV bikeway (parking-protected bike lane)** in the westbound direction from Octavia Boulevard to Duboce Avenue and in the eastbound direction from Guerrero Street to Octavia Boulevard. This section of the Market Street corridor experiences the greatest daily bicycle ridership. This new protected bike facility will provide a dedicated space for people biking that is removed from motor vehicle travel and will close a critical gap in the City’s low-stress bikeway network.
- **Reconfiguration of the bike channel/bike crossing** for southbound cyclists on Octavia Boulevard crossing Market Street. Currently the bike lane forces people biking to ride next to southbound vehicles on Octavia Boulevard. This change will give bikes a comfortable place to cross Market Street.

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- **Concrete improvements at Market/Octavia** including concrete islands and bike channel for eastbound cyclists approaching Octavia Boulevard and added protection for northbound cyclists on the Octavia frontage road. These changes will further reinforce existing right-turn prohibitions for vehicles and make vital safety improvements at this high-collision location.
- **Improved transition/mixing zones** for cyclists on Market Street approaching the intersections of Noe/16th Streets, Sanchez/15th Streets, and Dolores Street. Removing a small number of parking spaces in advance of intersections allows for a full-width green-painted bike lane and transition zone approaching key intersections.
- **Green bike boxes** at the intersections of Market/16th/Noe and Market/15th/Sanchez give cyclists a safe place to wait at a red light before crossing the street.
- **New bike lane** for southbound Sanchez Street approaching Market Street will close a gap in the bike network and allow cyclists to safely enter the new green bike box.
- **Intersection wayfinding** through complex intersections will tell cars where to expect bicycle travel and will guide cyclists on a safe path through intersections.

A Class IV Bikeway (separated bikeway) is a bikeway for exclusive use of bicycles and includes a separation required between the separated bikeway and through vehicle traffic. A parking protected bikeway is a type of separated bikeway that uses a parking lane and painted buffer strip/loading zone to physically separate vehicle travel from the bicycle lane.

Class IV Separated Bikeway Criteria

California State Law (Assembly Bill No. 1193 effective January 1, 2015) authorizes separated bikeways. Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and
3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed parking protected bikeway meets these three conditions. A qualified engineer reviewed and approved the alternative criteria for the parking protected bikeway prior to installation. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting environment and greater sense of comfort for bicyclists, and to improve safety for bicyclists. These alternative criteria will be adopted by SFMTA Board as part of this calendar item.

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The parking protected bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office on Disability, and San Francisco Public Works to ensure accessibility for all street users. The painted buffer separating the vehicle travel lane from the bikeway using parked vehicles will be clearly marked with cross-hatching that is four feet in width, which is greater than the minimum buffer width of three feet. The SFMTA has engaged with the Fire Department over the course of the last year to make improvements to the design of the protected bike lane and ensure Fire Department safe access (see discussion in Stakeholder Engagement section below). The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. The NACTO guidelines state that parking protected bikeways require the following features:

- A separated bikeway, like a bicycle lane, is a type of preferential lane as defined by the Manual of Uniform Traffic Control Devices (MUTCD).
- Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.
- If the City uses pavement markings to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. The City may place diagonal crosshatch markings in the neutral area for special emphasis. Raised medians or other barriers can also provide physical separation to the cycle track.

The separated bikeway for Market Street will conform to these NACTO design guidelines.

Additionally, the Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Information Bulletin (DIB) Number 89 Class IV Bikeway Guidance provided design criteria and general guidance related to these facilities. The parking protected bicycle lane proposed for Market Street conforms to DIB 89 design criteria.

STAKEHOLDER ENGAGEMENT

The Upper Market Street Safety Project encompasses a wide variety of neighborhoods, land uses, transportation choices, and stakeholder groups. The final project is a combination of proposals from two initially separate planning projects – the original Upper Market Street Safety Project and the Market/Octavia Safety Project. The project area of the original Upper Market Street Safety Project is Market Street from Duboce Avenue to Castro Street, while the original Market/Octavia project area is from Duboce to Octavia Boulevard.

Past Planning Efforts

The Upper Market Safety Project proposals are strongly rooted in recommendations from years of prior planning as documented in the following reports: Castro and Upper Market Retail Strategy (2015), Duboce Triangle Neighborhood Association (DTNA) Online Upper Market Survey (2013), Upper Market Vision and Recommendations (2008), Castro/Upper Market Community Benefits District (Castro CBD) Neighborhood Beautification and Safety Plan (2008), and the Market and Octavia Area Plan (2008). Overall these plans call for a safer, more beautiful, and more intuitive

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environment for pedestrians and bicyclists, specifically safer pedestrian crossings at the complex five- and six-legged intersections along Market Street.

Targeted Stakeholder Outreach

Building on these past planning efforts the SFMTA initiated a planning process in October 2014. The project team met engaged with the District 5 and District 8 Supervisor's offices, the Castro Merchants Association, the Duboce Triangle Neighborhood Association, the Castro Community Benefits District, the Market/Octavia Community Advisory Committee, and the Hayes Valley Neighborhood Association. From October 2014 to April 2017, the Upper Market Street Safety Project team held 22 in-person meetings with these organizations. These meetings consisted of giving presentations at regular monthly meetings or land-use committee meetings, and holding briefing meetings at regular intervals to get input, answer questions, and gather feedback from the various groups. Additionally, the project team was in regular phone and email contact with these groups, business owners, residents, and other stakeholders throughout this roughly two and a half year period.

The community is very supportive of concrete bulb-outs, crosswalk improvements, lane marking upgrades, and other safety improvements aimed at simplifying the complex six-legged intersections on Market Street. These improvements will have a direct impact on safety for people walking through these intersections, and will offer an opportunity for the City to install landscaping, street furniture, and other elements to improve the pedestrian environment. The community requested that the SFMTA investigate several more-impactful circulation changes at these intersections, namely left- and right-turn restrictions, or adding in new left-turn phases or lights. These circulation changes proved to be more controversial than the streets and sidewalks changes, so the circulation proposal has been placed on hold pending further outreach and design review.

The bicycling community is very vocal about the advantages of parking-protected bike lanes and their efficacy in reducing double-parking and loading violations in the bike lane. The project team ultimately made the decision to propose parking-protected bike lanes on the two blocks of Market Street that exhibit the highest numbers of daily bike riders and the highest incidents of conflict between bicycles and motor vehicles. These two blocks – connecting Octavia Boulevard to the Duboce Bikeway and the Wiggle bike route – represent a long-standing gap in the City's low-stress cycling network. The SFMTA made the decision to implement parking-protected lanes in this location where the tradeoffs to parking and loading are small compared with the safety benefits for people biking. On the section of Market Street between Duboce Avenue and Castro Street – which carries significantly fewer daily bike riders – the SFMTA chose to add a painted buffer strip to the existing bike lane, install green paint on the bike lane and remove strategic parking spaces to increase visibility and separation for cyclists.

Public Open House Meetings

The Upper Market Street Safety Project held the following seven Public Open House meetings to present various elements of the project to the general public:

- April 16, 2015 – Market/Octavia Open House #1 – Visioning/planning for Market/Octavia Area improvements;
- May 5, 2015 – Upper Market Street Open House #1 – Gather community feedback on safety issues, present toolkit of WalkFirst safety improvements, present plan for near-term improvements that were implemented in August 2015. Near-term improvements include painted safety zones which are being upgraded to bulb-outs with this project;
- October 2015 – Upper Market Street Parking Management workshop – Gather community feedback on issues and solutions for the Upper Market corridor regarding double-parking and loading concerns;
- May 5, 2016 – Upper Market Street Open House #2 – present proposal of safety improvements to public for feedback;
- May 13, 2016 – Market/Octavia Open House #2 – present proposal of safety improvements to public for feedback;
- April 1 and April 5, 2017 – Market/Octavia Open House #3 & #4 – present final proposal of safety improvements to public.

Public Hearings

The SFMTA put forth a package of near-term improvements (including painted safety zones that will be upgraded following approval of this calendar item) at an SFMTA Engineering Public Hearing on May 22, 2015. These paint-only improvements were approved by the SFMTA Board on June 16, 2015 and implemented in August 2015. SFMTA staff evaluated and observed the painted improvements and used the information to make the final recommendations in this proposal. The SFMTA Engineering Public Hearing on March 3, 2017, put forward the full infrastructure package of improvements for Upper Market Street from Duboce Avenue to Castro Street for public comment. There was no opposition to the improvements presented at this public hearing.

San Francisco Fire Department

The San Francisco Fire Department (SFFD) raised objections to the proposed parking-protected bikeway along the eastern portion of Market Street (Duboce to Octavia) based on the following design issues:

1. Lack of 26 feet clear width for ladder truck operations
2. Ladder truck distance from overhead wires less than 10 feet.
3. Increased distance (greater than standard 30 feet) from buildings due to parking protected bike lane and parking/loading buffer zone

SFMTA staff has worked with the Fire Department since May 2016 to modify and refine the roadway design to address operational concerns. This included conducting three walkthroughs of Upper Market Street with fire truck demonstrations on August 19, 2016, February 3, 2017, and March 20, 2017. The Project team also met several times with Fire Department representatives and corresponded via email and phone regarding altering the proposal to respond to Fire Department

regulations and recommendations. The current proposal allows for ladder access to all buildings with frontages on Market Street, and responds to three areas of concern raised by the Fire Department. Specifically, the SFMTA made the following modifications:

1. Lack of 26 feet clear width for ladder truck operations

- a. *Note: many areas of the Market Streets blocks in question, including those zones with Muni Boarding islands, do not currently meet the 26 feet clear width recommendation.*
- b. The SFMTA's original proposal included angled parking on Hermann Street and Buchanan Street, adjacent to Market Street, in order to offset the parking loss associated with other elements of the project. Following Field Visit #1 in August 2016, the SFMTA removed several parking spaces on Hermann Street to respond to clear width concerns. After Field Visit #3 in March 2017, the SFMTA removed the angled parking proposals for Hermann Street and Buchanan Street from the project to respond to Fire Department concerns over clear width.
- c. Following Field Visit #1 in August 2016, the SFMTA significantly reduced in size the proposed pedestrian safety island at the intersection of Market/Laguna/Hermann.
- d. Following Field Visit #1 in August 2016, the SFMTA removed a proposed thumbnail island at the Muni boarding island at Market/Laguna in response to concerns over clear width.

2. Ladder truck distance from overhead wires less than 10 feet.

- a. Following Field Visit #2 in February 2017, the SFMTA removed additional parking on the two affected blocks of Market Street where the parking protected bike lane would have caused Fire Department ladder trucks to deploy adjacent to the overhead wires on Market Street. These parking space removals allow ladder trucks to access the block faces from either end of the parking-protected bikeway.
- b. Following Field Visit #2 in February 2017, the SFMTA also placed yellow or white loading zones at key locations to provide flexible short-term parking spaces where drivers would be nearby and able to move their vehicle during an emergency situation.
- c. Following Field Visit #2, SFMTA provided an in-depth analysis of the tree canopy and overhead wire setup on Market Street to show that the new design would not impede ladder access to any currently ladder-accessible buildings.
- d. Following Field Visit #3 in March 2017, at the request of Fire Department staff, the SFMTA removed an additional three parking spaces to create midblock zones clear zones. These clear zones provide additional space for ladder trucks to deploy outriggers between parked vehicles in order to maintain at least 10 feet clear from the overhead wires in all staging scenarios.

3. Increased distance (greater than standard 30 feet) from buildings due to parking protected bike lane and parking/loading buffer zone

- a. Following Field Visit #2 in February 2017, the SFMTA removed additional parking on the two affected blocks of Market Street where the parking protected bike lane would have forced Fire Department ladder trucks to deploy more than 30 feet away from the building face on Market Street. These parking space removals allowed ladder trucks to deploy within 30 feet of the building face from either end of the parking-protected bikeway.

- b. Following Field Visit #2 in February 2017, the SFMTA also placed yellow or white loading zones at key locations to provide flexible short-term parking spaces where drivers would be nearby and able to move their vehicle during an emergency situation.
- c. Following Field Visit #3 in March 2017, at the request of Fire Department staff, the SFMTA removed an additional three parking spaces to create midblock zones clear zones. These clear zones provide additional space for ladder trucks to deploy outriggers between parked vehicles in order to deploy within 38 feet of the build face at midblock, in addition to being able to deploy within 30 feet of the building face at the intersection.

The SFMTA has worked with the Fire Department to understand their operational needs and adapt the design accordingly. In the final proposal, Fire Department ladder truck access is preserved at present-day standards. This plan for Fire Department access represents the culmination of an iterative design process that took place over the course of ten months, three walkthroughs of the project corridor, and many in-person briefings and communications. Much of the bikeway will be marked with only paint, allowing the design to be modified, if needed, after it is implemented. SFMTA staff will continue working with the Fire Department after the project is implemented to monitor operations. Any concrete or raised elements will be further refined during the detailed design phase to ensure that they do not impede Fire Department access. Additionally, the Fire Department has expressed the desire to reconfigure a median island at the corner of Dolores Street and Market Street to improve fire department operations at this location. The SFMTA will include this location in the scope of detailed design for this project but no parking or traffic modifications will be necessary.

ITEM FOR APPROVAL TO SUPPORT THE PROJECT

- A. ESTABLISH – CLASS II BIKEWAY - Sanchez Street, southbound, from Henry Street to Market Street (bike lane); Sanchez Street, northbound, from Market Street to 40 feet southerly (bike lane); Octavia Boulevard, southbound, from Waller Street to Market Street (bike lane on Octavia frontage road)
- B. ESTABLISH – CLASS IV BIKEWAY - Market Street, westbound, from Octavia Boulevard to Buchanan Street (parking-protected bikeway); Market Street, eastbound, from Guerrero Street to Octavia Boulevard (parking-protected bikeway); Octavia Boulevard, northbound, from Market Street to 80 feet northerly (protected bikeway with concrete island)
- C. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Laguna Street and Octavia Boulevard (crossing westbound Class IV bikeway); Market Street, between Buchanan Street and Laguna Street (crossing westbound Class IV bikeway)
- D. ESTABLISH – MEDIAN ISLANDS - Market Street, at Noe Street, east crossing (thumbnail for boarding island); Market Street, at Noe Street, west crossing (thumbnail for boarding island); Guerrero Street, from 50 feet to 150 feet south of Market Street (3-foot wide median extension); Laguna Street, at Hermann Street, north crossing (6-foot wide island); Market Street, from 90 feet to 250 feet west of Octavia Boulevard (10-foot wide center median);

- Market Street, at Laguna Street, east crossing (10-foot wide boarding island extension with pedestrian refuge, through eastern crosswalk, from current terminus to 40 feet westerly)
- E. ESTABLISH – SIDEWALK NARROWING - Market Street, north side, from Laguna Street to 90 feet easterly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to 40 feet westerly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to Highway 101 Off-Ramp (8-foot narrowing)
- F. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16th Street, north side, from Market Street to 20 feet easterly (6-foot wide bulb); 16th Street, south side, from Market Street to 24 feet westerly (12-foot wide bulb); Noe Street, west side, from 16th Street to 24 feet northerly (6 foot-wide bulb); 15th Street, south side, from Market Street to 29 feet westerly (6-foot wide bulb); 15th Street, south side, from Market Street to 18 feet easterly (6-foot wide bulb); 15th Street, north side, from Sanchez Street to 18 feet westerly (6-foot wide bulb); Sanchez Street, west side, from 15th Street to 27 feet northerly (6-foot wide bulb); Sanchez Street, east side, from Market Street to 50 feet southerly (12-foot wide bulb); 14th Street, south side, from Market Street to 33 feet easterly (6-foot wide bulb, relocates one blue zone); Guerrero Street, east side, from Market Street to 54 feet southerly (29-foot wide bulb, removes 3 motorcycle stalls); Pearl Street, east side, from Market Street to 41 feet southerly (15-foot wide bulb, relocates pilot on-street car share stall); Market Street, south side, from Highway 101 Off-Ramp to 31 feet easterly (6-foot wide bulb)
- G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Market Street, south side, from 150 feet to 170 feet west of Noe Street (removes meter #2309); Market Street, north side, from 108 feet to 149 feet east of Noe Street (removes meter #2254, REINO 569-2260 [3 motorcycle spaces]); Market Street, south side, from 90 feet to 154 feet west of Sanchez Street (removes meters #2217, #2219, REINO 569-22110 [5 motorcycle spaces]); Market Street, south side, from 260 feet to 275 feet east of Church Street (removes meter #2135); Market Street, south side, from 95 feet to 144 feet west of Dolores Street (removes meters #2045, #2047); Market Street, north side, from 189 feet to 211 feet west of Duboce Avenue (removes meter #2028); Market Street, north side, from 231 feet to 278 feet west of Laguna Street (removes meters #1932, 1930 for parking-protected bikeway); Market Street, north side, from 111 feet to 131 feet west of Laguna Street (removes meter #1918 for SFFD clear zone); Market Street, north side, from Laguna Street to 71 feet westerly (removes meter #1912 for parking-protected bikeway); Market Street, north side, from Hermann Street to 139 feet easterly (removes meters #1828-G, 1826, 1824 for parking-protected bikeway); Market Street, north side, from 159 feet to 179 feet east of Hermann Street (removes meter #1820 for SFFD clear zone); Market Street, north side, from Octavia Boulevard to 92 feet westerly (relocates passenger loading zone for parking-protected bikeway); Market Street, south side, from Guerrero Street to 77 feet easterly (removes meter #1823-G for parking protected bikeway); Market Street, south side, from 117 feet to 137 feet east of Guerrero Street (removes meter #1817 for SFFD clear zone); Market Street, south side, from 177 feet to 197 feet east of Guerrero Street (removes meter #1811 for SFFD clear zone); Market Street, south

- side, from McCoppin Street to 43 feet westerly (relocates 2 existing yellow zones westerly for SFFD clear zone); Hermann Street, south side, from Laguna Street to 30 feet westerly (removes 1 unregulated parking space for SFFD clear zone); Laguna Street, east side, from Hermann Street to 35 feet northerly (removes meter #2 for SFFD clear zone); Octavia Boulevard, west side, from Market Street to Waller Street (relocates existing blue zone)
- H. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Market Street, north side, from 171 feet to 193 feet east of Noe Street (replaces GMP meter #2250)
- I. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 154 feet to 174 feet west of Sanchez Street (replaces GMP meter #2221)
- J. ESTABLISH YELLOW METERED LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - Market Street, south side, from 43 feet to 66 feet west of McCoppin Street (relocates meter #1803); Market Street, south side, from 66 feet to 88 feet west of McCoppin Street (relocates meter #1805)
- K. ESTABLISH - PASSENGER LOADING ZONE, AT ALL TIMES - Market Street, north side, from 92 feet to 132 feet west of Octavia Boulevard (relocated westerly for parking-protected bikeway, removes meters #1810, #1812)
- L. RESCIND - BLUE ZONE - 14th Street, south side, from 11 feet to 33 feet east of Market Street; Octavia Boulevard, west side, from 2 feet to 22 feet north of Market Street
- M. ESTABLISH - BLUE ZONE - 14th Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 132 feet to 154 feet west of Octavia Boulevard (removes meter #1814)
- N. RESCIND - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 33 feet to 55 feet east of Market Street (removes meter #633-G); Market Street, north side, from 77 feet to 99 feet east of Hermann Street (removes meter #1828-G); Market Street, south side, from 57 feet to 77 feet east of Guerrero Street (removes meter #1823-G)
- O. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 78 feet to 100 feet east of Market Street (replaces meter #633); Market Street, north side, from 139 feet to 157 feet east of Hermann Street (replaces meter #1822); Market Street, south side, from 97 feet to 117 feet east of Guerrero Street (replaces meter #1819)
- P. RESCIND - TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
- Q. ESTABLISH - TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from 18 feet to 38 feet south of Market Street
- R. ESTABLISH - ONE-WAY STREET - Hermann Street, eastbound, between Buchanan Street and Laguna Street
- S. ESTABLISH - NO RIGHT TURN ON RED - Market Street, westbound, at Buchanan Street (for bike box); Market Street, westbound, at Laguna Street (for bike box); Market Street,

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eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street

ALTERNATIVES CONSIDERED

Three options were considered for Market Street:

- Option 1: No project
- Option 2: Pedestrian safety improvements as proposed and the addition of a parking-protected bike lane from Duboce Avenue to Castro Street (full parking-protected bike lane from Octavia Boulevard to Castro Street)
- Option 3: Pedestrian safety improvements as proposed and parking-protected bike lane from Octavia Boulevard to Duboce Avenue only

Option 3 was chosen as the preferred alternative since it provides the highest level of safety on the critical gap in the City's low-stress bikeway network from Octavia Boulevard to Duboce Avenue. This portion of the Upper Market project corridor experiences some of the highest bike ridership numbers in the City and is on the Bicycle High Injury Network. For this reason, these two blocks were prioritized for intensive parking-protected bikeway improvements.

FUNDING IMPACT

This project is funded by Priority Development Area (PDA) funds and by Interagency Plan Implementation Committee (IPIC) funds as follows:

- Planning: \$875K
- Detailed Design: \$1.75M
- Construction: \$7.05M
- Total SFMTA Funding: \$9.68M

ENVIRONMENTAL REVIEW

The proposed Market Street Safety Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively.

The Planning Department determined (Case Number 2017-000817ENV) that the proposed Market Street Safety Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301 and 15304. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

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A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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

RECOMMENDATION

SFMTA staff recommends approval of various parking and traffic modifications on Market Street between Octavia Boulevard and Castro Street. These modifications will improve safety for bicyclists, pedestrians, and motorists by installing curb bulb-outs, improving pedestrian crossings, making intersection safety improvements, and upgrading bike lanes on the corridor.

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SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency, building on past neighborhood planning efforts, and in support of the City's Vision Zero goals, identified a need for safety improvements on the Upper Market Street corridor from Octavia Boulevard to Castro Street; and,

WHEREAS, The segment of the Upper Market Street corridor from Octavia Boulevard to Duboce Avenue carries some of the highest numbers of daily bicyclists in the City, is a critical gap in the City's low-stress bikeway network, and has been prioritized for a protected Class IV bike lane; and,

WHEREAS, The SFMTA Project team has engaged the community since October 2014 via Public Open House meetings, workshops, briefings to community groups, walkthroughs, public events, and other forums to gather feedback on areas of safety concern and to solicit feedback on project proposals; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The parking protected cycletrack proposed as part of the project meets these three requirements; and,

WHEREAS, The parking protected cycletrack has been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The Upper Market Street Safety Project identified the following traffic and parking modifications necessary to implement the proposed project:

- A. ESTABLISH – CLASS II BIKEWAY - Sanchez Street, southbound, from Henry Street to Market Street (bike lane); Sanchez Street, northbound, from Market Street to 40 feet southerly (bike lane); Octavia Boulevard, southbound, from Waller Street to Market Street (bike lane on Octavia frontage road)
- B. ESTABLISH – CLASS IV BIKEWAY - Market Street, westbound, from Octavia Boulevard to Buchanan Street (parking-protected bikeway); Market Street, eastbound, from Guerrero Street to Octavia Boulevard (parking-protected bikeway); Octavia Boulevard, northbound, from Market Street to 80 feet northerly (protected bikeway with concrete island)
- C. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Laguna Street and Octavia Boulevard (crossing westbound Class IV bikeway); Market Street, between Buchanan Street and Laguna Street (crossing westbound Class IV bikeway)
- D. ESTABLISH – MEDIAN ISLANDS - Market Street, at Noe Street, east crossing (thumbnail for boarding island); Market Street, at Noe Street, west crossing (thumbnail for boarding island); Guerrero Street, from 50 feet to 150 feet south of Market Street (3-foot wide median extension); Laguna Street, at Hermann Street, north crossing (6-foot wide island); Market Street, from 90 feet to 250 feet west of Octavia Boulevard (10-foot wide center median); Market Street, at Laguna Street, east crossing (10-foot wide boarding island extension with pedestrian refuge, through eastern crosswalk, from current terminus to 40 feet westerly)
- E. ESTABLISH – SIDEWALK NARROWING - Market Street, north side, from Laguna Street to 90 feet easterly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to 40 feet westerly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to Highway 101 Off-Ramp (8-foot narrowing)
- F. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16th Street, north side, from Market Street to 20 feet easterly (6-foot wide bulb); 16th Street, south side, from Market Street to 24 feet westerly (12-foot wide bulb); Noe Street, west side, from 16th Street to 24 feet northerly (6 foot-wide bulb); 15th Street, south side, from Market Street to 29 feet westerly (6-foot wide bulb); 15th Street, south side, from Market Street to 18 feet easterly (6-foot wide bulb); 15th Street, north side, from Sanchez Street to 18 feet westerly (6-foot wide bulb); Sanchez Street, west side, from 15th Street to 27 feet northerly (6-foot wide bulb); Sanchez Street, east side, from Market Street to 50 feet southerly (12-foot wide bulb); 14th Street, south side, from Market Street to 33 feet easterly (6-foot wide bulb, relocates one blue zone); Guerrero Street, east side, from Market Street to 54 feet southerly (29-foot wide bulb, removes 3 motorcycle stalls); Pearl Street, east side, from Market Street to 41 feet southerly (15-foot wide bulb, relocates pilot on-street car share stall); Market Street, south side, from Highway 101 Off-Ramp to 31 feet easterly (6-foot wide bulb)
- G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Market Street, south side, from 150 feet to 170 feet west of Noe Street (removes meter #2309); Market Street, north side, from 108 feet to 149 feet east of Noe Street (removes meter #2254, REINO 569-2260 [3 motorcycle spaces]); Market Street, south side, from 90 feet to 154 feet west of Sanchez

- Street (removes meters #2217, #2219, REINO 569-22110 [5 motorcycle spaces]); Market Street, south side, from 260 feet to 275 feet east of Church Street (removes meter #2135); Market Street, south side, from 95 feet to 144 feet west of Dolores Street (removes meters #2045, #2047); Market Street, north side, from 189 feet to 211 feet west of Duboce Avenue (removes meter #2028); Market Street, north side, from 231 feet to 278 feet west of Laguna Street (removes meters #1932, 1930 for parking-protected bikeway); Market Street, north side, from 111 feet to 131 feet west of Laguna Street (removes meter #1918 for SFFD clear zone); Market Street, north side, from Laguna Street to 71 feet westerly (removes meter #1912 for parking-protected bikeway); Market Street, north side, from Hermann Street to 139 feet easterly (removes meters #1828-G, 1826, 1824 for parking-protected bikeway); Market Street, north side, from 159 feet to 179 feet east of Hermann Street (removes meter #1820 for SFFD clear zone); Market Street, north side, from Octavia Boulevard to 92 feet westerly (relocates passenger loading zone for parking-protected bikeway); Market Street, south side, from Guerrero Street to 77 feet easterly (removes meter #1823-G for parking protected bikeway); Market Street, south side, from 117 feet to 137 feet east of Guerrero Street (removes meter #1817 for SFFD clear zone); Market Street, south side, from 177 feet to 197 feet east of Guerrero Street (removes meter #1811 for SFFD clear zone); Market Street, south side, from McCoppin Street to 43 feet westerly (relocates 2 existing yellow zones westerly for SFFD clear zone); Hermann Street, south side, from Laguna Street to 30 feet westerly (removes 1 unregulated parking space for SFFD clear zone); Laguna Street, east side, from Hermann Street to 35 feet northerly (removes meter #2 for SFFD clear zone); Octavia Boulevard, west side, from Market Street to Waller Street (relocates existing blue zone)
- H. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Market Street, north side, from 171 feet to 193 feet east of Noe Street (replaces GMP meter #2250)
- I. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 154 feet to 174 feet west of Sanchez Street (replaces GMP meter #2221)
- J. ESTABLISH YELLOW METERED LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - Market Street, south side, from 43 feet to 66 feet west of McCoppin Street (relocates meter #1803); Market Street, south side, from 66 feet to 88 feet west of McCoppin Street (relocates meter #1805)
- K. ESTABLISH - PASSENGER LOADING ZONE, AT ALL TIMES - Market Street, north side, from 92 feet to 132 feet west of Octavia Boulevard (relocated westerly for parking-protected bikeway, removes meters #1810, #1812)
- L. RESCIND - BLUE ZONE - 14th Street, south side, from 11 feet to 33 feet east of Market Street; Octavia Boulevard, west side, from 2 feet to 22 feet north of Market Street
- M. ESTABLISH - BLUE ZONE - 14th Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 132 feet to 154 feet west of Octavia Boulevard (removes meter #1814)

PAGE 18.

- N. RESCIND – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 33 feet to 55 feet east of Market Street (removes meter #633-G); Market Street, north side, from 77 feet to 99 feet east of Hermann Street (removes meter #1828-G); Market Street, south side, from 57 feet to 77 feet east of Guerrero Street (removes meter #1823-G)
- O. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 78 feet to 100 feet east of Market Street (replaces meter #633); Market Street, north side, from 139 feet to 157 feet east of Hermann Street (replaces meter #1822); Market Street, south side, from 97 feet to 117 feet east of Guerrero Street (replaces meter #1819)
- P. RESCIND – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
- Q. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from 18 feet to 38 feet south of Market Street
- R. ESTABLISH – ONE-WAY STREET - Hermann Street, eastbound, between Buchanan Street and Laguna Street
- S. ESTABLISH – NO RIGHT TURN ON RED - Market Street, westbound, at Buchanan Street (for bike box); Market Street, westbound, at Laguna Street (for bike box); Market Street, eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street

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

WHEREAS, The proposed Upper Market Street Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and,

WHEREAS, The Planning Department determined that the proposed Upper Market Street Safety Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304; and

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; now, therefore be it

PAGE 19.

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed bicycle and parking and traffic modifications, listed in items A-S above, associated with the Upper Market Street Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 2, 2017.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency



Upper Market Street Safety Project

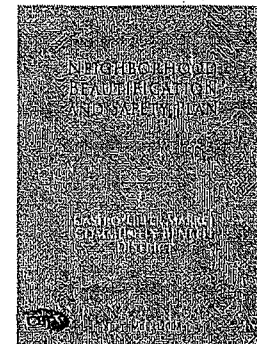
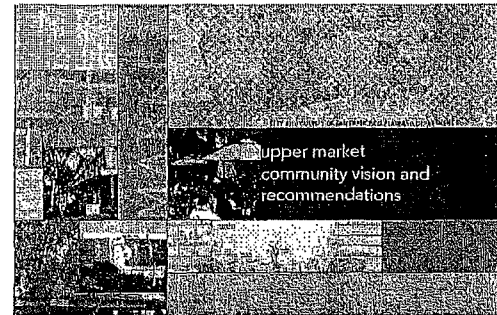
SFMTA Board Meeting - May 2, 2017

OUTREACH HISTORY

PAST PLANNING EFFORTS

The Upper Market Street Safety Project builds on years of community-based planned efforts

- Castro & Upper Market Retail Strategy (2015)
- Duboce Triangle Neighborhood Association (DTNA) Online Upper Market Survey (2013)
- Upper Market Vision & Recommendations (2008)
- Castro/Upper Market Community Benefits District (Castro CBD) Neighborhood Beautification and Safety Plan (2008)
- Market & Octavia Area Plan (2008)



Upper Market Street past plans and reports



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These plans overall call for a safer, more beautiful, and more intuitive environment for pedestrians and bicyclists, including the following recommendations:

- Shortening crossing distances and improving crosswalks at complex intersections
- Increasing pedestrian visibility and slowing vehicle speeds
- Install landscaping and added greening along the corridor
- Improving public open spaces and creating an inviting and safe public environment
- Upgrading bike lanes and bicycle infrastructure to encourage cycling as a mode of travel and improve safety
- Study vehicle circulation and make recommendations for improvements



Upper Market Street Safety Project

SFMTA Board Meeting - May 2, 2017

OUTREACH HISTORY

TARGETED STAKEHOLDER OUTREACH

Since October 2014, the SFTMA has hosted or attended 22 in-person briefing meetings with the following community stakeholder groups to gather local knowledge on safety issues and get feedback on design concepts and proposals

- District 5 and District 8 Supervisor's offices
- Duboce Triangle Neighborhood Association (DTNA)
- Castro Community Benefits District
- Market/Octavia Community Advisory Committee
- Hayes Valley Neighborhood Association
- Castro Merchants Association

VISION ZERO NEAR-TERM IMPLEMENTATION

In August 2015, the SFTMA painted new crosswalks and painted safety zones at the intersections of 15th/Sanchez/Market and 16th/Noe/Market to improve pedestrian visibility and make quick and effective upgrades to pedestrian safety. Many of these painted safety zones will be upgraded to full concrete bulbouts with this project

PUBLIC OPEN HOUSE MEETINGS

Beginning in April 2015, the SFTMA hosted 7 Public Open House Meetings to notify the public about the project, solicit feedback on designs or project proposals, and gather input on safety issues on the street.



