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



TO:  
Angela Calvillo  
Clerk, San Francisco Board of Supervisors  
City Hall, Room 244  
San Francisco, CA 94102

DATE: December 18, 2019

RE: **MTA Board of Directors' Resolution No. 19111942**, dated November 19, 2019, approving a "**12-month Page Street Bikeway Improvement pilot project**," prohibiting vehicle traffic on Page Street, eliminating parking, and creating turning prohibitions and diversions of traffic on Page and surrounding streets, and adopting an undated, unsigned Planning Department Class 6 Categorical Exemption No. 2019-015182PRJ/ENV

**NOTICE OF APPEAL OF CATEGORICAL EXEMPTION  
AND APPROVAL(S) BASED ON IT**

PLEASE TAKE NOTICE that Coalition for Adequate Review hereby appeals to the San Francisco Board of Supervisors the environmental determination(s) of the San Francisco Planning Department and the November 19, 2019 "approval action" of the San Francisco Municipal Transportation Agency Board of Directors ("MTA"), on a "12-month Page Street Bikeway Improvement pilot project" ("Project").

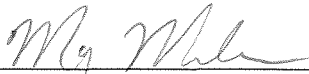
With its November 19, 2019 Resolution No. 19111942, the MTA Board of Directors approved the above-described categorical exemption and the Project. This Appeal is of the agency's violations of the California Environmental Quality Act ("CEQA") (Pub. Res. Code §21000 *et seq.*) by failing to require environmental review of the Project's significant impacts on transportation, transit, parking, air quality, energy use, and public safety, including police, fire, and emergency access.

This Appeal is also of the claimed "categorical exemption" listed as 14 Cal. Code Regs. ["CEQA Guidelines"] §15306. The Project is not exempt under that provision or any other, because of its significant impacts, because its duration and purpose are not to collect data but to implement a bicycle project on behalf of the San Francisco Bicycle Coalition, a private lobbying corporation, and because its implementation has been

publicly funded, all of which disqualify it from a "Class 6" categorical exemption. Since it will clearly have cumulative impacts throughout the area, the Project also presents an exception to any categorical exemption under CEQA. (Guidelines §15300.2.) The MTA action also violated Guidelines §15202 [requiring discussion of environmental review as part of agency's approval hearing], particularly since the "categorical exemption" document was unavailable to the public at any time before the November 19, 2019 "hearing."

Moreover, the Project is preempted under the California and United States Constitutions, which prohibit closing public streets to travelers, including those in motor vehicles.

Grounds for this appeal lie in the CEQA and other applicable statutes, regulations, and constitutions, and as stated in the public comment submitted to the MTA Board before its hearing on November 19, 2019. Appellant will submit further briefing and comment on or before the scheduled hearing date on this appeal.



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Mary Miles  
Attorney for Coalition for Adequate Review

cc: Environmental Review Officer, San Francisco Planning Department

**ATTACHMENTS:**

A: MTA Board Resolution No. 19111942, November 19, 2019

B: Planning Department undated "categorical exemption" No. 2019-015182ENV

**ATTACHMENT A**

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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RESOLUTION No. 191119-142

WHEREAS, The San Francisco Municipal Transportation Agency has proposed traffic and parking modifications along Page, Haight, and Webster streets as follows:

- A. ESTABLISH – RIGHT OR LEFT TURNS ONLY, EXCEPT BICYCLES – Page Street, eastbound, at Webster Street
- B. ESTABLISH – RIGHT TURN ONLY, EXCEPT BICYCLES - Page Street, westbound, at Octavia Boulevard
- C. ESTABLISH – NO LEFT TURN - Webster Street, southbound, at Haight Street
- D. ESTABLISH – ONE-WAY STREET, EXCEPT BICYCLES - Page Street, westbound, from Octavia Boulevard to Laguna Street
- E. RESCIND – CLASS II BIKEWAY (BIKE LANE) - Page Street, eastbound, from Buchanan Street to Octavia Boulevard
- F. ESTABLISH – CLASS II BIKEWAY (BIKE LANE) - Page Street, westbound, from Octavia Boulevard to Webster Street
- G. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME - Page Street, south side, between Laguna Street and Octavia Boulevard
- H. ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAY) - Page Street, eastbound, from Laguna Street to Octavia Boulevard
- I. ESTABLISH – CLASS III BIKEWAY (SHARED LANE) – Page Street, eastbound, from Buchanan Street to Laguna Street
- J. ESTABLISH – TOW-AWAY, NO STOPPING, MONDAY TO FRIDAY, 7 AM – 10 AM AND 3 PM - 6 PM - Haight Street, south side, from 154 feet west of Buchanan Street to Webster Street
- K. RESCIND – 2-HOUR PARKING, 8 AM TO 9 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA S PERMITS - Haight Street, south side, from 154 feet west of Buchanan Street to Webster Street
- L. ESTABLISH – 2-HOUR PARKING, 10 AM TO 3 PM AND 6 PM TO 9 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA S PERMITS - Haight Street, south side, from 154 feet west of Buchanan Street to Webster Street; and,

