

FROM:  
Mary Miles (SB #230395)  
Attorney at Law  
for Coalition for Adequate Review  
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San Francisco, CA 94102  
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BOARD OF SUPERVISORS  
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2020 JAN 28 PM 2:10

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TO:  
Angela Calvillo, Clerk, and  
San Francisco Board of Supervisors  
Room 244, City Hall  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102

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(Note: Pursuant to California Government Code, Section  
86009(b)(2), information received at, or prior to, the public  
hearing will be included as part of the official file.)

DATE: January 28, 2020

RE: BOS File No. 191309

**APPELLANT'S REPLY IN SUPPORT OF APPEAL OF CATEGORICAL EXEMPTION  
AND APPROVAL OF "PAGE STREET BIKEWAY IMPROVEMENT PILOT  
PROJECT"**

This is Appellant's Reply to the Planning Department Memorandum dated January 21, 2020 ("Planning Memo") and to the January 21, 2020 Memorandum of Jeffrey Tumlin, Director of the San Francisco Municipal Transportation Agency ("MTA Memo") on the Appeal of CEQA Determination and Approval of "Page Street Bikeway Improvement Pilot Project," BOS File No. 191309 ("Appeal"). Appellant has already submitted a brief in support of this Appeal on January 17, 2020 ("1/17/20 Appellant's Brief"). Therefore, this Reply will focus on the City's claims in the above documents and incorporate by reference the 1/17/20 Appellant's Brief.

The Project proposes to permanently physically block public access to several blocks of Page Street, which now carries 5,400 vehicles per day, including 3,800 travelling eastbound in the morning commute to access the freeway from Octavia Boulevard. (See Exh. C, p. 2, to Appellant's Brief on Appeal, filed January 17, 2020 ["1/17/20 Appellant's Brief"]) The Project would install physical barriers and prohibit turning onto and from Page, Haight, Webster, Buchanan, and Laguna Streets.

The Project proposes changing the use of Page Street to prohibit vehicles, and allow only bicycles, and to install "protected" bicycle lanes where traffic lanes now exist. The Project removes 36 parking spaces, including 29 on Page Street and 7 on Haight Street, having already removed more than 100 parking spaces in this residential area. (Exh. C, 1/17/20 Appellant's Brief.) The Project proposes diverting the 5,400 vehicles now using Page Street to Oak and Fell Streets, which are already over capacity, by forcing turns on Webster, Haight, Buchanan, and Laguna Streets. The Project would also prohibit turning from Page Street to Franklin Street to access the Civic Center and other areas.

MTA proposes spending **\$350,000** to implement this Project, *not* including the cost of five full-time MTA staff working on the Project. (Exh. D, p. 14, 1/17/20 Appellant's Brief.)

The Project claims it needs to count cars on Page Street *after* it prohibits their travel there, even though its own documents show that the city has already counted those cars for its 5,400 count. The Project then proposes spending *more* to "study" and declare the "pilot" a success after the barriers it installs reduce to zero vehicles on Page Street.

Although MTA and the Planning Department ("Planning") claim it is a "pilot" Project, it does not qualify for the claimed categorical exemption based on "data collection" or any CEQA exemption, because it will clearly have direct, indirect, and cumulative significant impacts on transportation, air quality, GHG, energy consumption, noise, and public safety, as well as its long duration, the physical implementation of the Project, and for the reasons stated in Appellant's 1/17/20 brief.

For those reasons, and those stated here, the Project is not exempt, and this Board should grant the appeal, reject the Planning Department's categorical exemption, and reverse the November 19, 2019 MTA Board resolution approving the Project.

### **I. THE CATEGORICAL EXEMPTION DOCUMENT WAS NOT PUBLICLY AVAILABLE BEFORE THE MTA BOARD'S NOVEMBER 19, 2019 APPROVAL OF THE PROJECT**

Planning's statement is false that its backdated categorical exemption was available on Planning's or MTA's web sites *before* the November 19, 2019 approval hearing. (Planning Memo, p. 5.) Planning falsely claims that it "posted the exemption determination on the department's website" on October 31, 2019. No posting was publicly available on either Planning's or MTA's site before the MTA's hearing on this Project.

When the MTA Board Agenda for that hearing was released on Thursday, November 14, 2019, this commenter searched both sites for a copy of the exemption, and, having no success, submitted a Sunshine Ordinance/Public Records Act Request to MTA for the exemption document and all documents supporting it, a copy of which is attached hereto as EXHIBIT E. The MTA then replied on November 18, 2019 with an email that attached a copy of the exemption. (Exh. E.) That document is attached as Exhibit B to Appellant's 1/17/20 Brief. No other documents were provided, and that document was provided too late to be of use. No documents were posted on either site until after the November 19, 2019 hearing in which MTA approved this Project *without* discussing the CEQA exemption it was invoking.

Planning's claims (Planning Memo, pp. 5-6) are therefore false, both that the document was "publicly available" and that it was "posted on the department's website... on October 31, 2019."

Planning's unusual claim that this version of the Categorical Exemption was "rescinded" (Planning Memo, p. 5) is irrelevant, because the version at Exhibit E was used by and provided to the public by MTA to justify approving this Project.

Planning evades CEQA's important requirements: The document had to be available to the public to provide a meaningful opportunity for public comment and participation in the approval process. (e.g., *Laurel Heights Improvement Assn. v. Regents of University of California* ["*Laurel Heights I*"] 47 Cal.3d 376, 394 ["CEQA requires that an agency determine whether a project

may have a significant environmental impact, and thus whether an EIR is required *before* it approves that project." [emphasis by the Court].)

CEQA also requires that decisionmakers must take into account the environmental document *before* approving a project and make it available *to* the public with its Agenda. Those requirements were not met, and *are* not met by Planning's retroactive claim that the public could travel to MTA's building on Van Ness Avenue, which is closed on weekends, to inspect and copy the document! (Planning Memo, p. 6.) The document is required to be posted with the Agenda packet and must be before the decisionmakers *before* they approve the Project.

## **II. THE PROJECT IS NOT EXEMPT, AND PLANNING FAILED TO CONDUCT THE PRELIMINARY REVIEW REQUIRED FOR THAT DETERMINATION**

Planning ignores that *before* claiming its Categorical Exemption, CEQA required it to do a *preliminary study supported by substantial evidence* that the Project would have no significant impacts. Appellant asked for all supporting documents on Planning's Categorical Exemption *but received none*. (Exh. E, attached.)

Planning's attempt to discuss the Project's impacts is now untimely. (Planning Memo, pp. 7-8.) That analysis had to occur *before* approving the Project and then made publicly available to inform public comment and participation *in* the decisionmaking process.

### **A. Planning's Conclusory Statements On Impacts Are Untimely And Unsupported**

Planning's statements on impacts (Planning Memo, pp. 7-8) are conclusory and unsupported by substantial evidence. An agency's claim of categorical exemption will not be upheld without substantial evidence in the agency's record supporting that determination. (*e.g.*, *Save Our Big Trees v. City of Santa Clara* (2015) 241 Cal.App.4th 684, 705.)

Planning's deficient statements are made only in the context of Guidelines §15300.2; but the required study on significant impacts was required as a preliminary matter *before* any categorical exemption could be proposed, which Planning failed to do. Before claiming any categorical exemption, the agency was required to find there would be *no* significant direct, indirect, or cumulative impacts from the Project, and to support that conclusion with substantial evidence.

Planning was *additionally* required by CEQA to determine whether exceptions to a categorical exemption under Guidelines §15300.2 applied and to support *that* claim with substantial evidence.

Since Planning's conclusory, unsupported statements on impacts do not satisfy either of those requirements, the Project is not categorically exempt.

### **B. Planning's Statements Are Untimely, False And Unsupported**

Planning's untimely claims that there would be no significant transportation impacts is clearly false (Planning Memo, p. 9), since those impacts are self-evident in both Planning's and MTA's documents as already explained in Appellant's 1/17/20 brief. Contrary to Planning's unsupported conclusion (Planning Memo, p. 10), the Project will clearly substantially increase vehicle miles traveled and cause congestion, and are subject to CEQA under Pub. Res. Code ["PRC"] §21099. The claim is plainly false that "not all" vehicles would be diverted from Page Street, since City's own documents state that they will.

Planning's untimely and unsupported conclusion about "construction emissions" misses the mark. (Planning Memo, p. 10.) The significant air quality impacts that Planning failed to address are those caused by increased traffic congestion, vehicle idling, and residents having to search for parking, not just from "construction emissions." The entire area is affected by the Project's significant impacts on air quality.

Planning's untimely and unsupported conclusion (Planning Memo, p. 11) that the Project would not affect energy consumption is also false. (See, e.g., *Ukiah Citizens for Safety First v. City of Ukiah* (2016) 248 Cal.App.4th 256, 261-262 [project's increased traffic congestion requires analysis of the impact of "wasteful, inefficient, and unnecessary consumption of energy."].)

Planning's untimely and unsupported conclusion (Planning Memo, p. 11) that the Project would not cause public safety impacts is also false. Residents will have to park blocks away from their homes in an area where car break-ins are common.

Planning's "impacts" analysis is unsupported. It is also untimely, since it was not before the decisionmakers or the public when the MTA approved the Project.

### **III. MTA'S JANUARY 21, 2020 MEMORANDUM IS IRRELEVANT AND INACCURATE**

This is Appellant's Response to the January 21, 2020 Memorandum of Jeffrey Tumlin, SFMTA Director of Transportation ("MTA Memo"), which admits that it is irrelevant to this appeal, since it "addresses topics other than those related to CEQA, which are separately discussed in the Planning Department's appeal response memorandum." (MTA Memo, p. 1.)

The MTA Memo begins with the falsehood that people "driving towards Octavia Boulevard to access the Central Freeway are increasingly queuing on residential streets and transit-priority corridors, including Page and Haight streets, as opposed to remaining on arterial streets, such as Oak, Fell, and Gough streets." (MTA Memo, p. 1.) There is no support for that statement, as already shown in Appellant's 1/17/20 brief. The queuing on Page and all streets in the area began in 2005 with the opening of Octavia Boulevard. MTA's and other agency's studies reported that queuing in 2006 and thereafter.

MTA's fiction continues: "The ensuing congestion results in traffic safety, mobility, and quality-of-life issues on these streets -- which most impact vulnerable users, including people walking and biking, as well as younger and older populations." (MTA Memo, p. 1.) No support is provided for that false statement, which is also irrelevant to this CEQA appeal.