Curb Management Workshop - October 2015



Painted Safety Zone event - August 2015



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Upper Market Street Safety Project

SFMTA Board Meeting - May 2, 2017

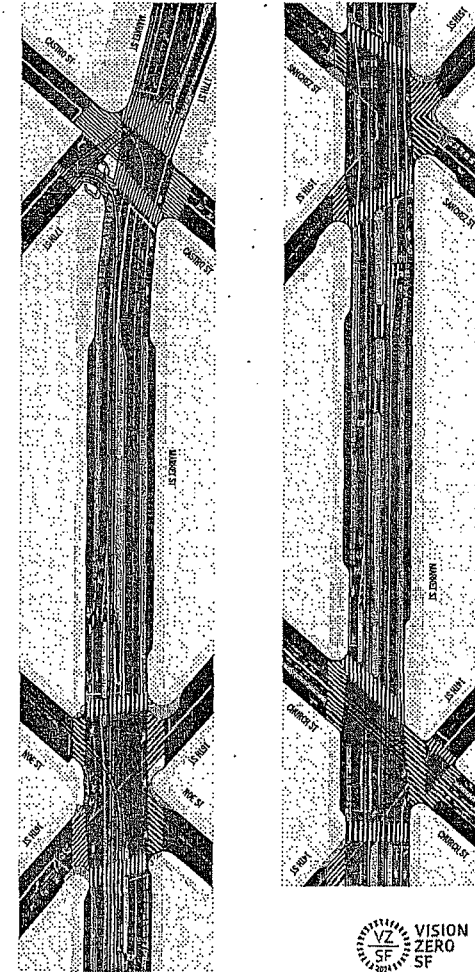
PROJECT OVERVIEW

PROJECT STATISTICS

- .9 mile-long project corridor
- 6 major, complex, multi-legged intersections
- 700 cyclists per peak hour at Market/Octavia
- 174 collisions on the corridor in 5 years from 2011-2016
- 22 pedestrian collisions, 51 bicycle collisions, 122 injury-collisions (71%)
- Market between Octavia and Duboce is a direct connection to the popular Wiggle bike route, and is a long-standing gap in City's low-stress bike network

PROJECT SUMMARY

- 14 concrete bulbouts (2 large, at Guerrero and 16th)
- 1/3 lane-mile of parking-protected bike lane (*near-term improvement*)
- 1.8 lane-miles of green paint and other paint upgrades to the bike lanes on Market
- 1 Muni Board island reconfigured to meet accessibility guidelines
- 4 Pedestrian refuge or thumbnail islands
- 8 Green bike boxes
- 3 expanded medians
- 16 locations with upgraded curb ramps
- SF Public Works ~1.3M funding for landscaping and green elements
- \$9.6M total SFTMA funding



Market Street corridor maps



3362



**SAN FRANCISCO
PLANNING DEPARTMENT**

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2017 JUN -1 PM 3: 56

CEQA Categorical Exemption Determination *BT*

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)	
SFMTA - Upper Market Street Safety Project		varies	
Case No.	Permit No.	Plans Dated	
2017-000817ENV		n/a	
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRER if over 45 years old)	<input type="checkbox"/> New Construction	<input type="checkbox"/> Project Modification (GO TO STEP 7)
Project description for Planning Department approval.			
<small>SFMTA proposes the Upper Market Street Safety Project to increase safety and comfort for people using all modes of transportation along and across Market Street from Castro Street to Octavia Boulevard. The project includes new curb extensions at several locations designed to shorten crossing distances and increase the visibility of people entering crosswalks, and related transit island and pedestrian refuge improvements. The project also includes parking-protected (Class IV) bike lanes, and changes to traffic circulation to increase safety for people using all modes of transportation. Project construction will include ADA-compliant curb ramps; catch basins or manholes may be relocated, and pull boxes may need to be replaced. All project work will occur within the existing public right-of-way with some work occurring in the Caltrans right-of-way at Market Street/Octavia Street, and the depth of excavation will not exceed 12 feet. The project does not anticipate relocation of any historic light fixtures on Market Street. Attachment A provides further details on the proposed project.</small>			

**STEP 1: EXEMPTION CLASS
TO BE COMPLETED BY PROJECT PLANNER**

Note: If neither class applies, an <i>Environmental Evaluation Application</i> is required.	
<input checked="" type="checkbox"/>	Class 1 – Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 – New Construction/ Conversion of Small Structures. Up to three (3) new single-family residences or six (6) 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. Change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	Class _____

**STEP 2: CEQA IMPACTS
TO BE COMPLETED BY PROJECT PLANNER**

If any box is checked below, an <i>Environmental Evaluation Application</i> is required.	
<input type="checkbox"/>	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)? <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Article 38 program and the project would not have the potential to emit substantial pollutant concentrations. (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollutant Exposure Zone)</i>
<input type="checkbox"/>	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 yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I Environmental Site Assessment. <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the</i>

	<i>Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i>
<input checked="" type="checkbox"/>	Transportation: Does the project create six (6) or more net new parking spaces or residential units? 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?
<input type="checkbox"/>	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? (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
<input type="checkbox"/>	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)
<input type="checkbox"/>	Slope = or > 20%: Does the project involve any of the following: (1) square footage expansion greater than 1,000 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.
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 1,000 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.
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 1,000 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.
If no boxes are checked above, GO TO STEP 3. <u>If one or more boxes are checked above, an Environmental Evaluation Application is required, unless reviewed by an Environmental Planner.</u>	
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project does not trigger any of the CEQA impacts listed above.
Comments and Planner Signature (optional): The proposed project would not include the removal of any existing travel lanes and would include transportation right-sizing elements designed to improve safety for all modes.	

**STEP 3: PROPERTY STATUS – HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: (refer to Parcel Information Map)	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input checked="" type="checkbox"/>	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

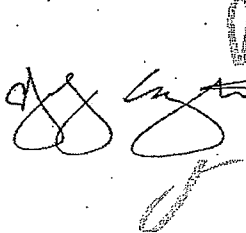
Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	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.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

STEP 5: CEQA IMPACTS – ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	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.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	7. Addition(s), including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .
<input type="checkbox"/>	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):

<input type="checkbox"/>	<p>9. Other work that would not materially impair a historic district (specify or add comments):</p> <p><i>(Requires approval by Senior Preservation Planner/Preservation Coordinator)</i> _____</p>
<input type="checkbox"/>	<p>10. Reclassification of property status. <i>(Requires approval by Senior Preservation Planner/Preservation Coordinator)</i></p> <p><input type="checkbox"/> Reclassify to Category A <input type="checkbox"/> Reclassify to Category C</p> <p>a. Per HRER dated: _____ <i>(attach HRER)</i></p> <p>b. Other <i>(specify)</i>:</p>
<p>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.</p>	
<input type="checkbox"/>	<p>Further environmental review required. Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. GO TO STEP 6.</p>
<input type="checkbox"/>	<p>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.</p>
<p>Comments <i>(optional)</i>:</p>	
<p>Preservation Planner Signature:</p>	

**STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	<p>Further environmental review required. Proposed project does not meet scopes of work in either <i>(check all that apply)</i>:</p> <p><input type="checkbox"/> Step 2 – CEQA Impacts</p> <p><input type="checkbox"/> Step 5 – Advanced Historical Review</p> <p>STOP! Must file an <i>Environmental Evaluation Application</i>.</p>	
<input checked="" type="checkbox"/>	<p>No further environmental review is required. The project is categorically exempt under CEQA.</p>	
	<p>Planner Name: Christopher Espiritu</p> <hr/> <p>Project Approval Action:</p> <p>Other (SFMTA Board)</p> <p><small>If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.</small></p>	<p>Signature:</p>  <p>Digitally signed by Christopher Espiritu Date: 2017.02.03 14:49:50 -08'00'</p>
<p><small>Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</small></p> <p><small>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 first approval action.</small></p>		

**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)
Case No.	Previous Building Permit No.	New Building Permit No.
Plans Dated	Previous Approval Action	New Approval Action
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	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. AJEX FORM	

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	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.	
Planner Name:	Signature or Stamp:



SAN FRANCISCO PLANNING DEPARTMENT

ENVIRONMENTAL EVALUATION APPLICATION COVER MEMO - PUBLIC PROJECTS ONLY

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 first approval action.

Please attach this memo along with all necessary materials to the Environmental Evaluation Application.

Project Address and/or Title:	Upper Market Street Safety Project
Project Approval Action:	SFMTA Board of Directors
Will the approval action be taken at a noticed public hearing?	<input checked="" type="checkbox"/> YES* <input type="checkbox"/> NO
* If YES is checked, please see below.	

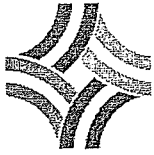
IF APPROVAL ACTION IS TAKEN AT A NOTICED PUBLIC HEARING, INCLUDE THE FOLLOWING CALENDAR LANGUAGE:

End of Calendar: CEQA Appeal Rights under Chapter 31 of the San Francisco Administrative Code If the Commission approves an action identified by an exemption or negative declaration as the Approval Action (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13), then the CEQA decision prepared in support of that Approval Action is thereafter subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action. For information on filing an appeal under Chapter 31, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. If the Department's Environmental Review Officer has deemed a project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained on-line at <http://sf-planning.org/index.aspx?page=3447>. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

Individual calendar items: This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

THE FOLLOWING MATERIALS ARE INCLUDED:

- 2 sets of plans (11x17)
- Project description
- Photos of proposed work areas/project site
- Necessary background reports (specified in EEA)
-



SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Malcolm Heinicke, *Director*

Joel Ramos, *Director*

Edward D. Reiskin, *Director of Transportation*

Cheryl Brinkman, *Vice-Chairman*

Jerry Lee, *Director*

Cristina Rubke, *Director*

Date: 10/6/2016
To: Jeanie Poling, San Francisco Planning Department
From: Charles Ream, San Francisco Municipal Transportation Agency
Through: Erik Jaszewski, San Francisco Municipal Transportation Agency
Re: Upper Market Street Safety Project

BACKGROUND/PROJECT GOALS

The goal of the Upper Market Street Safety Project¹ (the project) is to increase safety and comfort for people using all modes of transportation along and across Market Street from Castro Street to Octavia Boulevard. This corridor is on the high-injury networks for walking, bicycling, and driving.

Consistent with the guidance of the Better Streets Plan, the project includes new curb extensions at several locations designed to shorten crossing distances and increase the visibility of people entering crosswalks, and related transit island and pedestrian refuge improvements. The project also includes parking-protected (Class IV) bike lanes, and changes to traffic circulation to increase safety for people using all modes of transportation.

Project construction will include ADA-compliant curb ramps; catch basins or manholes may be relocated, and pull boxes may need to be replaced. All project work will occur within the existing public right-of-way, with some work occurring in the Caltrans right-of-way at Market Street/Octavia Street, and the depth of excavation will not exceed 12 feet. The project does not anticipate relocation of any historic light fixtures on Market Street.

EXISTING CONDITIONS

Market Street between Castro Street and Octavia Boulevard is a two-way, predominantly four-lane divided roadway. There are streetcar tracks in the lanes adjacent to a center median island and a Class II bike lane adjacent to the parking lane except where roadway width is constrained by Muni boarding islands and bulbouts.

Bicycle Connections

The Upper Market Street corridor provides a key bicycle route and connects Lower Market Street to the Wiggle via the Duboce Avenue bike path, as well as connections to Octavia Boulevard, McCoppin Street, 14th Street, Sanchez Street and 17th Street bike routes.

¹ For the purposes of this memorandum, the Upper Market Safety Project ('the project') is assumed to include all features and elements previously identified from the SFMTA's Market-Octavia Safety Project.

Transit Connections

In addition to the F-line streetcar, the corridor is served by 37-Corbett bus. Light rail transit stations are located underground at Castro Street and Church Street, and the J-Church light rail has stops at Church and Market Streets and Church and 14th Streets.

Vehicle Connections

Market Street is a principal arterial as defined by Caltrans in the California Road System, and includes a connection to the Central Freeway toward Highway 101, although this connection is restricted to where Octavia Street intersects with Market Street, and turns from Market Street onto the freeway are prohibited.

PROPOSED PROJECT

The following sections of this memorandum describe the improvements proposed as part of this project.

Curb Extensions/Modifications

Curb extensions decrease crossing distance, increase visibility of pedestrians, and can reduce the speed of turning vehicles to increase reaction time and reduce the severity of collisions, if they occur. In some instances, changes to existing curb extensions are required to facilitate other improvements, just and improving the conditions of bicycle lanes or allowing improved transit access. Curb

extensions/modifications are planned for the following locations (with details described in parenthesis):

1. The southeast corner of Market Street and the US-101 off-ramp (into both streets)
2. The southwest corner of Market Street and the US-101 on-ramp (into the on-ramp)
3. The southeast corner of the intersection of Pearl Street and Market Street (into Pearl Street)
4. Hermann Street, north side, from Laguna Street westerly
5. Laguna Street, west side, from Hermann Street northerly
6. Market Street, north side, from Laguna Street easterly (elimination of existing bulbout into Market Street to accommodate improved transit island access and bike lane)
7. Guerrero Street, east side, from Market Street southerly (into Guerrero Street; shortening the pedestrian crossing distance across Guerrero and Market Streets)
8. Duboce Street, north side, from Market Street easterly (extension of existing bulb into Market, and new extension into Duboce; removal of pork chop island)
9. 14th Street, south side, from Market Street easterly (into 14th Street)
10. Northwest corner of 15th Street and Sanchez Street (into both streets)
11. Sanchez Street, east side, from Market Street southerly (into Sanchez Street)
12. Sanchez Street, west side, from Market Street northerly (into Sanchez Street)
13. 15th Street, south side, from Market Street westerly (into 15th Street)
14. 15th Street, south side, from Market Street easterly (into 15th Street)
15. Northwest corner of 16th Street and Noe Street (into both streets)
16. 16th Street, south side, from Market Street westerly (into 16th Street)
17. 16th Street, north side, from Market Street easterly (into 16th Street)
18. 16th Street, south side, from Market Street easterly (redesign of existing bulbout into 16th Street)

Transit Island Improvements

The project proposes improvements to the transit boarding islands on Market Street at Laguna Street and Guerrero Street. These enhancements will improve conditions crossing Market Street as well as improve boarding and alighting for passengers with mobility impairments. The planned improvements include:

1. The eastbound boarding island on Market Street at Guerrero Street will be enhanced with a thumbnail that buffers pedestrians from motor vehicles and provides guidance for people with sight impairment.
2. The westbound boarding island on Market Street at Laguna Street will be extended and widened to meet standards for wheelchair lift deployment and enhanced with a thumbnail that buffers pedestrians from motor vehicles and provides guidance for people with sight impairment.
3. Thumbnail islands for the Market Street boarding islands in the inbound and outbound direction at Noe/16th Streets, Sanchez/15th Streets, Church/14th Streets, the outbound boarding island at Buchanan Street, and the inbound island at Dolores Street.

Median Refuge

The project will also improve pedestrian safety and comfort with a concrete median refuge at the following locations:

1. Crossing Laguna Street north of Market Street
2. Crossing Market Street at Dolores Street (shorten the pedestrian crossing distance across Market by modifying the median refuge and straightening the pedestrian path across Market)
3. Crossing Market Street at Octavia Boulevard, east and west crosswalks

Protected Bike Lanes

The project will provide a parking-protected bike lane on westbound Market Street between Octavia Boulevard and Duboce Street, and on eastbound Market Street between Guerrero Street and Octavia Boulevard. In a parking-protected bike lane, the parking lane is adjacent to the travel lane, and the bike lane is located between the parking and the curb. A buffer area separates the bike lane from the parking lane to protect people on bicycles from car doors and provide space for passengers accessing their vehicles. The buffer area will be designated by either painted stripes or by a raised concrete island.

Circulation Changes

The following changes to circulation will help improve pedestrian, bicycle and vehicle safety, and improve transit efficiency. These changes are not anticipated to have a significant influence on transit performance, and will improve safety for passengers walking to and from transit stops:

1. Prohibit left turns from eastbound Market Street to northbound Octavia Boulevard
2. Convert existing left-turn lane on eastbound Market Street to a raised center median
3. Add protected left turn phase for eastbound and westbound Market Street at Laguna and Guerrero Streets
4. Prohibit right turns from the center lanes of southbound Octavia Boulevard onto westbound Market Street (southbound Octavia Boulevard traffic making this right turn will use the local lane)
5. Remove approximately 50-foot left turn pocket from southbound Laguna Street approaching Market Street (create consolidated through/left turn lane)

7. Remove approximately 120-foot left turn pocket from northbound Guerrero Street approaching Market Street (create consolidated through/left turn lane)
8. No right turn on red:
 - a. Northbound Guerrero Street at Market Street
 - b. Westbound Market Street at Octavia Boulevard
 - c. Westbound Market Street at Laguna Street
 - d. Westbound Market Street at Buchanan Street
 - e. Eastbound Market Street at Guerrero Street
9. Convert Hermann Street to one-way eastbound from Buchanan Street to Laguna Street, and convert parallel parking on the north side to 45-degree angle parking
10. Remove approximately 160-foot left turn lane on northbound Buchanan Street approaching Hermann Street, and convert parallel parking on the west side of Buchanan Street to 45-degree angle parking
11. Remove approximately 220-foot right turn lane on westbound Duboce Street approaching Market Street, remove pork-chop island (create consolidated left/through/right turn lane)
12. Add bicycle signals and bicycle signal phase for EB cyclists exiting the Duboce Street path and continuing onto EB Market Street, and for cyclists at all legs at Market Street and Octavia Boulevard
13. Prohibit left turns from Sanchez Street (northbound and southbound) onto Market and 15th Streets, except for emergency vehicles
14. Prohibit left turns from Noe Street (northbound and southbound) onto Market and 16th Streets, except for emergency vehicles
15. Prohibit left turns from eastbound 16th Street onto Market and Noe Streets, except for emergency vehicles
16. Provide a protected left turn for vehicles traveling westbound on 16th Street, turning westbound on Market Street
17. Install an approximately 150 foot long left-turn pocket and provide a protected left turn for vehicles traveling eastbound on Market Street, turning northbound on Castro Street
18. Provide a protected left-turn signal phase for westbound Market Street, turning southbound on Castro Street.

Parking Modifications

The overall impact to parking supply in the project area is a net reduction of up to twenty-eight (28) automobile parking spaces and eight (8) motorcycle parking spaces.

The following parking spaces will be removed to accommodate curb extensions and parking protected bike lanes, and achieve minimum standard dimensions where existing bike lanes currently provide inadequate separation between cyclists and parked vehicles (exposing cyclists to the "door zone"):

1. Five (5) automobile spaces, north side of Market Street between Octavia Boulevard and Laguna Street
2. Two (2) automobile spaces, south side of Market Street between Octavia Boulevard and Laguna Street
3. Two (2) automobile spaces, north side of Market Street between Laguna Street and Buchanan Street
4. One (1) automobile space on Octavia Boulevard, west side, between Market Street and Waller Street (existing blue zone to be relocated to Market or Waller streets)

5. One (1) automobile space on Laguna Street, east side, north of Hermann Street
6. Three (3) automobile spaces on Hermann Street, south side, between Buchanan Street and Laguna Street
7. One (1) shared automobile spaces on Pearl Street, west side, south of Market Street
8. Two (2) automobile spaces, south side of Market Street between Dolores Street and Church Street
9. One (1) automobile space, on the south side of Market Street between Castro Street and Noe Street
10. One (1) automobile space and three (3) motorcycle spaces on the north side of Market Street between Noe Street and 15th Street
11. One (1) automobile space on the south side of 16th Street at Market Street
12. One (1) automobile space on the west side of Noe Street north of Market Street
13. Two (2) automobile spaces and five (5) motorcycle parking spaces on the south side of Market Street between 16th Street and Sanchez Street
14. One (1) automobile space on the south side of 15th Street at Market Street
15. One (1) automobile space on the west side of Sanchez Street at 15th Street
16. One (1) automobile space on the east side of Sanchez Street at Market Street
17. One (1) automobile space on the north side of Market Street between Sanchez Street and 14th Street
18. Two (2) automobile spaces on the south side of Market Street between 14th Street and Dolores Street

The project will seek to increase parking supply by up to 13 automobile spaces on adjacent streets by reconfiguring parallel parking to angle parking at two locations. Additionally, relocation of impacted motorcycle spaces on Market Street and/or adjacent side streets will also be explored; however, the final parking configuration may be limited to existing conditions pending final designs on these streets:

1. Reconfigured parking on Buchanan Street between Market Street and Hermann Street could yield up to six (6) parking spaces
2. Reconfigured parking on the north side of Hermann Street between Laguna Street and Buchanan Street could yield up to seven (7) parking spaces

DISCUSSION

Vehicle Miles Traveled

The proposed Bicycling and Walking Safety Improvement Project and Reconfiguration of Traffic Lanes are considered Active Transportation and Other Minor Transportation Projects in accordance with the Planning Department's *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis*, and is therefore presumed to not significantly impact VMT and no further VMT analysis is required.

Pedestrians

The bulbouts proposed by this project will increase the visibility of pedestrians waiting to cross the street, reduce the crossing distance for pedestrians crossing the street, and provide more sidewalk space for pedestrians. This project will also increase the allowed pedestrian crossing time for pedestrians crossing

Market Street at Octavia Boulevard. The addition of protected left turn lanes and signal phases will reduce conflicts between pedestrians and left-turning vehicles at Castro/17th and 16th/Noe Streets. The prohibition of selected left turns at Noe/16th and Sanchez/15th Streets, this project will reduce conflicts between pedestrians and left-turning vehicles.

Bicycles

This project will install a parking-protected bike lane in the westbound direction from Octavia Boulevard to Buchanan Street, and in the eastbound direction from Guerrero Street and Octavia Boulevard. This protected facility will physically separate bicycle traffic from moving vehicle traffic.

Transit

This project will improve ADA accessibility on transit boarding islands by installing thumbnail islands at all crosswalks adjacent to boarding islands. The project will improve the outbound boarding island on Market Street at Laguna Street by widening the island to meet standards for wheelchair lift deployment.

Loading

This project will not reduce the supply of unmetered or metered parking spaces devoted to loading activities. One blue zone on Octavia Boulevard will be relocated to a nearby location. All other parking spaces slated for removal are general or motorcycle parking spaces.

Emergency Access

This project will not prohibit emergency access to any streets in the project area.

Parking

The overall changes to parking supply in the project area is a net reduction of up to twenty-eight (28) automobile parking spaces and eight (8) motorcycle parking spaces.

The following parking spaces will be removed to accommodate curb extensions and parking protected bike lanes, and achieve minimum standard dimensions where existing bike lanes currently provide inadequate separation between cyclists and parked vehicles (exposing cyclists to the "door zone"):

1. Five (5) automobile spaces, north side of Market Street between Octavia Boulevard and Laguna Street
2. Two (2) automobile spaces, south side of Market Street between Octavia Boulevard and Laguna Street
3. Two (2) automobile spaces, north side of Market Street between Laguna Street and Buchanan Street
4. One (1) automobile space on Octavia Boulevard, west side, between Market Street and Waller Street (existing blue zone to be relocated to Market or Waller streets)
5. One (1) automobile space on Laguna Street, east side, north of Hermann Street

6. Three (3) automobile spaces on Hermann Street, south side, between Buchanan Street and Laguna Street
7. One (1) shared automobile spaces on Pearl Street, west side, south of Market Street
8. Two (2) automobile spaces, south side of Market Street between Dolores Street and Church Street
9. One (1) automobile space, on the south side of Market Street between Castro Street and Noe Street
10. One (1) automobile space and three (3) motorcycle spaces on the north side of Market Street between Noe Street and 15th Street
11. One (1) automobile space on the south side of 16th Street at Market Street
12. One (1) automobile space on the west side of Noe Street north of Market Street
13. Two (2) automobile spaces and five (5) motorcycle parking spaces on the south side of Market Street between 16th Street and Sanchez Street
14. One (1) automobile space on the south side of 15th Street at Market Street
15. One (1) automobile space on the west side of Sanchez Street at 15th Street
16. One (1) automobile space on the east side of Sanchez Street at Market Street
17. One (1) automobile space on the north side of Market Street between Sanchez Street and 14th Street
18. Two (2) automobile spaces on the south side of Market Street between 14th Street and Dolores Street

The project will seek to increase parking supply by up to 13 automobile spaces on adjacent streets by reconfiguring parallel parking to angle parking at two locations. Additionally, relocation of impacted motorcycle spaces on Market Street and/or adjacent side streets will also be explored; however, the final parking configuration may be limited to existing conditions pending final designs on these streets:

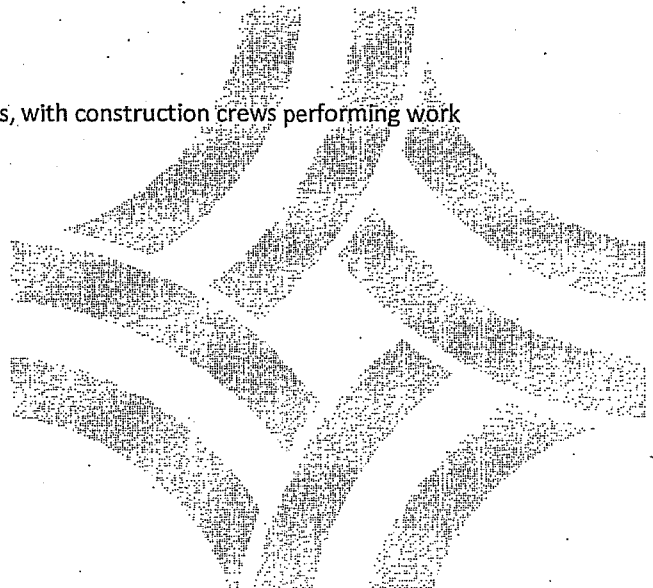
1. Reconfigured parking on Buchanan Street between Market Street and Hermann Street could yield up to six (6) parking spaces
2. Reconfigured parking on the north side of Hermann Street between Laguna Street and Buchanan Street could yield up to seven (7) parking spaces

Excavation

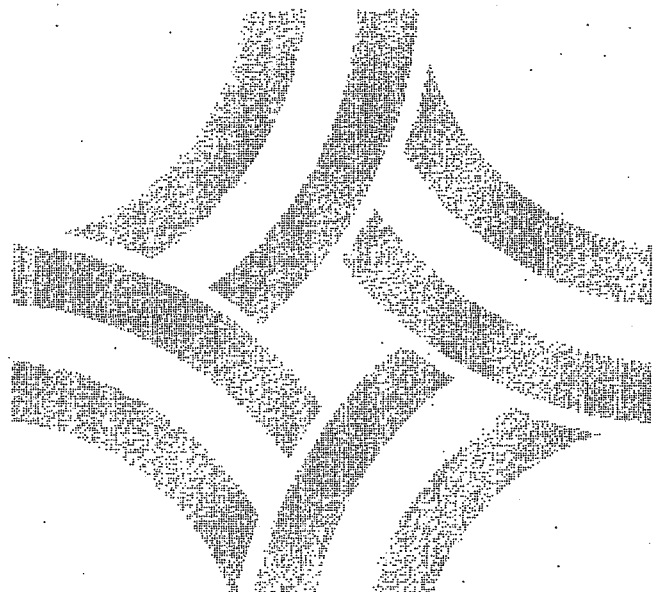
Depth of excavation for curb bulbouts, ADA-compliant curb ramps, catch basins, signal infrastructure, and boarding islands will not exceed 12 feet. All project work will occur within the existing right-of-way.

Construction

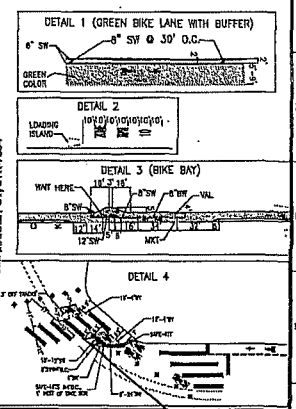
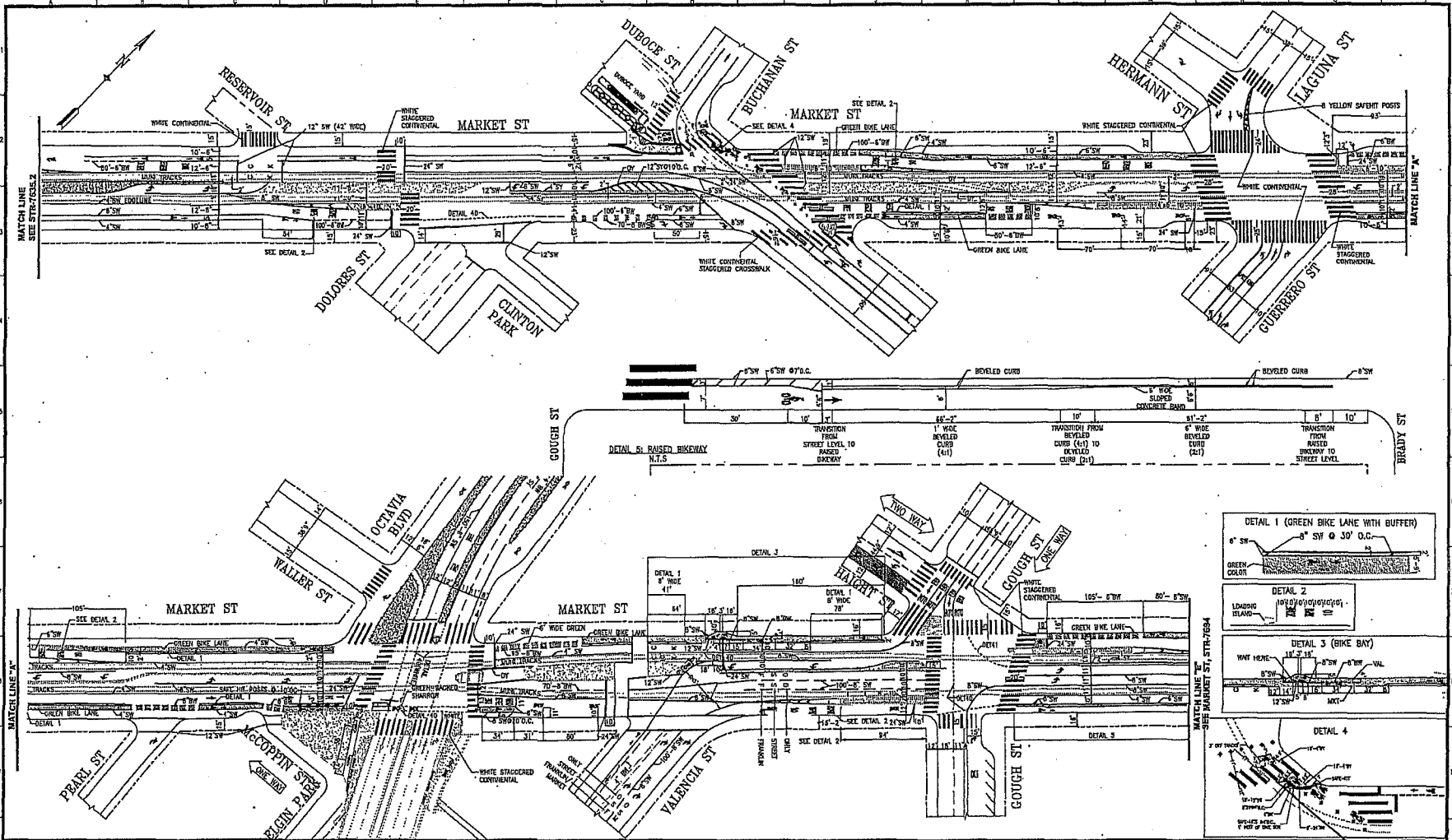
Construction of this project will take approximately 16 months, with construction crews performing work on a block-by-block basis.