WHEREAS, The proposed parking and traffic modifications will start on approximately February 1, 2020 and end on May 1, 2021; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to implementing bicycle and pedestrian safety improvements on Page Street; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, Page Street experiences very high bicycle volumes, often exceeding the number of vehicles on the street in the morning commute; and,

WHEREAS, Page Street continues to see elevated numbers of injury traffic collisions, including a high concentration of collisions involving people bicycling and walking; and,

WHEREAS, The Page Street Bikeway Improvements Pilot Project aims to improve traffic safety for people bicycling and walking on Page Street, including students of John Muir Elementary School; and,

WHEREAS, Haight Street is an important transit corridor with over 20,000 daily riders in addition to important commercial and residential uses in the Lower Haight and Hayes Valley neighborhoods; and,

WHEREAS, Prohibiting entry onto Page Street at select locations between Webster Street and Octavia Boulevard would provide for the health and safety of citizens due to the high number of vulnerable roadway users, including people bicycling to and from downtown as well as students attending John Muir Elementary School, and the corridor's history of collisions involving these users; and,

WHEREAS, The Planning Department has determined that prohibiting entry onto Page Street at select locations between Webster Street and Octavia Boulevard would help to implement Objective 15 and Objective 18 of the City's General Plan's Transportation Element pursuant to California Vehicle Code section 21101(f) in order to allow the right-of-way to be allocated for other users of the street, thereby improving safety, prioritizing sustainable transportation modes, enhancing neighborhood livability, and supporting adjacent land uses; 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 protected bikeway proposed as part of the project meets these three requirements; 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 facility and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

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

WHEREAS, The proposed Page Street Bikeway Improvements Pilot Project is subject to the California Environmental Quality Act (CEQA) and CEQA provides a Class 6 categorical exemption for information collection including basic data collection, research, experimental management, and resource evaluation activities; and,

WHEREAS, On October 31, 2019, the Planning Department determined that the proposed Page Street Bikeway Improvements Pilot Project is categorically exempt from CEQA,

pursuant to Title 14 of the California Code of Regulations Section 15306; and,

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

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

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

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18; however, only Items I through L listed above are subject to the Board of Supervisors review because all other parking modifications are directly related to the installation of Class II and Class IV bicycle facilities; and,

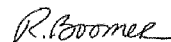
WHEREAS, At its November 19, 2019 meeting, the SFMTA Board of Directors amended this resolution to limit the duration of the pilot project to 12 months, from February 1, 2020 to January 31, 2021; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors concurs with the Planning Department's determination that prohibiting entry onto Page Street at select locations between Webster Street and Octavia Boulevard would help to implement Objective 15 and Objective 18 of the City's General Plan's Transportation Element pursuant to California Vehicle Code section 21101(f) in order to allow the right-of-way to be allocated for other users of the street, thereby improving safety, prioritizing sustainable transportation modes, enhancing neighborhood livability, and supporting adjacent land uses; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves a 12-month Page Street Bikeway Improvement pilot project, starting approximately February 1, 2020 and ending on January 31, 2021, which includes implementing turn restrictions on and adjacent to Page Street at Webster and Octavia streets, converting Page Street between Octavia Boulevard and Laguna Street to one-way westbound except for bicycles, establishing Class II, Class III and Class IV bicycle facilities on Page Street, adding a peak period right-turn only except Muni lane on Haight Street for one block; and, be it further

RESOLVED, That the Board of Directors approves related parking and traffic modifications to improve safety and livability as set forth in Items A through L above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting on November 19, 2019.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

# **ATTACHMENT B**



# SAN FRANCISCO PLANNING DEPARTMENT

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## CEQA Categorical Exemption Determination

*BJ*

### 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/<br/>Alteration</b>  | <input type="checkbox"/> <b>Demolition (requires HRE for<br/>Category B Building)</b> | <input type="checkbox"/> <b>New<br/>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-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.</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) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</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) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</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) If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.</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**

|   |  |
|---|--|
| PROPERTY IS ONE OF THE FOLLOWING: (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):<br><br>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<br><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><br><table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Reclassify to Category A<br/> a. Per HRER or PTR dated<br/> b. Other (specify): </td> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Reclassify to Category C<br/> <i>(attach HRER or PTR)</i> </td> </tr> </table>   | <input type="checkbox"/> Reclassify to Category A<br>a. Per HRER or PTR dated<br>b. Other (specify): | <input type="checkbox"/> Reclassify to Category C<br><i>(attach HRER or PTR)</i> |
| <input type="checkbox"/> Reclassify to Category A<br>a. Per HRER or PTR dated<br>b. Other (specify): | <input type="checkbox"/> Reclassify to Category C<br><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><br>MTA Board Approval   | <b>Signature:</b><br>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.<br>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.<br>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