After admitting that the Project is not in its "high-injury network," MTA then claims that parts of Page Street *not* included in the "pilot" Project are part of "City's Vision Zero *High-Injury Network*" -- again unsupported and irrelevant to this Appeal. (See also, Appellant's 1/17/20 brief, p. 5.) CEQA and this Appeal are not about City's Vision Zero fantasy, but about the fact that City's claimed categorical exemption of the Project here does not qualify for a Class 6 exemption or any other. Moreover, City failed to produce accurate records of alleged "collisions" on Page Street requested in a Sunshine/Public Records Act request and instead provided distorted data. Actual SWITRS data previously provided is cited in Appellant's 1/17/20 brief.

MTA's claim (MTA Memo, p. 2) that unnamed "community members" have "expressed concerns regarding the growing amount of freeway-bound traffic" are also unsupported, since

that traffic has existed since 2005, and since MTA refuses to provide the names and addresses of those "community members."

MTA's statement is plainly false (MTA Memo, p. 2) that the "pilot" Project's "changes" will "still preserv[e] vehicle access for block residents and the public," since it admits those "changes" will in fact block access for all vehicles to create bicycle lanes, diverting 5,400 vehicles to already over-capacity Oak and Fell Streets, each already carrying more than 30,000 vehicles per day, with queuing and congestion.

Ignoring the two pedestrian deaths caused by bicyclists running red traffic lights in San Francisco, MTA draws the unsupported conclusion that "The expected lower traffic volumes on Page Street and additional bikeway improvements will enhance the safety and comfort for people walking and bicycling." (MTA Memo, p. 2.)

While MTA's illegally prohibiting vehicles on a public street will undoubtedly "lower traffic volumes" there, the Project will have significant impacts on transportation and other impacts already described, by diverting 5,400 vehicles to other streets that are already congested. (See Appellant's 1/17/20 brief.) That and other cumulative impacts analyses are nowhere in MTA's or Planning's documents. The cumulative impacts analysis had to be made *before* considering a categorical exemption.

MTA's claim is false that the "primary purpose of the pilot project is to collect data to evaluate changes in safety, mobility, and design effectiveness." (MTA Memo, pp. 2-3.) The numbered claims at pp. 3-4 of MTA's Memo clearly show that it is intended as a permanent Project, which MTA proposes to implement with *no CEQA review* by claiming it is a "pilot" Project.

In addition to its other admissions noted in Appellant's 1/17/20 brief, MTA admits "the project's primary goal" is "reducing vehicle volumes on Page Street east of Webster street" to make it "more attractive for bicycling." (MTA Memo, p. 3.) MTA also wants the Project to record "private vehicle violations" on nearby streets such as "blocking the box" on Oak Street, Muni-only lane on Haight Street, and "'close calls' between people driving and bicycling." All of those "goals" show MTA's intent to install a permanent Project that will make congestion worse on surrounding streets. (MTA Memo, p. 3.)

MTA falsely claims "The pilot project is not preempted by Federal or State law." (MTA Memo, p. 4.) MTA is wrong as a legal matter, since neither MTA nor this Board of Supervisors have the authority or power to close a public street. Appellant has not "narrowed" any preemption or constitutional argument that may be made in a court, since preemption is not a CEQA issue covered by this administrative hearing, and there is no provision allowing for administrative review of those issues.

A large body of case law establishes the basic principle that the City has no authority to close Page Street or any part of it, and neither the Vehicle Code §21101 nor the City's General Plan allow the City to close Page Street or any public street. However, as already stated in Appellant's 1/17/20 brief, preemption, constitutional, and non-CEQA issues are not appropriately addressed or relevant here, because this Board's review is limited to CEQA issues.

MTA concludes with more unsupported rhetoric: "In the shadow of continued traffic injuries and deaths alongside the City's commitment to Vision Zero, worsening congestion, and a climate emergency that owes much to how we move about, San Franciscans are increasingly demanding that we move faster to solve challenging problems with creative and iterative ideas." (MTA

Memo, p. 5.) MTA again provides no support for that irrelevant statement. MTA's meetings with bicyclists do not represent the views of the million travelers per day in San Francisco or the views of the people in those 5,400 vehicles who will suffer the adverse consequences of the proposed Project.

**CONCLUSION**

The proposed "Page Street Bikeway Improvement Pilot Project" is not exempt under Guidelines §15306, since it does not qualify for a Class 6 exemption and it may have significant impacts on the environment. This Board should grant this Appeal, set aside the Planning Department's Categorical Exemption, and reverse the MTA Board's November 19, 2019 Project approval.

DATED: January 28, 2020

  
\_\_\_\_\_  
Mary Miles  
Attorney for Appellant

ATTACHED: Exhibit E: 11/15/20 Immediate Disclosure Request, and MTA's 11/18/19 Response

**EXHIBIT E**

## Mary Miles

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**From:** Mary Miles <page364@earthlink.net>  
**Sent:** Friday, November 15, 2019 10:37 AM  
**To:** Caroline Celaya (caroline.celaya@sfmta.com); 'Tom.Maguire@sfmta.com'; Boomer, Roberta  
**Subject:** IMMEDIATE DISCLOSURE REQUEST  
**Categories:** Red Category

FROM:  
Mary Miles (SB #230395)  
Attorney at Law  
364 Page St., #36  
San Francisco, CA 94102  
(415) 863-2310

Thomas Maguire, Interim Director  
Caroline Celaya, Records Custodian  
Roberta Boomer, Board Secretary, MTA Board of Directors  
San Francisco Municipal Transportation Agency  
1 S. Van Ness Ave., 7th Floor  
San Francisco, CA 94103

DATE: November 15, 2019

### IMMEDIATE DISCLOSURE REQUEST

This is an **IMMEDIATE DISCLOSURE REQUEST** under the San Francisco Sunshine Ordinance and the California Public Records Act for the following records:

1. All records of CEQA determination(s) on the "Page Street Bikeway Improvements Pilot Project."
2. All records supporting the CEQA determination(s) on the "Page Street Bikeway Improvements Pilot Project."

If these records are available electronically, please provide them on a disc, or if In all communications on this Request, **and** on any disc in response, please refer to the exact Item Number(s) in this Request. If you do not refer to the Item Numbers in this Request in your response, I will deem that a denial of this Request. If the cost of providing these records exceeds \$5, please notify me in advance of providing them, with an exact accounting of the charges. If any of these records will not be immediately provided, please state the **exact date when those records will be provided**, and refer to the exact Item Numbers in this Request, and **do not delay providing those records that are immediately available**. Please also provide the name(s), title(s), and contact information for all staff responding this Request. If I have not received a response to this Request by 4:00 p.m. on Monday, November 18, 2019 I shall deem this IMMEDIATE DISCLOSURE REQUEST denied.

Further, if you do not provide *and* do not immediately post and distribute publicly ALL of the above-requested records by close of business today, please continue Agenda Item No. 11 of the MTA Board Agenda scheduled for Tuesday, November 19, 2019 until such time as your agency has publicly posted the requested documents



claimed to support that Agenda Item. Your agency is legally obligated to post *all* CEQA documents claimed to support Agenda Items before the MTA Board *in advance of any hearing* on that Item.

Thank you for your attention to this IMMEDIATE DISCLOSURE REQUEST.

Sincerely,  
Mary Miles

## Mary Miles

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**From:** Celaya, Caroline <Caroline.Celaya@sfmta.com>  
**Sent:** Monday, November 18, 2019 9:25 AM  
**To:** Mary Miles  
**Subject:** RE: Request :: P001002-111519, last doc 8MB  
**Attachments:** 2019\_015182ENV\_CEQA Checklist 09062019 (ID 1128957)\_SUPERCEDED.pdf

**Importance:** High

**Categories:** Red Category

This attachment is 8MB.

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**From:** Mary Miles <page364@earthlink.net>  
**Sent:** Friday, November 15, 2019 5:01 PM  
**To:** Celaya, Caroline <Caroline.Celaya@sfmta.com>; Maguire, Tom <Tom.Maguire@sfmta.com>; Boomer, Roberta <Roberta.Boomer@sfmta.com>  
**Subject:** RE: Request :: P001002-111519

EXT

Please also send the three documents by e-mail. I will try to receive them elsewhere. Please do not send any documents in "Excel." If any documents are in "Excel," please make those documents into a pdf. Please also post ALL of the environmental documents with the MTA agenda, since they are NOT otherwise available. Thank you.  
Mary Miles

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**From:** Celaya, Caroline [<mailto:Caroline.Celaya@sfmta.com>]  
**Sent:** Friday, November 15, 2019 3:40 PM  
**To:** Mary Miles <page364@earthlink.net>  
**Subject:** RE: Request :: P001002-111519

There are three documents that are responsive to this request but they are over the 2MB limit. As stated below, they can be placed on a flash drive and sent via US mail or you can pick up the flash drive. Please let me know if you prefer to pick up the flash drive or prefer that we send it via US mail.

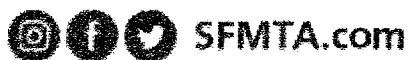
Sincerely,

**Caroline Celaya**  
Manager, Public Records Requests



Office 415-701-4670  
San Francisco Municipal Transportation Agency  
1 South Van Ness Avenue, 7th floor

San Francisco, CA 94103



**From:** Mary Miles <[page364@earthlink.net](mailto:page364@earthlink.net)>  
**Sent:** Friday, November 15, 2019 2:46 PM  
**To:** 'SFMTA PRR' <[sfmta@mycusthelp.net](mailto:sfmta@mycusthelp.net)>; Celaya, Caroline <[Caroline.Celaya@sfmta.com](mailto:Caroline.Celaya@sfmta.com)>; Maguire, Tom <[Tom.Maguire@sfmta.com](mailto:Tom.Maguire@sfmta.com)>; Boomer, Roberta <[Roberta.Boomer@sfmta.com](mailto:Roberta.Boomer@sfmta.com)>  
**Subject:** RE: Request :: P001002-111519

EXT

Dear Ms. Celaya, Mr. Maguire, Ms. Boomer, and Mr. and Ms. SFMTAPRR:

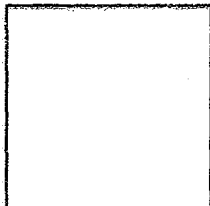
I will not consider internet links responsive, since I have requested records, and your links illegally require registration to access. Please send the records by e-mail in attachments less than 2MB.