ATTACHMENT A
Existing Plans/Drawings



3377



NO.	DATE	DESCRIPTION	BY	APP.
1	11/08/16	ADDED TO SUPPLY FOR WHITE STAGGERED CONTINENTAL	CS	US
2	02/04/17	REVISED FROM 12" SW TO 12" SW @ 30' O.C.	CS	US
3	05/01/14	ADD GREEN & PAVED BUFFER TO PROVIDE ROOM TO TURN	CH	US
4	05/01/14	INSTALL CROSSWALK AND CONTINENTAL CROSSWALK AT RABBIT	PS	US
5	02/17/15	REMOVE PAVE OF JACO BAY LINE & 4" SW ON SIDEWALK	ST	US
6	03/11/15	REMOVE PAVE OF JACO BAY LINE & 4" SW ON SIDEWALK	ST	US



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

FOR ORIGINAL SIGNATURES
SEE STR-7135 REV. 7

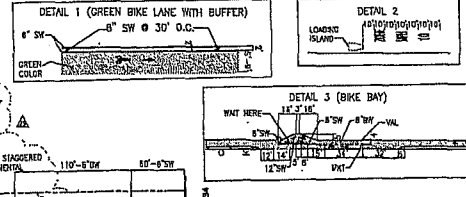
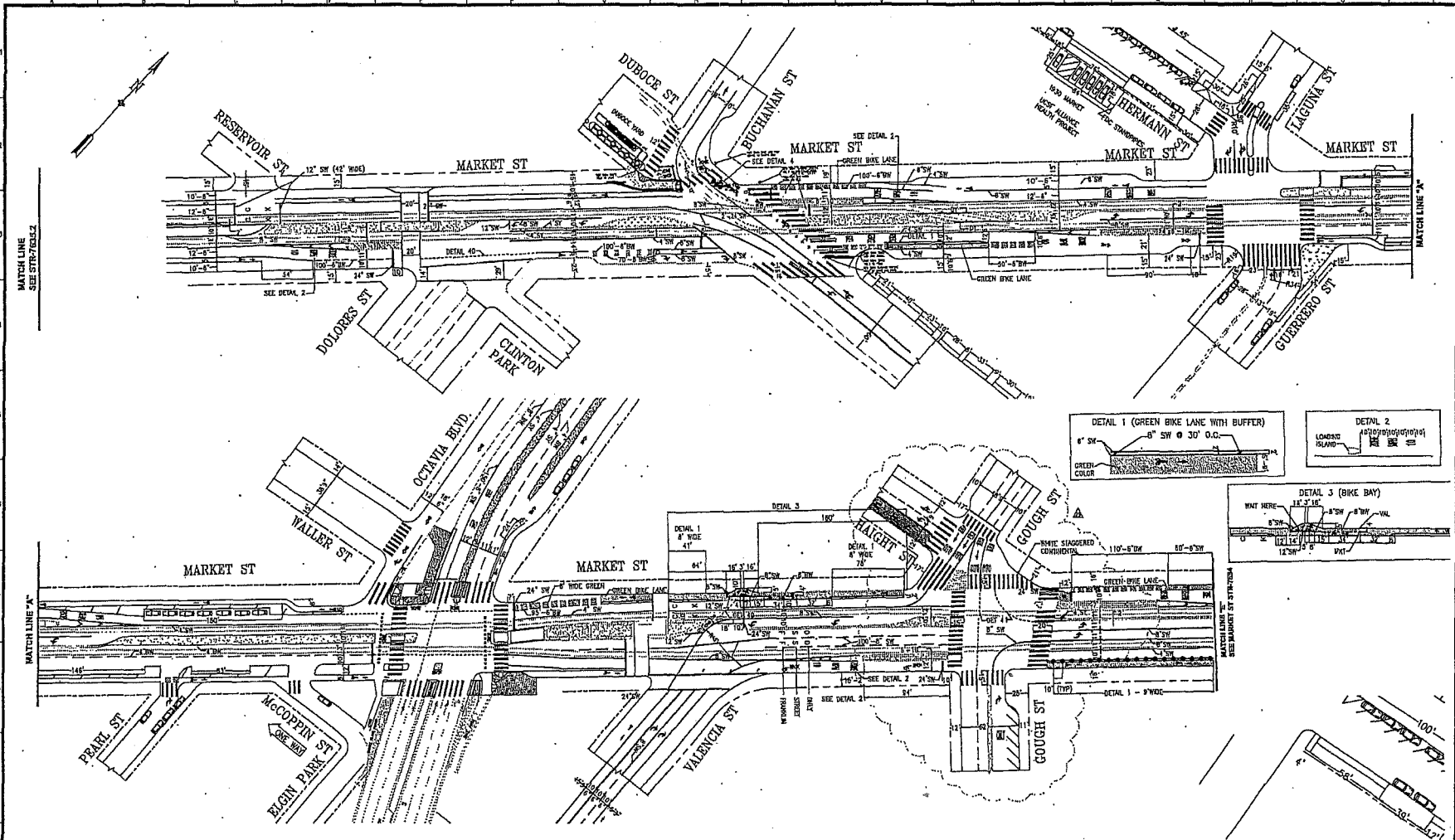
DESIGNED: DATE:	APPROVED: DATE:	SCALE:
JACK L. FLECK 8/19/02	JACK L. FLECK 8/19/02	1"=50'
SECTION ENGINEER	SECTION ENGINEER	
DRAWN: DATE:		SHEET OF SHEETS
TA 5/02		
CHECKED: DATE:	BOB N. YEE 8/19/02	
R.O. 5/02	CITY TRAFFIC ENGINEER	

TRAFFIC STRIPING
MARKET STREET
RESERVOIR STREET TO GOUGH STREET

CONTRACT NO.	DRAWING NO.
	STR-7635.1
FILE NO.	REV. NO.
	30

DATE PLOTTED: 11/08/16 PLOT SCALE: 1"=50' PLOT SHEET: 1

3379



NO.	DATE	DESCRIPTION	BY	CHK
1	12/16/13	ADD 24" WIDE BUFFERED SIDEWALK & 8" H.L. BARRIER BEHIND AT GREEN BAY	TA	CH
2	02/27/14	ADD GREEN & PAVED BUFFER TO IMPROVE DESIGN TO DUBOIS	TA	CH
3	12/17/14	REVISE CROSSING AND CONTINUOUS CROSSING AT DUBOIS	TA	CH
4	12/17/13	REVISE PART OF HOV LANE LINE & 15' W OF BARRIERS	UT	CH
5	11/29/12	REVISE PART OF HOV LANE LINE & 15' W OF BARRIERS	PL	CH
6	12/12/12	REVISE PART OF HOV LANE LINE & 15' W OF BARRIERS	PL	CH
7	12/12/12	REVISE PART OF HOV LANE LINE & 15' W OF BARRIERS	PL	CH
8	12/12/12	REVISE PART OF HOV LANE LINE & 15' W OF BARRIERS	PL	CH
9	12/12/12	REVISE PART OF HOV LANE LINE & 15' W OF BARRIERS	PL	CH
10	12/12/12	REVISE PART OF HOV LANE LINE & 15' W OF BARRIERS	PL	CH



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

FOR ORIGINAL SIGNATURES
SEE STR-7132, REV. 7

DESIGNED:	DATE:	APPROVED:	SCALE:
JACK L. PLERCK	0/19/02	JACK L. PLERCK	1"=50'
SECTION ENGINEER	DATE:	SECTION ENGINEER	DATE:
T.A.	5/02	T.A.	5/02
CHECKED:	DATE:	APPROVED:	SCALE:
DIOND K. YEE	4/19/02	DIOND K. YEE	1"=50'
CITY TRAFFIC ENGINEER	DATE:	CITY TRAFFIC ENGINEER	DATE:
R.O.	5/02	R.O.	5/02

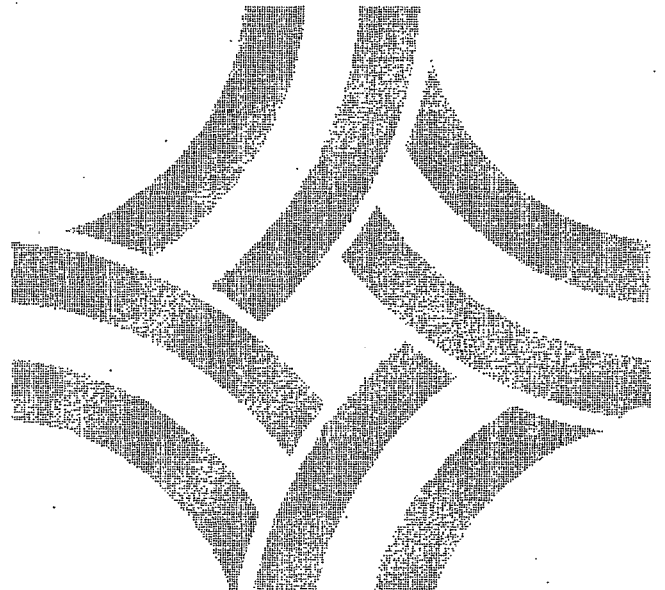
SHEET OF SHEETS

TRAFFIC STRIPING
MARKET STREET
RESERVOIR STREET TO GOUGH STREET

CONTRACT NO.	REVISION
STR-7635.1	25

EXTERNAL REFERENCES
SCALE FACTOR
FLOW SCALE: 1"=1'

ATTACHMENT B
Proposed Plans/Drawings/Diagrams



SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 170502-059

WHEREAS, The San Francisco Municipal Transportation Agency, building on past neighborhood planning efforts, and in support of the City's Vision Zero goals, identified a need for safety improvements on the Upper Market Street corridor from Octavia Boulevard to Castro Street; and,

WHEREAS, The segment of the Upper Market Street corridor from Octavia Boulevard to Duboce Avenue carries some of the highest numbers of daily bicyclists in the City, is a critical gap in the City's low-stress bikeway network, and has been prioritized for a protected Class IV bike lane; and,

WHEREAS, The SFMTA Project team has engaged the community since October 2014 via Public Open House meetings, workshops, briefings to community groups, walkthroughs, public events, and other forums to gather feedback on areas of safety concern and to solicit feedback on project proposals; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The parking protected cycletrack proposed as part of the project meets these three requirements; and,

WHEREAS, The parking protected cycletrack has been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The Upper Market Street Safety Project identified the following traffic and parking modifications necessary to implement the proposed project:

PAGE 2.

- A. ESTABLISH – CLASS IV BIKEWAY - Market Street, westbound, from Octavia Boulevard to Buchanan Street (parking-protected bikeway); Market Street, eastbound, from Guerrero Street to Octavia Boulevard (parking-protected bikeway); Octavia Boulevard, northbound, from Market Street to 80 feet northerly (protected bikeway with concrete island)
- B. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Laguna Street and Octavia Boulevard (crossing westbound Class IV bikeway); Market Street, between Buchanan Street and Laguna Street (crossing westbound Class IV bikeway)
- C. ESTABLISH – MEDIAN ISLANDS - Market Street, at Noe Street, east crossing (thumbnail for boarding island); Market Street, at Noe Street, west crossing (thumbnail for boarding island); Guerrero Street, from 50 feet to 150 feet south of Market Street (3-foot wide median extension); Laguna Street, at Hermann Street, north crossing (6-foot wide island); Market Street, from 90 feet to 250 feet west of Octavia Boulevard (10-foot wide center median); Market Street, at Laguna Street, east crossing (10-foot wide boarding island extension with pedestrian refuge, through eastern crosswalk, from current terminus to 40 feet westerly)
- D. ESTABLISH – SIDEWALK NARROWING - Market Street, north side, from Laguna Street to 90 feet easterly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to 40 feet westerly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to Highway 101 Off-Ramp (8-foot narrowing)
- E. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16th Street, north side, from Market Street to 20 feet easterly (6-foot wide bulb); 16th Street, south side, from Market Street to 24 feet westerly (12-foot wide bulb); Noe Street, west side, from 16th Street to 24 feet northerly (6-foot wide bulb); 15th Street, south side, from Market Street to 29 feet westerly (6-foot wide bulb); 15th Street, south side, from Market Street to 18 feet easterly (6-foot wide bulb); 15th Street, north side, from Sanchez Street to 18 feet westerly (6-foot wide bulb); Sanchez Street, west side, from 15th Street to 27 feet northerly (6-foot wide bulb); Sanchez Street, east side, from Market Street to 50 feet southerly (12-foot wide bulb); 14th Street, south side, from Market Street to 33 feet easterly (6-foot wide bulb, relocates one blue zone); Guerrero Street, east side, from Market Street to 54 feet southerly (29-foot wide bulb, removes 3 motorcycle stalls); Pearl Street, east side, from Market Street to 41 feet southerly (15-foot wide bulb, relocates pilot on-street car share stall); Market Street, south side, from Highway 101 Off-Ramp to 31 feet easterly (6-foot wide bulb)
- F. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Market Street, south side, from 150 feet to 170 feet west of Noe Street (removes meter #2309); Market Street, north side, from 108 feet to 149 feet east of Noe Street (removes meter #2254, REINO 569-2260 [3 motorcycle spaces]); Market Street, south side, from 90 feet to 154 feet west of Sanchez Street (removes meters #2217, #2219, REINO 569-22110 [5 motorcycle spaces]); Market Street, south side, from 260 feet to 275 feet east of Church Street (removes meter #2135); Market Street, south side, from 95 feet to 144 feet west of Dolores Street (removes meters #2045, #2047); Market Street, north side, from 189 feet to 211 feet west of Duboce Avenue (removes meter #2028); Market Street, north side, from 231 feet to 278 feet west of Laguna Street (removes meters #1932, 1930 for parking-protected bikeway); Market Street, north side, from 111 feet to 131 feet west of Laguna

- Street (removes meter #1918 for SFFD clear zone); Market Street, north side, from Laguna Street to 71 feet westerly (removes meter #1912 for parking-protected bikeway); Market Street, north side, from Hermann Street to 139 feet easterly (removes meters #1828-G, 1826, 1824 for parking-protected bikeway); Market Street, north side, from 159 feet to 179 feet east of Hermann Street (removes meter #1820 for SFFD clear zone); Market Street, north side, from Octavia Boulevard to 92 feet westerly (relocates passenger loading zone for parking-protected bikeway); Market Street, south side, from Guerrero Street to 77 feet easterly (removes meter #1823-G for parking protected bikeway); Market Street, south side, from 117 feet to 137 feet east of Guerrero Street (removes meter #1817 for SFFD clear zone); Market Street, south side, from 177 feet to 197 feet east of Guerrero Street (removes meter #1811 for SFFD clear zone); Market Street, south side, from McCoppin Street to 43 feet westerly (relocates 2 existing yellow zones westerly for SFFD clear zone); Hermann Street, south side, from Laguna Street to 30 feet westerly (removes 1 unregulated parking space for SFFD clear zone); Laguna Street, east side, from Hermann Street to 35 feet northerly (removes meter #2 for SFFD clear zone); Octavia Boulevard, west side, from Market Street to Waller Street (relocates existing blue zone)
- G. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Market Street, north side, from 171 feet to 193 feet east of Noe Street (replaces GMP meter #2250)
- H. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 154 feet to 174 feet west of Sanchez Street (replaces GMP meter #2221)
- I. ESTABLISH YELLOW METERED LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - Market Street, south side, from 43 feet to 66 feet west of McCoppin Street (relocates meter #1803); Market Street, south side, from 66 feet to 88 feet west of McCoppin Street (relocates meter #1805)
- J. ESTABLISH - PASSENGER LOADING ZONE, AT ALL TIMES - Market Street, north side, from 92 feet to 132 feet west of Octavia Boulevard (relocated westerly for parking-protected bikeway, removes meters #1810, #1812)
- K. RESCIND - BLUE ZONE - 14th Street, south side, from 11 feet to 33 feet east of Market Street; Octavia Boulevard, west side, from 2 feet to 22 feet north of Market Street
- L. ESTABLISH - BLUE ZONE - 14th Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 132 feet to 154 feet west of Octavia Boulevard (removes meter #1814)
- M. RESCIND - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 33 feet to 55 feet east of Market Street (removes meter #633-G); Market Street, north side, from 77 feet to 99 feet east of Hermann Street (removes meter #1828-G); Market Street, south side, from 57 feet to 77 feet east of Guerrero Street (removes meter #1823-G)
- N. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 78 feet to 100 feet east of Market Street (replaces meter #633); Market Street, north side, from 139 feet to 157 feet east of

PAGE 4.

- Hermann Street (replaces meter #1822); Market Street, south side, from 97 feet to 117 feet east of Guerrero Street (replaces meter #1819)
- O. RESCIND – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
 - P. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from 18 feet to 38 feet south of Market Street
 - Q. ESTABLISH – ONE-WAY STREET - Hermann Street, eastbound, between Buchanan Street and Laguna Street
 - R. ESTABLISH – NO RIGHT TURN ON RED - Market Street, westbound, at Buchanan Street (for bike box); Market Street, westbound, at Laguna Street (for bike box); Market Street, eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street

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

WHEREAS, The proposed Upper Market Street Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and,

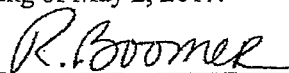
WHEREAS, The Planning Department determined that the proposed Upper Market Street Safety Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304 (Case Number 2017-000817ENV); and

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed bicycle and parking and traffic modifications, listed in items A-S above, associated with the Upper Market Street Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 2, 2017.


Secretary to the Board of Directors
San Francisco Municipal Transportation Agency



SFMTA
Municipal
Transportation
Agency

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS AND
PARKING AUTHORITY COMMISSION**

MINUTES

Tuesday, May 2, 2017
Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

REGULAR MEETING
1 P.M.

SFMTA BOARD OF DIRECTORS

Cheryl Brinkman, Chairman,
Malcolm Heinicke, Vice Chairman
Gwyneth Borden
Lee Hsu
Joél Ramos
Cristina Rubke

Edward D. Reiskin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ORDER OF BUSINESS

1. Call to Order

Chairman Brinkman called the meeting to order at 1:00 p.m.

2. Roll Call

Present: Cheryl Brinkman
Gwyneth Borden
Malcolm Heinicke – absent at Roll Call
Lee Hsu
Joél Ramos
Cristina Rubke

3. Announcement of prohibition of sound producing devices during the meeting.

Chairman Brinkman announced that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at the meeting. She advised that any person responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic devices might be removed from the meeting. She also advised that cell phones that are set on “vibrate” cause microphone interference and requested that they be placed in the “off” position.

4. Approval of Minutes

On motion to approve the minutes of the April 18, 2017 Regular Meeting: unanimously approved (Heinicke-absent).

5. Communications

Board Secretary Boomer stated that for Item 10.3 regarding the As-Needed Public Outreach and Engagement services, Barbary Coast consulting had changed its name to Civic Edge Consulting and therefore the documents would be changed to reflect the name change.

Board Secretary Boomer announced Item 13, the Upper Market Street Safety Project, Item A regarding establishing a bikeway on Sanchez and Octavia had been removed from the agenda at the request of staff.

6. Introduction of New or Unfinished Business by Board Members

None.

7. Director's Report (For discussion only)

- Special Recognition Award
- Update on Vision Zero
- Ongoing Activities

Vice Chairman Heinicke arrived.

Sonali Bose, Director, Finance and Information Technology recognized Angela Carmen Howes, Senior Operations Manager, Materials Management and Inventory Control. Naomi Kelly, City Administrator, and John Haley, Director, Transit Services also recognized Angela Carmen Howes for her service. John Haley, Director, Transit Services, recognized Neil Popp, Manager, Bus Maintenance and Trinh Nguyen, Principal Engineer, Light Rail Vehicle team. Viktoriya Wise, Chief of Staff, Sustainable Streets, recognized Eddie Valadez and Deven Pillan, Proof of Payment Officers.

Ed Reiskin, Director of Transportation discussed Vision Zero updates, automated speed enforcement legislation, May Day March, the recent PG&E power outage; Bike to Work day; federal funding; and baseball service.

PUBLIC COMMENT:

Herbert Weiner asked cyclists not to run a red light or bike on the sidewalk on Bike to Work Day.

David Pilpel acknowledged Neil Popp and discussed motor coach availability in 1988. He acknowledged the transit fare inspectors, saying that they do a great job of customer service, safety, and enforcement. He also discussed federal funding, the impact of Senate Bill 1 of San Francisco and the SFMTA. The Board should be briefed on Senate Bill 1.

8. Citizens' Advisory Council Report

No report.

9. Public Comment

Brian Hoffer discussed Vision Zero and his two accidents. He is proud of San Francisco for its commitment. Little things like bike boxes would prevent injuries. Cyclists need to feel safe when riding.

David Elliott Lewis discussed making city streets safer, especially for cyclists. A buffered bike lane is the equivalent of asking motorists to behave well because of paint on the street. A protected bike lane will save lives. A row of parked cars protects cyclist's lives. Paint doesn't do that.

Shawn Grunberger commented on upgrades to Turk St. She is in favor of protected bike lanes because they are the safest and best option for people who choose cycling over driving. Other bike lanes encourage double parking and dangerous interactions. The SFFD and the SFMTA were able to come to an agreement about Upper Market and should on Turk Street.

Kyle Grochman expressed support for protected bike lanes. The SFMTA installed a lane in Golden Gate Park last year and has done nothing since to protect cyclists. Staff is sitting on Turk St. and isn't taking action. San Francisco cyclists are frustrated with the lack of progress. The City is failing at protecting citizens and increasing the bike mode share. The City needs to show its' commitment.

Tariq Mehmood stated that the taxis have had a funeral. The Taxi Department is ruined. He questioned the Taxi division's budget which shouldn't be more than \$200,000 per year with two clerks and a director. There are 400 cabs without taxi lights on the top. Staff was told this months ago but nothing has happened. This hurts the taxi driver and is the department's fault. The taxi director isn't certified for the job.

Mary Kay Chin discussed the Turk St. bike lane. She expressed disappointment that the SFMTA has backed off the plan for a separated bike lane. Every street in the Tenderloin is on the high injury corridor. The agency hasn't done enough to protect residents who deserve better. She urged the SFMTA to stick with the original plan and deliver a physically protected bike lane.

Tone Lee stated that Uber has to be controlled. Taxis are weak and need strong leadership. The SFMTA needs to improve taxi business. Uber and Lyft don't know that when they open a door, they will hit a cyclist. Yellow cab is gone and the owners are in trouble. Cab drivers should be able to join any cab company they want.

David Lewis expressed support for the Turk Street protected bike lane. It's easy to get around San Francisco without a car. Kids need a bike and a lane. Older generations also ride a bike. When people get older, it's harder to get around so older people also need a separate, safe lane.

Stephen Tennis expressed support for protected bike lanes. They ensure safe passage. Traffic is fast and can be crazy. There are many children on Turk St. every day. Turk St. needs a protected bike lane. If other cities can come up with bike lanes that satisfies their fire departments, San Francisco can as well.

Howard Levitt stated that San Francisco has become a much safer place. In every instance where there's a decision to separate cars from bikes, there has been a good decision for safety and live-ability. It clarifies the road for drivers and creates the safest lane possible. The City needs to double down on efforts to make streets safe. If the City backs away from putting an affirmative, positive separation, it is falling down on the job. Install a protected lane on Turk St.

Jessica Jenkins expressed support for a protected bike lane on Turk Street. She cycles with her children and follows the rules but feels like she's taking her life in her hands, especially when the sun is in a driver's eyes. Cyclists deserve protected bike lanes.

Rio Scharf stated that he rides on Turk Street every day and it is a terrifying death trap. He was enthusiastic to see a plan that would protect cyclists and slow traffic. To see that plan revoked confirmed suspicions that the city doesn't have the best interests of residents in mind. A protected lane will slow traffic substantially. Youth and seniors don't feel safe in the Tenderloin.

The SFFD should be more willing to compromise. There needs to be a balance of safety of residents in buildings and when they're on the streets.

Darnell Boyd begged for protected bike lanes. He saw a young man who got hit by a truck. There are enough brains in San Francisco to come up with a plan to satisfy all parties. He sees cars almost hit pedestrians every day.

Scott Bravmann stated that he had previously written about the dangerous conditions of Polk Street and then most of Polk Street was taken care of. The corner at Polk and McAllister is still dangerous. He knows that the SFFD is concerned about vehicles but they should consider police cars parked on the street. A fully protected bike lane narrows the street. In the Tenderloin, there's an elementary school with many children riding a bike to school. Cars will go anywhere there's an opening. If you cut off the opening, people won't drive there.

Gail Seagraves expressed support for parking protected bike lanes. She doesn't feel safe enough to ride her bike. There are no reason to install buffers if the City does it right the first time. This is about people's lives. The SFMTA can work it out with the SFFD.

Steven Grafton stated that a buffered bike lane doesn't do anything. Cars are parked there every day. He urged the SFMTA to install a parking protected bike lane.

Charles Deffarges stated that the SFMTA has made promises about protected bikeways that need to keep. The Mayor issued an Executive Directive about safety and Class IV protected bike lanes. This weekend, with three deaths, was a sobering reminder of the need for additional work. Turk Street is a high injury corridor but due to bureaucratic infighting, the plan for protected bike lane was cancelled. City leadership must implement the protected bike lane. Safety is non-negotiable.

Herbert Weiner stated that San Francisco is a city of choice. People can be hit by a car or a cyclist but nobody has mentioned cycling on city sidewalks. State codes forbid moving vehicles on a sidewalk. He asked the San Francisco Bicycle Coalition to cooperate to keep cyclists off the sidewalk and to tell others to do the same. This should be a concerted effort. People have been hit by cyclists which can be fatal. Everyone should be equally protected, including those on the sidewalk.

David Pilpel stated that while he has filed a CEQA appeal and will file a Sunshine Ordinance Task Force complaint, he would rather have a discussion. He didn't get any follow up when he expressed concern yesterday about Items 10.2 O and 13. When he offered a courtesy, he thought that would be returned in kind. He would like to make things better but he is struggling with the issue of respect. It isn't returned. That's a problem. There should be an event for the Twin Peaks Tunnel which will be 100 years old.

Howard Strassner discussed achievements with maintenance, vehicles and fares. The SFMTA can't control Uber and Lyft. The City will have a serious problem in the future with driverless vehicles. Any taxi should stop when a bus is going by. If Uber is so successful now, how many more will want to impede the bus when there are no drivers. There should be a congestion charge. The SFMTA needs to start planning early so when driverless cars hit the streets, the City is ready.

Erika Kimball asked the City to install parking protected bike lanes on Turk Street. There are a few areas of the city where the bicycle injury related accidents happen. This is a healthy investment. Infrastructure should promote pedestrians and cyclists. The SFFD are logistical experts and can figure out a solution.

Gina Schumacher discussed the reasons why she bicycles. All biking infrastructure should be for young, new and older bike riders. A parking protected bike lane will ensure the streets are safe.

Susan Gallentine stated that a protected bike lane is the best way to keep people safe on city streets. Unprotected bike lanes encourage rampant double parking. The lanes on 7th and 8th streets were a huge improvement.

Kevin Stull stated that the Tenderloin streets aren't safe. They need protected bike lanes which should have been installed a long time ago. Safety should never be compromised. The SFMTA needs to stop dragging their feet and get it done as soon as possible.

Lucas Ribeiro discussed how unsafe he feels bicycling on city streets. A cyclist never knows when a driver isn't going to be paying attention. Protected bike lanes are important. People who are concerned about safety won't ride a bike. Protected bike lanes will encourage more people to ride a bicycle to work and un-crowd city streets.

Maureen Persico stated she makes deliveries by bicycle. She wants her kids to be able to bike. She doesn't want to take her life in her hands every time she rides a bike.

Tom Gilberti stated that riding a bike is scary. Now cycles and scooters on city sidewalks scare him. He expressed appreciation for hearing him last week about noise on the buses. New technologies came along that replaced trolleys. The City is going to lose the taxi industry which isn't a resource we want to lose. If Uber and Lyft have more drivers, so should taxis.

Janice Li is a daily cyclist and attended the bike lane opening on the Bay Bridge. The City can build awesome stuff for bicycles. She couldn't think of a single place to ride a bike with her mother in San Francisco and had to go to Oakland.

Miles Stepto stated that protected bike lanes improve safety for cyclists in an urban environment. They protect kids and families. Installing a buffered bike lane doesn't inspire confidence nor a sense of safety. The City should provide the highest quality infrastructure. He encouraged the SFMTA to install protected bike lanes on Turk St.

Libby Nachman voiced support for a protected bike lane on Turk St. The SFMTA needs to fulfill the Mayor's Directive. She wants commuters and residents in the Tenderloin to be safe. A buffered bike lane on Golden Gate Ave. is filled with cars. The SFMTA should learn from their mistakes so cyclists feel safe.

Tamas Nagy discussed the car and bicycle accident last Friday where the cyclist died. The new section of 7th Street is great. Many more people would ride if more roads were like 7th or 8th St. The number of cyclists on Oak and Fell is very impressive. There is an opportunity for real

improvements to open up cycling to more people. Sixty percent of people in San Francisco are open to cycling but aren't willing to because it's too scary.

Chris Cassidy stated that Turk St. is the only bike lane that the SF Bike Coalition has ever opposed. Unfortunately, the design doesn't work. The City needs to learn from their mistakes. The SFMTA should be a leader in delivering safe streets. He is disappointed in the SFMTA's performance so far.

Anne Brask expressed support for protected bike lanes on Turk Street. Cycling is her main means of transportation and she has had two incidents where there weren't protected bike lanes. The incidents could have been avoided. The City can coordinate across agencies to address SFFD needs.

Benjamin Brydon stated that Turk Street will help his bike shop business tremendously. An unprotected bike lane is insufficient. There needs to be a protected bike lane.

Adam Long supports protected bike lanes on Turk St. and Golden Gate Ave. Simple stripes of paint aren't enough any longer because it's no longer safe. People bike on the sidewalk because they don't feel safe, which puts other citizens at risk.

Katherine Roberts stated that she was denied a ride to the hospital after an incident. She slipped on a wet electrical cover. The cover plate is still broken. There has to be some way to texturize the cover so there's no risk of slipping. She wasn't allowed to get on a bus because she had a folding bike, which is compliant with Muni policy. A Muni inspector let her on the following train. This policy has got to stop. Every unprotected bike lane had cars doubled parked in it.

Justin Ryan stated that it is extremely dangerous for anybody riding a bike in the Tenderloin, particularly going in the east-west direction. Market St. isn't a good option. A protected bike way is an important safety feature and should be made a part of a continually growing network of bike lanes.

Susan Detwiler expressed support for a protected bike lane on Turk St. It's important to remember that putting in a bike lane isn't just a matter of convenience for cyclists.

Chairman Brinkman requested an update on the Turk Street Project.

Vice Chairman Heinicke asked for an update on the Twin Peaks Tunnel project.

THE FOLLOWING MATTERS BEFORE THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS ARE RECOMMENDED FOR ACTION AS STATED BY THE SFMTA DIRECTOR OF TRANSPORTATION OR CITY ATTORNEY WHERE APPLICABLE. EXPLANATORY DOCUMENTS FOR ALL CALENDAR ITEMS ARE AVAILABLE FOR REVIEW AT 1 SOUTH VAN NESS AVE. 7th FLOOR.

CONSENT CALENDAR

10. All matters listed hereunder constitute a Consent Calendar, are considered to be routine by the San Francisco Municipal Transportation Agency Board of Directors and will be acted upon by a single vote. There will be no separate discussion of these items unless a member of the Board of Directors or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(10.1) Requesting the Controller to allot funds and to draw warrants against such funds available or will be available in payment of the following claims against the SFMTA:

- A. Factory Mutual Ins. Co. vs. CCSF, Superior Ct. #CGC15545441 filed on 4/21/15 for \$0.

RESOLUTION 170502-054

(10.2) Approving the following traffic modifications:

- A. ESTABLISH – STOP SIGNS – Irving Street, eastbound and westbound, at 45th Avenue.
- B. ESTABLISH – RECTANGULAR RAPID FLASHING BEACONS – Monterey Boulevard, eastbound and westbound, at Valdez Street; and McAllister Street, eastbound and westbound, at Buchanan Street.
- C. ESTABLISH – PERPENDICULAR PARKING – Alabama Street, east side, from 75 feet to 96 feet south of Mullen Avenue.
- D. ESTABLISH – 2 HOUR TIME LIMIT, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY – 44th Avenue, east side, from 8 feet to 62 feet north of Taraval Street; and 44th Avenue, west side, from Taraval Street to 79 feet southerly.
- E. ESTABLISH – NO PARKING ANYTIME – 900 block of Rockdale Drive, south side, from 20 feet to 56 feet easterly of the terminus.
- F. ESTABLISH – PART TIME BUS ZONE, 7 AM TO 7 PM, MONDAY THROUGH FRIDAY – 24th Street, north side, from 100 feet to 150 feet east of Potrero Avenue.
- G. RESCIND – TOW-AWAY NO STOPPING, 4 PM TO 6 PM, MONDAY THROUGH FRIDAY – Bryant Street, north side, between 2nd Street and I-80 on ramp.
- H. ESTABLISH – RED ZONE – Bryant Street, north side, 196 feet east of 2nd Street to 235 feet east of 2nd Street.
- I. ESTABLISH – TOW-AWAY, NO STOPPING, 7 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY – Fell St., north side, from Gough St. to 270 feet easterly.
- J. ESTABLISH – NO PARKING ANYTIME – Hayes Street, south side, from Gough Street to 51 feet westerly.
- K. ESTABLISH – RIGHT LANE MUST TURN RIGHT – Hayes St., eastbound, at Gough St.
- L. ESTABLISH – NO PARKING ANYTIME – Gough Street, west side, from Hayes Street to 20 feet northerly.
- M. ESTABLISH – MIDBLOCK RAISED CROSSWALK – Sherman Street, 121 feet south of Cleveland Street.
- N. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Sherman Street, west side, from 97 feet south of Cleveland Street to 137 feet south of Cleveland Street.
- O. ESTABLISH – TOW AWAY NO PARKING ANYTIME – Rausch Street, east side, from

Folsom Street to 106 feet northerly; and Rausch Street, west side, from Folsom Street to 25 feet northerly.

- P. RESCIND – RIGHT LANE MUST TURN RIGHT – Gough St., southbound, at Fell St.
- Q. ESTABLISH – 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Gough Street, west side, between Fell Street and Hayes Street.
- R. ESTABLISH – RED ZONE – Gough Street, west side, from Fell Street to 28 feet northerly.
- S. RESCIND – TOW-AWAY NO PARKING, PERMITTED COMMUTER SHUTTLE BUS ZONE, 6 AM TO 10 AM, MONDAY THROUGH FRIDAY – Gough Street, west side; from 75 feet to 205 feet south of Turk Street. (Explanatory documents include a staff report and resolution. For every parking and traffic modification that received a categorical exemption, the proposed action is the Approval Action as defined by Chapter 31 of the San Francisco Administrative Code.)

Item 10.2 O was severed from the Consent Calendar at the request of a member of the public.

PUBLIC COMMENT:

Members of the public expressing opposition: David Pilpel

RESOLUTION 170502-055

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos and Rubke

(10.3) Authorizing the Director to execute Contract #SFMTA-2016-38/1 (LOCAL) with Katz & Associates/Barbary Coast Consulting, JV, for an amount not to exceed \$2,500,000; execute Contract #SFMTA-2016-38/2 (LOCAL) with Davis & Associates Communications for an amount not to exceed \$2,500,000; execute Contract #SFMTA-2016-39/1 (FTA) with Katz & Associates/Barbary Coast Consulting, for an amount not to exceed \$1,750,000; execute Contract #SFMTA-2016-39/2 (FTA) with Circlepoint for an amount not to exceed \$1,750,000; execute Contract #SFMTA-2016-40/1 (FHWA) with Katz & Associates/Barbary Coast Consulting, for an amount not to exceed \$500,000, and execute Contract #SFMTA-2016-40/2 (FHWA) with Circlepoint for an amount not to exceed \$500,000, all for As-Needed Public Outreach and Engagement services and for terms not to exceed April 18, 2019, with the option to extend for additional terms. (Explanatory documents include a staff report, contracts and resolution.)

Item 10.3 was severed from the Consent Calendar at the request of a member of the public

PUBLIC COMMENT:

Members of the public expressing opposition: David Pilpel

RESOLUTION 170502-056

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos and Rubke

(10.4) Authorizing the Director to execute the Third Amendment to Contract No. 201-30, with NextBus, for software and equipment maintenance services for the SFMTA's Automatic Vehicle Location System, to extend the term of the Agreement for one year to July 31, 2018, with an option to further extend the Agreement up to one additional year and increasing the contract amount by \$3,780,474. (Explanatory documents include a staff report, resolution and amendment.)

RESOLUTION 170502-057

On motion to approve the Consent Calendar (Item 10.2 O and 10.3 severed):

ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos and Rubke

REGULAR CALENDAR

11. Approving the Preliminary Official Statement for the issuance of the revenue bonds and authorizing the Director to make any necessary changes to the Preliminary Official Statement for the issuance of the revenue bonds, to execute and deliver a certificate deeming the Preliminary Official Statement "final" for purposes of Securities and Exchange Commission Rule 15c2-12 and to execute and deliver a final Official Statement; and authorizing and approving the distribution by the underwriters of the revenue bonds of copies of the Official Statement to all purchasers of the revenue bonds and the distribution by the underwriters of the revenue bonds of the Preliminary Official Statement to potential purchasers of the revenue bonds. (Explanatory documents include a staff report, resolution statement, and certificate. The presentation of this item will include mandated training regarding the financial responsibilities of the Board and the Agency.)