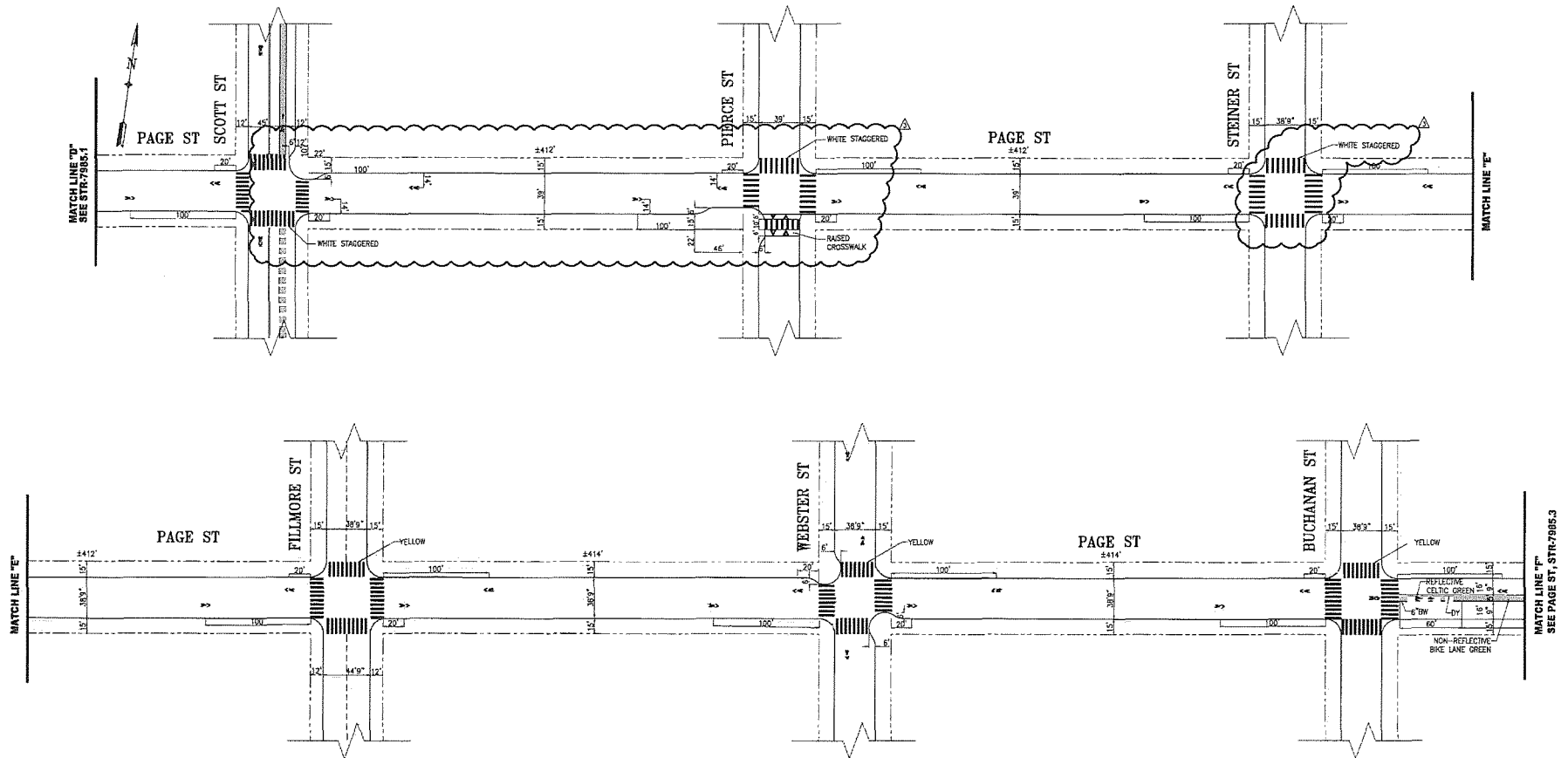
### **ATTACHMENT C**

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 | P.STANIS | M.SALLABERRY |
|     |          | RESTORE ALL OTHER STRIPING TO POST CONSTRUCTION CONDITIONS  |          |              |
| 2   | 08/04/17 | ADDED EB BIKE LANE BUCHANAN TO LAGUNA   | D.CARR   | M.SALLABERRY |
| 3   | 05/29/12 | UPGRADE TO WHITE STAGGERED CONTI AT SCOTT   | ERDINSON | M.SALLABERRY |

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



**SFMTA**



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

|           |                       |       |        |
|-----------|-----------------------|-------|--------|
| APPROVED: | MIKE SALLABERRY       | DATE: | 1/7/18 |
|           | SENIOR ENGINEER       | DATE: |        |
|           | RICARDO OLEA          | DATE: | 1/7/13 |
|           | CITY TRAFFIC ENGINEER | DATE: |        |