Otherwise, I will assume you are deliberately denying my IMMEDIATE DISCLOSURE REQUEST.

Thank you.  
Mary Miles  
Attorney at Law  
364 Page St., #36  
San Francisco, CA 94102

**From:** SFMTA PRR [<mailto:sfmta@mycusthelp.net>]  
**Sent:** Friday, November 15, 2019 2:39 PM  
**To:** [page364@earthlink.net](mailto:page364@earthlink.net)  
**Subject:** Request :: P001002-111519

--- Please respond above this line ---



[page364@earthlink.net](mailto:page364@earthlink.net)

Mary Miles

364 Page Street #36  
San Francisco CA 94102

November 15, 2019

RE: Public Records Request, dated November 15, 2019, Reference # P001002-111519

Dear Mary Miles,

The San Francisco Municipal Transportation Agency (SFMTA) received your Immediate Disclosure Request, on November 15, 2019.

You have requested a copy of:

- This is an IMMEDIATE DISCLOSURE REQUEST under the San Francisco Sunshine Ordinance and the California Public Records Act for the following records:
  1. All records of CEQA determination(s) on the "Page Street Bikeway Improvements Pilot Project."
  2. All records supporting the CEQA determination(s) on the "Page Street Bikeway Improvements Pilot Project."

Responsive records are available via the SFMTA Public Records Center. Click on the link below to view records responsive to your request. Some of the responsive records exceed the 2MB limit but staff no longer has the ability to place documents on compact discs. The documents can be placed on a flash drive and sent via US mail or you can pick up the flash drive.

Please let me know if you prefer the flash drive and if you will pick it up or prefer that we send it via US mail.

[Public Records Request - P001002-111519](#)

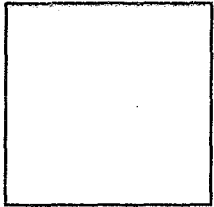
The SFMTA has determined that it has no other records responsive to this request so it considers the matter closed. Please let us know if you have any further questions regarding your request.

Sincerely,

**Caroline Celaya**  
Manager, Public Records Requests  
<https://sfmta.mycusthelp.com/WEBAPP/rs/supporthome.aspx>

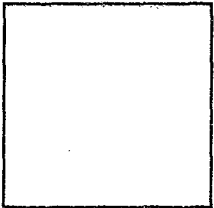


Office 415.701.4670  
San Francisco Municipal Transportation Agency  
1 South Van Ness Avenue, 7th floor  
San Francisco, CA 94103



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To monitor the progress or update this request please log into the [SFMTA Public Records Request Center](#).



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This message is from outside of the SFMTA email system. Please review the email carefully before responding, clicking links, or opening attachments.



# SAN FRANCISCO PLANNING DEPARTMENT

## CEQA Categorical Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

<b>Project Address</b>		<b>Block/Lot(s)</b>
Page Street Bike Lane Pilot		
<b>Case No.</b>		<b>Permit No.</b>
2019-015182ENV		
<input checked="" type="checkbox"/> <b>Addition/ Alteration</b>	<input type="checkbox"/> <b>Demolition (requires HRE for Category B Building)</b>	<input type="checkbox"/> <b>New Construction</b>
<p><b>Project description for Planning Department approval.</b></p> <p>Page Street Bikeway Improvements Pilot Project would involve an 18-month pilot to study the effects of several traffic circulation changes to the area bound by Fell Street to the north; Market, Gough, and Otis streets to the south; Fillmore Street to the west; and Gough Street to the east. The project is located within the Western Addition neighborhood and the Hayes Valley Residential Historic District. Construction associated with the project would primarily include re-stripping travel lanes and the addition of signage. A complete project description can be found as a document attached to 2019-015182ENV (Title: Full Project Description - Page Street Bikeway Improvement Pilot Project). Below is a brief summary of the project description.</p> <ul style="list-style-type: none"> <li>• Prohibit eastbound traffic from entering Page Street at Webster Street (except bicycles) by requiring right-turns onto southbound Webster Street (left-turns onto northbound Webster Street would be prohibited to limit traffic fronting John Muir Elementary School);</li> <li>• Prohibit Webster Street traffic from entering Page Street by restricting northbound right-turns and southbound left-turns from Webster Street onto eastbound Page Street;</li> <li>• Prohibit through traffic and left-turns from westbound Page Street at Octavia Boulevard (right-turns only, except bicycles)</li> <li>• Convert Page</li> </ul> <p>FULL PROJECT DESCRIPTION ATTACHED</p>		

### STEP 1: EXEMPTION CLASS

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

## STEP 2: CEQA IMPACTS

### TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p><b>Air Quality:</b> Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap &gt; CEQA Catex Determination Layers &gt; Air Pollution Exposure Zone)</p>
<input type="checkbox"/>	<p><b>Hazardous Materials:</b> 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?</p> <p><i>if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap &gt; Maher layer).</i></p>
<input type="checkbox"/>	<p><b>Transportation:</b> Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input type="checkbox"/>	<p><b>Archeological Resources:</b> Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non -archeological sensitive area? If yes, archeo review is required (refer to EP_ArcMap &gt; CEQA Catex Determination Layers &gt; Archeological Sensitive Area)</p>
<input type="checkbox"/>	<p><b>Subdivision/Lot Line Adjustment:</b> 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 &gt; CEQA Catex Determination Layers &gt; Topography). If yes, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p><b>Slope = or &gt; 25%:</b> Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap &gt; CEQA Catex Determination Layers &gt; Topography) <b>If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Seismic: Landslide Zone:</b> Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap &gt; CEQA Catex Determination Layers &gt; Seismic Hazard Zones) <b>If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Seismic: Liquefaction Zone:</b> Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap &gt; CEQA Catex Determination Layers &gt; Seismic Hazard Zones) <b>If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.</b></p>
<p><b>Comments and Planner Signature (optional):</b> Laura Lynch</p> <p>Project consists of signage, striping and turn restrictions that are reversible. Project would consist of an 18 month pilot project where the purpose would be to collect data, as outlined in Full Project Description- Page Street Bikeway Pilot Project 9-6-2019 (a document found under 2019-01518ENV)</p>	

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

<b>PROPERTY IS ONE OF THE FOLLOWING:</b> (refer to Property Information Map)	
<input checked="" type="checkbox"/>	<b>Category A:</b> Known Historical Resource. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	<b>Category B:</b> Potential Historical Resource (over 45 years of age). <b>GO TO STEP 4.</b>
<input type="checkbox"/>	<b>Category C:</b> Not a Historical Resource or Not Age Eligible (under 45 years of age). <b>GO TO STEP 6.</b>

**STEP 4: PROPOSED WORK CHECKLIST  
TO BE COMPLETED BY PROJECT PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Change of use and new construction.</b> Tenant improvements not included.
<input type="checkbox"/>	2. <b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. <b>Garage work.</b> 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. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. <b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. <b>Addition(s)</b> 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.
<b>Note: Project Planner must check box below before proceeding.</b>	
<input type="checkbox"/>	Project is not listed. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project <b>does not conform</b> to the scopes of work. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>four or more</b> work descriptions. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>less than four</b> work descriptions. <b>GO TO STEP 6.</b>

**STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW  
TO BE COMPLETED BY PROJECT PLANNER**

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



<input type="checkbox"/>	7. <b>Addition(s)</b> , 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. <b>Other work consistent</b> with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):
<input checked="" type="checkbox"/>	9. <b>Other work</b> that would not materially impair a historic district (specify or add comments):  As noted in the PD, pole replacement or new poles in the Hayes Valley Residential Historic District should be placed to avoid or minimize removal of such historic materials. If avoidance is not possible, materials should be salvaged and re-installed or replaced in-kind to match the existing color, texture, material, and character of the existing condition. No other physical changes that could impact <i>(Requires approval by Senior Preservation Planner/Preservation Coordinator)</i>
<input type="checkbox"/>	10. <b>Reclassification of property status.</b> <i>(Requires approval by Senior Preservation Planner/Preservation)</i>  <input type="checkbox"/> Reclassify to Category A a. Per HRER or PTR dated b. Other <i>(specify)</i> : <input type="checkbox"/> Reclassify to Category C <i>(attach HRER or PTR)</i>
<b>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.</b>	
<input checked="" type="checkbox"/>	<b>Project can proceed with categorical exemption review.</b> The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. <b>GO TO STEP 6.</b>
<b>Comments (optional):</b>	
<b>Preservation Planner Signature:</b> Allison Vanderslice	

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

<input checked="" type="checkbox"/>	<b>No further environmental review is required. The project is categorically exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.</b>	
	<b>Project Approval Action:</b> MTA Board Approval	<b>Signature:</b> Laura Lynch
	If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	09/06/2019
Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the approval action. Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.		

## Full Project Description

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

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

## STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

### TO BE COMPLETED BY PROJECT PLANNER

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

### PROPERTY INFORMATION/PROJECT DESCRIPTION

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

### DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
<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?
<b>If at least one of the above boxes is checked, further environmental review is required.</b>	

### 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. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed within 10 days of posting of this determination.	
Planner Name:	Date:



Date: September 4, 2019  
To: Laura Lynch, San Francisco Planning Department  
From: Mark Dreger, San Francisco Municipal Transportation Agency  
Through: Melinda Hue, San Francisco Municipal Transportation Agency  
Re: **Page Street Bikeway Improvements Pilot Project**  
Case Number: 2019-015182PRJ/ENV

## SUMMARY

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

## BACKGROUND

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

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

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

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

and around Page Street from approximately December 1, 2019 to March 1, 2021. This 18-month period would allow an evaluation of the effects to circulation, transit operations, traffic safety, and other metrics to determine the feasibility of permanent or modified traffic changes to achieve stated goals.

## EXISTING CONDITIONS

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

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

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

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

### ***Page Street & Webster Street (intersection)***

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

### ***Page Street***

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

loading zone, in effect on school days from 7am to 7pm, to support drop-off and pick-up activities for John Muir Elementary School.