Sonali Bose, Director, Finance and Information Technology and Mark Blake, Deputy City Attorney, presented the item and training.

PUBLIC COMMENT:

Members of the public expressing opposition: David Pilpel

RESOLUTION 170502-058

On motion to approve:

ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos and Rubke

12. Presentation and discussion regarding Regional Measure 3. (Explanatory documents include a slide presentation.)

Monique Webster, Manager, Capital Finance, presented the item.

PUBLIC COMMENT:

David Pilpel suggested that the relationship to other funding mechanisms be taken into account. This item should have broad stakeholder outreach including both supporters and opponents. In addition to the two categories, he suggested adding the proportionality of investments. As part of the next presentation, he suggested an update on the Core Capacity study as that has great bearing on the Bay Bridge corridor.

Howard Strassner discussed projects that the city doesn't have yet, such as ferries. San Francisco shouldn't put any real money into ferries. Ferries often get more subsidies than a bus on a similar route, which isn't right. The real policy should be to take a lane for high occupancy vehicles and get paid for it by drivers. People coming from the South Bay don't pay tolls.

13. Approving various bicycle and parking and traffic modifications associated with the Upper Market Street Safety Project as follows:

- A. ESTABLISH – CLASS II BIKEWAY - Sanchez Street, southbound, from Henry Street to Market Street; Sanchez Street, northbound, from Market Street to 40 feet southerly; Octavia Boulevard, southbound, from Waller Street to Market Street
- B. ESTABLISH – CLASS IV BIKEWAY - Market Street, westbound, from Octavia Boulevard to Buchanan Street; Market Street, eastbound, from Guerrero Street to Octavia Boulevard; Octavia Boulevard, northbound, from Market Street to 80 feet northerly
- C. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Laguna Street and Octavia Boulevard; Market Street, between Buchanan Street and Laguna Street
- D. ESTABLISH – MEDIAN ISLANDS - Market Street, at Noe Street, east crossing; Market Street, at Noe Street, west crossing; Guerrero Street, from 50 feet to 150 feet south of Market Street; Laguna Street, at Hermann Street, north crossing; Market Street, from 90 feet to 250 feet west of Octavia Boulevard; Market Street, at Laguna Street, east crossing
- E. ESTABLISH – SIDEWALK NARROWING - Market Street, north side, from Laguna Street to 90 feet easterly; Market Street, south side, from McCoppin Street to 40 feet westerly; Market Street, south side, from McCoppin Street to Highway 101 Off-Ramp
- F. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16th Street, north side, from Market Street to 20 feet easterly; 16th Street, south side, from Market Street to 24 feet westerly; Noe Street, west side, from 16th Street to 24 feet northerly; 15th Street, south side, from Market Street to 29 feet westerly; 15th Street, south side, from Market Street to 18 feet easterly; 15th Street, north side, from Sanchez Street to 18 feet westerly; Sanchez Street, west side, from 15th Street to 27 feet northerly; Sanchez Street, east side, from Market Street to 50 feet southerly; 14th Street, south side, from Market Street to 33 feet easterly; Guerrero Street, east side, from Market Street to 54 feet southerly; Pearl Street, east side, from Market Street to 41 feet southerly; Market Street, south side, from Highway 101 Off-Ramp to 31 feet easterly
- G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Market Street, south side, from 150 feet to 170 feet west of Noe Street; Market Street, north side, from 108 feet to 149 feet east of Noe Street; Market Street, south side, from 90 feet to 154 feet west of

- Sanchez Street; Market Street, south side, from 260 feet to 275 feet east of Church Street; Market Street, south side, from 95 feet to 144 feet west of Dolores Street; Market Street, north side, from 189 feet to 211 feet west of Duboce Avenue; Market Street, north side, from 231 feet to 278 feet west of Laguna Street; Market Street, north side, from 111 feet to 131 feet west of Laguna Street; Market Street, north side, from Laguna Street to 71 feet westerly; Market Street, north side, from Hermann Street to 139 feet easterly; Market Street, north side, from 159 feet to 179 feet east of Hermann Street; Market Street, north side, from Octavia Boulevard to 92 feet westerly; Market Street, south side, from Guerrero Street to 77 feet easterly; Market Street, south side, from 117 feet to 137 feet east of Guerrero Street; Market Street, south side, from 177 feet to 197 feet east of Guerrero Street; Market Street, south side, from McCoppin Street to 43 feet westerly; Hermann Street, south side, from Laguna Street to 30 feet westerly; Laguna Street, east side, from Hermann Street to 35 feet northerly; Octavia Boulevard, west side, from Market Street to Waller Street
- H. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Market St., north side, from 171 feet to 193 feet east of Noe St.
- I. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 154 feet to 174 feet west of Sanchez Street
- J. ESTABLISH YELLOW METERED LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - Market Street, south side, from 43 feet to 66 feet west of McCoppin Street; Market Street, south side, from 66 feet to 88 feet west of McCoppin Street
- K. ESTABLISH - PASSENGER LOADING ZONE, AT ALL TIMES - Market Street, north side, from 92 feet to 132 feet west of Octavia Boulevard
- L. RESCIND - BLUE ZONE - 14th Street, south side, from 11 feet to 33 feet east of Market Street; Octavia Boulevard, west side, from 2 feet to 22 feet north of Market Street
- M. ESTABLISH - BLUE ZONE - 14th Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 132 feet to 154 feet west of Octavia Boulevard
- N. RESCIND - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 77 feet to 99 feet east of Hermann Street; Market Street, south side, from 57 feet to 77 feet east of Guerrero Street
- O. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 78 feet to 100 feet east of Market Street; Market Street, north side, from 139 feet to 157 feet east of Hermann Street; Market Street, south side, from 97 feet to 117 feet east of Guerrero Street
- P. RESCIND - TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
- Q. ESTABLISH - TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from 18 feet to 38 feet south of Market Street
- R. ESTABLISH - ONE-WAY STREET - Hermann Street, eastbound, between Buchanan Street and Laguna Street

- S. ESTABLISH – NO RIGHT TURN ON RED - Market Street, westbound, at Buchanan Street; Market Street, westbound, at Laguna Street; Market Street, eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street. (Explanatory documents include a staff report, slide presentation and resolution. The proposed actions are the Approval Actions as defined by Chapter 31 of the San Francisco Administrative Code.)

Board Secretary Boomer stated that Item A had been removed from the agenda.

Charlie Ream, Senior Transportation Planner, presented the item.

Deputy Chief Mark Gonzalez stated that the Fire Department (SFFD) is not against parking protected bike lanes. Muni's overhead wires make it difficult for fire trucks to get through and hampers their firefighting efforts. The Fire Department has a broader mandate to protect citizens. Each neighborhood has unique characteristics. The design for this project materially compromises the safety of SFFD officials and residents. The Octavia on-ramp is dangerous and maybe there should be a divergence around that area. The president of the Fire Union is in agreement with the department on this.

PUBLIC COMMENT:

Members of the public expressing support: Josie Ahrens, Brian Hoffer, Shawn Grunberger, Mary Kay Chin, David Lewis, Howard Levitt, Steven Grafton, Julia Ruskin, Chris Cassidy, Justin Ryan, Kevin Diep, Sara Jones, Susan Detwiler, and Amanda Rivas,

Members of the public expressing opposition: David Pilpel and Dan Decossio

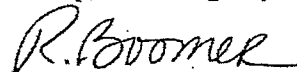
RESOLUTION 170502-059

On motion to approve (Item A removed):

ADOPTED: AYES – Borden, Brinkman, Heinicke, Hsu, Ramos and Rubke

ADJOURN - The meeting was adjourned at 4:44 p.m.

A recording of the meeting is on file in the office of the Secretary to the San Francisco Municipal Transportation Agency Board of Directors.



Roberta Boomer
Board Secretary

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BOARD OF SUPERVISORS
SAN FRANCISCO

2017 JUN -1 PM 3: 55

BY BT

David Pilpel
2151 27th Ave
San Francisco CA 94116-1730

RECEIVED

JUN 01 2017

CITY & COUNTY OF S.F.
DEPT. OF CITY PLANNING
RECEPTION

Tom DiSanto, Director of Administration
Planning Department
1650 Mission St Ste 400
San Francisco CA 94103-2479

June 1, 2017

Re: Fee Waiver Request for CEQA Appeal Regarding Page Street Bike Lane Project

Dear Mr. DiSanto,

I write to seek an exemption or fee waiver for filing a CEQA appeal with the Board of Supervisors regarding the Municipal Transportation Agency Upper Market Street Project. In this case, my income is not enough to pay for the fee without affecting my ability to pay for the necessities of life. [REDACTED]

[REDACTED] I travel through the area near the proposed project (and elsewhere in San Francisco) on a regular basis and I am substantially affected by it. If I do not receive the fee waiver I will likely be unable to proceed with the appeal as planned.

Please contact me at (415) 977-5578 if you need any further information and to inform me of your decision. Thank you in advance for your consideration of this request.

Sincerely,



David Pilpel

From: DiSanto, Thomas (CPC)
To: BOS Legislation, (BOS)
Cc: Ko, Yvonne (CPC)
Subject: CEQA Appeal Fee Waiver
Date: Friday, June 02, 2017 9:34:39 AM

The Planning Department has reviewed and approved a fee waiver under Admin Code Section 31.22 for the CEQA Appeal being filed by David Pilpel with the BOS Clerk's Office regarding the Municipal Transportation Agency Upper Market Street Project.

Please let me know if you have any questions or need additional information.

Thank you.

Thomas DiSanto
Director, Administration

Planning Department, City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9113 **Fax:** 415-575-9005
Email: thomas.disanto@sfgov.org
Web: www.sfplanning.org



**SAN FRANCISCO
PLANNING DEPARTMENT**

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BOARD OF SUPERVISORS
SAN FRANCISCO

MEMO

CONTROL - 3 FRI 12:14
AK

Notice of Electronic Transmittal

**Planning Department Response to the
Appeal of Categorical Exemption for the
SFMTA – Upper Market Street Safety Project**

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

DATE: July 3, 2017
TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Lisa Gibson, Environmental Review Officer – (415) 575-9032
Christopher Espiritu, Environmental Planner (415) 575-9022
RE: BOS File No. 170718 [Planning Case No. 2017-000817ENV]
Appeal of Categorical Exemption for the SFMTA – Upper Market Street
Safety Project

HEARING DATE: July 11, 2017

In compliance with San Francisco's Administrative Code Section 8.12.5 "Electronic Distribution of Multi-Page Documents," the Planning Department has submitted a multi-page response to the Appeal of Categorical Exemption for the SFMTA – Upper Market Street Safety Project [BF 170718] in digital format. Hard copies of this response have been provided to the Clerk of the Board for distribution to the appellants and project sponsor by the Clerk of the Board. A hard copy of this response is available from the Clerk of the Board. Additional hard copies may be requested by contacting the Christopher Espiritu of the Planning Department at 415-575-9022 or Christopher.Espiritu@sfgov.org.



**SAN FRANCISCO
PLANNING DEPARTMENT**

MEMO

Categorical Exemption Appeal

SFMTA – Upper Market Street Safety Project

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

DATE: July 3, 2017
TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Lisa Gibson, Environmental Review Officer – (415) 575-9032
 Devyani Jain, Acting Deputy Environmental Review Officer – (415) 575-9051
 Wade Wietgreffe – (415) 575-9050
 Christopher Espiritu – (415) 575-9022
RE: Planning Case No. 2017-000817ENV
 Appeal of Categorical Exemption for SFMTA - Upper Market Street Safety Project
HEARING DATE: July 11, 2017
ATTACHMENTS: A – CEQA CATEGORICAL EXEMPTION DETERMINATION
 B – SFMTA BOARD RESOLUTION NO. 170502-059
 C – APPEAL LETTERS
 D – ELIGIBILITY CHECKLIST: CEQA SECTION 21099 – MODERNIZATION OF TRANSPORTATION ANALYSIS

PROJECT SPONSOR: Casey Hildreth, Senior Planner, San Francisco Municipal Transportation Agency (SFMTA), (415) 701-4817

APPELLANT: David Pilpel, (415) 977-5578

INTRODUCTION

This memorandum and the attached documents are a response to a 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 San Francisco Municipal Transportation Agency (the "SFMTA") – Upper Market Street Safety Project (the "project").

The department issued a categorical exemption for the project on February 3, 2017, finding that the project is exempt from further environmental review under the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et seq.*, as a Class 1 categorical exemption (14 Cal. Code Reg. §§ 15301).

Memo

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 for additional environmental review.

PROJECT DESCRIPTION

The SFMTA proposes the Upper Market Street Safety Project (the project). The project aims to increase safety and comfort for people using all modes of transportation along and across Market Street, from Castro Street to Octavia Boulevard. The project includes the construction of new curb extensions (bulb-outs) at several intersections along Market Street. The project includes changes to three existing transit boarding islands on Market Street, which would provide painted buffers for people boarding and off-boarding transit lines on Market Street. The project includes the construction of concrete pedestrian refuge islands on Market/Laguna, Market/Dolores, and Market/Octavia. The project also includes the installation of a new Class IV bikeway (parking-protected bicycle lanes) on westbound Market Street, between Octavia Boulevard and Duboce Street and eastbound Market Street, between Guerrero Street and Octavia Boulevard. Existing travel lanes would remain as part of the project and the proposed Class IV bikeway would replace the existing Class II bicycle lanes on Market Street.

All project-related construction would occur within the existing public right-of-way with some work occurring in the Caltrans right-of-way at Market Street/Octavia Street, and the depth of excavation would not exceed 12 feet. Project construction is anticipated to last approximately 16 months.

BACKGROUND

On October 6, 2016, Charles Ream, Transportation Planner with the SFMTA (hereinafter "project sponsor") filed an application with the department for a determination under CEQA of the proposed Upper Market Street Safety Project which would implement roadway modifications on Market Street between Octavia Boulevard and Castro Street.

On February 3, 2017, the department determined that the project was categorically exempt under CEQA Class 1 – Existing Facilities, and that no further environmental review was required.

On May 2, 2017, the SFMTA Board of Directors (the "SFMTA board") conducted a duly noticed public hearing at a regularly scheduled meeting. At that hearing, the SFMTA board approved the project by SFMTA Board Resolution No. 170502-059.

On June 1, 2017, an appeal of the categorical exemption determination was filed by David Pilpel (the "appellant"). The one-page appeal letter from the appellant, as well as related attachments, was dated and filed with the Clerk of the Board on June 1, 2017.

On June 7, 2017, in a letter to the clerk of the board, the Environmental Review Officer determined that the appeal of the categorical exemption determination was timely, because an approval action (SFMTA Board Resolution No. 170502-059) had been taken for the project.

On June 30, 2017, the appellant submitted supplemental materials to clerk of the board.

CONTINUANCE

The Planning Department understands that the SFMTA and the appellant have both agreed to request a continuance on this item to September 5, 2017. The Planning Department is in support of the proposed continuance to allow for both parties to potentially come to a resolution on this matter.

CEQA GUIDELINES

Section 21084 of the California Public Resources Code requires that the CEQA Guidelines identify a list of classes of projects that have been determined not to have a significant effect on the environment and are exempt from further environmental review.

In response to that mandate, the State Secretary of Resources found that certain classes of projects, which are listed in CEQA Guidelines Sections 15301 through 15333, do not have a significant impact on the environment, and therefore are categorically exempt from the requirement for the preparation of further environmental review.

CEQA State Guidelines Section 15301, or Class 1, provides an exemption from environmental review for minor alterations to "existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purposes of public safety)." This includes traffic channelization measures, minor restriping of streets (e.g., turn lane movements, painted buffers, and parking changes), and other improvements on existing streets.

APPELLANT CONCERNS AND PLANNING DEPARTMENT RESPONSES

The concerns raised in the appellant's June 1, 2017 appeal letter and June 30, 2017 supplemental letter are cited below and are followed by the department's responses.

Concern 1: Changes were made to the project description following the environmental determination and those changes need environmental clearance prior to SFMTA board action.

Response 1: The project approved by the SFMTA board does not include any substantial modifications to the scope of the project as described in the environmental determination.

The appellant claims that the project had undergone substantial changes after the issuance of the exemption on February 3, 2017, which would then require the project be re-submitted to the department for further evaluation. As described in the April 24, 2017 Staff Report by SFMTA, the Upper Market Street project and all related roadway modifications and streetscape components were appropriately included for analysis in the categorical exemption determination issued by the department on February 3, 2017.

The appellant's misunderstanding of the project originated from a discrepancy in the verbal description made by SFMTA staff during the May 2, 2017 SFMTA Board of Directors hearing.¹ A separate component (Item A) was incorrectly described by SFMTA staff as including "two bike boxes on Sanchez Street that were added as part of the design process." However, Item A was added to the project as a result of several public outreach and design refinement efforts conducted by SFMTA in March and April 2017. As originally described in the April 24, 2017 staff report and the May 2, 2017 hearing agenda, Item A included the establishment of "a new Class II bicycle lane on Sanchez Street, southbound, from Henry Street to Market Street; Sanchez Street, northbound, from Market Street to 40 feet southerly; Octavia Boulevard, southbound, from Waller Street to Market Street." Ultimately, no approval action occurred for Item A, and the Class II bicycle lane on Sanchez Street or Octavia Boulevard was not approved as part of the project.

The February 3, 2017 exemption certificate analyzed the components of the project as proposed by SFMTA and no other features were included for SFMTA Board approval, and listed in the MTA Board Resolution No. 170502-059, on May 2, 2017.

Concern 2: The SFMTA board did not properly consider the whole of the project (piecemeal) by removing an Item A ("Establish – Class II Bikeway – Sanchez Street, southbound, from Henry Street to Market Street; Sanchez Street, northbound, from Market Street to 40 feet southerly; Octavia Boulevard, southbound, from Waller Street to Market Street) from the approval action taken.

Response 2: Item A has independent utility and was not improperly piecemealed.

The Upper Market Street Project elements approved during the May 2, 2017 hearing, and as described in the SFMTA Board Resolution No. 170502-059, can be implemented independently from the Sanchez and Octavia Boulevard Bike Connections project, or "Item A" (Case No. 2017-007292ENV). The Sanchez and Octavia Boulevard Bike Connections project would facilitate north-south bicycle travel on the named streets, but would not benefit, depend on, or result from the changes proposed under the Upper Market Street Project. The Sanchez and Octavia Boulevard Bike Connections project changes would be located off the Market Street corridor and their construction is not dependent on the implementation of the Upper Market Street project. The Sanchez and Octavia Boulevard Bike Connections project was at one point added to the Upper Market Street project for purposes of legislative action due to its close proximity to Market Street, and in an effort to coordinate construction projects. However, as mentioned, these two projects are not interdependent and can be implemented independent of one another. Therefore the proposed project has independent utility and was not improperly piecemealed. Additionally, the potential for cumulative impacts from these two separate projects has been thoroughly analyzed. (See Response 3, below.)

¹ In addition, the project includes the removal of up to vehicular 29 parking spaces, not 28 vehicular parking spaces as described in the SFMTA memo submitted to the Planning Department for environmental review on October 6, 2016. This change to the project is not a substantial modification.

Concern 3: The project may result in cumulative impacts and unusual circumstances and a categorical exemption does not apply.

Response 3: The project would not result in significant cumulative impacts nor involve any unusual circumstances and therefore a categorical exemption is the appropriate level of evaluation for the project.

The determination of whether a project is eligible for a categorical exemption is based on a two-step analysis: (1) determining whether the project meets the requirements of the categorical exemption, and (2) determining whether any of the exceptions listed under CEQA Guidelines section 15300.2 apply to the project.

As described in the exemption, the project is categorically exempt from CEQA under Class 1, existing facilities. The appellant does not dispute that the description of the project meets definition of a Class 1 exemption. Instead, the appellant claims that the project may not meet the requirements of the categorical exemption because two exceptions apply related to: the potential for undisclosed significant cumulative impacts and the presence of unusual circumstances that would result in a reasonable possibility of a significant effect. The appellant is incorrect.

Cumulative Impacts. CEQA Guidelines section 15300.2(b) states that all exemptions are inapplicable “when the cumulative impact of successive projects of the same type in the same place, over time is significant.” The appellant claims that the Upper Market Street Safety project, combined with the Sanchez and Octavia Boulevard Bike Connections project, may result in significant cumulative impacts and thus this exception applies. Other streetscape projects in the area include the Twin Peaks Tunnel Trackway Improvement Project (Case No. 2015-008803ENV), Market-Octavia Traffic Calming Pilot Project (Case No. 2017-002109ENV), and Page Street Center-Running Bicycle Lane (Case No. 2017-001459ENV).

The streetscape projects would not combine to result in significant cumulative impacts. The projects, except for the pilot project, would not result in the removal of travel lanes. The pilot project would study the temporary lane modifications and vehicular restrictions and diversions. Thus, substantial permanent traffic diversion as a result of the projects and its secondary effects on transit operations would not occur. The streetscape projects are not anticipated to create potentially hazardous conditions for people walking or bicycling. On the contrary, the projects are anticipated to improve safety conditions compared to existing conditions.

Development projects adjacent to Market Street along the project corridor include 1870 Market Street (2014.1060ENV), 1965 Market Street (Case No. 2015-002825ENV), 2100 Market Street (Case No. 2014.0519E), and 2140 Market Street (Case No. 2014-002035ENV). While construction of these development projects could coincide with construction of the streetscape projects in the vicinity, including the project, the combined construction impacts would not combine to result in significant construction impacts. The streetscape projects are linear in nature and are limited duration (a few months to 18 months). The development projects construction activities would be mostly confined to their sites and would not include multi-phase, several year construction phases. Therefore, these cumulative

projects would not result in combined significant cumulative impacts with the project. The appellant has not submitted any evidence to demonstrate that the project would result in significant cumulative impacts. Therefore, the project, in combination with past, present and reasonably foreseeable projects, would result in less-than-significant cumulative impacts and this exception does not apply.

Unusual Circumstances. CEQA Guidelines Section 15300.2(c) states that 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**” (emphasis added). The appellant claims, based upon testimony and a written letter provided by the San Francisco Fire Department at the May 2, 2017 SFMTA board hearing, that the project could have a significant effect on the environment due to unusual circumstances. In particular, the San Francisco Fire Department has objected to the project’s design because the parking protected bicycle lanes would be located on a street with overhead wires (i.e., Market Street).² According to the Fire Department, in an emergency fire situation that requires the Fire Department to respond with the use of an aerial ladder fire truck for firefighter access to the upper stories of the building, the project’s design results in placing the aerial ladder fire truck underneath or near overhead wires. This is because the project would shift vehicular parking away from the curb. According to the Fire Department, the overhead wires may prevent the use of the aerial ladder because it would interfere with the aerial ladder or would position the firefighters, and potentially rescuees, too close to those wires.

In CEQA, a two-part test is established to determine whether there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

- 1) The lead agency needs to determine whether 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.”
- 2) If the lead agency determines that a project does present unusual circumstances, then the lead agency must determine whether a fair argument has been made supported by substantial evidence in the record that the project may result in significant effects. CEQA Guidelines states that whether “a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency. Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence.”

In the case of the project, the presence of overhead wires combined with a vertical barrier (in this instance vehicular parking separating a bicycle lane from the curb) does not present unusual circumstances.

² The Planning Department submitted an information request to the Fire Department on June 28, 2017 requesting more details regarding their comments on this project’s design.

According to the SFMTA, 900 miles of striped streets exist in San Francisco.³ According to a March 2015 Board of Supervisors, Budget and Legislative Analyst Policy Analyst Report, 400 miles of overhead Pacific Gas & Electric (PG&E) wires remain on streets.⁴ Assuming that two miles of PG&E wires exist for every one mile of street,⁵ approximately 200 miles of streets include overhead PG&E wires or approximately 22 percent of all street miles in San Francisco include overhead PG&E wires. A Planning Department geographic information system analysis shows approximately 90 miles of streets exist with Muni overhead wires. It is unknown the extent the Muni overhead wires or any other type of overhead wires overlap with the PG&E wires cited, but the 200 miles of streets with overhead wires estimate may be low. In some of these locations, the presence of a vertical barrier (e.g., vehicular parking) could place an aerial ladder fire truck underneath or near overhead wires. Examples include segments of Columbus Avenue, Haight Street, and Fulton Street.

Horizontal distances between a property line and a vertical barrier greater than 30 feet also currently exist within San Francisco. In some of these locations, this would place aerial ladder fire truck underneath or near overhead wires. Sidewalks east of Van Ness Avenue along Market Street are between 25 and 35 feet wide, which the roadway also includes overhead wires for transit operations and a bicycle facility.⁶ Other examples are: sidewalks and a parking lane along Masonic Avenue between Ewing and Fulton streets (31 feet);⁷ sidewalk and parking lane along many of the streets within the Civic Center area, which McAllister Street also includes overhead wires for transit operations; and the Embarcadero.⁸

Given the abundance of the presence of overhead wires combined with a vertical barrier, the existence of overhead wires along Market Street at the location of the proposed parking protected bicycle lanes does not constitute an unusual circumstance in the context of San Francisco. Therefore, it is unnecessary to determine whether substantial evidence exists that the project may result in significant effects. A categorical exemption is the appropriate level of evaluation for the project as no exceptions apply.

For informational purposes, the horizontal distance between existing buildings along Market Street and the outside edge of vertical barriers (vehicles occupying parking space or a curb) as proposed by the project would be similar to existing conditions (15-25 feet) throughout the project's boundaries, with a few exceptions. In the location where a parking-protected bicycle lane is proposed, the horizontal distance between the outside edge of parked cars and existing buildings would be 33 feet (where vehicular parking is shifted). For the westbound bicycle lane, between Duboce and Laguna streets, the

³ SFMTA, "San Francisco Transportation Fact Sheet," December 30, 2013. Available online at:

<https://www.sfmta.com/sites/default/files/2013%20SAN%20FRANCISCO%20TRANSPORTATION%20FACT%20SHEET.pdf>.

⁴ City and County of San Francisco Board of Supervisors, Budget and Legislative Analysis, "Policy Analysis Report: Utility Wire Undergrounding Costs," March 2, 2015. Available online at: <http://sfbos.org/sites/default/files/FileCenter/Documents/51706-BLA.Utility%20Undergrounding.030215.pdf>

⁵ Email correspondence between Fred Brousseau, Director of Policy Analysis, Budget and Legislative Analyst's Office and Wade Wietgreffe, Senior Planning, Planning Department regarding whether the 400 miles represent miles of streets with wires or miles of wires remain on streets, June 30, 2017 and if those estimates only include PG&E wires.

⁶ San Francisco Planning Department, "Better Market Street Project Initial Study," March 30, 2016. Available online at: http://sfmea.sfplanning.org/2014.0012E_BMS_Initial%20Study%20document-Final.pdf

⁷ SFMTA, "Masonic Avenue Streetscape Project". Various materials available online at: <https://www.sfmta.com/projects-planning/projects/masonic-avenue-streetscape-project>

⁸ SFMTA, "The Embarcadero Enhancement Project". Various materials available online at: <https://www.sfmta.com/projects-planning/projects/embarcadero-enhancement-project>

parking protected portion would represent approximately 30 percent of the block face. For the westbound bicycle lane, between Laguna Street and Octavia Boulevard, the parking protected portion would represent approximately 49 percent of the block face. For the eastbound bicycle lane, between Guerrero Street and Octavia Boulevard, the parking protected portion would represent approximately 48 percent of the block face. None of the cumulative development projects listed above front Market Street adjacent to the parking-protected portion of the bicycle lanes proposed as part of the project.

Concern 4: The project may not be eligible under the Planning Department's Eligibility Checklist: CEQA Section 21099 - Modernization of Transportation Analysis, because no documentation was provided.

Response 4: The project and all its components are considered eligible under the Planning Department's Eligibility Checklist: CEQA Section 21099 - Modernization of Transportation.

The appellant claims that the exemption is unclear on how the determination was made that the project would not significantly impact VMT. Also, the appellant questions how the project can be concluded that no further VMT analysis was required or how that factors in the analysis of transportation impacts.

As described in the department's Eligibility Checklist: CEQA Section 21099 - Modernization of Transportation (Attachment D), the department identified screening criteria to identify types, characteristics, or locations of projects and a list of transportation project types that would not result in significant transportation impacts under the VMT metric. These screening criteria are consistent with CEQA Section 21099 and the screening criteria recommended by OPR. If a project would generate VMT, but meets the screening criteria or falls within a specific type of transportation project, then a detailed VMT analysis would not be required for that project.

The project is a transportation project and is not anticipated to induce growth that would generate new trips, including transit trips, in contrast with a land use development project. The proposed project would not change transit service (e.g., decrease service, such that capacity may increase). As proposed, project components would be categorized under the "Active transportation, rightsizing (aka road diet) and transit project" type, which include infrastructure projects that improve safety and accessibility for people walking or bicycling. The project also involves the installation of traffic calming devices such as raised center medians and reconfiguration of turn lanes.

Other components of the project would be categorized under the "other minor transportation project" type, which includes the installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or emergency breakdown lanes that are not used as through lanes. Also, the project includes the installation, removal, or reconfiguration of traffic control devices, as well as the timing of signals to optimize vehicle, bicycle or pedestrian flow on local or collector streets. Further, the project includes the addition of transportation wayfinding signage and involves the removal of on-street parking spaces.

Overall, the project and its components conform to the abovementioned project types and the project was appropriately evaluated under the department's screening criteria. The department's exemption noted a reference to the screening criteria that the project would include "transportation right-sizing elements designed to improve safety for all modes." While a project-specific checklist was not prepared, the project and all its components were determined, by conformance with the screening criteria, that the project would not result in significant transportation impacts under the VMT metric and no further analysis of VMT was necessary.

CONCLUSION

No substantial evidence supporting a fair argument that a significant environmental effect due to unusual circumstances may occur as a result of the project has been presented that would warrant preparation of further environmental review. The department has found that the project is consistent with the cited exemption. The appellant has not provided any substantial evidence to refute the conclusions of the department.

For the reasons stated above and in the February 3, 2017 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 recommends that the board uphold the CEQA Categorical Exemption Determination and deny the appeal of this CEQA Determination.

Attachment A

CEQA Categorical Exemption Determination



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)	
SFMTA - Upper Market Street Safety Project		varies	
Case No.	Permit No.	Plans Dated	
2017-000817ENV		n/a	
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRER if over 45 years old)	<input type="checkbox"/> New Construction	<input type="checkbox"/> Project Modification (GO TO STEP 7)
Project description for Planning Department approval.			
<small>SFMTA proposes the Upper Market Street Safety Project to increase safety and comfort for people using all modes of transportation along and across Market Street from Castro Street to Octavia Boulevard. The project includes new curb extensions at several locations designed to shorten crossing distances and increase the visibility of people entering crosswalks, and related transit island and pedestrian refuge improvements. The project also includes parking-protected (Class IV) bike lanes, and changes to traffic circulation to increase safety for people using all modes of transportation. Project construction will include ADA-compliant curb ramps; catch basins or manholes may be relocated, and pull boxes may need to be replaced. All project work will occur within the existing public right-of-way with some work occurring in the Caltrans right-of-way at Market Street/Octavia Street, and the depth of excavation will not exceed 12 feet. The project does not anticipate relocation of any historic light fixtures on Market Street. Attachment A provides further details on the proposed project.</small>			

STEP 1: EXEMPTION CLASS TO BE COMPLETED BY PROJECT PLANNER

Note: If neither class applies, an <i>Environmental Evaluation Application</i> is required.	
<input checked="" type="checkbox"/>	Class 1 – Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 – New Construction/ Conversion of Small Structures. Up to three (3) new single-family residences or six (6) 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. Change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	Class _____

STEP 2: CEQA IMPACTS TO BE COMPLETED BY PROJECT PLANNER

If any box is checked below, an <i>Environmental Evaluation Application</i> is required.	
<input type="checkbox"/>	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)? <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Article 38 program and the project would not have the potential to emit substantial pollutant concentrations. (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollutant Exposure Zone)</i>
<input type="checkbox"/>	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 yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I Environmental Site Assessment. <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the</i>

	<i>Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i>
<input checked="" type="checkbox"/>	Transportation: Does the project create six (6) or more net new parking spaces or residential units? 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?
<input type="checkbox"/>	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? (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
<input type="checkbox"/>	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)
<input type="checkbox"/>	Slope = or > 20%: Does the project involve any of the following: (1) square footage expansion greater than 1,000 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.
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 1,000 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.
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 1,000 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.
If no boxes are checked above, GO TO STEP 3. If one or more boxes are checked above, an <i>Environmental Evaluation Application</i> is required, unless reviewed by an Environmental Planner.	
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project does not trigger any of the CEQA impacts listed above.
Comments and Planner Signature (optional): The proposed project would not include the removal of any existing travel lanes and would include transportation right-sizing elements designed to improve safety for all modes.	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: (refer to Parcel Information Map)	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input checked="" type="checkbox"/>	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.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	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.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: CEQA IMPACTS – ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	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.
<input type="checkbox"/>	2. Interior alterations to publicly accessible spaces.
<input type="checkbox"/>	3. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	4. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	5. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	6. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .
<input type="checkbox"/>	8. Other work consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties (specify or add comments):

<input type="checkbox"/>	<p>9. Other work that would not materially impair a historic district (specify or add comments):</p> <p style="text-align: center;"><i>(Requires approval by Senior Preservation Planner/Preservation Coordinator)</i> _____</p>
<input type="checkbox"/>	<p>10. Reclassification of property status. <i>(Requires approval by Senior Preservation Planner/Preservation Coordinator)</i></p> <p style="padding-left: 20px;"><input type="checkbox"/> Reclassify to Category A <input type="checkbox"/> Reclassify to Category C</p> <p style="padding-left: 20px;">a. Per HRER dated: _____ <i>(attach HRER)</i></p> <p style="padding-left: 20px;">b. Other <i>(specify)</i>:</p>
<p>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.</p>	
<input type="checkbox"/>	<p>Further environmental review required. Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. GO TO STEP 6.</p>
<input type="checkbox"/>	<p>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.</p>
<p>Comments <i>(optional)</i>:</p>	
<p>Preservation Planner Signature:</p>	

**STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	<p>Further environmental review required. Proposed project does not meet scopes of work in either <i>(check all that apply)</i>:</p> <p style="padding-left: 20px;"><input type="checkbox"/> Step 2 – CEQA Impacts</p> <p style="padding-left: 20px;"><input type="checkbox"/> Step 5 – Advanced Historical Review</p> <p>STOP! Must file an <i>Environmental Evaluation Application</i>.</p>	
<input checked="" type="checkbox"/>	<p>No further environmental review is required. The project is categorically exempt under CEQA.</p>	
	<p>Planner Name: Christopher Espiritu</p> <hr/> <p>Project Approval Action:</p> <p>Other (SFMTA Board)</p> <p style="font-size: small;">If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.</p>	<p>Signature:</p>
<p>Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>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 first approval action.</p>		

**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)
Case No.	Previous Building Permit No.	New Building Permit No.
Plans Dated	Previous Approval Action	New Approval Action
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	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. DATEX FORM	

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	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.	
Planner Name:	Signature or Stamp:



SAN FRANCISCO PLANNING DEPARTMENT

ENVIRONMENTAL EVALUATION APPLICATION COVER MEMO - PUBLIC PROJECTS ONLY

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 first approval action.