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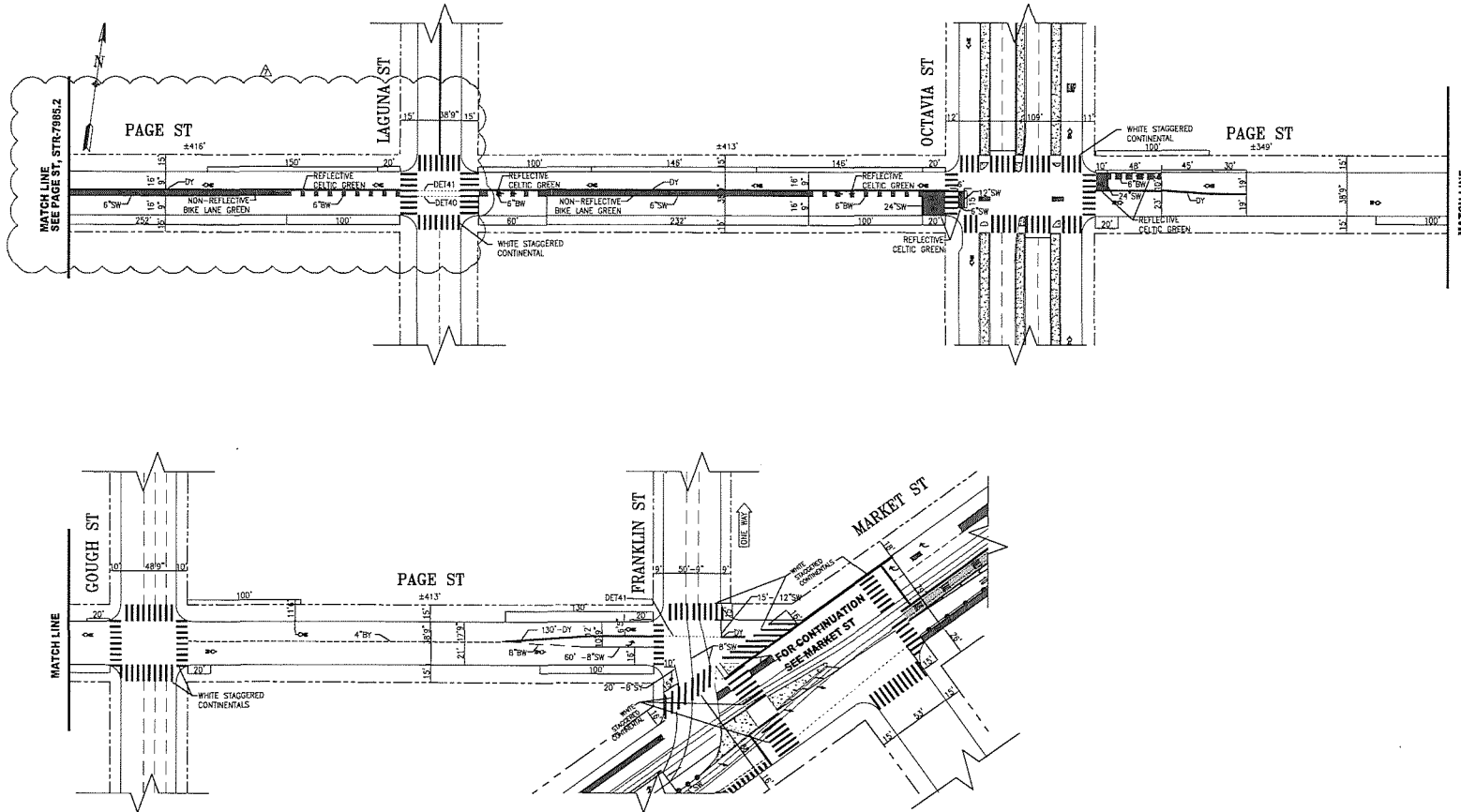
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| <b>TRAFFIC STRIPING</b>                        |  |
| PAGE STREET<br>SCOTT STREET TO BUCHANAN STREET |  |

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

PROJECT: PAGES ST. B. MARKET ST. SCOTT ST. TO BUCHANAN ST. (STEINER ST. TO MARKET ST.)  
 DRAWING NO. STR-7985.2  
 SHEET NO. 3  
 DATE: 1/7/18

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 User: M.Y.LUC

**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 & 4" SW OF FRANKLIN ST. WHITE STAGGERED CONTINENTAL MARKING TO BE ADDED TO EB AND WB DIRECTIONS TO BE BASED ENERGY ON MARKET ST. PER FRANKLIN ST. & LAGUNA ST. | W.TABALONDA | M.SALLABERRY |
| 3   | 07/18/16 | SHIFTED DY ADDED BIKE LANCE, GREEN SHARROW AND BIKE BOXES FROM LAGUNA TO S OF OCTAVIA  | D.CARR      | M.SALLABERRY |
| 4   | --/--    | ADDED WHITE STAGGERED CONTINENTALS @ GOUGH ST  | KUEJANG     | CHAI APP     |