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

### ***Haight Street***

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

### ***Webster Street***

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

### ***Oak Street***

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

### ***Fell Street***

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

### **Laguna Street**

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

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

## **PROPOSED PILOT PROJECT**

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

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

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

### **Eastbound traffic diversion on Page Street at Webster Street**

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

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

### **Westbound diversion on Page Street at Octavia Boulevard**

With signage and temporary barriers (e.g., flexible posts), the pilot project would restrict left-turns from westbound Page Street onto southbound Octavia Boulevard as well as prohibit westbound through movements, requiring all westbound vehicle traffic to turn right onto northbound Octavia Boulevard. Pedestrian and bicycle traffic would remain permitted in all directions. These restrictions are intended to further discourage people from accessing Octavia Boulevard close to the Central Freeway on-ramp at Market Street, which results in congestion as vehicles fill-in travel lane capacity on Octavia Boulevard; this limits the ability of people already on Octavia Boulevard to progress south through the intersection.

### **Circulation, bike lane, and parking changes on Page Street**

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

Page Street, between Laguna Street and Buchanan Street, is a two-way street with an existing eastbound ‘center-running’ Class II bike lane. Page Street, between Laguna Street and Buchanan Street would remain a two-way street, while the existing



eastbound 'center-running' Class II bike lane would be removed and a new westbound Class II bike lane would be installed on the north side of the street adjacent to the existing curbside parking.

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

### **Turn restrictions and parking restrictions on Haight Street**

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

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

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

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

## **DATA COLLECTION**

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

### **1. Vehicle and bicycle volumes on Page Street**

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<sup>2</sup> As part of the Haight Street Muni Forward Improvements project, 5 parking spaces have been legislated for removal so as part of the Pilot project, only 7 parking spaces would need to be legislated for removal.

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

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

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

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

## TRANSPORTATION DISCUSSION

### Vehicle Miles Traveled

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

### Traffic Circulation (Diversion Discussion)

SFMTA have designed the pilot circulation changes to encourage people driving from the west to stay on Oak Street to turn right onto Octavia Boulevard to access the Central Freeway and people driving from the north remain on Gough Street and access the freeway via Otis Street to 13<sup>th</sup> Street. Several other possible routes to the freeway are also possible, as the street grid serves to diffuse traffic so no one street takes on undue burden. A primary goal of this 18-month pilot study is to evaluate changes to traffic circulation as a result of the proposed changes/restrictions. The pilot project would allow SFMTA to temporarily implement and study the proposed changes to assure they work in the long-term and to inform possible modifications.

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

At the intersection of Page Street and Webster Street – the location of the proposed diversion of *eastbound* Page Street traffic – approximately 269 vehicles would be diverted in the AM peak hour. With the proposed changes, people driving on eastbound Page Street would be required to turn right onto Webster Street southbound and would then most directly follow Hermann Street, Laguna Street, Guerrero Street, and Duboce Avenue / 13<sup>th</sup> Street to access the freeway at the South Van Ness on-ramp. It is also likely that people driving would use (or remain on) Oak Street to use Octavia Boulevard

to reach the freeway, or alternatively, find their way to 14<sup>th</sup> Street, which also provides freeway access via several north-south streets that connect with Duboce Ave / 13<sup>th</sup> Street. For those on Webster Street who would be prohibited from turning onto eastbound Page Street (approximately 51 vehicles in the AM peak hour), the most direct alternative routes would be Oak Street for northbound drivers and the aforementioned routes for southbound travelers.

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

## **Pedestrians**

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

## **Bicycles**

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

## **Transit**

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

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

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

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

### **Emergency Vehicle Access**

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

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

### **Loading**

This project would not result in any loading changes.

### **Parking**

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

### **Construction/Excavation**

The proposed project is located within the Hayes Valley Residential Historic District. For pole replacement or new poles within historic districts established by ordinance, and/or mapped by the San Francisco Planning Department as eligible for or on the California Register of Historic Resources and/or the National Register of Historic Places, distinctive sidewalk elements (such as brick surfacing, brick gutters, granite curbs, cobblestones and non-standard sidewalk scoring) and streetscape elements that may include, but are not limited to, streetlights, sidewalk lights, sidewalk elevators and chutes, benches, and utility plates, that appear to be 45 years or older will be treated as potentially character-defining features of their respective historic districts. Pole replacement or new poles in those historic districts would be placed to avoid or minimize removal of such historic materials. If avoidance is not possible, materials should be salvaged and re-installed or replaced in-kind to match the existing color, texture, material, and character of the existing condition. The implementation of the proposed project would require the installation of new traffic signs. These new traffic signs would be affixed to existing street lamp, traffic signal, and sign poles wherever possible. Up to 10 signs could be installed on up to 6 new free-standing poles at the following intersections:

- Page St & Webster St
- Page St & Laguna St
- Page St & Octavia Blvd
- Haight St & Webster St

New sign poles would have a two-inch diameter and would be installed in the concrete sidewalk, requiring a 2.5 inch hole, approximately 10 to 12 inches deep. Pole replacement or new poles would be placed to avoid or minimize removal of such historic materials.

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

## **Planned Projects in the Vicinity**

### *Page Street Neighborway*

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

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

### *Haight Street Muni Forward improvements*

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

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

### **Conceptual Projects in the Vicinity**

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

### *Northbound Octavia Blvd Local Lane Streetscape Re-design*

This project would re-design the northbound local lane on Octavia Boulevard between Page Street and Fell Street with a new pedestrian-focused layout with various elements such as unit pavers, landscaping, a possible curb-less layout, and green storm water

infrastructure. This effort, which remains conceptual and tentative in scope, is being coordinated with the development of the Market-Octavia parcels along the east side of Octavia Boulevard.

### **Approval Action**

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

### **ATTACHMENT A**

Existing striping drawings

### **ATTACHMENT B**

Proposed striping drawings

### **ATTACHMENT C**

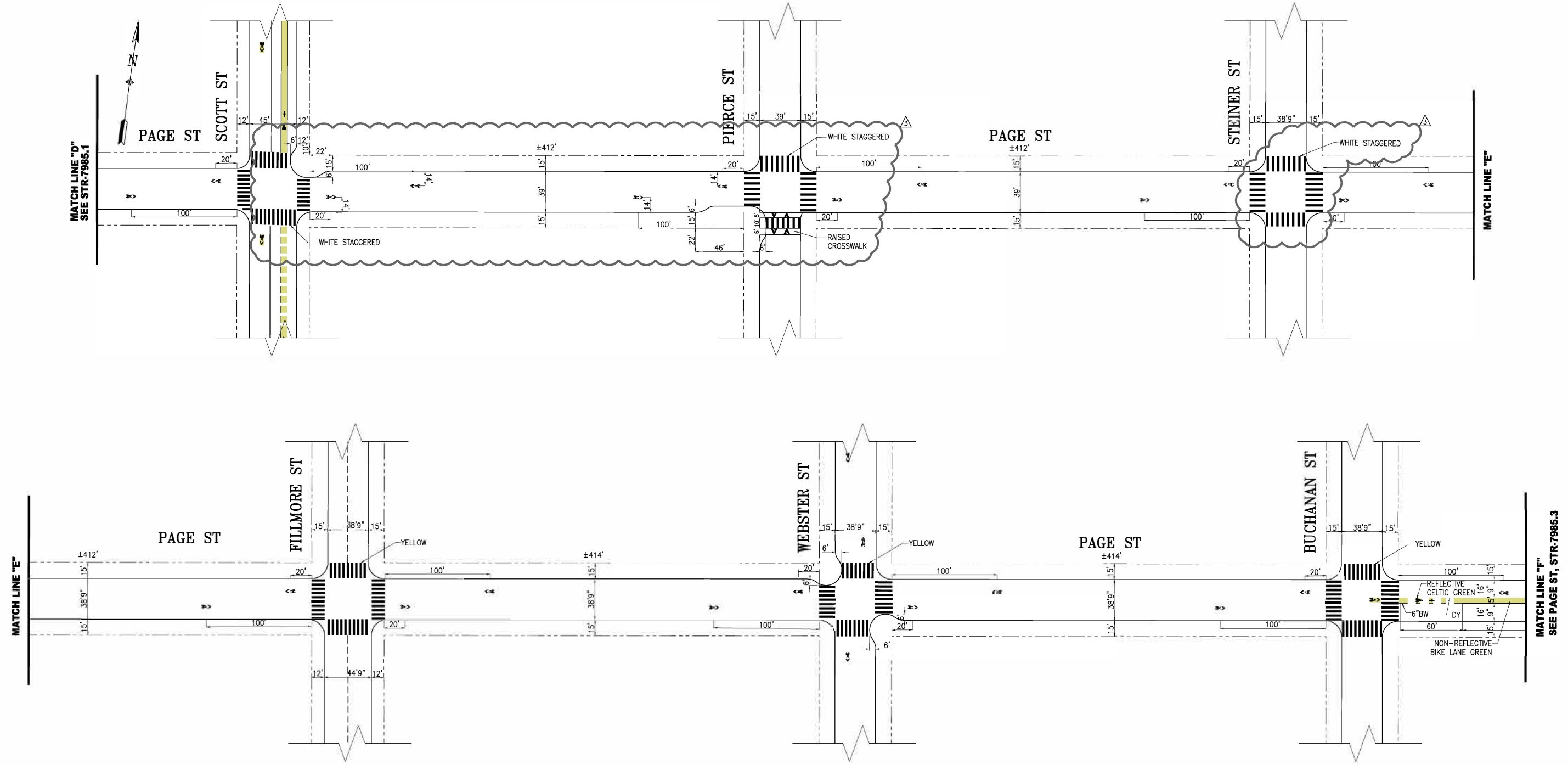
Circulation changes graphic



Attachment A

**NOTE:**

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



NO.	DATE	DESCRIPTION	BY	APP
1	05/02/18	BULBS AT SCOTT, PIERCE; NEW RAISED CROSSWALK AT PIERCE; INSTALLED WHITE STAGGERED CONTIS AT PIERCE, STEINER RESTORE ALL OTHER STRIPING TO POST CONSTRUCTION CONDITIONS	P.STANIS	M.SALLABERRY
2	08/04/17	ADDED EB BIKE LANE BUCHANAN TO LAGUNA	D.CARR	M.SALLABERRY
3	15/29/12	UPGRADE TO WHITE STAGGERED CONTI AT SCOTT	E.ROBINSON	M.SALLABERRY