Please attach this memo along with all necessary materials to the Environmental Evaluation Application.

Project Address and/or Title:	Upper Market Street Safety Project
Project Approval Action:	SFMTA Board of Directors
Will the approval action be taken at a noticed public hearing?	<input checked="" type="checkbox"/> YES* <input type="checkbox"/> NO
* If YES is checked, please see below.	

IF APPROVAL ACTION IS TAKEN AT A NOTICED PUBLIC HEARING, INCLUDE THE FOLLOWING CALENDAR LANGUAGE:

End of Calendar: CEQA Appeal Rights under Chapter 31 of the San Francisco Administrative Code If the Commission approves an action identified by an exemption or negative declaration as the Approval Action (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13), then the CEQA decision prepared in support of that Approval Action is thereafter subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action. For information on filing an appeal under Chapter 31, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. If the Department's Environmental Review Officer has deemed a project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained on-line at <http://sf-planning.org/index.aspx?page=3447>. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

Individual calendar items: This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

THE FOLLOWING MATERIALS ARE INCLUDED:

- 2 sets of plans (11x17)
- Project description
- Photos of proposed work areas/project site
- Necessary background reports (specified in EEA)
-



SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Malcolm Heinicke, *Director*

Joel Ramos, *Director*

Edward D. Reiskin, *Director of Transportation*

Cheryl Brinkman, *Vice-Chairman*

Jerry Lee, *Director*

Cristina Rubke, *Director*

Date: 10/6/2016
To: Jeanie Poling, San Francisco Planning Department
From: Charles Ream, San Francisco Municipal Transportation Agency
Through: Erik Jaszewski, San Francisco Municipal Transportation Agency
Re: Upper Market Street Safety Project

BACKGROUND/PROJECT GOALS

The goal of the Upper Market Street Safety Project¹ (the project) is to increase safety and comfort for people using all modes of transportation along and across Market Street from Castro Street to Octavia Boulevard. This corridor is on the high-injury networks for walking, bicycling, and driving.

Consistent with the guidance of the Better Streets Plan, the project includes new curb extensions at several locations designed to shorten crossing distances and increase the visibility of people entering crosswalks, and related transit island and pedestrian refuge improvements. The project also includes parking-protected (Class IV) bike lanes, and changes to traffic circulation to increase safety for people using all modes of transportation.

Project construction will include ADA-compliant curb ramps; catch basins or manholes may be relocated, and pull boxes may need to be replaced. All project work will occur within the existing public right-of-way, with some work occurring in the Caltrans right-of-way at Market Street/Octavia Street, and the depth of excavation will not exceed 12 feet. The project does not anticipate relocation of any historic light fixtures on Market Street.

EXISTING CONDITIONS

Market Street between Castro Street and Octavia Boulevard is a two-way, predominantly four-lane divided roadway. There are streetcar tracks in the lanes adjacent to a center median island and a Class II bike lane adjacent to the parking lane except where roadway width is constrained by Muni boarding islands and bulbouts.

Bicycle Connections

The Upper Market Street corridor provides a key bicycle route and connects Lower Market Street to the Wiggle via the Duboce Avenue bike path, as well as connections to Octavia Boulevard, McCoppin Street, 14th Street, Sanchez Street and 17th Street bike routes.

¹ For the purposes of this memorandum, the Upper Market Safety Project (the project) is assumed to include all features and elements previously identified from the SFMTA's Market-Octavia Safety Project.

Transit Connections

In addition to the F-line streetcar, the corridor is served by 37-Corbett bus. Light rail transit stations are located underground at Castro Street and Church Street, and the J-Church light rail has stops at Church and Market Streets and Church and 14th Streets.

Vehicle Connections

Market Street is a principal arterial as defined by Caltrans in the California Road System, and includes a connection to the Central Freeway toward Highway 101, although this connection is restricted to where Octavia Street intersects with Market Street, and turns from Market Street onto the freeway are prohibited.

PROPOSED PROJECT

The following sections of this memorandum describe the improvements proposed as part of this project.

Curb Extensions/Modifications

Curb extensions decrease crossing distance, increase visibility of pedestrians, and can reduce the speed of turning vehicles to increase reaction time and reduce the severity of collisions, if they occur. In some instances, changes to existing curb extensions are required to facilitate other improvements, just and improving the conditions of bicycle lanes or allowing improved transit access. Curb extensions/modifications are planned for the following locations (with details described in parenthesis):

1. The southeast corner of Market Street and the US-101 off-ramp (into both streets)
2. The southwest corner of Market Street and the US-101 on-ramp (into the on-ramp)
3. The southeast corner of the intersection of Pearl Street and Market Street (into Pearl Street)
4. Hermann Street, north side, from Laguna Street westerly
5. Laguna Street, west side, from Hermann Street northerly
6. Market Street, north side, from Laguna Street easterly (elimination of existing bulbout into Market Street to accommodate improved transit island access and bike lane)
7. Guerrero Street, east side, from Market Street southerly (into Guerrero Street; shortening the pedestrian crossing distance across Guerrero and Market Streets)
8. Duboce Street, north side, from Market Street easterly (extension of existing bulb into Market, and new extension into Duboce; removal of pork chop island)
9. 14th Street, south side, from Market Street easterly (into 14th Street)
10. Northwest corner of 15th Street and Sanchez Street (into both streets)
11. Sanchez Street, east side, from Market Street southerly (into Sanchez Street)
12. Sanchez Street, west side, from Market Street northerly (into Sanchez Street)
13. 15th Street, south side, from Market Street westerly (into 15th Street)
14. 15th Street, south side, from Market Street easterly (into 15th Street)
15. Northwest corner of 16th Street and Noe Street (into both streets)
16. 16th Street, south side, from Market Street westerly (into 16th Street)
17. 16th Street, north side, from Market Street easterly (into 16th Street)
18. 16th Street, south side, from Market Street easterly (redesign of existing bulbout into 16th Street)

Transit Island Improvements

The project proposes improvements to the transit boarding islands on Market Street at Laguna Street and Guerrero Street. These enhancements will improve conditions crossing Market Street as well as improve boarding and alighting for passengers with mobility impairments. The planned improvements include:

1. The eastbound boarding island on Market Street at Guerrero Street will be enhanced with a thumbnail that buffers pedestrians from motor vehicles and provides guidance for people with sight impairment.
2. The westbound boarding island on Market Street at Laguna Street will be extended and widened to meet standards for wheelchair lift deployment and enhanced with a thumbnail that buffers pedestrians from motor vehicles and provides guidance for people with sight impairment
3. Thumbnail islands for the Market Street boarding islands in the inbound and outbound direction at Noe/16th Streets, Sanchez/15th Streets, Church/14th Streets, the outbound boarding island at Buchanan Street, and the inbound island at Dolores Street.

Median Refuge

The project will also improve pedestrian safety and comfort with a concrete median refuge at the following locations:

1. Crossing Laguna Street north of Market Street
2. Crossing Market Street at Dolores Street (shorten the pedestrian crossing distance across Market by modifying the median refuge and straightening the pedestrian path across Market)
3. Crossing Market Street at Octavia Boulevard, east and west crosswalks

Protected Bike Lanes

The project will provide a parking-protected bike lane on westbound Market Street between Octavia Boulevard and Duboce Street, and on eastbound Market Street between Guerrero Street and Octavia Boulevard. In a parking-protected bike lane, the parking lane is adjacent to the travel lane, and the bike lane is located between the parking and the curb. A buffer area separates the bike lane from the parking lane to protect people on bicycles from car doors and provide space for passengers accessing their vehicles. The buffer area will be designated by either painted stripes or by a raised concrete island.

Circulation Changes

The following changes to circulation will help improve pedestrian, bicycle and vehicle safety, and improve transit efficiency. These changes are not anticipated to have a significant influence on transit performance, and will improve safety for passengers walking to and from transit stops:

1. Prohibit left turns from eastbound Market Street to northbound Octavia Boulevard
2. Convert existing left-turn lane on eastbound Market Street to a raised center median
3. Add protected left turn phase for eastbound and westbound Market Street at Laguna and Guerrero Streets
4. Prohibit right turns from the center lanes of southbound Octavia Boulevard onto westbound Market Street (southbound Octavia Boulevard traffic making this right turn will use the local lane)
5. Remove approximately 50-foot left turn pocket from southbound Laguna Street approaching Market Street (create consolidated through/left turn lane)

7. Remove approximately 120-foot left turn pocket from northbound Guerrero Street approaching Market Street (create consolidated through/left turn lane)
8. No right turn on red:
 - a. Northbound Guerrero Street at Market Street
 - b. Westbound Market Street at Octavia Boulevard
 - c. Westbound Market Street at Laguna Street
 - d. Westbound Market Street at Buchanan Street
 - e. Eastbound Market Street at Guerrero Street
9. Convert Hermann Street to one-way eastbound from Buchanan Street to Laguna Street, and convert parallel parking on the north side to 45-degree angle parking
10. Remove approximately 160-foot left turn lane on northbound Buchanan Street approaching Hermann Street, and convert parallel parking on the west side of Buchanan Street to 45-degree angle parking
11. Remove approximately 220-foot right turn lane on westbound Duboce Street approaching Market Street, remove pork-chop island (create consolidated left/through/right turn lane)
12. Add bicycle signals and bicycle signal phase for EB cyclists exiting the Duboce Street path and continuing onto EB Market Street, and for cyclists at all legs at Market Street and Octavia Boulevard
13. Prohibit left turns from Sanchez Street (northbound and southbound) onto Market and 15th Streets, except for emergency vehicles
14. Prohibit left turns from Noe Street (northbound and southbound) onto Market and 16th Streets, except for emergency vehicles
15. Prohibit left turns from eastbound 16th Street onto Market and Noe Streets, except for emergency vehicles
16. Provide a protected left turn for vehicles traveling westbound on 16th Street, turning westbound on Market Street
17. Install an approximately 150 foot long left-turn pocket and provide a protected left turn for vehicles traveling eastbound on Market Street, turning northbound on Castro Street
18. Provide a protected left-turn signal phase for westbound Market Street, turning southbound on Castro Street.

Parking Modifications

The overall impact to parking supply in the project area is a net reduction of up to twenty-eight (28) automobile parking spaces and eight (8) motorcycle parking spaces.

The following parking spaces will be removed to accommodate curb extensions and parking protected bike lanes, and achieve minimum standard dimensions where existing bike lanes currently provide inadequate separation between cyclists and parked vehicles (exposing cyclists to the "door zone"):

1. Five (5) automobile spaces, north side of Market Street between Octavia Boulevard and Laguna Street
2. Two (2) automobile spaces, south side of Market Street between Octavia Boulevard and Laguna Street
3. Two (2) automobile spaces, north side of Market Street between Laguna Street and Buchanan Street
4. One (1) automobile space on Octavia Boulevard, west side, between Market Street and Waller Street (existing blue zone to be relocated to Market or Waller streets)

5. One (1) automobile space on Laguna Street, east side, north of Hermann Street
6. Three (3) automobile spaces on Hermann Street, south side, between Buchanan Street and Laguna Street
7. One (1) shared automobile spaces on Pearl Street, west side, south of Market Street
8. Two (2) automobile spaces, south side of Market Street between Dolores Street and Church Street
9. One (1) automobile space, on the south side of Market Street between Castro Street and Noe Street
10. One (1) automobile space and three (3) motorcycle spaces on the north side of Market Street between Noe Street and 15th Street
11. One (1) automobile space on the south side of 16th Street at Market Street
12. One (1) automobile space on the west side of Noe Street north of Market Street
13. Two (2) automobile spaces and five (5) motorcycle parking spaces on the south side of Market Street between 16th Street and Sanchez Street
14. One (1) automobile space on the south side of 15th Street at Market Street
15. One (1) automobile space on the west side of Sanchez Street at 15th Street
16. One (1) automobile space on the east side of Sanchez Street at Market Street
17. One (1) automobile space on the north side of Market Street between Sanchez Street and 14th Street
18. Two (2) automobile spaces on the south side of Market Street between 14th Street and Dolores Street

The project will seek to increase parking supply by up to 13 automobile spaces on adjacent streets by reconfiguring parallel parking to angle parking at two locations. Additionally, relocation of impacted motorcycle spaces on Market Street and/or adjacent side streets will also be explored; however, the final parking configuration may be limited to existing conditions pending final designs on these streets:

1. Reconfigured parking on Buchanan Street between Market Street and Hermann Street could yield up to six (6) parking spaces
2. Reconfigured parking on the north side of Hermann Street between Laguna Street and Buchanan Street could yield up to seven (7) parking spaces

DISCUSSION

Vehicle Miles Traveled

The proposed Bicycling and Walking Safety Improvement Project and Reconfiguration of Traffic Lanes are considered Active Transportation and Other Minor Transportation Projects in accordance with the Planning Department's *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis*, and is therefore presumed to not significantly impact VMT and no further VMT analysis is required.

Pedestrians

The bulbouts proposed by this project will increase the visibility of pedestrians waiting to cross the street, reduce the crossing distance for pedestrians crossing the street, and provide more sidewalk space for pedestrians. This project will also increase the allowed pedestrian crossing time for pedestrians crossing

Market Street at Octavia Boulevard. The addition of protected left turn lanes and signal phases will reduce conflicts between pedestrians and left-turning vehicles at Castro/17th and 16th/Noe Streets. The prohibition of selected left turns at Noe/16th and Sanchez/15th Streets, this project will reduce conflicts between pedestrians and left-turning vehicles.

Bicycles

This project will install a parking-protected bike lane in the westbound direction from Octavia Boulevard to Buchanan Street, and in the eastbound direction from Guerrero Street and Octavia Boulevard. This protected facility will physically separate bicycle traffic from moving vehicle traffic.

Transit

This project will improve ADA accessibility on transit boarding islands by installing thumbnail islands at all crosswalks adjacent to boarding islands. The project will improve the outbound boarding island on Market Street at Laguna Street by widening the island to meet standards for wheelchair lift deployment.

Loading

This project will not reduce the supply of unmetered or metered parking spaces devoted to loading activities. One blue zone on Octavia Boulevard will be relocated to a nearby location. All other parking spaces slated for removal are general or motorcycle parking spaces.

Emergency Access

This project will not prohibit emergency access to any streets in the project area.

Parking

The overall changes to parking supply in the project area is a net reduction of up to twenty-eight (28) automobile parking spaces and eight (8) motorcycle parking spaces.

The following parking spaces will be removed to accommodate curb extensions and parking protected bike lanes, and achieve minimum standard dimensions where existing bike lanes currently provide inadequate separation between cyclists and parked vehicles (exposing cyclists to the "door zone"):

1. Five (5) automobile spaces, north side of Market Street between Octavia Boulevard and Laguna Street
2. Two (2) automobile spaces, south side of Market Street between Octavia Boulevard and Laguna Street
3. Two (2) automobile spaces, north side of Market Street between Laguna Street and Buchanan Street
4. One (1) automobile space on Octavia Boulevard, west side, between Market Street and Waller Street (existing blue zone to be relocated to Market or Waller streets)
5. One (1) automobile space on Laguna Street, east side, north of Hermann Street

6. Three (3) automobile spaces on Hermann Street, south side, between Buchanan Street and Laguna Street
7. One (1) shared automobile spaces on Pearl Street, west side, south of Market Street
8. Two (2) automobile spaces, south side of Market Street between Dolores Street and Church Street
9. One (1) automobile space, on the south side of Market Street between Castro Street and Noe Street
10. One (1) automobile space and three (3) motorcycle spaces on the north side of Market Street between Noe Street and 15th Street
11. One (1) automobile space on the south side of 16th Street at Market Street
12. One (1) automobile space on the west side of Noe Street north of Market Street
13. Two (2) automobile spaces and five (5) motorcycle parking spaces on the south side of Market Street between 16th Street and Sanchez Street
14. One (1) automobile space on the south side of 15th Street at Market Street
15. One (1) automobile space on the west side of Sanchez Street at 15th Street
16. One (1) automobile space on the east side of Sanchez Street at Market Street
17. One (1) automobile space on the north side of Market Street between Sanchez Street and 14th Street
18. Two (2) automobile spaces on the south side of Market Street between 14th Street and Dolores Street

The project will seek to increase parking supply by up to 13 automobile spaces on adjacent streets by reconfiguring parallel parking to angle parking at two locations. Additionally, relocation of impacted motorcycle spaces on Market Street and/or adjacent side-streets will also be explored; however, the final parking configuration may be limited to existing conditions pending final designs on these streets:

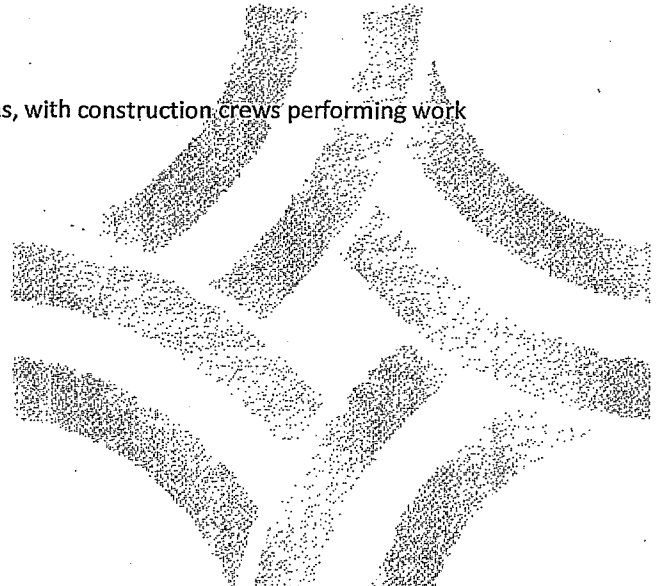
1. Reconfigured parking on Buchanan Street between Market Street and Hermann Street could yield up to six (6) parking spaces
2. Reconfigured parking on the north side of Hermann Street between Laguna Street and Buchanan Street could yield up to seven (7) parking spaces

Excavation

Depth of excavation for curb bulbouts, ADA-compliant curb ramps, catch basins, signal infrastructure, and boarding islands will not exceed 12 feet. All project work will occur within the existing right-of-way.

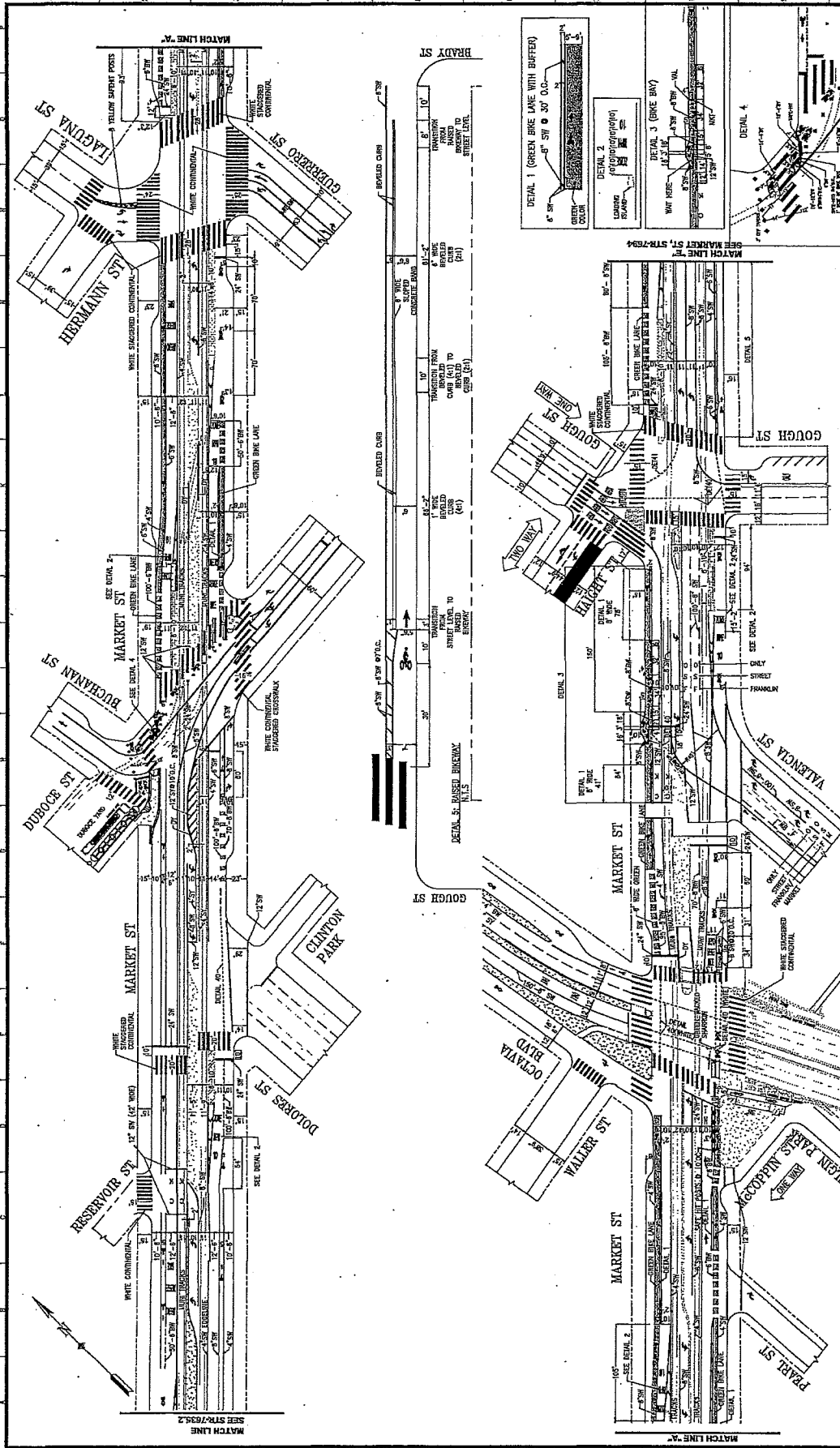
Construction

Construction of this project will take approximately 16 months, with construction crews performing work on a block-by-block basis.



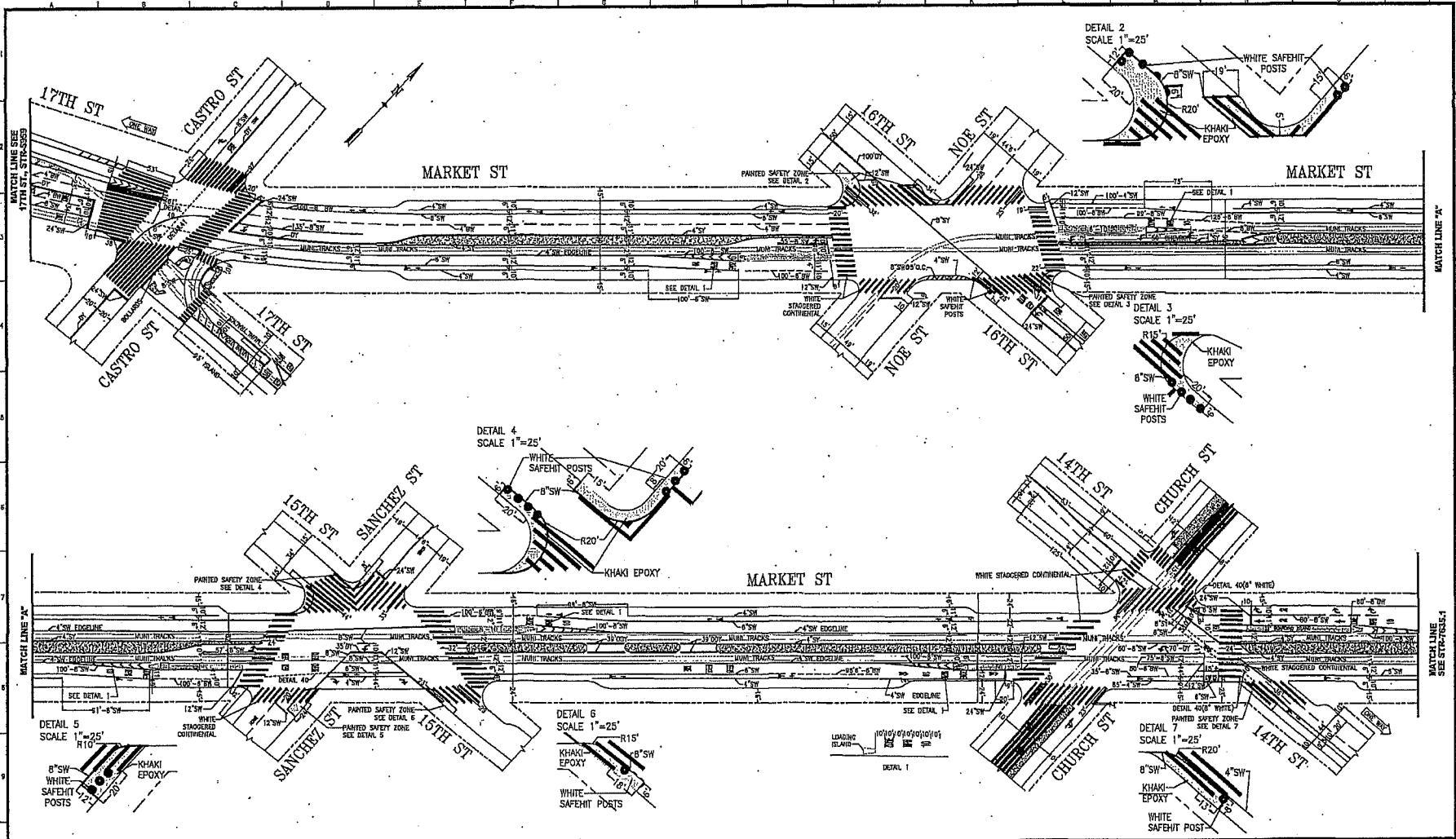
ATTACHMENT A
Existing Plans/Drawings





<p>TRAFFIC STRIPING</p> <p>MARKET STREET RESERVOIR STREET TO GOUGH STREET</p>		<p>SCALE: 1"=50'</p> <p>SHEET OF SHEETS</p>	<p>CONTRACT NO. DRAWING NO. STR-7633.1 DATE</p>
<p>REVISION: DATE</p> <p>APPROVED: DATE</p> <p>DESIGNED: DATE</p> <p>CHECKED: DATE</p>	<p>DATE: 5/19/02</p> <p>DATE: 5/19/02</p> <p>DATE: 5/02</p> <p>DATE: 5/02</p>	<p>FOR ORIGINAL SIGNATURES SEE SHEET 7112 REV. 7</p>	<p>PROJECT NO. DRAWING NO. DATE</p>
<p>SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY</p> <p>CITY AND COUNTY OF SAN FRANCISCO</p>			
<p>1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, AND THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL DEVICES, PUBLISHED BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND PUBLIC UTILITIES.</p> <p>2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL DEVICES, PUBLISHED BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND PUBLIC UTILITIES.</p> <p>3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL DEVICES, PUBLISHED BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND PUBLIC UTILITIES.</p> <p>4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL DEVICES, PUBLISHED BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND PUBLIC UTILITIES.</p> <p>5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL DEVICES, PUBLISHED BY THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND PUBLIC UTILITIES.</p>			

3427



NO.	DATE	DESCRIPTION	BY	APP.
1	05/18/02	ISSUE PERM. ALL PERM. & STRIPING	CS	MS
2	05/20/02	REVISION PERMITS & STRIPING	CS	MS
3	05/21/02	REVISION PERMITS & STRIPING	CS	MS
4	05/21/02	REVISION PERMITS & STRIPING	CS	MS
5	05/21/02	REVISION PERMITS & STRIPING	CS	MS
6	05/21/02	REVISION PERMITS & STRIPING	CS	MS
7	05/21/02	REVISION PERMITS & STRIPING	CS	MS
8	05/21/02	REVISION PERMITS & STRIPING	CS	MS
9	05/21/02	REVISION PERMITS & STRIPING	CS	MS
10	05/21/02	REVISION PERMITS & STRIPING	CS	MS



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

SUPPLEMENT 41R-4134

DESIGNED: DATE:	APPROVED:	SCALE:
DRAWN: DATE:	JACK L. FLECK 6/15/02	1"=80'
CHECKED: DATE:	SECTION ENGINEER DATE:	SHEET OF SHEETS
R.O. 5/02	BOND N. YEE 8/15/02	
	CITY TRAFFIC ENGINEER DATE:	

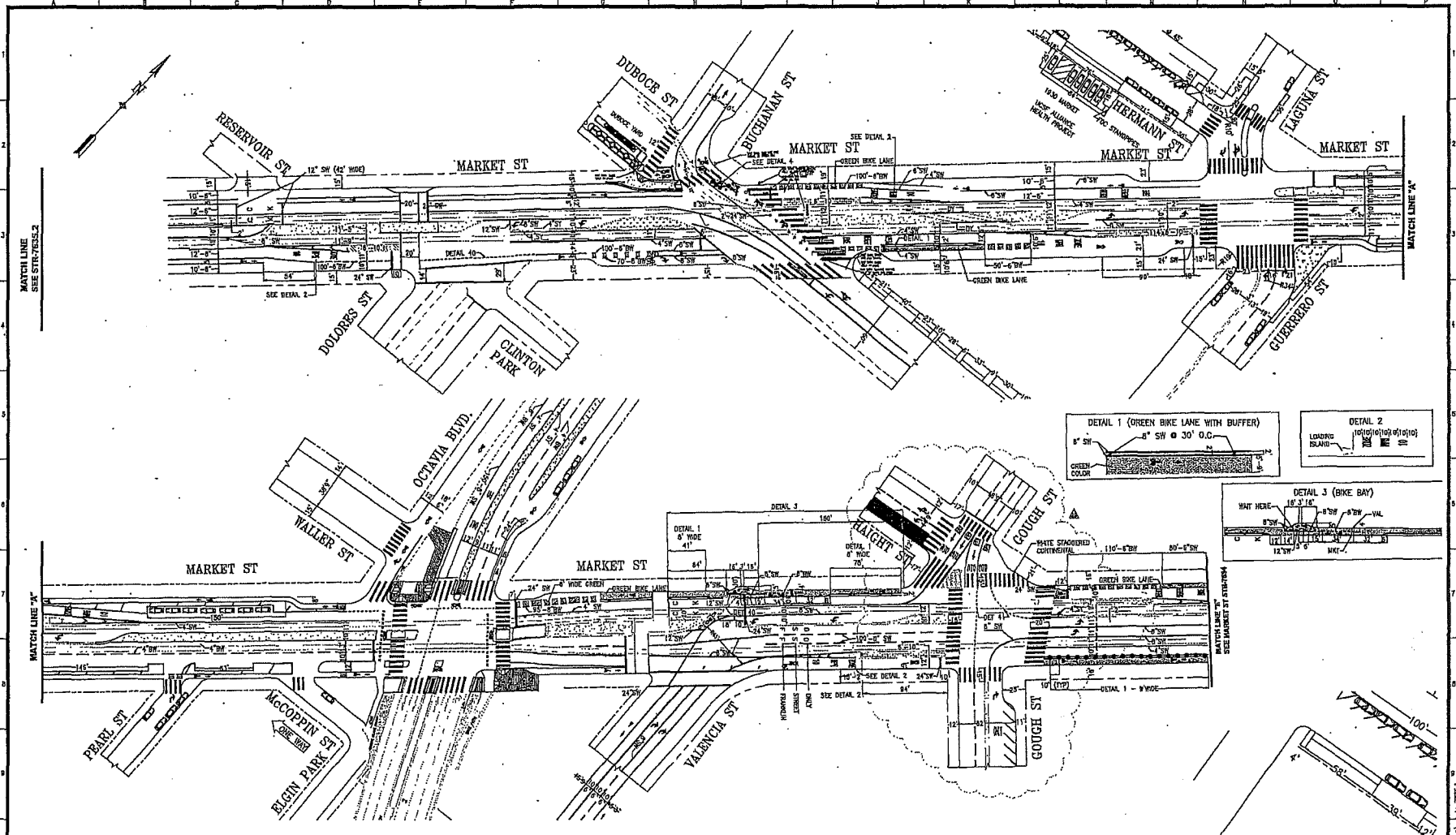
CONTRACT NO.	TRAFFIC STRIPING
DRAWING NO.	STR-7635.2
FILE NO.	
REV. NO.	15