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



SUPERCEDES STR-2206, REV3  
 DRAWN: M.Y.LUC 9/2012  
 CHECKED: D.R.CURTIS 12/2012

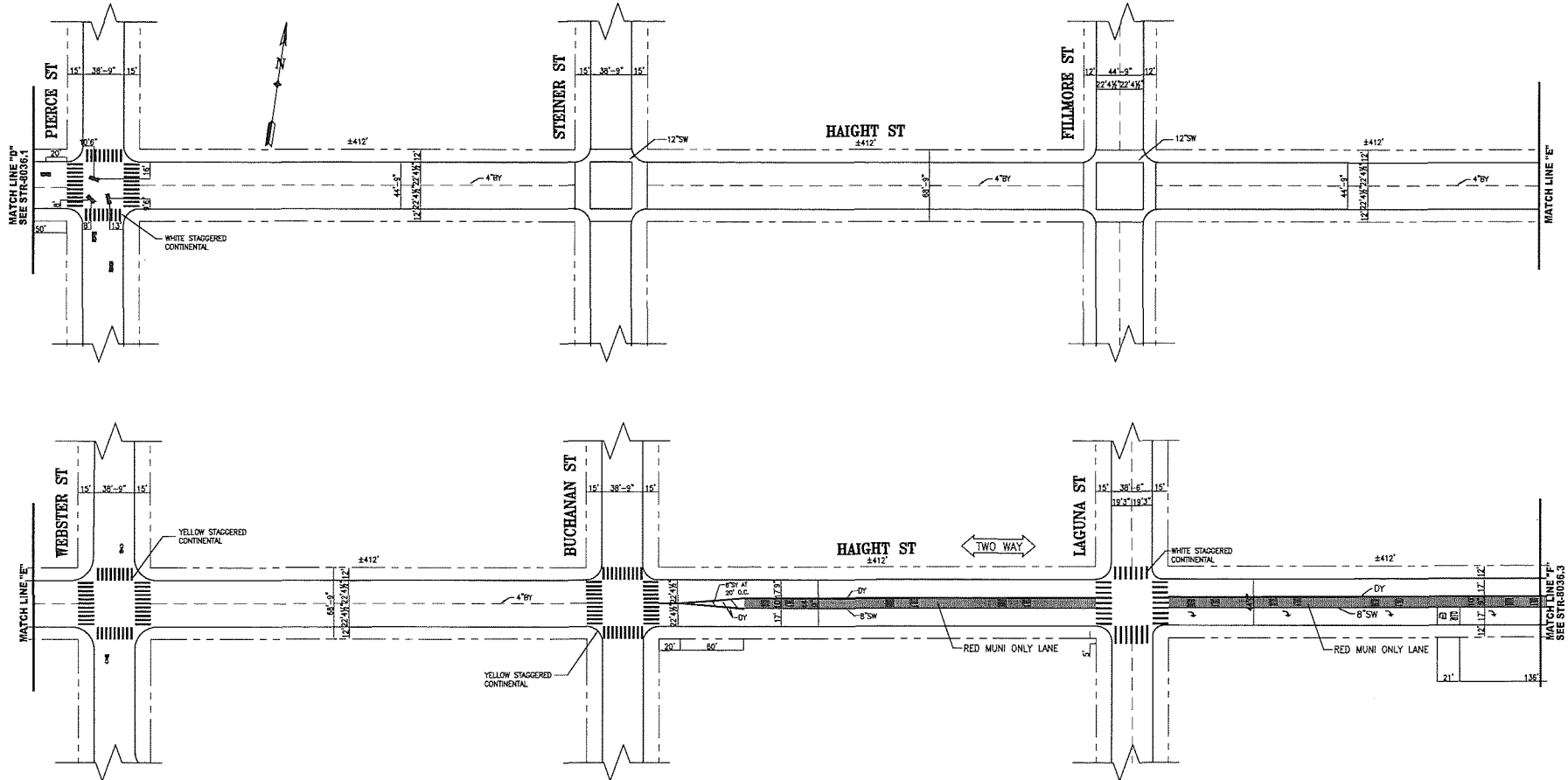
APPROVED  
 MIKE SALLABERRY 1/7/13  
 SENIOR ENGINEER  
 RICARDO OLEA 1/7/13  
 CITY TRAFFIC ENGINEER

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

TRAFFIC STRIPING  
 PAGE STREET  
 LAGUNA STREET TO MARKET STREET

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

Page 5 of 5  
 STR-7985.1 2 3 4 (Strongy St to Market St) CARRON SECTION  
 DATE: --/--/--  
 PLT SCALE: 1"=50'  
 4" X 6" X 6" X 6"  
 FONT: USAS, TIMES  
 FONT: USAS, TIMES