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



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

APPROVED	SCALE:
MIKE SALLABERRY 1/7/13 SENIOR ENGINEER	1"=50'-0"
RICARDO OLEA 1/7/13 CITY TRAFFIC ENGINEER	SHEET/SHEETS:

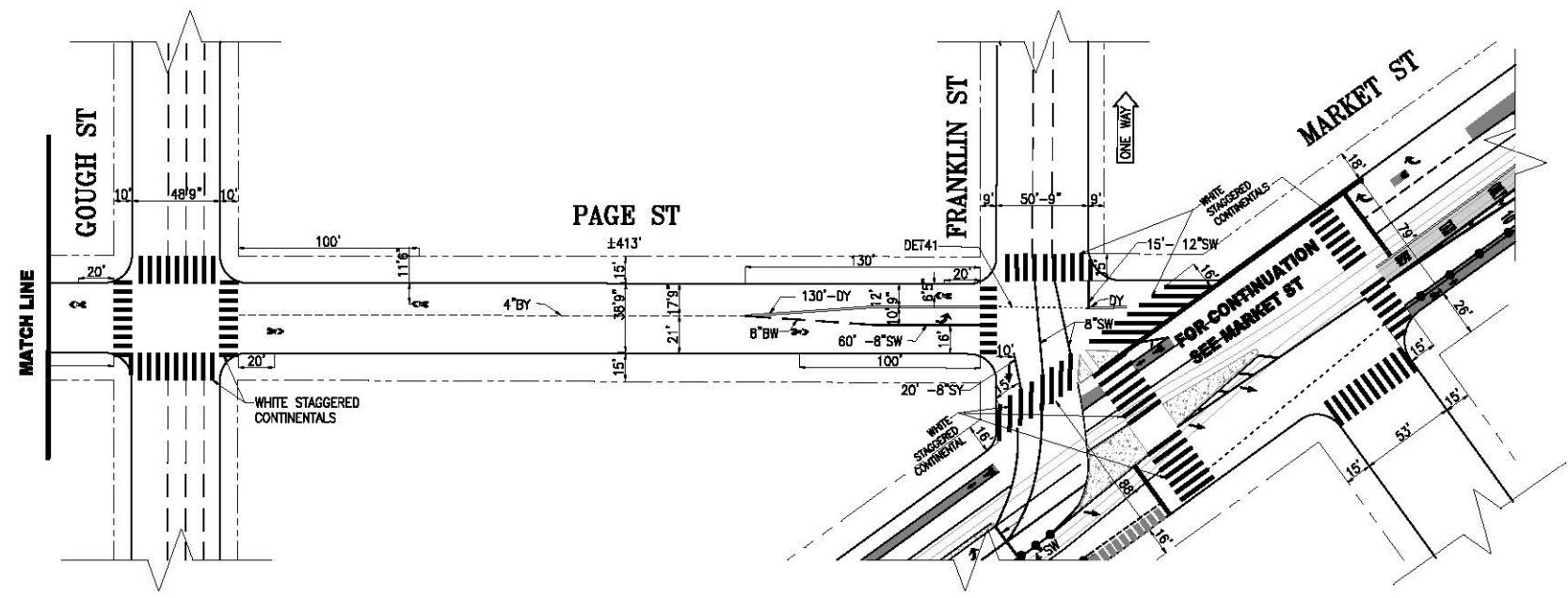
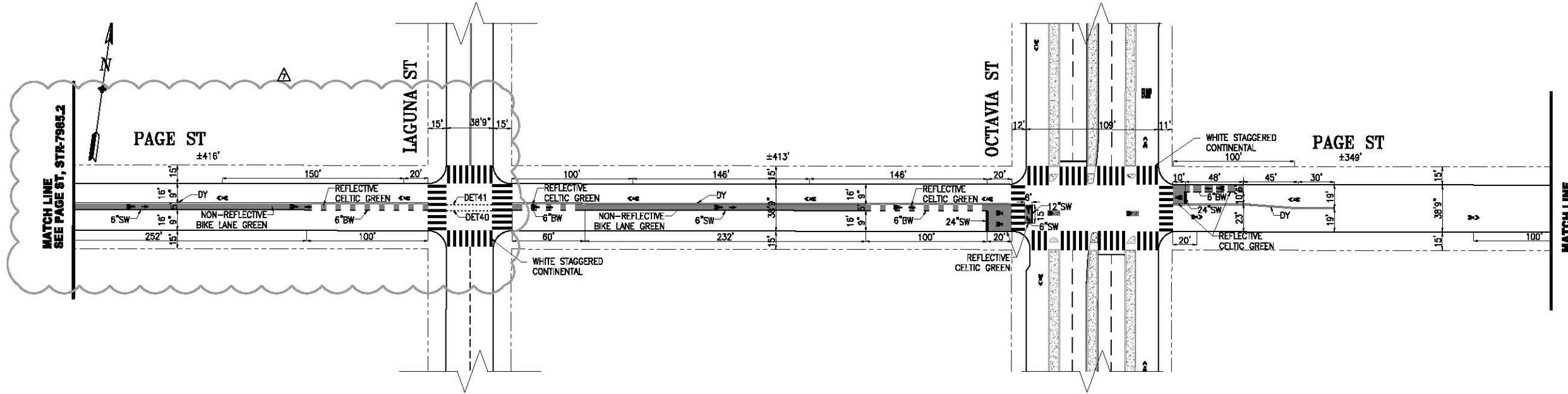
CONTRACT NO.	TRAFFIC STRIPING
DRAWING NO.	PAGE STREET SCOTT STREET TO BUCHANAN STREET
FILE NO.	
REV. NO.	3

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

EXTERNAL REFERENCES: XREFS  
 FONTS USED: FONTS  
 SCALE FACTORS: XX  
 PLOT SCALE: XX  
 FILE NAME: \\...  
 DATE: ...

T:\E\_FILES\Official\_Records\Drawing Files\Stripping Drawings\Drawings\A.Z.dwg (Page St) 2017-09-21.DWG mluc Thu Sep 21, 2017 - 2:21 pm

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



NO.	DATE	DESCRIPTION	BY	APP
1	08/04/17	ADDED EB BIKE LANE BUCHANAN TO LAGUNA	D.CARR	M.SALLABERRY
2		WIDTH OF LANES CHANGE & 6" BW @ FRANKLIN ST, WHITE STAGGERED CONTINENTALS @ FRANKLIN ST, GREEN PAINT @ 445-1107 POSTS TO RAISED BIKEWAY ON MARKET ST. PER FIELD DETAIL 41 @ LAGUNA ST.	W.TABAJONDA	M.SALLABERRY
3	02/19/16	SHIFTED DY, ADDED BIKE LANES, GREEN SHARROW AND BIKE BOXES FROM LAGUNA TO S OF OCTAVIA	D.CARR	M.SALLABERRY
4	-/-/-	ADDED WHITE STAGGERED CONTINENTALS @ GOUGH ST	KLEUNG	CHJ

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

D.CARR M.SALLABERRY



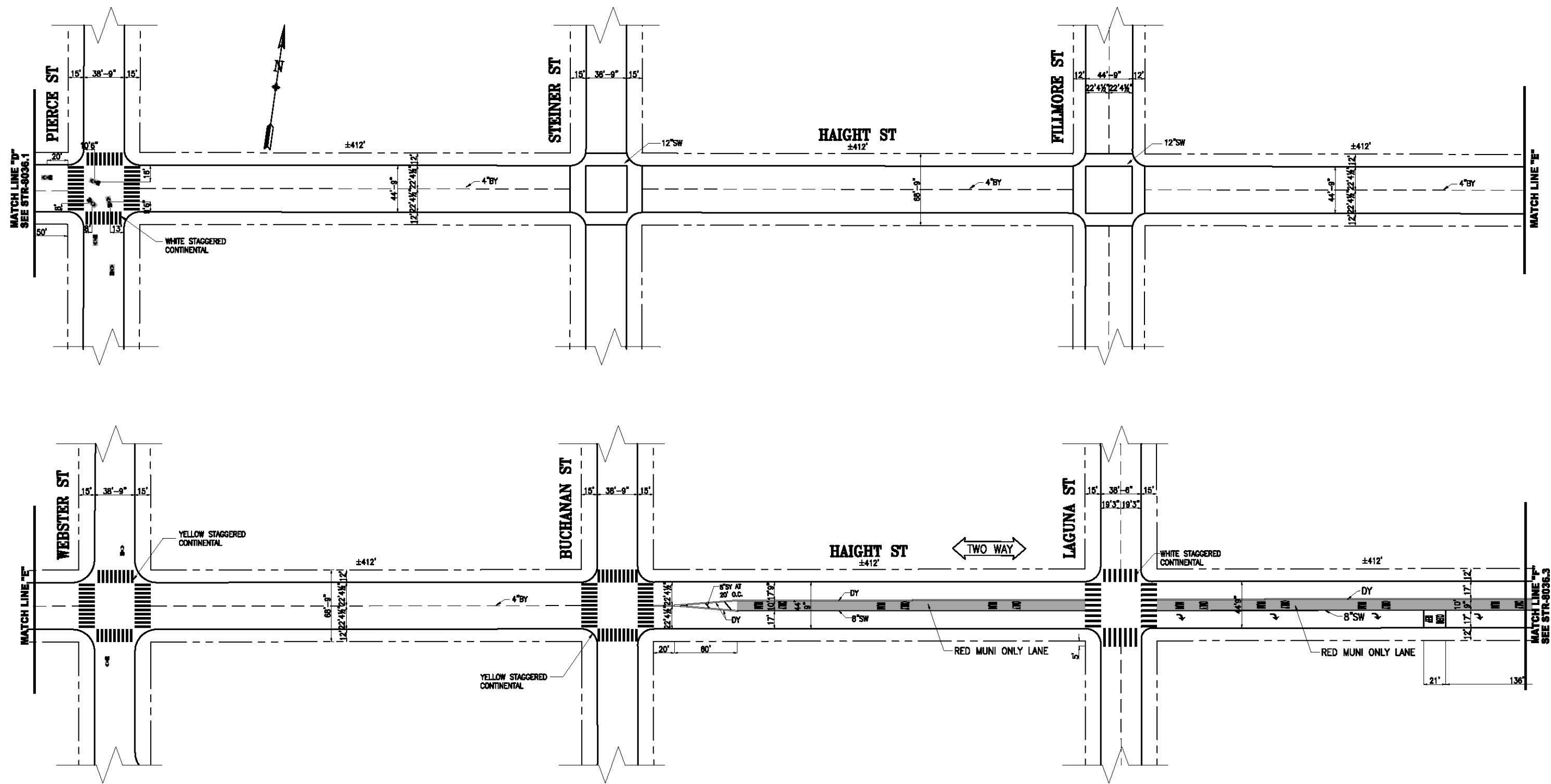
SUPERCEDES STR-2266, REV3		APPROVED	
DRAWN:	DATE:	MIKK SALLABERRY	1/7/13
M.Y.LUC	9/2012	SENIOR ENGINEER	DATE:
CHECKED:	DATE:	RICARDO OLEA	1/7/13
D.R.CURTIS	12/2012	CITY TRAFFIC ENGINEER	DATE:

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

CONTRACT NO.  
 DRAWING NO.  
**STR-7985.3**  
 FILE NO.  
 REV. NO.  
**7**

**TRAFFIC STRIPING**  
**PAGE STREET**  
**LAGUNA STREET TO MARKET STREET**

EXTERNAL REFERENCES: XREFS  
 FONTS USED: FONTS  
 SCALE FACTOR: XX  
 PLOT SCALE: XX  
 FILE NAME: Page St-STR-###.1.2.3 (Stanyon St to Market St)  
 ORIGIN: SECTION  
 DATE: -/-/-



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

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



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

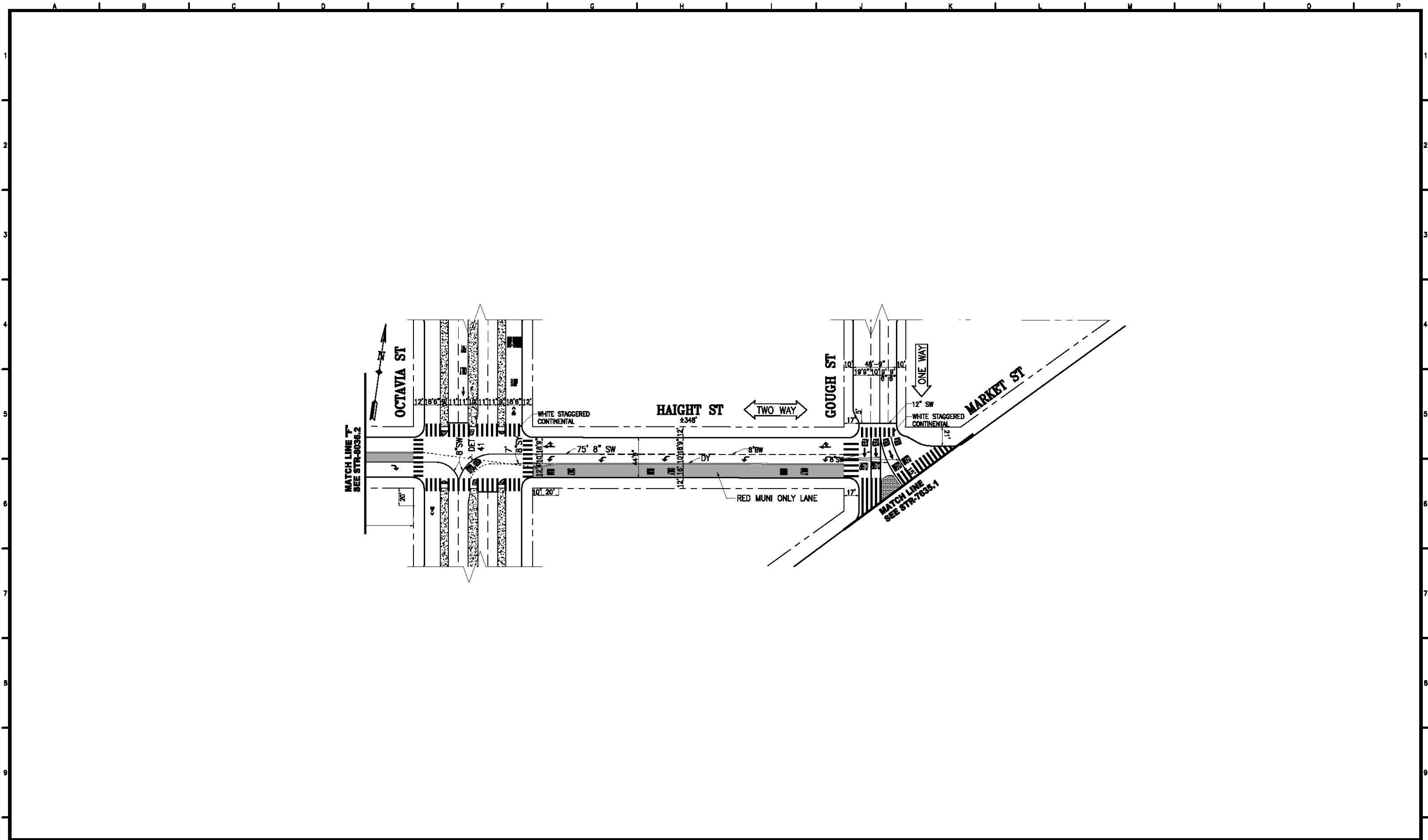
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DRP	01/14
CHECKED:	DATE:
AKW	01/14

APPROVED	
BRIAN DUSSEBAULT	2/3/2016
SENIOR ENGINEER	DATE:
RICARDO OLGA	2/3/2015
CITY TRAFFIC ENGINEER	DATE:

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

TRAFFIC STRIPING  
HAIGHT STREET  
PIERCE STREET TO OCTAVIA STREET

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



EXTERNAL REFERENCES: XREFS  
POINTS USED: POINTS

SCALE FACTOR: XX  
PLOT SCALE: 1=1

ORIGIN: SECTION

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

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



**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**  
CITY AND COUNTY OF SAN FRANCISCO

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

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

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

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

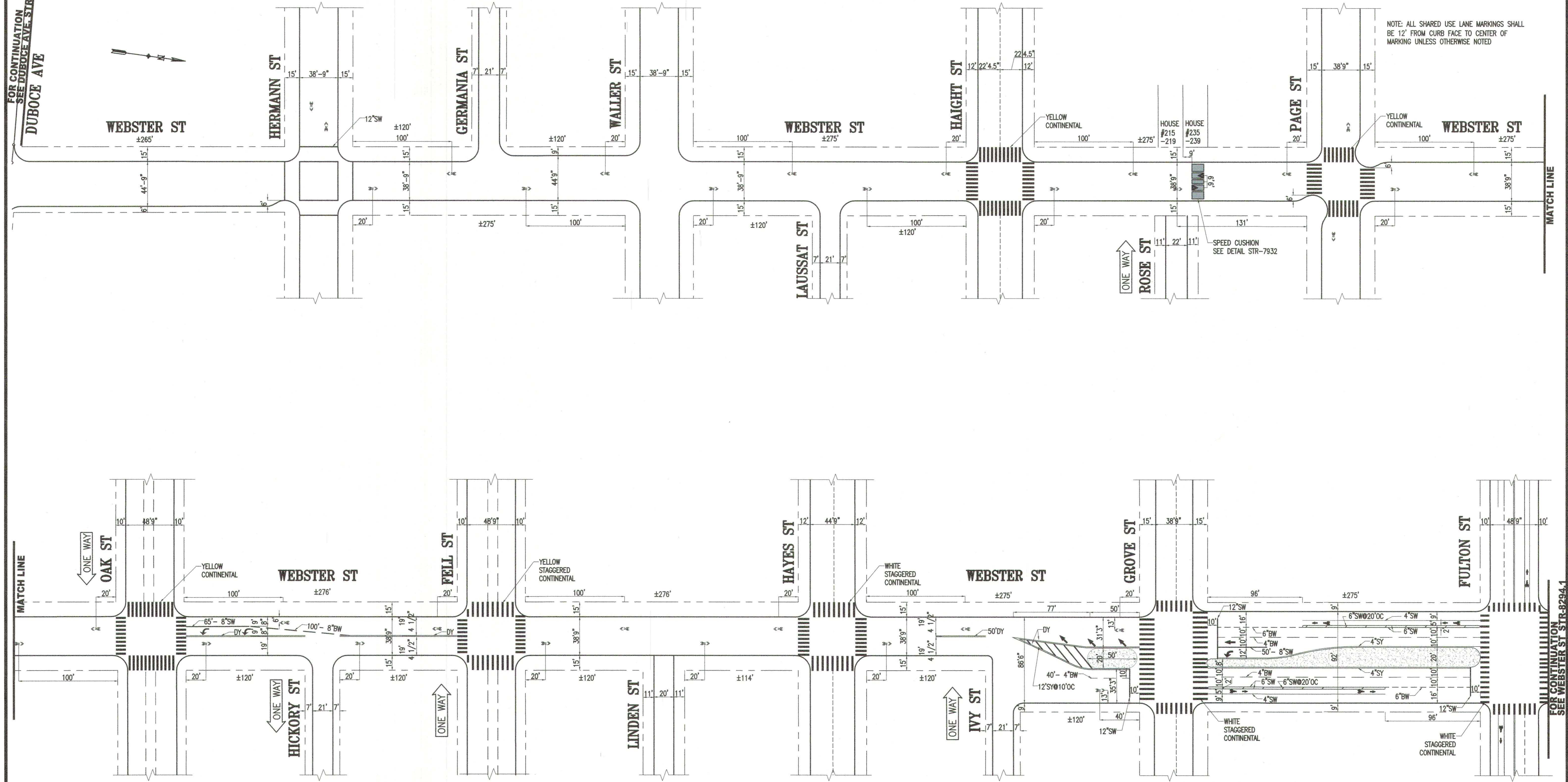
TRAFFIC STRIPING  
HAIGHT STREET  
OCTAVIA STREET TO MARKET STREET