MARKET STREET
17TH STREET TO RESERVOIR STREET

ATTACHMENT B
Proposed Plans/Drawings/Diagrams



3429



REV.	DATE	DESCRIPTION	BY	APP.
1	11/18/15	ADD WHITE ENCLOSED CONTINUOUS & DOT 14, REVISION REQUIRED BY DESIGN	ST	CH
2	10/21/14	ADD GREEN & PINKED BUFFER TO BROADWAY DETAIL IN DUBOCE	CH	MS
3	11/17/11	REVISIONS TO GREEN BIKE LANE AND BICYCLE BUFFER TO BROADWAY DETAIL IN DUBOCE	ST	MS
4	12/17/13	REMOVE PART OF A.D. LINE AND 4' SW IN BICYCLE	ST	MS
5	11/27/12	REVISIONS TO GREEN BIKE LANE AND BICYCLE BUFFER TO BROADWAY DETAIL IN DUBOCE	ST	MS
6	11/15/13	REVISIONS TO GREEN BIKE LANE AND BICYCLE BUFFER TO BROADWAY DETAIL IN DUBOCE	ST	MS

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



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

FOR ORIGINAL SIGNATURES
SEE SHEET 7112, FIG. 7

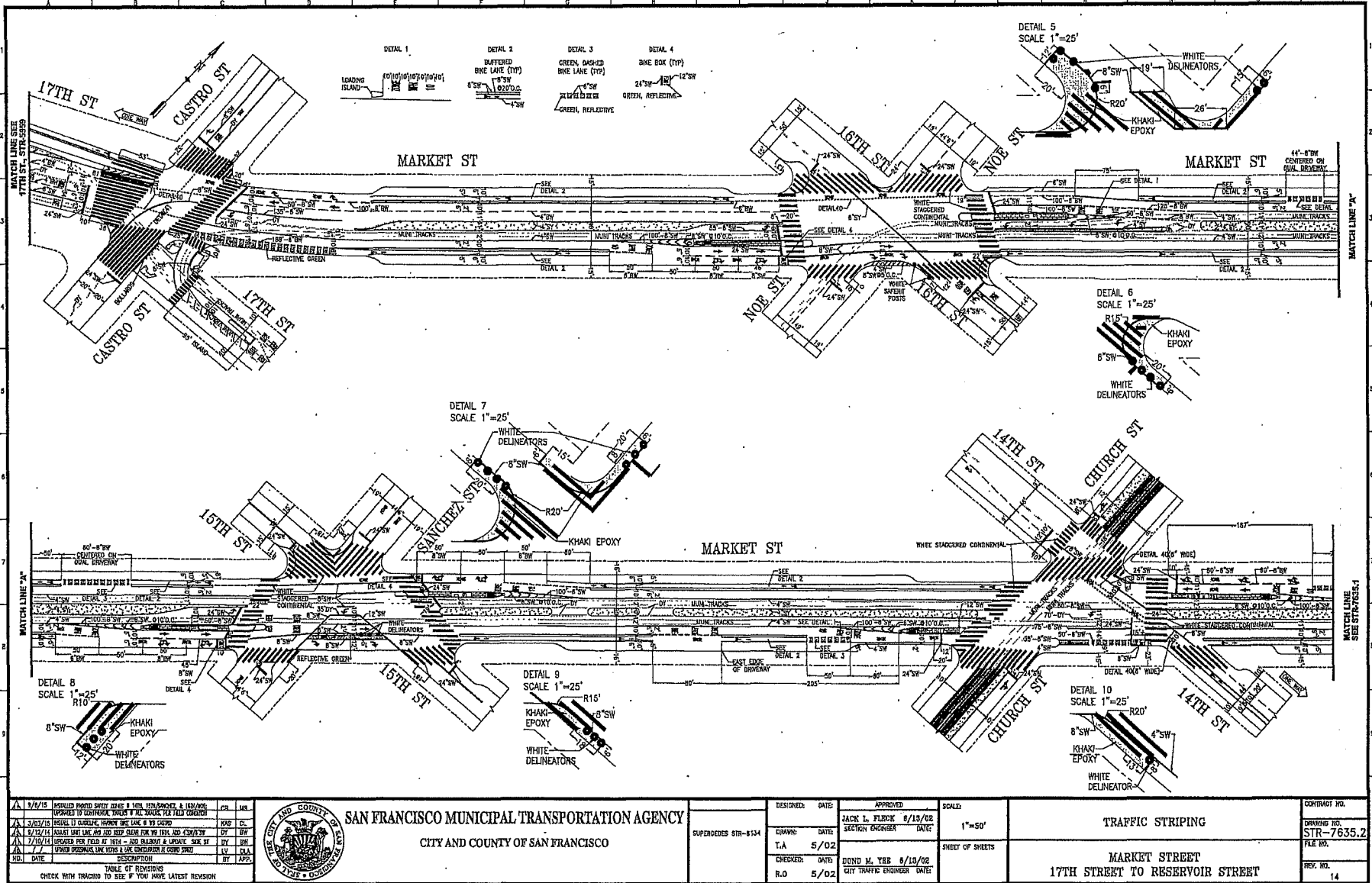
DESIGNED:	DATE:	APPROVED:	SCALE:
JACK L. FLECK	0/13/02	JACK L. FLECK	1"=50'
SECTION ENGINEER	DATE:	DATE:	
T.A.	5/02		
CHECKED:	DATE:	DOND M. YEE	6/15/02
R.O.	5/02	CITY TRAFFIC ENGINEER	DATE:

TRAFFIC STRIPING
MARKET STREET
RESERVOIR STREET TO GOUGH STREET

CONTRACT NO.
DRAWING NO.
STR-7635.1
FILE NO.
REV. NO.
29

DATE PLOTTED: 11/14/15
SCALE: 1"=50'
DRAWN BY: JLF
CHECKED BY: R.O.
DATE: 5/02

3430



NO.	DATE	DESCRIPTION	BY	APP.
1	7/9/15	ISSUED PERMIT STRIPES & SIGNAGE PROJECT & REVISED (APPROVED TO CORRECTIVE STRIPES & ALL SIGNS FILE FILED CORRECT)	CR	MS
2	3/23/15	ISSUED TO CORRECTIVE STRIPES & SIGNAGE PROJECT & REVISED	RAS	CL
3	8/19/14	ISSUED STRIPES AND SIGNAGE FOR THE 17TH AND CHURCH ST	DT	SP
4	7/15/14	ISSUED STRIPES AND SIGNAGE FOR THE 16TH AND CHURCH ST	DT	SP
5	7/15/14	ISSUED STRIPES AND SIGNAGE FOR THE 15TH AND CHURCH ST	DT	SP
6	7/15/14	ISSUED STRIPES AND SIGNAGE FOR THE 14TH AND CHURCH ST	DT	SP

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 6TH-134	DESIGNED: DATE: T.A. 5/02	APPROVED: DATE: JACK L. FLECK 8/13/02	SCALE: 1"=50'
	CHECKED: DATE: R.O. 5/02	DATE: DOND M. YBB 8/13/02	SHEET OF SHEETS

CONTRACT NO.	TRAFFIC STRIPING
DRAWING NO. STR-7635.2	MARKET STREET
FILE NO.	17TH STREET TO RESERVOIR STREET
REV. NO.	14

DATE: 8/13/02
 NAME: JACK L. FLECK
 TITLE: CITY ENGINEER
 DATE: 8/13/02
 NAME: DOND M. YBB
 TITLE: CITY TRAFFIC ENGINEER

Attachment B

SFMTA Resolution No. 170502-059

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 170502-059

WHEREAS, The San Francisco Municipal Transportation Agency, building on past neighborhood planning efforts, and in support of the City's Vision Zero goals, identified a need for safety improvements on the Upper Market Street corridor from Octavia Boulevard to Castro Street; and,

WHEREAS, The segment of the Upper Market Street corridor from Octavia Boulevard to Duboce Avenue carries some of the highest numbers of daily bicyclists in the City, is a critical gap in the City's low-stress bikeway network, and has been prioritized for a protected Class IV bike lane; and,

WHEREAS, The SFMTA Project team has engaged the community since October 2014 via Public Open House meetings, workshops, briefings to community groups, walkthroughs, public events, and other forums to gather feedback on areas of safety concern and to solicit feedback on project proposals; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The parking protected cycletrack proposed as part of the project meets these three requirements; and,

WHEREAS, The parking protected cycletrack has been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The Upper Market Street Safety Project identified the following traffic and parking modifications necessary to implement the proposed project:

- A. ESTABLISH – CLASS IV BIKEWAY - Market Street, westbound, from Octavia Boulevard to Buchanan Street (parking-protected bikeway); Market Street, eastbound, from Guerrero Street to Octavia Boulevard (parking-protected bikeway); Octavia Boulevard, northbound, from Market Street to 80 feet northerly (protected bikeway with concrete island)
- B. ESTABLISH – MID-BLOCK CROSSWALK - Market Street, between Laguna Street and Octavia Boulevard (crossing westbound Class IV bikeway); Market Street, between Buchanan Street and Laguna Street (crossing westbound Class IV bikeway)
- C. ESTABLISH – MEDIAN ISLANDS - Market Street, at Noe Street, east crossing (thumbnail for boarding island); Market Street, at Noe Street, west crossing (thumbnail for boarding island); Guerrero Street, from 50 feet to 150 feet south of Market Street (3-foot wide median extension); Laguna Street, at Hermann Street, north crossing (6-foot wide island); Market Street, from 90 feet to 250 feet west of Octavia Boulevard (10-foot wide center median); Market Street, at Laguna Street, east crossing (10-foot wide boarding island extension with pedestrian refuge; through eastern crosswalk, from current terminus to 40 feet westerly)
- D. ESTABLISH – SIDEWALK NARROWING - Market Street, north side, from Laguna Street to 90 feet easterly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to 40 feet westerly (8-foot narrowing, removes corner bulb); Market Street, south side, from McCoppin Street to Highway 101 Off-Ramp (8-foot narrowing)
- E. ESTABLISH – TOW AWAY NO STOPPING ANY TIME, ESTABLISH – SIDEWALK WIDENING - 16th Street, north side, from Market Street to 20 feet easterly (6-foot wide bulb); 16th Street, south side, from Market Street to 24 feet westerly (12-foot wide bulb); Noe Street, west side, from 16th Street to 24 feet northerly (6 foot-wide bulb); 15th Street, south side, from Market Street to 29 feet westerly (6-foot wide bulb); 15th Street, south side, from Market Street to 18 feet easterly (6-foot wide bulb); 15th Street, north side, from Sanchez Street to 18 feet westerly (6-foot wide bulb); Sanchez Street, west side, from 15th Street to 27 feet northerly (6-foot wide bulb); Sanchez Street, east side, from Market Street to 50 feet southerly (12-foot wide bulb); 14th Street, south side, from Market Street to 33 feet easterly (6-foot wide bulb, relocates one blue zone); Guerrero Street, east side, from Market Street to 54 feet southerly (29-foot wide bulb, removes 3 motorcycle stalls); Pearl Street, east side, from Market Street to 41 feet southerly (15-foot wide bulb, relocates pilot on-street car share stall); Market Street, south side, from Highway 101 Off-Ramp to 31 feet easterly (6-foot wide bulb)
- F. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Market Street, south side, from 150 feet to 170 feet west of Noe Street (removes meter #2309); Market Street, north side, from 108 feet to 149 feet east of Noe Street (removes meter #2254, REINO 569-2260 [3 motorcycle spaces]); Market Street, south side, from 90 feet to 154 feet west of Sanchez Street (removes meters #2217, #2219, REINO 569-22110 [5 motorcycle spaces]); Market Street, south side, from 260 feet to 275 feet east of Church Street (removes meter #2135); Market Street, south side, from 95 feet to 144 feet west of Dolores Street (removes meters #2045, #2047); Market Street, north side, from 189 feet to 211 feet west of Duboce Avenue (removes meter #2028); Market Street, north side, from 231 feet to 278 feet west of Laguna Street (removes meters #1932, 1930 for parking-protected bikeway); Market Street, north side, from 111 feet to 131 feet west of Laguna

- Street (removes meter #1918 for SFFD clear zone); Market Street, north side, from Laguna Street to 71 feet westerly (removes meter #1912 for parking-protected bikeway); Market Street, north side, from Hermann Street to 139 feet easterly (removes meters #1828-G, 1826, 1824 for parking-protected bikeway); Market Street, north side, from 159 feet to 179 feet east of Hermann Street (removes meter #1820 for SFFD clear zone); Market Street, north side, from Octavia Boulevard to 92 feet westerly (relocates passenger loading zone for parking-protected bikeway); Market Street, south side, from Guerrero Street to 77 feet easterly (removes meter #1823-G for parking protected bikeway); Market Street, south side, from 117 feet to 137 feet east of Guerrero Street (removes meter #1817 for SFFD clear zone); Market Street, south side, from 177 feet to 197 feet east of Guerrero Street (removes meter #1811 for SFFD clear zone); Market Street, south side, from McCoppin Street to 43 feet westerly (relocates 2 existing yellow zones westerly for SFFD clear zone); Hermann Street, south side, from Laguna Street to 30 feet westerly (removes 1 unregulated parking space for SFFD clear zone); Laguna Street, east side, from Hermann Street to 35 feet northerly (removes meter #2 for SFFD clear zone); Octavia Boulevard, west side, from Market Street to Waller Street (relocates existing blue zone)
- G. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Market Street, north side, from 171 feet to 193 feet east of Noe Street (replaces GMP meter #2250)
- H. ESTABLISH YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Market Street, south side, from 154 feet to 174 feet west of Sanchez Street (replaces GMP meter #2221)
- I. ESTABLISH YELLOW METERED LOADING ZONE, 7 AM TO 11 AM, MONDAY THROUGH FRIDAY - Market Street, south side, from 43 feet to 66 feet west of McCoppin Street (relocates meter #1803); Market Street, south side, from 66 feet to 88 feet west of McCoppin Street (relocates meter #1805)
- J. ESTABLISH - PASSENGER LOADING ZONE, AT ALL TIMES - Market Street, north side, from 92 feet to 132 feet west of Octavia Boulevard (relocated westerly for parking-protected bikeway, removes meters #1810, #1812)
- K. RESCIND - BLUE ZONE - 14th Street, south side, from 11 feet to 33 feet east of Market Street; Octavia Boulevard, west side, from 2 feet to 22 feet north of Market Street
- L. ESTABLISH - BLUE ZONE - 14th Street, south side, from 33 feet to 55 feet east of Market Street; Market Street, north side, from 132 feet to 154 feet west of Octavia Boulevard (removes meter #1814)
- M. RESCIND - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 33 feet to 55 feet east of Market Street (removes meter #633-G); Market Street, north side, from 77 feet to 99 feet east of Hermann Street (removes meter #1828-G); Market Street, south side, from 57 feet to 77 feet east of Guerrero Street (removes meter #1823-G)
- N. ESTABLISH - GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - 14th Street, south side, from 78 feet to 100 feet east of Market Street (replaces meter #633); Market Street, north side, from 139 feet to 157 feet east of

PAGE 4.

Hermann Street (replaces meter #1822); Market Street, south side, from 97 feet to 117 feet east of Guerrero Street (replaces meter #1819)

- O. RESCIND – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from Market Street to 18 feet southerly
- P. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME EXCEPT PERMITTED CAR SHARE VEHICLES - Pearl Street, east side, from 18 feet to 38 feet south of Market Street
- Q. ESTABLISH – ONE-WAY STREET - Hermann Street, eastbound, between Buchanan Street and Laguna Street
- R. ESTABLISH – NO RIGHT TURN ON RED - Market Street, westbound, at Buchanan Street (for bike box); Market Street, westbound, at Laguna Street (for bike box); Market Street, eastbound, at Guerrero Street; Guerrero Street, northbound, at Market Street; Laguna Street, southbound, at Market Street; Octavia Boulevard, southbound, at Market Street

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

WHEREAS, The proposed Upper Market Street Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and,

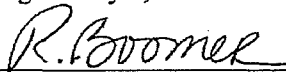
WHEREAS, The Planning Department determined that the proposed Upper Market Street Safety Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304 (Case Number 2017-000817ENV); and

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed bicycle and parking and traffic modifications, listed in items A-S above, associated with the Upper Market Street Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 2, 2017.


Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Attachment C1

Appeal Letter dated June 1, 2017 from David Pilpel

David Pilpel
2151 27th Ave
San Francisco CA 94116-1730

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2017 JUN -1 PM 3:55

BY BS

Angela Calvillo, Clerk of the Board
Board of Supervisors
1 Carlton B Goodlett Pl Ste 244
San Francisco CA 94102-4689

June 1, 2017

Re: California Environmental Quality Act (CEQA) Appeal

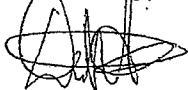
Dear Ms. Calvillo,

I write to appeal a CEQA exemption determination made by the Planning Department regarding the Municipal Transportation Agency (MTA) Upper Market Street Safety Project (Project), elements of which were approved by the MTA Board on May 2, 2017. I have attached the agenda, staff report on the subject item (13), presentation, Planning Department exemption, adopted resolution, and minutes from the MTA Board meeting. The Planning Department, in File No. 2017-000817ENV, determined that the Project was categorically exempt from CEQA on February 3, 2017. I expressed my concern about this matter during public comment on the item at the MTA Board meeting, as did representatives of the Fire Department. Other members of the public expressed support for the Project.

My concerns about this exemption determination include the project description, whether the entire project needed to be re-submitted for environmental review based on changes to the project description and scope, piecemealing, and whether either (or both) of the exceptions (cumulative impacts or unusual circumstances) to an exemption apply here (particularly transportation and emergency access). I intend to more fully brief these issues on or before June 30, 2017, based on an anticipated hearing date of July 11, 2017.

As always, I am open to creative approaches to my underlying concerns and willing to withdraw this appeal if an acceptable solution can be reached. I have already contacted Sarah Jones of the MTA to initiate such discussions. Please notify Christopher Espiritu of the Planning Department, Sarah Jones and Charles Ream of the MTA, and Joanne Hayes-White of the Fire Department of this appeal. I also reserve the right to amend this appeal should any new information become available. Please contact me at (415) 977-5578 if you need any further information.

Sincerely,



David Pilpel

Attachments:

MTA Board May 2, 2017 Agenda

MTA Board May 2, 2017 Item 13 Staff Report

MTA Board May 2, 2017 Item 13 Presentation

DCP File No. 2017-000817ENV MTA Upper Market St Safety Project Exemption

MTA Board May 2, 2017 Item 13 Adopted Resolution 170502-059

MTA Board May 2, 2017 Minutes

cc: Lisa Gibson, Environmental Review Officer, Planning Department

Attachment C2

**Supplemental Appeal Letter dated June 30, 2017 from
David Pilpel**

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

David Pilpel
2151 27th Ave
San Francisco CA 94116-1730

2017 JUN 30 AM 11:52

BY

Angela Calvillo, Clerk of the Board
Board of Supervisors
1 Carlton B Goodlett Pl Ste 244
San Francisco CA 94102-4689

June 30, 2017

Re: File No. 170718, California Environmental Quality Act (CEQA) Appeal

Dear Ms. Calvillo,

I write to more fully brief the issues referenced in my June 1, 2017 appeal letter. As an initial matter, however, as the Appellant I join with the Respondent Planning Department and the Municipal Transportation Agency (MTA), the Project Sponsor / Real Party in Interest, to ask the Board not to hear the appeal on July 11, 2017 but instead to continue the hearing and related items on that date to September 5, 2017 to allow the parties more time for continued discussion about how to move forward and possibly resolve the appeal without the Board needing to hear it.

As I stated in my June 1, 2017 letter, my concerns about this exemption determination include the project description, whether the entire project needed to be re-submitted for environmental review based on changes to the project description and scope, piecemealing, and whether either (or both) of the exceptions (cumulative impacts or unusual circumstances) to an exemption apply here (particularly transportation and emergency access).

1. Regarding the project description, the MTA Board agenda described the item as "Approving various bicycle and parking and traffic modifications associated with the Upper Market Street Safety Project as follows" and listed 19 separate elements, 18 of which were approved by the MTA Board on May 2, 2017. The Staff Report, at pages 3 to 5, described 5 types of pedestrian safety improvements and 8 types of bicycle safety improvements. The Exemption Determination includes an October 6, 2016 memorandum from MTA to the Planning Department, which, at pages 2 to 5, describes the Project with at least 63 elements. It is difficult to nearly impossible to reconcile the various ways the Project is described to understand both its components and whether the Project elements approved by the MTA Board were included and within the scope of the project analyzed by the Planning Department and determined to be exempt from CEQA. A more clear, definite, and stable project description is needed here.

2. As to whether the entire project needed to be re-submitted for environmental review based on changes to the project description and scope, the October 6, 2016 memorandum discussed above presumably described the Project as it was conceived and designed at that time. The Planning Department made the categorical exemption determination on February 3, 2017, presumably based on the October 6, 2016 memorandum. Meanwhile, the Staff Report notes, at page 8, that Open House events were held on May 5 and 13, 2016 and April 1 and 5, 2017. The

Staff Report also notes that an Engineering Public Hearing was held on March 3, 2017. Next, the Staff Report notes that field visits were held with the Fire Department on August 19, 2016; February 3, 2017; and March 20, 2017. Finally, the Staff Report notes, at pages 9 and 10, that changes were made to the Project following each of the field visits. What is not clear is what version of the Project (presumably the October 6, 2016 version?) was reviewed by the Planning Department under CEQA. Especially given the various elements of project description discussed above, the final version of the Project should have been submitted or re-submitted to the Planning Department for environmental review, covering all of the design and scope changes made following the field visits, open houses, public hearing, and any other changes.

3. Regarding piecemealing, while MTA staff decided to pull the Sanchez and Octavia Street bikeway elements (item 13.A) from consideration at the May 2, 2017 MTA Board meeting and handle them separately at a later date, following concern that I expressed to MTA staff on May 1, 2017, the Staff Report includes those elements as part of the Project. While MTA staff may argue that these elements have "independent utility," I don't think that you can have it both ways; either they are elements integral to the Project, without independent utility, or they are severable, and thus with independent utility, not both. Which is it? Meanwhile, these elements were heard at an Engineering Public Hearing on June 2, 2017 and are likely headed for approval at a future MTA Board meeting. I strongly urge that they be re-combined with the other Project elements and re-evaluated for environmental review as discussed above. Disjointed review and approval of such elements results in piecemealing and ignores possible cumulative impacts.

4. As to whether either (or both) of the exceptions (cumulative impacts or unusual circumstances) to an exemption apply here (particularly transportation and emergency access), there is no discussion in either the Planning Department's Exemption Determination or the MTA's October 6, 2016 memorandum about the possibility of either exception applying, or other past, current, and reasonably foreseeable projects in the area that might contribute to cumulative impacts. For example, MTA had been preparing for the Twin Peaks Tunnel Improvement Project, to replace worn out tracks and make other improvements in that 99-year old tunnel, with construction staging near Castro and Market Streets. While that project has now been delayed, probably for about a year, its construction impacts should be considered here for cumulative impacts analysis purposes. Other projects, private and public, should also be considered. A summary statement that such projects were considered and determined not to create cumulative impacts should be included in an Exemption Determination if appropriate.

5. Regarding unusual circumstances, the idea that the Fire Department's expressed concern that parking protected bicycle lanes under Muni overhead wires substantially impairs emergency access, firefighting operations, and ultimately public safety was discounted or ignored here is troubling at best. While MTA apparently communicated extensively with the Fire Department and modified the Project several times to address some of the Fire Department's concerns, the Planning Department had an independent obligation to review the Project's environmental impacts, including emergency access and public safety, and to the extent that the Planning Department lacks subject matter expertise on Fire Department issues, the Planning Department should have consulted directly with the Fire Department on those issues, not just take the MTA's representations that design details would be "worked out" or something later. In fact, the October 6, 2016 memorandum from MTA to the Planning Department, at page 6,

simply asserts that "This project will not prohibit emergency access to any streets in the project area." Even if true, that statement is not nearly the end of the story and obfuscates the real objections by the Fire Department to certain design elements of the Project. An April 18, 2017 email from the Fire Department to MTA staff, attached hereto, succinctly states its conclusions.

6. Although I choose not to dwell on the discussion of Vehicles Miles Traveled (VMT) right now, the October 6, 2016 memorandum, at page 5, states that "The proposed Bicycling and Walking Safety Improvement Project and Reconfiguration of Traffic Lanes are considered Active Transportation and Other Minor Transportation Projects in accordance with the Planning Department's Eligibility Checklist: CEQA Section 21099 - Modernization of Transportation Analysis, and is therefore presumed to not significantly impact VMT and no further VMT analysis is required." I have not seen the referenced Section 21099 checklist and do not know at this time how it plays into the discussion and analysis of transportation impacts. In any event, the quoted statement was MTA's assertion, which the Planning Department responded to in summary on the Exemption Determination, at page 2, by stating that "The proposed project would not include the removal of any existing travel lanes and would include transportation right-sizing elements designed to improve safety for all modes." The Exemption Determination does not document or elaborate as to how that conclusion was reached.

7. In general, I believe that the quality and quantity of documentation for Environmental Impact Reports and Negative Declarations issued by the Planning Department is about right. I also believe that most exemption determinations for private projects have adequate writeups. Further, I believe that small public projects generally do not warrant extensive documentation to support an exemption determination. However, I think that more care and effort should be given to document certain exemption determinations for public projects that are controversial, involve a large area or corridor of more than a few blocks, or have more potential to result in significant environmental effects due to cumulative impacts or unusual circumstances. Such projects are likely still eligible and appropriate for exemptions from CEQA; I just think that slightly more text in an exemption determination certificate would better document the Planning Department review process, any interdepartmental consultation, and the justification for an exemption based on substantial evidence in the Planning Department's records. For example, attached hereto is the Exemption Determination Certificate, prepared by the Planning Department, for the MTA 13th Street Eastbound Bicycle Facility Project, Case No. 2017-001180ENV, which was before the Board of Supervisors on appeal recently. While I take no position on that appeal or its underlying project, I note the superior approach of a certificate with text compared to a checklist.

8. Although the Planning Department may assert that in order to reverse an exemption determination, the Appellant must provide substantial evidence or expert opinion to refute the conclusions of the Planning Department, San Francisco Administrative Code section 31.16 (e) (5) provides, in relevant part, that "The Board shall reverse the exemption determination if it finds that the project does not conform to the requirements set forth in CEQA for an exemption." I believe that means that the burden is on the Planning Department to justify or support the exemption, not on the Appellant to show otherwise.

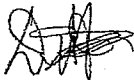
9. Finally, I note that Charter sections 8A.102 (b) (7) (i) and (b) (8) (i) provide that "the Board of Supervisors may by ordinance establish procedures by which the public may seek

Board of Supervisors review of" certain MTA decisions, which the Board has not done, and which I strongly urge the Board to do. Many controversial decisions of the MTA Board cannot now be appealed to the Board of Supervisors on substantive grounds, leaving only CEQA appeals as a poor and often ill-suited option for any kind of review.

In conclusion, I believe that the Project here does not conform to the requirements set forth in CEQA for an exemption, and that the Board should therefore reverse the exemption determination and remand it to the Planning Department for further action. If the Board agrees, appropriate findings would incorporate points raised here and in discussion at the Board.

Please contact me at 415 977-5578 with any questions.

Sincerely,



David Pilpel

Attachments:

Fire Department April 18, 2017 email to MTA staff
DCP Case No. 2017-001180ENV MTA 13th St Eastbound Bicycle Facility Project Exemption

cc: Devyani Jain, Acting Deputy Environmental Review Officer, Planning Department

Attachment D

Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis



SAN FRANCISCO PLANNING DEPARTMENT

Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Date of Preparation:

Case No.:

Project Title:

Zoning: xxx District Name
 xxx Special Use District
 xxx Height and Bulk District

Block/Lot:

Lot Size: xx square feet [xx acres]

Project Sponsor: [Name of company, agency, or organization]

Staff Contact: [EP staff name, phone]

[xxx.xxx@sfgov.org]

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

This checklist is in response to California Environmental Quality Act (CEQA) Section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects and Planning Commission Resolution 19579. CEQA Section 21099 allows for a determination that aesthetic and parking effects of a project need not be considered significant environmental effects. Planning Commission Resolution 19579 replaces automobile delay with vehicle miles traveled analysis. This checklist provides screening criteria for determining when detailed VMT analysis is required for a project.

Aesthetics and Parking

In accordance with California Environmental Quality Act (CEQA) Section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria (Attachment A sets forth the definitions of the terms below):

- a) The project is residential, mixed-use residential, or an employment center; and
- b) The project is on an infill site; and
- c) The project is in a transit priority area.

As demonstrated by Table 1 on page 3, the proposed project described below satisfies each of the above criteria and therefore qualifies as a transit-oriented infill project subject to CEQA Section 21099.

Automobile Delay and Vehicle Miles Traveled

In addition, CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar

measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects. (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.)

The Planning Department has identified screening criteria to identify types, characteristics, or locations of projects and a list of transportation project types that would not result in significant transportation impacts under the VMT metric. These screening criteria are consistent with CEQA Section 21099 and the screening criteria recommended by OPR. If a project would generate VMT, but meets the screening criteria in Table 2a or 2b or falls within the types of transportation projects listed in Table 3, then a detailed VMT analysis is not required for a project.

Project Description:

Table 1: Transit-Oriented Infill Project Eligibility Checklist The project must meet all three criteria below for aesthetics and parking to be excluded from CEQA review. See Attachment A for definitions and other terms.	
<input checked="" type="checkbox"/>	Criterion 1. Does the project meet the definition of a residential, mixed-use residential, or "employment center"¹ and
<input checked="" type="checkbox"/>	Criterion 2. Is the proposed project located on an "infill site" and
<input checked="" type="checkbox"/>	Criterion 3. Is the proposed project site located within a "transit priority area?" Map: See Attachment B.

¹ See Attachment A for definitions.

Table 2a: Vehicle Miles Traveled Analysis – Screening Criterion If a project meets the screening criterion listed below, then a detailed VMT analysis is not required. ² See Attachment A for definitions and other terms.	
<input checked="" type="checkbox"/>	Criterion 1. Is the proposed project site located within the “map-based screening” area?

Table 2b: Vehicle Miles Traveled Analysis – Additional Screening Criteria Identify whether a projects meets any of the additional screening criteria. See Attachment A for definitions and other terms.	
<input checked="" type="checkbox"/>	Criterion 1. Does the proposed project qualify as a “small project”? ³ or
	Criterion 2. Proximity to Transit Stations (must meet all four sub-criteria)
	Is the proposed project site located within a half mile of an existing major transit stop; and
<input checked="" type="checkbox"/>	Would the proposed project have a floor area ratio of greater than or equal to 0.75, and
	Would the project result in an amount of parking that is less than or equal to that required or allowed by the Planning Code without a conditional use authorization, and
	Is the proposed project consistent with the Sustainable Communities Strategy? ³

² For projects that propose multiple land use types (e.g. residential, office, retail, etc.), each land use type must qualify under the three screening criterion in Table 2a.

³ A project is considered to be inconsistent with the Sustainable Communities Strategy if development is located outside of areas contemplated for development in the Sustainable Communities Strategy.

Table 3: Induce Automobile Travel Analysis	
If a project contains transportation elements and fits within the general types of projects described below, then a detailed VMT analysis is not required. See Attachment A for definitions and other terms.	
<input checked="" type="checkbox"/>	Project Type 1. Does the proposed project qualify as an "active transportation, rightsizing (aka Road Diet) and Transit Project"? or
<input checked="" type="checkbox"/>	Project Type 2. Does the proposed project qualify as an "other minor transportation project"?

ATTACHMENT A
DEFINITIONS

Active transportation, rightsizing (aka road diet) and transit project means any of the following:

- Reduction in number of through lanes
- Infrastructure projects, including safety and accessibility improvements, for people walking or bicycling
- Installation or reconfiguration of traffic calming devices
- Creation of new or expansion of existing transit service
- Creation of new or conversion of existing general purpose lanes (including vehicle ramps) to transit lanes
- Creation of new or addition of roadway capacity on local or collector streets, provided the project also substantially improves conditions for people walking, bicycling, and, if applicable, riding transit (e.g., by improving neighborhood connectivity or improving safety)

Employment center project means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. If the underlying zoning for the project site allows for commercial uses and the project meets the rest of the criteria in this definition, then the project may be considered an employment center.

Floor area ratio means the ratio of gross building area of the development, excluding structured parking areas, proposed for the project divided by the net lot area.

Gross building area means the sum of all finished areas of all floors of a building included within the outside faces of its exterior walls.

Infill opportunity zone means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, that is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3 of the Public Resources Code, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Infill site means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

Lot means all parcels utilized by the project.

Major transit stop is defined in CEQA Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Map-based screening means the proposed project site is located within a transportation analysis zone that exhibits low levels of VMT.

Net lot area means the area of a lot, excluding publicly dedicated land and private streets that meet local standards, and other public use areas as determined by the local land use authority.

Other land use projects mean a land use other than residential, retail, and office. OPR has not provided proposed screening criteria or thresholds of significance for other types of land uses, other than those that meet the definition of a small project.

- Tourist hotels, student housing, single room occupancy hotels, and group housing land uses should be treated as residential for screening and analysis.
- Childcare, K-12 schools, post-secondary institutional (non-student housing), Medical, and production, distribution, and repair (PDR) land uses should be treated as office for screening and analysis.
- Grocery stores, local-serving entertainment venues, religious institutions, parks, and athletic clubs land uses should be treated as retail for screening and analysis.
- Public services (e.g., police, fire stations, public utilities) and do not generally generate VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT. However, this presumption would not apply if the project is sited in a location that would require employees or visitors to travel substantial distances and the project is not located within ½ mile of a major transit stop or does not meet the small project screening criterion.
- Event centers and regional-serving entertainment venues would most likely require a detailed VMT analysis. Therefore, no screening criterion is applicable.

Other minor transportation project means any of the following:

- Rehabilitation, maintenance, replacement and repair projects designed to improve the condition of existing transportation assets (e.g., highways, roadways, bridges, culverts, tunnels, transit systems, and bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or emergency breakdown lanes that are not used as through lanes
- Conversion of existing general purpose lanes (including vehicle ramps) to managed lanes (e.g., HOV, HOT, or trucks) or transit lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g. HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Traffic metering systems
- Timing of signals to optimize vehicle, bicycle or pedestrian flow on local or collector streets
- Installation of roundabouts
- Adoption of or increase in tolls
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Addition of transportation wayfinding signage
- Removal of off- or on-street parking spaces

- Adoption, removal, or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)

Small project means the project would not result in over 100 vehicle trips per day.