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



**SFMTA**  
Municipal Transportation Agency



SUPersedes the FOLLOWING STRS:  
STR-2324, REV 14  
STR-2324-1, REV 23  
STR-6787

DRAWN: DRP  
DATE: 01/14

CHECKED: AKW  
DATE: 01/14

APPROVED  
BRIAN DUSSAULT 2/3/2015  
SENIOR ENGINEER

RICARDO OLEA 2/3/2015  
CITY TRAFFIC ENGINEER

SCALE:  
1" = 50'

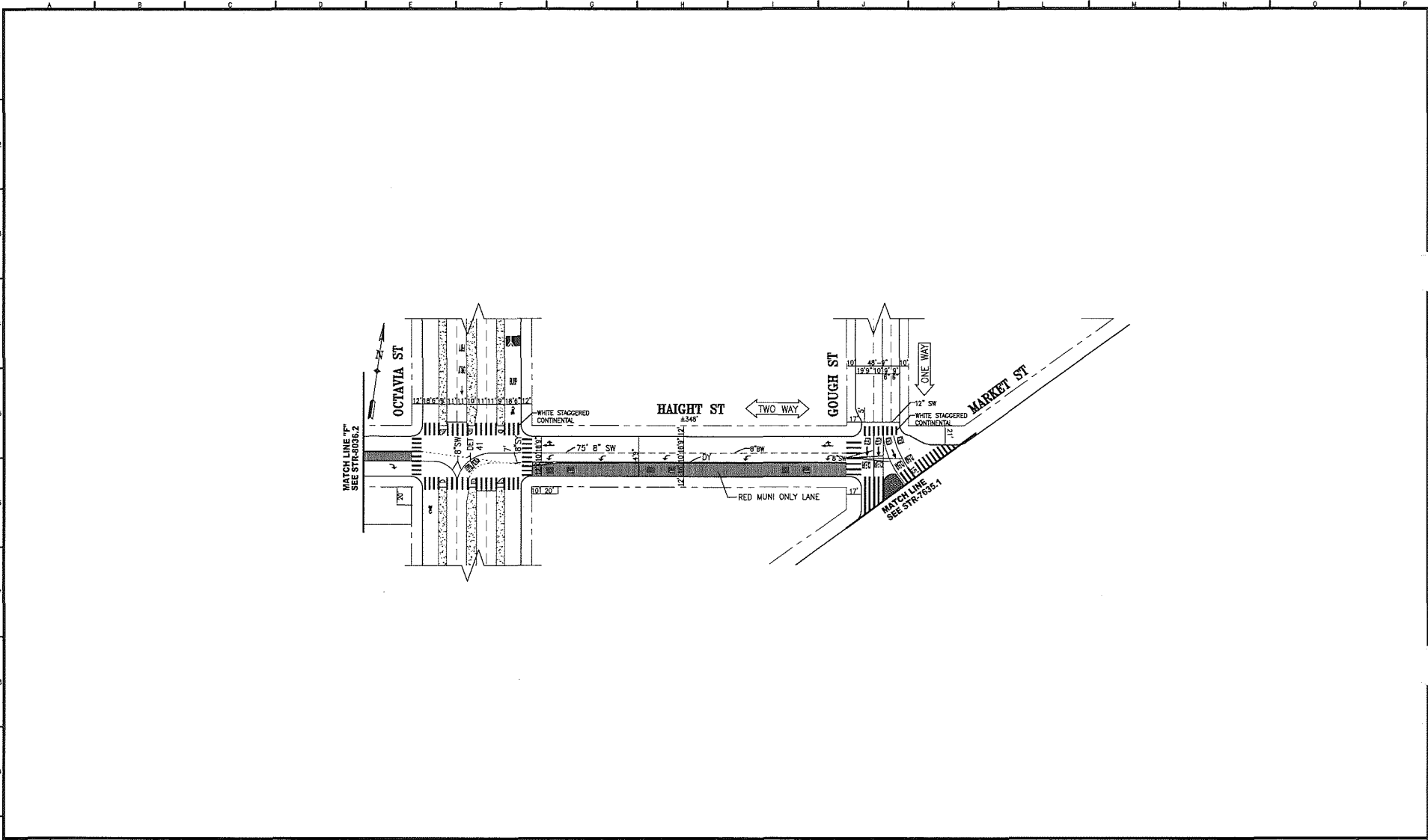
SHEET/SHEETS:  
3 OF 4

TRAFFIC STRIPING

**HAIGHT STREET**  
PIERCE STREET TO OCTAVIA STREET

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

FILE NAME: H:\T... \mva\of... \pmp\14-0300X  
DATE: 01/14



| NO. | DATE     | DESCRIPTION  | BY  | APP. |
|-----|----------|--|-----|------|
| 1   | 10/08/14 | ADDED WHITE STAGG CONTR. MADE TWO WAY, RED MUNI LANE, SIGN OCTAVIA AND GOUGH | RON | 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: 1/14  
DRP  
CHECKED: DATE: 1/14  
AKW