CONTRACT NO.
DRAWING NO. STR-8036.3
FILE NO.
REV. NO. 1

FILE NAME: BDC-ST02LWG  
DATE: --/--

FOR CONTINUATION  
SEE DUBOCE AVE. STR-2269.1  
DUBOCE AVE

NOTE: ALL SHARED USE LANE MARKINGS SHALL  
BE 12" FROM CURB FACE TO CENTER OF  
MARKING UNLESS OTHERWISE NOTED



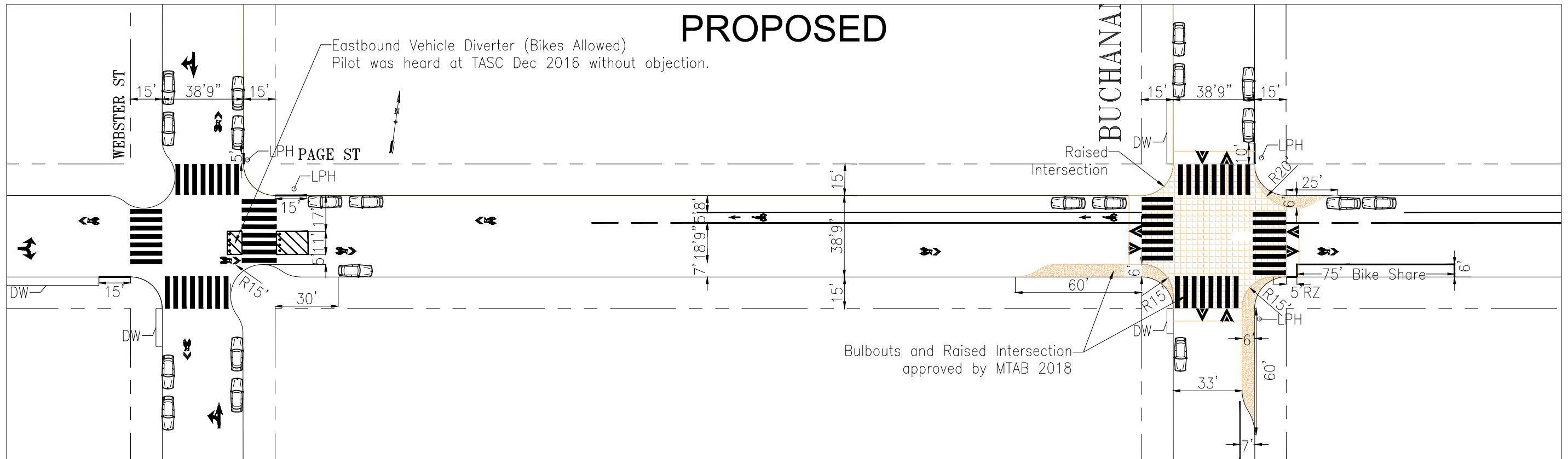
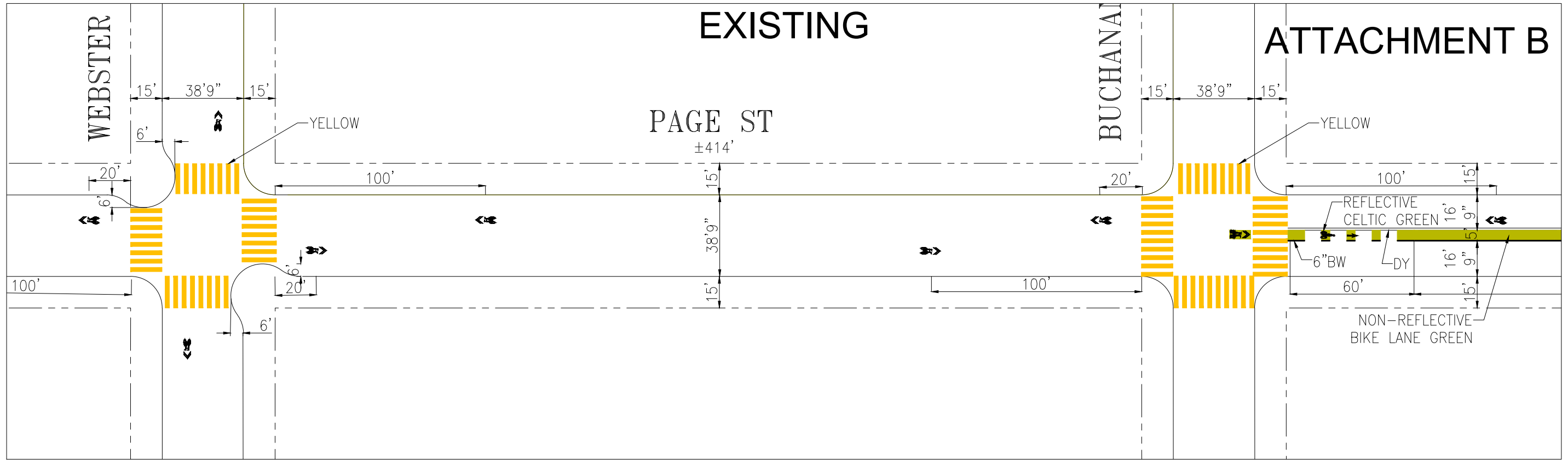
NO.	DATE	DESCRIPTION	BY	APP
1	10/26/18	INSTALL WHITE STAGG. CONTS. AND ADVANCED LIMIT LINES @ GROVE & FULTON; INSTALL 40FT 4" BW @ GROVE; UPDATED 8" SW LENGTH @ GROVE PER FIELD.	M.SALLABERRY	M.SALLABERRY
TABLE OF REVISIONS CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



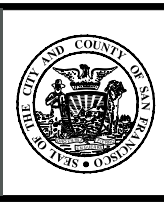
SUPERSEDES STR-8011 REV2		APPROVED <i>Milgros</i> 1/22/19		SCALE: 1" = 50'
DRAWN: D.MENDOZA	DATE: 08/20/18	SENIOR ENGINEER	DATE:	SHEET/SHEETS:
CHECKED: P.STANIS	DATE: 01/18/19	CITY TRAFFIC ENGINEER	DATE:	

STRIPING DRAWING		CONTRACT NO.
WEBSTER STREET DUBOCE BOULEVARD TO FULTON STREET		DRAWING NO. STR-8294
		FILE NO.
		REV. NO. 0

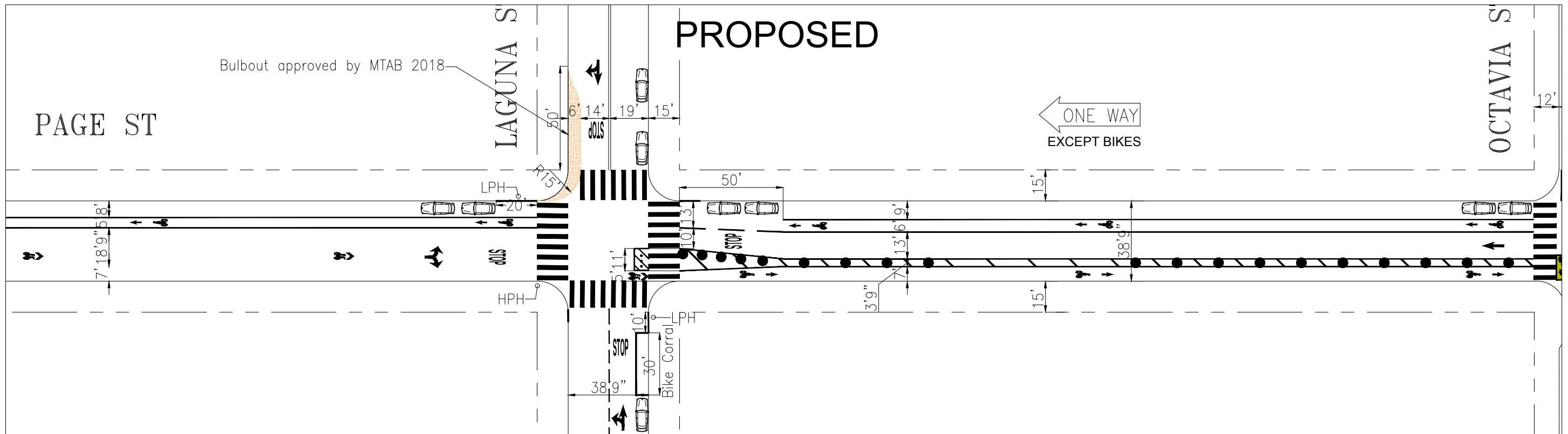
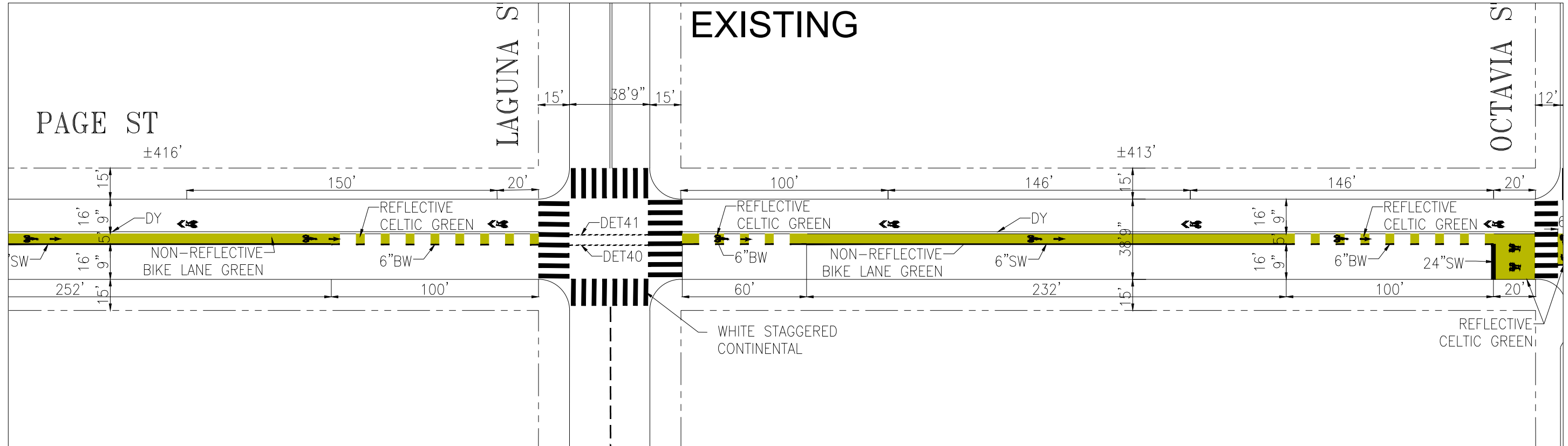
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DATE: --/--/--



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



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CITY TRAFFIC ENGINEER	SHEET/SHEETS:	FILE NO.
		REV. NO.