Transit priority area means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

Vehicle miles traveled measures the amount and distance that a project might cause people to drive and accounts for the number of passengers per vehicle.

ATTACHMENT B
MAJOR TRANSIT STOPS



SAN FRANCISCO
PLANNING DEPARTMENT
BOARD OF SUPERVISORS
SAN FRANCISCO

2017 JUL -3 PM 12:15
AK

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Affidavit of Receipt
BOARD OF SUPERVISORS

I, ARTHUR KHOO, have received the attached document(s):
(please print name of clerk)

- Notification of Project Receiving Environmental Review (Neighborhood Notice)
- Notice of Scoping Meeting for an Environmental Impact Report
- Notice of Preparation of an Environmental Impact Report
- Preliminary Negative Declaration (PND)
- Final Negative Declaration (FND)
- Notice of Hearing on Appeal After Initial Evaluation of a Project
- Certificate of Determination of Exemption/Exclusion From Environmental Review
- Board of Supervisors Appeal Response Packet/Information
- Other _____

on 7/3/17 for Project File No. & Title Board File No. 170718 -
(Date)

UPPER MARKET STREET SAFETY PROJECT APPEAL

NUMBER OF COPIES RECEIVED: _____

[Signature]

(Signature – Clerk of the Board or Deputy)

7/3/17
(Date)

Delivered by: CHRISTOPHER ESPIRITU

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Revised 02/10/05

GC: N:\FORMS GROUP\FINAL\Letterhead_Template_FINAL.doc

From: [Jain, Devyani \(CPC\)](#)
To: [Calvillo, Angela \(BOS\)](#)
Cc: [BOS Legislation, \(BOS\)](#); [Montoya, Luis \(MTA\)](#)
Subject: RE: Request for Continuance of CEQA Appeal for SFMTA's Upper Market Bike Safety Project
Date: Friday, June 30, 2017 12:49:31 PM

Dear Ms. Ms. Calvillo,

We also just received a packet from the Appellant, David Pilpel, which is a copy of the Appeal Briefing packet he transmitted to your office at noon today (Friday, June 30, 2017) along with a request for a continuance of the Upper Market Bike Safety Project CEQA Appeal Hearing from **July 11 to September 5, 2017**, in order to resolve outstanding issues related to the project

The email attachment below indicates that the project sponsor, Luis Montoya from SFMTA, has also requested a continuance of the Upper Market Bike Safety Project CEQA Appeal Hearing from July 11 to September 5, 2017, similar to the Appellant. The Planning Department supports this request for a Continuance of the Appeal Hearing and we thought we would let you know.

We, the Planning Department, will also be formally putting in our request for a Continuance of the Upper Market Bike Safety Project ceqa Appeal Hearing to the same date (**September 5, 2017**) as part of our Appeal Response letter, which is due at your office on Monday July 3 at noon.

Thank you so much for considering our collective request for a Continuance of the CEQA Appeal for SFMTA's Upper Market Bike Safety Project and forwarding it on to the Board as appropriate. It is always a pleasure to work with you!

Regards,
Devyani

Devyani Jain
**Acting Deputy Environmental Review Officer/
Deputy Director of Environmental Planning**

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9051 | Fax: 415-558-6409
Email: devyani.jain@sfgov.org
Web: www.sfplanning.org

From: Montoya, Luis [<mailto:Luis.Montoya@sfmta.com>]
Sent: Friday, June 30, 2017 12:34 PM
To: Calvillo, Angela (BOS)
Cc: Jain, Devyani (CPC); BOS Legislation, (BOS)
Subject: Request for Continuance of CEQA Appeal

Ms. Calvillo,

Please find attached the SFMTA (project sponsor) request for a continuance of the CEQA appeal currently scheduled for July 11th, 2017.

The SFMTA would like more time to work with the appellant and other City Departments to resolve the issues in question. Our understanding is that the appellant is supportive of a continuance.

Regards,

Luis Montoya
Livable Streets Director
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103
Email: Luis.Montoya@SFMTA.com
Phone: 415.646.2487
www.sfmta.com



From: [Montoya, Luis](#)
To: [Calvillo, Angela \(BOS\)](#)
Cc: [Jain, Devyani \(CPC\); BOS Legislation, \(BOS\)](#)
Subject: Request for Continuance of CEQA Appeal
Date: Friday, June 30, 2017 12:35:27 PM
Attachments: [Request for Continuance of File no 170721.pdf](#)

Ms. Calvillo,

Please find attached the SFMTA (project sponsor) request for a continuance of the CEQA appeal currently scheduled for July 11th, 2017.

The SFMTA would like more time to work with the appellant and other City Departments to resolve the issues in question. Our understanding is that the appellant is supportive of a continuance.

Regards,

Luis Montoya
Livable Streets Director
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103
Email: Luis.Montoya@SFMTA.com
Phone: 415.646.2487
www.sfmta.com





SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, *Mayor*

Cheryl Brinkman, *Chairman*
Malcolm Heinicke, *Vice-Chairman*
Gwyneth Borden, *Director*
Lee Hsu, *Director*

Joél Ramos, *Director*
Cristina Rubke, *Director*
Art Torres, *Director*

Edward D. Reiskin, *Director of Transportation*

MEMORANDUM

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Luis Montoya, Livable Streets Director – (415) 646-2487
DATE: June 30, 2017
SUBJECT: Request for Continuance for File no 170721:
Appeal of Categorical Exemption for Upper Market Safety Project

The San Francisco Municipal Transportation Agency (SFMTA) respectfully requests that the San Francisco Board of Supervisors continue the special order scheduled for July 11th 2017 regarding the appeal of the Planning Department's CEQA determination for the Upper Market Safety Project.

The SFMTA would like more time to work with the appellant and other City Departments to resolve the issues in question. Our understanding is that the appellant is supportive of a continuance.

Staff Report also notes that an Engineering Public Hearing was held on March 3, 2017. Next, the Staff Report notes that field visits were held with the Fire Department on August 19, 2016; February 3, 2017; and March 20, 2017. Finally, the Staff Report notes, at pages 9 and 10, that changes were made to the Project following each of the field visits. What is not clear is what version of the Project (presumably the October 6, 2016 version?) was reviewed by the Planning Department under CEQA. Especially given the various elements of project description discussed above, the final version of the Project should have been submitted or re-submitted to the Planning Department for environmental review, covering all of the design and scope changes made following the field visits, open houses, public hearing, and any other changes.

3. Regarding piecemealing, while MTA staff decided to pull the Sanchez and Octavia Street bikeway elements (item 13.A) from consideration at the May 2, 2017 MTA Board meeting and handle them separately at a later date, following concern that I expressed to MTA staff on May 1, 2017, the Staff Report includes those elements as part of the Project. While MTA staff may argue that these elements have "independent utility," I don't think that you can have it both ways; either they are elements integral to the Project, without independent utility, or they are severable, and thus with independent utility, not both. Which is it? Meanwhile, these elements were heard at an Engineering Public Hearing on June 2, 2017 and are likely headed for approval at a future MTA Board meeting. I strongly urge that they be re-combined with the other Project elements and re-evaluated for environmental review as discussed above. Disjointed review and approval of such elements results in piecemealing and ignores possible cumulative impacts.

4. As to whether either (or both) of the exceptions (cumulative impacts or unusual circumstances) to an exemption apply here (particularly transportation and emergency access), there is no discussion in either the Planning Department's Exemption Determination or the MTA's October 6, 2016 memorandum about the possibility of either exception applying, or other past, current, and reasonably foreseeable projects in the area that might contribute to cumulative impacts. For example, MTA had been preparing for the Twin Peaks Tunnel Improvement Project, to replace worn out tracks and make other improvements in that 99-year old tunnel, with construction staging near Castro and Market Streets. While that project has now been delayed, probably for about a year, its construction impacts should be considered here for cumulative impacts analysis purposes. Other projects, private and public, should also be considered. A summary statement that such projects were considered and determined not to create cumulative impacts should be included in an Exemption Determination if appropriate.

5. Regarding unusual circumstances, the idea that the Fire Department's expressed concern that parking protected bicycle lanes under Muni overhead wires substantially impairs emergency access, firefighting operations, and ultimately public safety was discounted or ignored here is troubling at best. While MTA apparently communicated extensively with the Fire Department and modified the Project several times to address some of the Fire Department's concerns, the Planning Department had an independent obligation to review the Project's environmental impacts, including emergency access and public safety, and to the extent that the Planning Department lacks subject matter expertise on Fire Department issues, the Planning Department should have consulted directly with the Fire Department on those issues, not just take the MTA's representations that design details would be "worked out" or something later. In fact, the October 6, 2016 memorandum from MTA to the Planning Department, at page 6,

simply asserts that "This project will not prohibit emergency access to any streets in the project area." Even if true, that statement is not nearly the end of the story and obfuscates the real objections by the Fire Department to certain design elements of the Project. An April 18, 2017 email from the Fire Department to MTA staff, attached hereto, succinctly states its conclusions.

6. Although I choose not to dwell on the discussion of Vehicles Miles Traveled (VMT) right now, the October 6, 2016 memorandum, at page 5, states that "The proposed Bicycling and Walking Safety Improvement Project and Reconfiguration of Traffic Lanes are considered Active Transportation and Other Minor Transportation Projects in accordance with the Planning Department's Eligibility Checklist: CEQA Section 21099 - Modernization of Transportation Analysis, and is therefore presumed to not significantly impact VMT and no further VMT analysis is required." I have not seen the referenced Section 21099 checklist and do not know at this time how it plays into the discussion and analysis of transportation impacts. In any event, the quoted statement was MTA's assertion, which the Planning Department responded to in summary on the Exemption Determination, at page 2, by stating that "The proposed project would not include the removal of any existing travel lanes and would include transportation right-sizing elements designed to improve safety for all modes." The Exemption Determination does not document or elaborate as to how that conclusion was reached.

7. In general, I believe that the quality and quantity of documentation for Environmental Impact Reports and Negative Declarations issued by the Planning Department is about right. I also believe that most exemption determinations for private projects have adequate writeups. Further, I believe that small public projects generally do not warrant extensive documentation to support an exemption determination. However, I think that more care and effort should be given to document certain exemption determinations for public projects that are controversial, involve a large area or corridor of more than a few blocks, or have more potential to result in significant environmental effects due to cumulative impacts or unusual circumstances. Such projects are likely still eligible and appropriate for exemptions from CEQA; I just think that slightly more text in an exemption determination certificate would better document the Planning Department review process, any interdepartmental consultation, and the justification for an exemption based on substantial evidence in the Planning Department's records. For example, attached hereto is the Exemption Determination Certificate, prepared by the Planning Department, for the MTA 13th Street Eastbound Bicycle Facility Project, Case No. 2017-001180ENV, which was before the Board of Supervisors on appeal recently. While I take no position on that appeal or its underlying project, I note the superior approach of a certificate with text compared to a checklist.

8. Although the Planning Department may assert that in order to reverse an exemption determination, the Appellant must provide substantial evidence or expert opinion to refute the conclusions of the Planning Department, San Francisco Administrative Code section 31.16 (e) (5) provides, in relevant part, that "The Board shall reverse the exemption determination if it finds that the project does not conform to the requirements set forth in CEQA for an exemption." I believe that means that the burden is on the Planning Department to justify or support the exemption, not on the Appellant to show otherwise.

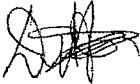
9. Finally, I note that Charter sections 8A.102 (b) (7) (i) and (b) (8) (i) provide that "the Board of Supervisors may by ordinance establish procedures by which the public may seek

Board of Supervisors review of¹ certain MTA decisions, which the Board has not done, and which I strongly urge the Board to do. Many controversial decisions of the MTA Board cannot now be appealed to the Board of Supervisors on substantive grounds, leaving only CEQA appeals as a poor and often ill-suited option for any kind of review.

In conclusion, I believe that the Project here does not conform to the requirements set forth in CEQA for an exemption, and that the Board should therefore reverse the exemption determination and remand it to the Planning Department for further action. If the Board agrees, appropriate findings would incorporate points raised here and in discussion at the Board.

Please contact me at 415 977-5578 with any questions.

Sincerely,



David Pilpel

Attachments:

Fire Department April 18, 2017 email to MTA staff

DCP Case No. 2017-001180ENV MTA 13th St Eastbound Bicycle Facility Project Exemption

cc: Devyani Jain, Acting Deputy Environmental Review Officer, Planning Department

From: Scanlon, Olivia (FIR)
Sent: Tuesday, April 18, 2017 1:52 PM
To: 'Maguire, Tom'; Sallaberry, Mike; Golier, Patrick; Montoya, Luis; 'Hildreth, Casey'
Cc: Barnes, Bill (ADM); Gonzales, Mark (FIR); DeCossio, Dan (FIR); Rivera, Anthony (FIR); Balmy, Alec (FIR); Gracia, Daniel (FIR)
Subject: Report on Impact of Proposed Plans by SFMTA for Upper Market Street

Good afternoon,
Please see the findings below regarding Market Street proposal.

Regards,
Olivia

Olivia Scanlon
San Francisco Fire Department
698 2nd Street
San Francisco, CA 94107

The Bureau of Fire Prevention, Support Services and Suppression have reviewed MTA's proposed protected bicycle lanes on Upper Market and Herman streets.

The review was a parallel path of both drawing review and on site physical inspection. The Bureau of Fire Prevention has concluded that MTA's Upper Market design materially compromises the safety of firefighters and local residents for the following reasons:

1) Herman Street:

* Diagonal parking scheme reduces the clear width to 15 feet resulting in insufficient clearance to deploy Aerial Ladder

2) Upper Market:

* Protected Bike Lane shifts car parking stalls which in turn further displaces aerial truck staging (38 feet out from the building versus prescribed 15-30 feet) creating an unsafe climbing angle for firefighters.

3) Upper Market:

* Protected Bike Lane shifts parked car stalls forcing the aerial truck to stage under Muni overhead wires creating an electric shock hazard for firefighters.

In addition, the SFFD has requested SFMTA to provide drawings using approved fire vehicle turn templates at the corner of Market/15th St/ Sanchez. This is a frequently traveled street just down from Sta 06. Fire must confirm that the proposed corner bulb-out and bicycle/vehicle parking at 15th St./Sanchez doesn't compromise Fire access.

Given compromised safety standards as detailed above, it is the recommendation of the Bureau of Fire Prevention to decline the expansion of protected bike lanes as currently outlined in MTA's proposal. The Bureau of Fire Prevention encourages MTA to identify alternatives that will address outlined safety standard issues, and welcomes further engagement on same.



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

Case No.: 2017-001180ENV
 Project Title: SFMTA – 13th Street Eastbound Bicycle Facility Project
 Location: 13th Street between South Van Ness Avenue and Bryant Street
 Project Sponsor: Jennifer Wong, SFMTA – (415) 701-4551
 Staff Contact: Christopher Espiritu – (415) 575-9022
 Christopher.Espiritu@sfgov.org

1650 Mission St.
 Suite 400
 San Francisco,
 CA 94103-2479

Reception:
 415.558.6378

Fax:
 415.558.6409

Planning
 Information:
 415.558.6377

PROJECT DESCRIPTION:

The San Francisco Municipal Transportation Agency (SFMTA) proposes the 13th Street Eastbound Bicycle Facility Project (proposed project). The proposed project would include the installation of a new bicycle facility on eastbound 13th Street, between South Van Ness Avenue and Bryant Street. Currently, there are no existing bicycle facilities along eastbound 13th Street; the westbound direction of 13th Street between Folsom Street and Bryant Street has an existing Class IV bikeway (parking-protected bike lane).

The proposed project would generally remove one travel lane along eastbound 13th Street to accommodate the proposed bicycle lane. The proposed project would also relocate and remove existing on-street parking, restripe portions of the street (i.e., lane marking changes), change the color of curbs, install signs within the project limits, and install painted bicycle boxes at the intersections of Folsom Street/13th Street, Harrison Street/13th Street, and Bryant Street/13th Street.

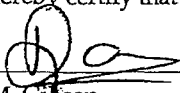
No excavation is required. Project construction, which includes painting and sign installation, is anticipated to last approximately 60 days. A subsequent phase which includes similar construction activities is anticipated to last approximately 30 days. The proposed project is intended to help meet the City's adopted Vision Zero policy which seeks to eliminate all traffic-related fatalities by 2024. The proposed project is also intended to fulfill Mayor Ed Lee's Executive Directive on Pedestrian and Bicycle Safety issued on August 4, 2016, as it relates to safety improvements on 13th Street. (Continued on page 2)

EXEMPT STATUS:

Categorical Exemption, Class 1 (California Environmental Quality Act [CEQA] Guidelines Section 15301) and Categorical Exemption, Class 4 (CEQA Guidelines Section 15304)

DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and local requirements.

for 
 Lisa M. Gibson
 Acting Environmental Review Officer

April 10, 2017
 Date

cc: Jennifer Wong, SFMTA
 Andrea Contreras, SFMTA

Virna Byrd, M.D.F.
 Supervisor Kim, District 5 (via Clerk of the Board)
 Supervisor Ronen, District 9 (via Clerk of the Board)

PROJECT DESCRIPTION (continued):

The objective of the proposed project is to improve safety conditions along 13th Street for bicyclists, pedestrians, and vehicles. The 13th Street corridor is on San Francisco's High Injury Network for vehicles and bicycles, a network of streets that experience a disproportionate number of bicycle collisions compared to other streets.¹

Within the project limits of South Van Ness Avenue and Bryant Street, 13th Street is a two-way street with a width of 120 feet, including 16-foot-wide sidewalks on both sides of the street. As shown in Figure 1 (Existing Conditions), the existing configuration of westbound 13th Street consists of: a 6-foot-wide bicycle lane, a 6-foot-wide painted buffer, an 8-foot-wide parking lane, two 10-foot-wide travel lanes, and an 8-foot-wide concrete median. The existing roadway configuration of eastbound 13th Street includes: two 10-foot-wide and one 12-foot-wide mixed-flow travel lanes, as well as an 8-foot-wide curbside parking lane.

The proposed project would not involve any changes to the existing westbound lanes along 13th Street. The proposed project would include changes to the eastbound lanes along 13th Street. Between Harrison Street and Bryant Street, the proposed project would include two phases.

The proposed project would maintain the width of the existing 120-foot-wide roadway, including the locations of the existing curbs (i.e., sidewalk widths). However, the proposed project would restripe the 13th Street roadway between South Van Ness Avenue and Bryant Street and remove an existing travel lane. As shown on Figure 2 (Proposed Conditions), on the segment between South Van Ness Avenue and Folsom Street, the project would result in a typical mid-block eastbound cross-section of (parentheses indicate change to existing conditions): two 10 ½-foot-wide mixed-flow travel lanes (a ½-foot increase in width each), a 9-foot-wide painted buffer (new), and a 10-foot-wide right turn pocket (new).

On the segment between Folsom Street and Harrison Street, the proposed project would result in a typical mid-block eastbound cross-section of (parentheses indicate change to existing conditions): two 10-foot-wide mixed-flow travel lanes (no change in width), a 2-foot-wide painted buffer (new), a 6-foot-wide bicycle lane (new), a 2-foot-wide painted buffer (new), and a 10-foot-wide right turn pocket (new). Figure 2 shows the proposed configuration on this segment of 13th Street.

In Phase I, on the segment between Harrison Street and Bryant Street, the proposed project would result in a mid-block eastbound cross-section of (parentheses indicate change to existing conditions): a 10-foot-wide left turn lane (new), a 10-foot-wide mixed-flow travel lane (no change in width), an 8-foot-wide parking lane (relocated), a 5-foot-wide painted buffer (new), and a 7-foot-wide bicycle lane (new).

¹ Memorandum - *Environmental Clearance for the 13th Street Eastbound Bicycle Facility Project* (February 17, 2017) from Jennifer Wong (SFMTA) to Christopher Espiritu (Environmental Planning - San Francisco Planning Department). This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 as part of Case File No. 2017-001180ENV.

In Phase II, on the segment between Harrison Street and Bryant Street, the proposed project would result in a mid-block eastbound cross-section of (parentheses indicate change to Phase I conditions): two 10-foot-wide left turn lanes (no change in width), a 10-foot-wide mixed-flow travel lane (no change in width), and a 20-foot-wide through/right travel lane (new). The proposed Phase I and II conditions, between Harrison and Bryant streets, are shown in Figure 3.

As shown in Figures 4A and 4B (Striping Plans), the proposed project would include the removal of on-street parking (approximately 35 spaces) on 13th Street. The proposed project would not relocate or remove any existing commercial vehicle loading zones (yellow zones) or accessible parking spaces (blue zones) throughout the project limits.

Project Approvals

The proposed project is subject to internal review by SFMTA staff, a recommendation for approval by Transportation Advisory Staff Committee, Public Hearing with an SFMTA Hearing Officer, and finally approval by SFMTA Board. The proposed project is subject to notification through a Public Notice of Intent. If no objections are received to the Notice or the Public Hearing, the proposed project would be routed to the SFMTA Board of Directors for approval.

Approval Action: The Approval Action for the proposed project would be approval by the SFMTA Board of Directors, which approves the proposed roadway improvements to be implemented or constructed on the public right-of-way. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

EXEMPT STATUS (continued):

CEQA Guidelines Section 15301(c) or Class 1(c), provides an exemption from environmental review for minor alterations to "existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purposes of public safety)." This includes traffic channelization measures, minor restriping of streets (i.e., turn lane movements, painted buffers, and parking changes), and other improvements on existing streets. As described above, the proposed project includes these measures; therefore, the proposed project would be exempt from CEQA under Class 1(c).

In addition, CEQA State Guidelines Section 15304, or Class 4, provides an exemption from environmental review for minor public or private alterations in the condition of land. Class 4(h) specifically provides an exemption from environmental review for the creation of bicycle lanes on existing rights-of-way. The proposed project would include the installation of a new Class II and Class IV bicycle lane along eastbound 13th Street, between South Van Ness Avenue and Bryant Street. Therefore, the proposed project would also be exempt from CEQA under Class 4(h).

DISCUSSION OF ENVIRONMENTAL ISSUES:

CEQA Guidelines Section 15300.2 establishes exceptions to the application of a categorical exemption for a project. None of the established exceptions applies to the proposed project.

Guidelines Section 15300.2, subdivision (b), provides that a categorical exemption shall not be used where the cumulative impact of successive projects of the same type in the same place, over time, is significant. As discussed below under "Transportation" and "Air Quality" there is no possibility of a significant cumulative effect on the environment due to the proposed project.

Guidelines Section 15300.2, subdivision (c), provides that 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. As discussed below, there is no possibility of a significant effect on the environment due to unusual circumstances.

TRANSPORTATION

The proposed project was analyzed in a memorandum prepared by the SFMTA and reviewed by the Planning Department for transportation impacts in the study area.² The following relies on the analysis conducted in that memorandum, as well as additional supplemental analysis.

Transit Impacts

The proposed project is a transportation project and the project is not anticipated to induce growth that would generate new trips, including transit trips, unlike a land use development project. In addition, the proposed project would not change transit service (e.g., decrease service, such that capacity may increase). Thus, a transit capacity utilization analysis is not necessary in considering CEQA impacts. However, transit travel time may change due to project-related traffic congestion delay. As traffic congestion increases in the area, traffic delays could result in delays to transit while traveling along the transit route corridor if the transit vehicles share right-of-way with other vehicles (i.e., mixed-flow lanes).

The proposed project would include roadway modifications along eastbound 13th Street, between South Van Ness Avenue and Bryant Street, where no existing Muni bus routes operate. However, there are nearby bus routes (12-Folsom, 27-Bryant, 9-San Bruno) which operate along the intersecting streets of Folsom Street, Bryant Street, and Division Street. The proposed modifications along the 13th Street eastbound roadway would not affect existing bus stops for the abovementioned bus routes. While there are existing bus stops for Muni bus routes 12 (Folsom), 27 (Bryant), and 9 (San Bruno) within the project vicinity, the proposed project would not remove (or relocate) any existing bus stops for these bus routes.

The impact on transit travel times was assessed by comparing projected project effects on vehicle capacity along roadway segments where private vehicles and transit operate in mixed-flow travel lanes. The

² SFMTA Memorandum to Planning Department – 13th Street Eastbound Bicycle Facility Project, February 17, 2017. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2017-001180ENV.

analysis was based on quantitative estimates of average vehicle capacity at intersections within the study area where the highest estimated number of vehicles were observed during the PM Peak hour. This approach was used to assess whether the proposed project could substantially reduce capacity and thereby affect transit vehicles traveling through the study area.

Using Highway Capacity Manual assumptions, eastbound 13th Street has an estimated capacity of 1,900 vehicles per hour per lane. The existing eastbound 13th Street roadway, between South Van Ness Avenue and Bryant Street, consists of three travel lanes which was estimated to have vehicle capacity in one direction with 5,700 vehicles per hour. SFMTA analyzed the most recent traffic counts available for intersections within the project limits, as shown in Table 1 below.

Table 1 – Traffic Volumes (PM Peak)

Intersection	Traffic Control	Traffic Volumes (EB Direction)		
		Existing	Traffic Volume Growth	Cumulative 2040
13th and Folsom (2015)	Signal	705 vehicles	+ 106 vehicles	811 vehicles
13th and Harrison (2015)	Signal	670 vehicles	+ 101 vehicles	771 vehicles
11th/13th/Bryant/Division (2015)	Signal	1,012 vehicles	+ 152 vehicles	1,164 vehicles

Notes: - Existing Roadway Capacity = 5,700 vehicles per hour; Proposed Roadway Capacity = 3,800 vph

- Traffic volume growth was derived using a 15% average growth rate over a 20-year period of traffic in the area

Source: SFMTA - 13th Street Traffic Count Data, Andrea Contreras (SFMTA) to Christopher Espiritu (SF Planning), February 2017

With implementation of the proposed project, roadway capacity in the eastbound direction would be reduced to approximately 3,800 vehicles per hour. As observed by SFMTA on April 2016, the existing traffic volumes on each project intersection of 13th/Folsom (705 vehicles), 13th/Harrison (670 vehicles), and 13th/Bryant Streets (1,012 vehicles) traveling within the project limits would be accommodated by the roadway capacity (3,800 vehicles per hour) under the proposed roadway configuration.

In order to assess cumulative effects of the proposed project, SFMTA staff used the average growth in the study area's traffic volumes to ascertain the projected growth in vehicle traffic volumes. This growth was found to be approximately 15 percent. Staff then applied a 15 percent increase to all intersection-level directional vehicle volumes in the Existing Conditions to generate the 2040 Baseline Conditions traffic volumes.

As shown in Table 1 above, cumulative traffic volumes on each project intersection of 13th/Folsom (811 vehicles), 13th/Harrison (771 vehicles), and 13th/Bryant Streets (1,164 vehicles) traveling eastbound within the project limits would continue to be accommodated within the eastbound 13th Street roadway. The proposed roadway capacity of 1,900 vehicles per hour per eastbound lane (3,800 vehicles for two travel lanes) after implementation of the project would continue to provide adequate vehicle capacity on 13th Street in the future.

Given the capacity of the proposed eastbound roadway reconfiguration, it is not anticipated that vehicle trips would substantially divert to nearby streets that could substantially affect transit travel times on intersecting streets such as Folsom, Harrison, and Bryant streets. Thus, the proposed project would not substantially impede transit operations on intersecting streets where transit service operates. Therefore, given that the proposed project would not substantially affect transit operations, the transit impacts associated with the implementation of the project would be less than significant.

Pedestrian Impacts

The proposed project is not anticipated to induce growth that would generate new pedestrian trips. Therefore, the proposed project would not result in substantial overcrowding on nearby public sidewalks. In addition, the proposed project would not include sidewalk narrowing, roadway widening, or other conditions that could create potentially hazardous conditions or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

13th Street is identified as a High Injury Corridor for vehicles and bicycles only. In addition, intersecting streets such as South Van Ness Avenue, Folsom Street, Harrison Street, and Bryant Street were also identified as a High Injury Corridor for vehicles and cyclists. The proposed project would not include any narrowing of existing sidewalks or other components that could negatively affect pedestrian circulation within the project area. Therefore, the proposed project would result in a less-than-significant impact to pedestrians.

Bicycle Impacts

The proposed project includes the installation of a new Class II and Class IV bicycle lane on 13th Street, between South Van Ness Avenue and Bryant Street. The proposed project would not generate new bicycle trips, but would continue to accommodate bicyclists traveling along nearby bicycle facilities (South Van Ness Avenue, Folsom Street, and Harrison Street). The proposed bicycle facility would create a new bicycle connection to other nearby bicycle facilities, including north-south bicycle facilities located on Folsom Street and Harrison Street and other east-west bicycle facilities on 11th Street and Division Street.

The proposed project would generally enhance cycling conditions along the eastbound 13th Street corridor. Provision of a new Class II and Class IV bicycle lane within the project limits would increase bicyclists' visibility. The dedicated 6-foot-wide bicycle lane, painted buffers and a physical separation from adjacent travel lanes, would reduce the potential for injury to bicyclists due to "dooring" (i.e., when a vehicle driver or passenger opens a door in the path of an oncoming bicyclist, causing a collision). Further, implementation of the proposed project would enhance bicycle circulation and safety within the project area, and improve connectivity with other east-west and north-south bicycle facilities. Thus, for these reasons, the impact of the proposed project on bicycle facilities and circulation would be less than significant.

Emergency Vehicle Access Impacts

In general, implementation of the proposed project would not hinder or preclude emergency vehicle access. Between South Van Ness Avenue and Bryant Street, two 10-foot-wide, mixed-flow travel lanes would be retained on eastbound 13th Street. Although this would not be considered a significant impact, the new Class II and Class IV bicycle lane on 13th Street would not include any raised separation that would restrict vehicles from accessing these lanes in the event of an emergency. The design of proposed project improvements, including the new bicycle lane would be reviewed by SFMTA's Transportation Advisory Staff Committee (TASC)³ prior to SFMTA approval and implementation. The Transportation Advisory Staff Committee will provide a recommendation for approval regarding the proposed project, which will include a review of applicable standards, including emergency vehicle access.

SFMTA staff conducted a field survey to collect the location of emergency assets (i.e., fire alarm box, low-pressure fire hydrant, high-pressure fire hydrant, stand pipe, valves). The proposed project would not include closures or modifications to any existing streets or entrances to nearby buildings. Therefore, the proposed project would not create conditions resulting in inadequate emergency vehicle access.

Overall, with implementation of the proposed project, adequate street widths, clearance, and capacity for emergency vehicle access would be maintained, and therefore, the proposed project's impact on emergency vehicle access would be less than significant.

Loading

As observed by SFMTA, there are no existing loading zones located along 13th Street. Further, the proposed project would not eliminate any existing loading zones located on intersecting streets such as South Van Ness Avenue, Folsom Street, Harrison Street, and Bryant Street.

Further, the proposed project would not create additional demand for loading. Given that the number of existing loading zones would not be reduced, the proposed project would not result in significant loading impacts.

AIR QUALITY

Criteria Air Pollutants

The proposed project would not generate any new vehicle trips in the project area. However, the proposed project would result in physical roadway changes along the extent of 13th Street, between South Van Ness Avenue and Bryant Street, where the reduction in roadway capacity and the reconfiguration of lane geometries would potentially alter travel patterns in and around the project area. As stated above, the proposed project would not generate additional vehicles trips, but reducing roadway capacity may result in increased delay at some locations, and therefore increased emissions of criteria pollutants or

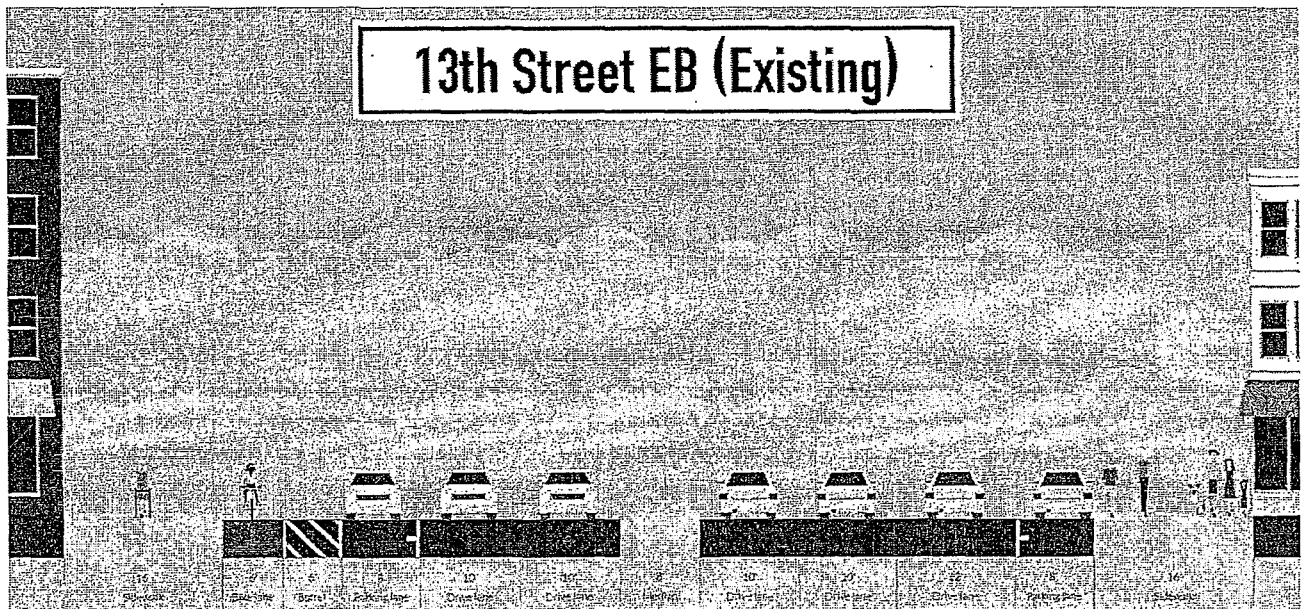
³ SFMTA's Transportation Advisory Staff Committee is an interdepartmental committee that includes representatives from Public Works, SFMTA, the Police Department, the Fire Department, and the Planning Department.