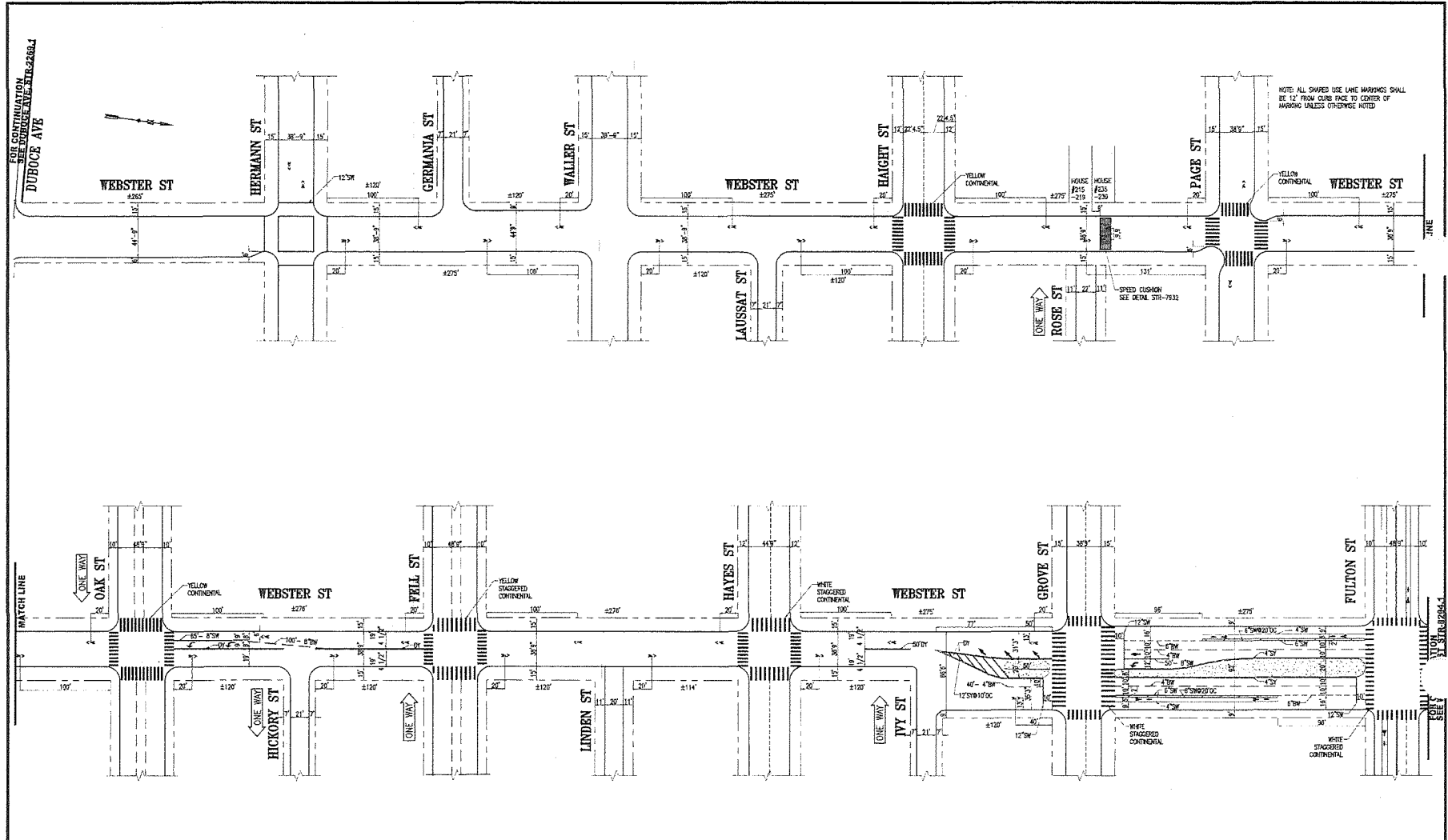
APPROVED  
BRIAN DISSBAULT 2/3/2015  
SENIOR ENGINEER  
RICARDO OLGA 2/3/2015  
CITY TRAFFIC ENGINEER