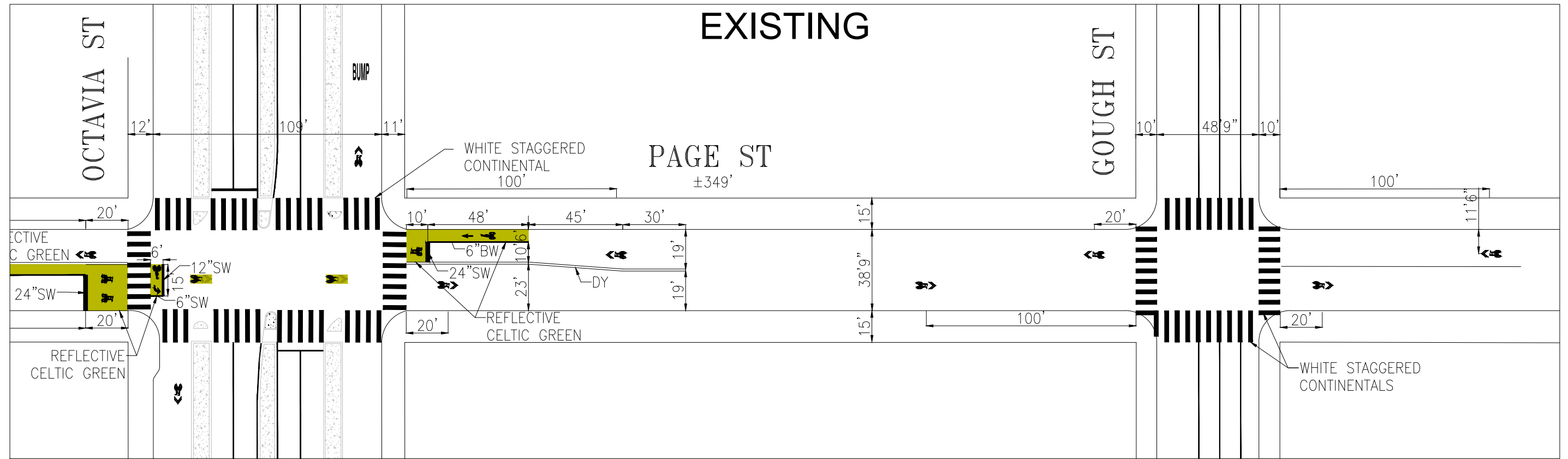
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TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



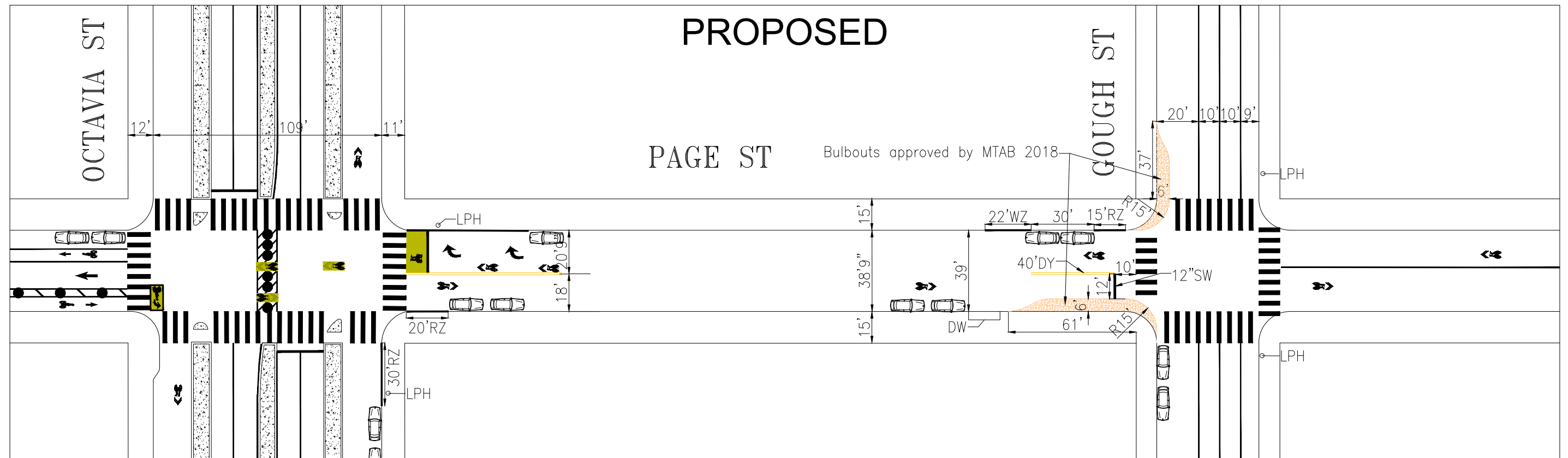
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				SHEET/SHEETS:			

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

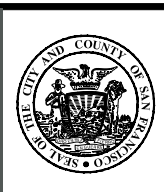
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# PROPOSED



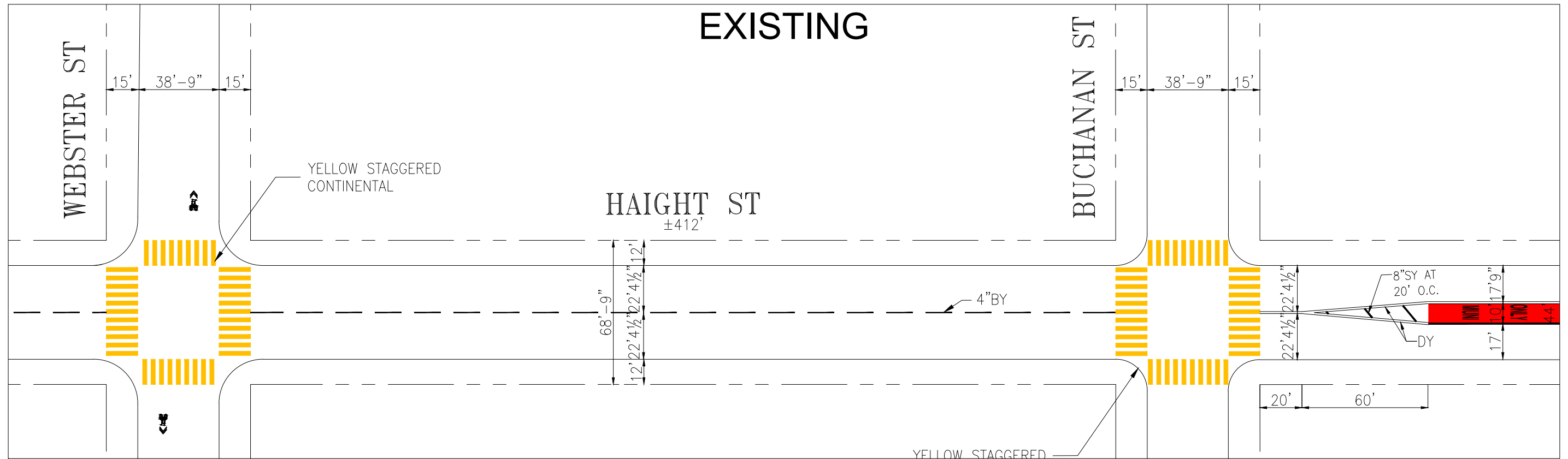
NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



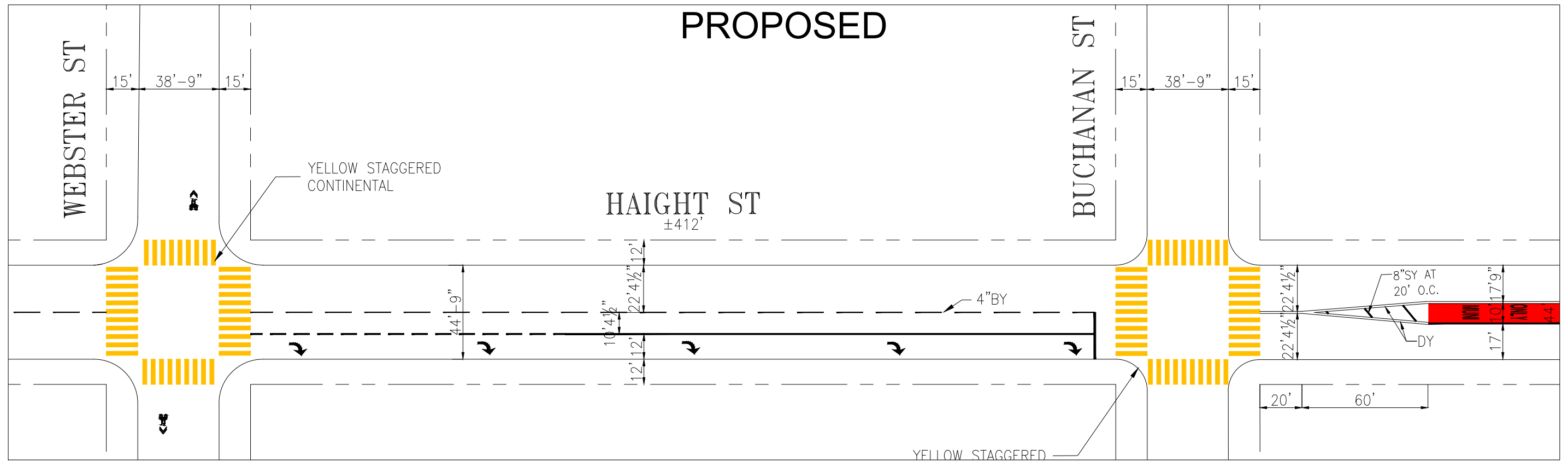
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DATE:	DATE:	DRAWING NO.
CITY TRAFFIC ENGINEER	DATE:	FILE NO.
DATE:	SHEET/SHEETS:	REV. NO.



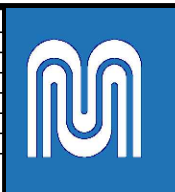
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# PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



**SFMTA**



DRAWN:		DATE:		SENIOR ENGINEER		DATE:	
CHECKED:		DATE:		CITY TRAFFIC ENGINEER		DATE:	

APPROVED	SCALE:

SHEET/SHEETS:	CONTRACT NO.
	DRAWING NO.
	FILE NO.
	REV. NO.

# Circulation Changes - ATTACHMENT C



**DRAFT**