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. Furthermore, changes in criteria air pollutant and ozone precursor emissions are evaluated on an average daily and maximum annual basis. The proposed 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, impacts would be less than significant.

Overall, the proposed project would not result in significant impacts related to any environmental topics.

Conclusion. The proposed project satisfies the criteria for exemption under the above-cited classification(s). In addition, none of the CEQA Guidelines Section 15300.2 exceptions to the use of a categorical exemption applies to the proposed project. For the above reasons, the proposed project is appropriately exempt from environmental review.

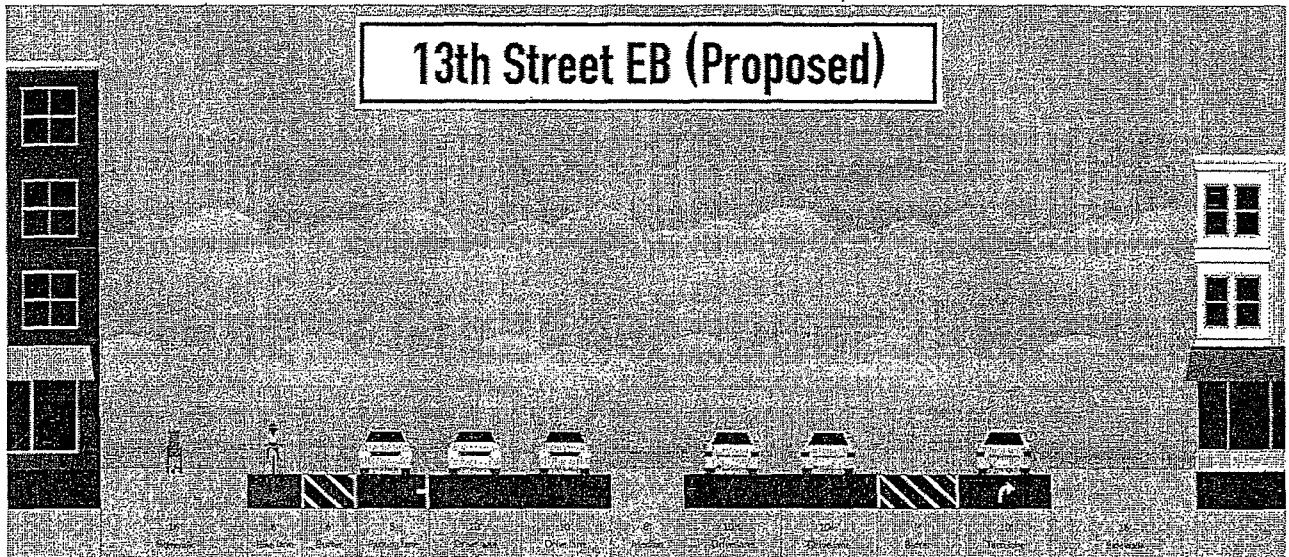
Figure 1 – Existing Cross-Sections
13th Street EB Bicycle Facility Project



13th Street – Existing Conditions (Mid-block)
(Between South Van Ness Avenue and Bryant Street)

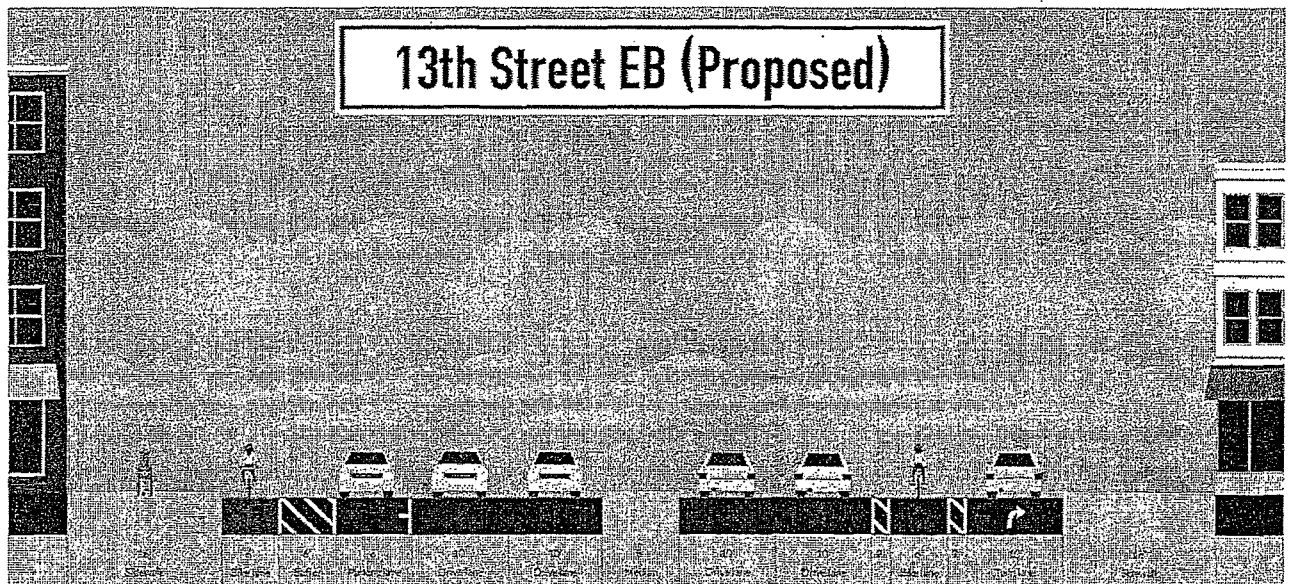
Figure 2 – Proposed Cross-Sections

13th Street EB Bicycle Facility Project



13th Street – Proposed Conditions (Mid-block)
(Between South Van Ness Avenue and Folsom Street)

Not to Scale

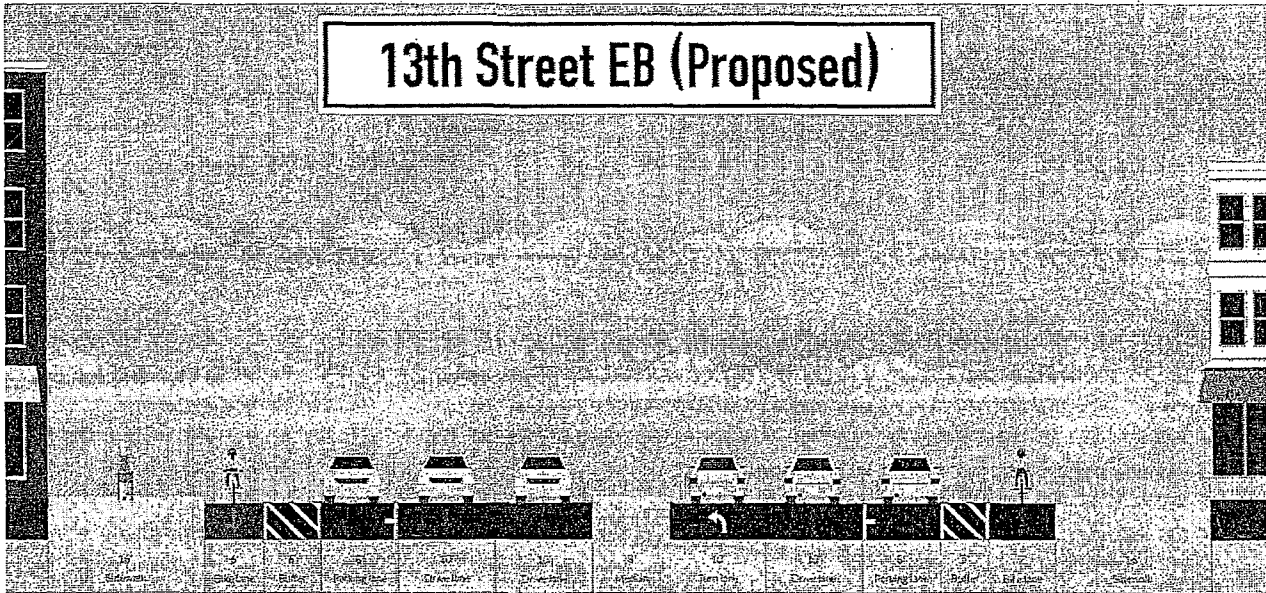


13th Street – Proposed Conditions (Mid-block)
(Between Folsom Street and Harrison Street)

Not to Scale

Figure 3 – Proposed Cross-Sections
13th Street EB Bicycle Facility Project

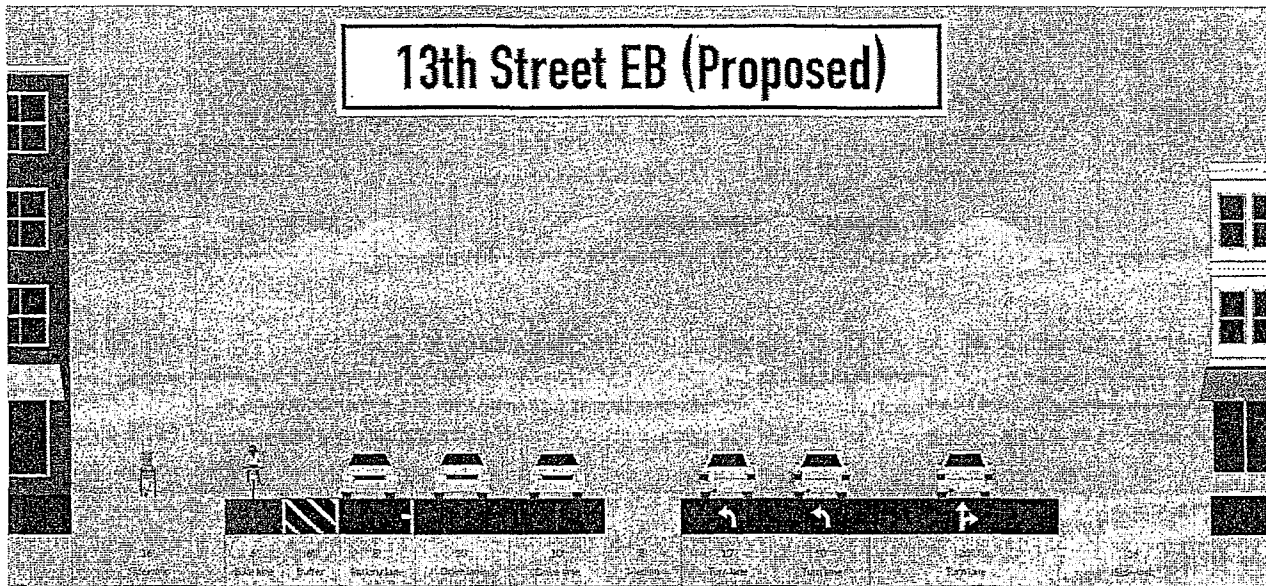
13th Street EB (Proposed)



13th Street – Proposed Conditions (Phase I)
(Between Harrison Street to Bryant Street)

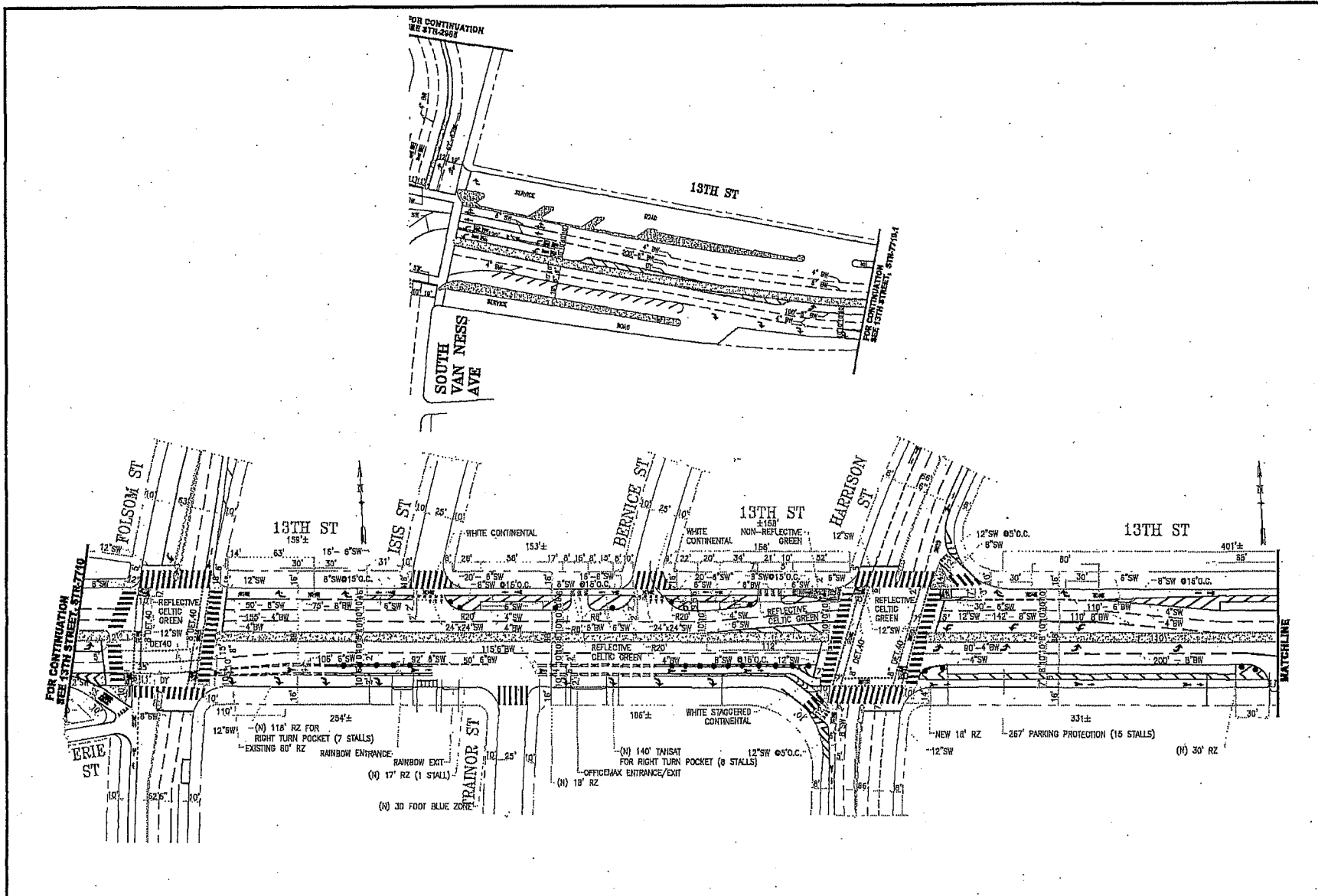
Not to Scale

13th Street EB (Proposed)



13th Street – Proposed Conditions (Phase II)
(Between Harrison Street and Bryant Street)

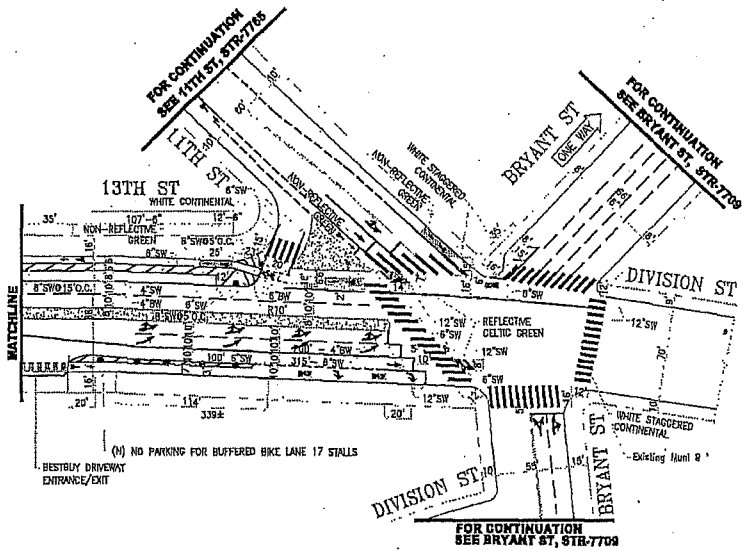
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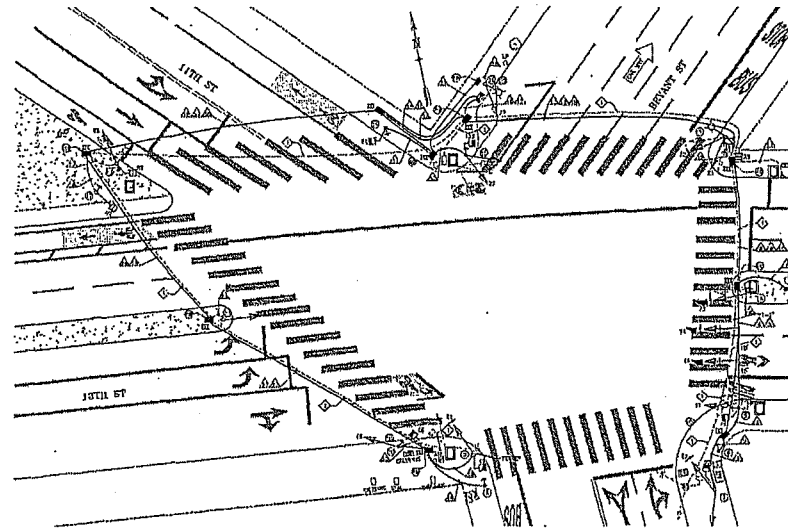
Source: SFMTA, 2017

Figure 4A – 13th Street EB Bicycle Facility - Striping Plan
(Between South Van Ness Avenue and Harrison Street)

Not to Scale



Phase I - 13th Street Configuration
(Between Harrison Street and Bryant Street Only)



Phase II - 13th Street Configuration
(Between Harrison Street and Bryant Street Only)

Figure 4B – 13th Street EB Bicycle Facility - Striping Plan

Jalipa, Brent (BOS)

From: Docs, SF (LIB)
Sent: Tuesday, June 27, 2017 2:51 PM
To: BOS Legislation, (BOS)
Subject: Re: HEARING NOTICE: Exemption Determination Appeal - Proposed SFMTA-Upper Market Street Safety Project - Appeal Hearing on July 11, 2017

Categories: 170718

Posted/SF Docs/6/27/2017/Laurel Yerkey

From: BOS Legislation, (BOS)
Sent: Tuesday, June 27, 2017 1:41 PM
To: Docs, SF (LIB)
Cc: BOS Legislation, (BOS)
Subject: FW: HEARING NOTICE: Exemption Determination Appeal - Proposed SFMTA-Upper Market Street Safety Project - Appeal Hearing on July 11, 2017

Good afternoon,

Please kindly post the hearing notice linked below for public viewing.

Thanks in advance,

Brent Jalipa

Legislative Clerk

Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

(415) 554-7712 | Fax: (415) 554-5163

brent.jalipa@sfgov.org | www.sfbos.org

From: BOS Legislation, (BOS)
Sent: Tuesday, June 27, 2017 1:39 PM
To: BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Cc: Givner, Jon (CAT) <jon.givner@sfgov.org>; Stacy, Kate (CAT) <kate.stacy@sfgov.org>; Byrne, Marlena (CAT) <marlena.byrne@sfgov.org>; Rahaim, John (CPC) <john.rahaim@sfgov.org>; Sanchez, Scott (CPC) <scott.sanchez@sfgov.org>; Gibson, Lisa (CPC) <lisa.gibson@sfgov.org>; Rodgers, AnMarie (CPC) <anmarie.rodgers@sfgov.org>; Starr, Aaron (CPC) <aaron.starr@sfgov.org>; Navarrete, Joy (CPC) <joy.navarrete@sfgov.org>; Lynch, Laura (CPC) <laura.lynch@sfgov.org>; Espiritu, Christopher (CPC) <christopher.espiritu@sfgov.org>; Jones, Sarah (MTA) <sarah.b.jones@sfgov.org>; charles.ream@sfmta.com; Hayes-White, Joanne (FIR) <joanne.hayes-white@sfgov.org>; Jain, Devyani (CPC) <devyani.jain@sfgov.org>; Wietgreffe, Wade (CPC) <wade.wietgreffe@sfgov.org>; BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>
Subject: HEARING NOTICE: Exemption Determination Appeal - Proposed SFMTA-Upper Market Street Safety Project - Appeal Hearing on July 11, 2017

Good morning;

The Office of the Clerk of the Board has scheduled an appeal hearing for Special Order before the Board of Supervisors on **July 11, 2017, at 3:00 p.m.**, to hear an appeal regarding the Exemption Determination for the proposed SFMTA-Upper Market Street Safety Project.

Please find the following link to the hearing notice for the matter:

[Hearing Notice - July 11, 2017](#)

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170718](#)

Thank you,

Brent Jalipa

Legislative Clerk

Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

(415) 554-7712 | Fax: (415) 554-5163

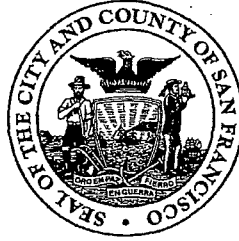
brent.jalipa@sfgov.org | www.sfbos.org



Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

NOTICE OF PUBLIC HEARING

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

NOTICE IS HEREBY GIVEN THAT the Board of Supervisors of the City and County of San Francisco will hold a public hearing to consider the following appeal and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

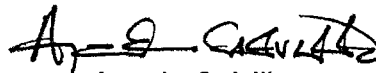
Date: Tuesday, July 11, 2017

Time: 3:00 p.m.

Location: Legislative Chamber, City Hall, Room 250
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

Subject: File No. 170718. Hearing of persons interested in or objecting to the determination of exemption from environmental review under the California Environmental Quality Act issued as a Categorical Exemption by the Planning Department on February 3, 2017, approved on May 2, 2017, for the San Francisco Municipal Transportation Agency's proposed Upper Market Street Safety Project, to include new curb extensions, parking-protected bicycle lanes, and ADA-compliant curb ramps, possible relocation of basins and manholes, and possible replacement of pull-boxes, along several locations between Castro Street and Octavia Street. (Districts 8 and 5) (Appellant: David Pilpel) (Filed June 1, 2017)

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments prior to the time the hearing begins. These comments will be made as part of the official public record in this matter and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102. Information relating to this matter is available in the Office of the Clerk of the Board and agenda information relating to this matter will be available for public review on Friday, July 7, 2017.


Angela Calvillo
Clerk of the Board

DATED/MAILED/POSTED: June 27, 2017

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 544-5227

PROOF OF MAILING

Legislative File No. 170718

Description of Items: Public Hearing Notice - Hearing - Appeal of Determination of Exemption From Environmental Review - Proposed SFMTA -Upper Market Street Safety Project

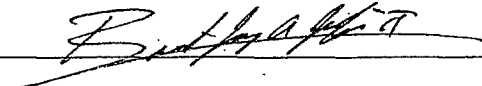
I, Brent Jalipa, an employee of the City and County of San Francisco, mailed the above described document(s) by depositing the sealed items with the United States Postal Service (USPS) with the postage fully prepaid as follows:

Date: June 27, 2017

Time: 1:56 p.m.

USPS Location: Repro Pick-up Box in the Clerk of the Board's Office (Rm 244)

Mailbox/Mailslot Pick-Up Times (if applicable): N/A

Signature: 

Instructions: Upon completion, original must be filed in the above referenced file.

Jalipa, Brent (BOS)

From: BOS Legislation, (BOS)
Sent: Friday, June 09, 2017 4:14 PM
To: BOS Legislation, (BOS)
Cc: Givner, Jon (CAT); Stacy, Kate (CAT); Byrne, Marlana (CAT); Rahaim, John (CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Rodgers, AnMarie (CPC); Starr, Aaron (CPC); Navarrete, Joy (CPC); Lynch, Laura (CPC); Espiritu, Christopher (CPC); Jones, Sarah (MTA); charles.ream@sfmta.com; Hayes-White, Joanne (FIR); Jain, Devyani (CPC); Wietgreffe, Wade (CPC); BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS)
Subject: Exemption Determination Appeal - Proposed SFMTA-Upper Market Street Safety Project - Appeal Hearing on July 11, 2017
Categories: 170718

Good afternoon,

The Office of the Clerk of the Board has scheduled an appeal hearing for Special Order before the Board of Supervisors on **July 11, 2017, at 3:00 p.m.** Please find linked below a letter of appeal filed for the proposed SFMTA - Upper Market Street Safety Project, as well as direct links to the Planning Department's timely filing determination, and an informational letter from the Clerk of the Board.

[Exemption Determination Appeal Letter - June 1, 2017](#)

[Planning Department Memo - June 7, 2017](#)

[Clerk of the Board Letter - June 9, 2017](#)

I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 170718](#)

Thank you,

Brent Jalipa

Legislative Clerk


Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

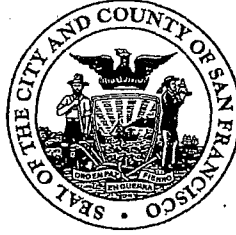
(415) 554-7712 | Fax: (415) 554-5163

brent.jalipa@sfgov.org | www.sfbos.org

 Click [here](#) to complete a Board of Supervisors Customer Service Satisfaction form

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

BOARD of SUPERVISORS



City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 415-554-5184
Fax No. 415-554-5163
TDD/TTY No. 415-554-5227

June 9, 2017

David Pilpel
2151 27th Avenue
San Francisco, California 94116

Subject: File No. 170718 - Appeal of CEQA Exemption Determination - San Francisco Municipal Transportation Agency - Upper Market Street Safety Project

Dear Mr. Pilpel:

The Office of the Clerk of the Board is in receipt of a memorandum dated June 7, 2017, from the Planning Department regarding their determination on the timely filing of appeal of the CEQA Exemption Determination for the San Francisco Municipal Transportation Agency - Upper Market Street Safety Project.

The Planning Department has determined that the appeal was filed in a timely manner.

Pursuant to Administrative Code, Section 31.16, a hearing date has been scheduled for **Tuesday, July 11, 2017, at 3:00 p.m.**, at the Board of Supervisors meeting to be held in City Hall, 1 Dr. Carlton B. Goodlett Place, Legislative Chamber, Room 250, San Francisco, CA 94102.

Continues on next page

Please provide to the Clerk's Office by noon:

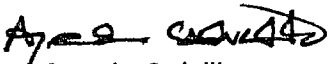
- 20 days prior to the hearing:** names and addresses of interested parties to be notified of the hearing, in spreadsheet format; and
- 11 days prior to the hearing:** any documentation which you may want available to the Board members prior to the hearing.

For the above, the Clerk's office requests one electronic file (sent to bos.legislation@sfgov.org) and two copies of the documentation for distribution.

NOTE: If electronic versions of the documentation are not available, please submit 18 hard copies of the materials to the Clerk's Office for distribution. If you are unable to make the deadlines prescribed above, it is your responsibility to ensure that all parties receive copies of the materials.

If you have any questions, please feel free to contact Legislative Clerks Brent Jalipa at (415) 554-7712, or Lisa Lew at (415) 554-7718.

Very truly yours,


Angela Calvillo
Clerk of the Board

c: Jon Givner, Deputy City Attorney
Kate Stacy, Deputy City Attorney
Marlena Byrne, Deputy City Attorney
Scott Sanchez, Zoning Administrator, Planning Department
Lisa Gibson, Environmental Review Officer, Planning Department
AnMarie Rodgers, Senior Policy Advisor, Planning Department
Aaron Starr, Manager of Legislative Affairs, Planning Department
Joy Navarrete, Senior Environmental Planner, Planning Department
Laura Lynch, Environmental Planner, Planning Department
Christopher Espiritu, Staff Contact, Planning Department
Devyani Jain, Planning Department
Wietgreffe, Wade, Planning Department
Sarah Jones, Municipal Transportation Agency
Charles Ream, Municipal Transportation Agency
Joanne Hayes-White, Chief of the San Francisco Fire Department



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: June 7, 2017
TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Lisa Gibson, Environmental Review Officer *LG*
RE: Appeal Timeliness Determination – SFMTA - Upper Market Street Safety Project
 Planning Department Case No. 2017-000817ENV

1650 Mission St.
 Suite 400
 San Francisco,
 CA 94103-2479

Reception:
 415.558.6378

Fax:
 415.558.6409

Planning
 Information:
 415.558.6377

An appeal of the categorical exemption for the proposed SFMTA Upper Market Street Safety Project on Market Street, between Castro Street and Octavia Street (Planning Department Case No. 2017-000817ENV), was filed with the Office of the Clerk of the Board of Supervisors on June 1, 2017, by David Pilpel (Appellant). As explained below, the Planning Department finds the appeal to be timely filed.

Date of Approval Action	30 Days after Approval Action	Appeal Deadline (Must Be Day Clerk of Board's Office Is Open)	Date of Appeal Filing	Timely?
May 2, 2017	Friday, June 1, 2017	Friday, June 1, 2017	June 1, 2017	Yes

Approval Action: On February 3, 2017, the Planning Department issued a categorical exemption for the proposed project. The Approval Action for the project was the duly noticed hearing by the SFMTA Board of Directors, which occurred on May 2, 2017 (Date of the Approval Action).

Appeal Deadline: Section 31.16(a) and (e) of the San Francisco Administrative Code states that any person or entity may appeal an exemption determination to the Board of Supervisors during the time period beginning with the date of the exemption determination and ending 30 days after the Date of the Approval Action. Thus, the 30th day after the Date of the Approval Action was Friday, June 1, 2017 (Appeal Deadline).

Appeal Filing and Timeliness: The Appellant filed the appeal of the exemption determination on June 1, 2017, prior to the end of the Appeal Deadline. Therefore, the appeal is considered timely.

Jalipa, Brent (BOS)

From: BOS Legislation, (BOS)
Sent: Friday, June 02, 2017 1:31 PM
To: Rahaim, John (CPC)
Cc: Givner, Jon (CAT); Stacy, Kate (CAT); Byrne, Marlena (CAT); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Rodgers, AnMarie (CPC); Starr, Aaron (CPC); Navarrete, Joy (CPC); Lynch, Laura (CPC); Espiritu, Christopher (CPC); Jones, Sarah (MTA); charles.ream@sfmta.com; Hayes-White, Joanne (FIR); BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS); BOS Legislation, (BOS)
Subject: Appeal of CEQA Exemption Determination - Proposed SFMTA Upper Market Street Safety Project - Timeliness Determination Request
Attachments: Appeal Ltr 060117.pdf; COB Ltr 060217.pdf

Good afternoon, Director Rahaim:

The Office of the Clerk of the Board is in receipt of an appeal of the CEQA Exemption Determination for the proposed SFMTA Upper Market Street Safety Project. The appeal was filed by David Pilpel, on June 1, 2017.

Please find the attached letter of appeal and timely filing determination request letter from the Clerk of the Board.

Kindly review for timely filing determination.

Regards,

Brent Jalipa

Legislative Clerk

Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

(415) 554-7712 | Fax: (415) 554-5163

brent.jalipa@sfgov.org | www.sfbos.org

BOARD of SUPERVISORS



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TDD/TTY No. 544-5227

June 2, 2017

To: John Rahaim
Planning Director

From: *AC* Angela Calvillo
Clerk of the Board of Supervisors

Subject: Appeal of California Environmental Quality Act (CEQA) Determination of Exemption from Environmental Review - San Francisco Municipal Transportation Agency (SFMTA) Upper Market Street Safety Project

An appeal of the CEQA Determination of Exemption from Environmental Review for the proposed SFMTA Upper Market Street Safety Project, between Octavia Boulevard and Duboce Street, was filed with the Office of the Clerk of the Board by David Pilpel on June 1, 2017.

Pursuant to Administrative Code, Chapter 31.16, I am forwarding this appeal, with attached documents, to the Planning Department to determine if the appeal has been filed in a timely manner. The Planning Department's determination should be made within three (3) working days of receipt of this request.

If you have any questions, please feel free to contact Legislative Clerks Brent Jalipa at (415) 554-7712 or Lisa Lew at (415) 554-7718.

c: Jon Givner, Deputy City Attorney
Kate Stacy, Deputy City Attorney
Marlena Byrne, Deputy City Attorney
Scott Sanchez, Zoning Administrator, Planning Department
Lisa Gibson, Environmental Review Officer, Planning Department
AnMarie Rodgers, Senior Policy Advisor, Planning Department
Aaron Starr, Manager of Legislative Affairs, Planning Department
Joy Navarrete, Senior Environmental Planner, Planning Department
Laura Lynch, Environmental Planner, Planning Department

Print Form

Introduction Form

By a Member of the Board of Supervisors or the Mayor

Time stamp
or meeting date

I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee. (An Ordinance, Resolution, Motion, or Charter Amendment)
- 2. Request for next printed agenda Without Reference to Committee.
- 3. Request for hearing on a subject matter at Committee.
- 4. Request for letter beginning "Supervisor [] inquires"
- 5. City Attorney request.
- 6. Call File No. [] from Committee.
- 7. Budget Analyst request (attach written motion).
- 8. Substitute Legislation File No. []
- 9. Reactivate File No. []
- 10. Question(s) submitted for Mayoral Appearance before the BOS on []

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

- Small Business Commission Youth Commission Ethics Commission
- Planning Commission Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use a Imperative Form.

Sponsor(s):

Clerk of the Board

Subject:

Hearing - Appeal of Determination of Exemption From Environmental Review - Proposed SFMTA -Upper Market Street Safety Project

The text is listed below or attached:

Hearing of persons interested in or objecting to the determination of exemption from environmental review under the California Environmental Quality Act issued as a Categorical Exemption by the Planning Department on February 3, 2017, approved on May 2, 2017, for the San Francisco Municipal Transportation Agency's proposed Upper Market Street Safety Project, to include new curb extensions, parking-protected bicycle lanes, and ADA-compliant curb ramps, possible relocation of basins and manholes, and possible replacement of pull-boxes, along several locations between Castro Street and Octavia Street. (Districts 8 and 5) (Appellant: David Pilpel) (Filed June 1, 2017)

Signature of Sponsoring Supervisor: *Alisa Bernal*

For Clerk's Use Only:

170718