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

ORIGINAL SECTION  
 LOCATION: X  
 SCALE: 1"=50'  
 DRAWING NUMBER: STR-8036.3  
 DATE: 1/14/15



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



SFMTA



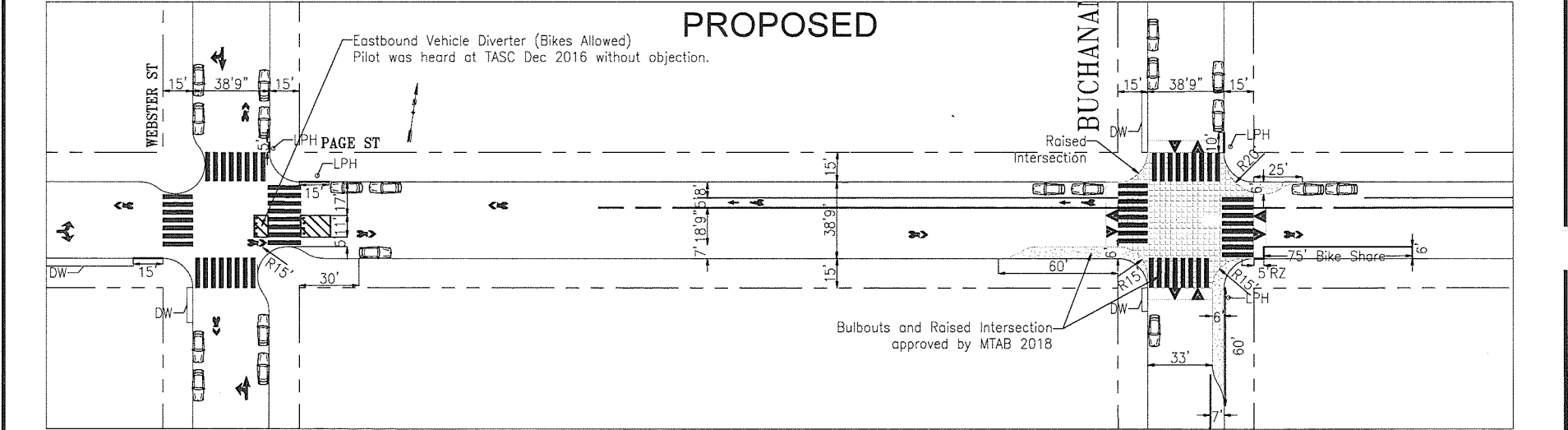
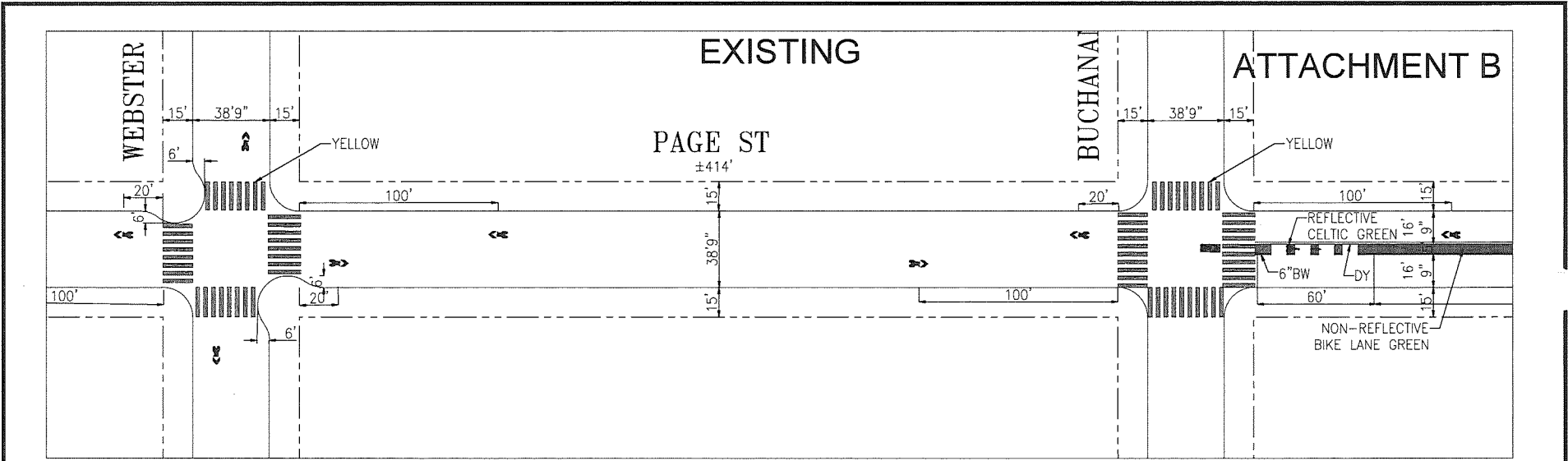
| DESIGNED BY              | DATE     | APPROVED              | SCALE    |
|--------------------------|----------|-----------------------|----------|
| SUPERSEDES 574-8011 REV2 |          | MCS 4/21/19           | 1" = 50' |
| DRAWN BY D. MENDOZA      | 02/20/18 | SENIOR ENGINEER       | DATE     |
| CHECKED BY P. STANIS     | 01/18/19 | CITY TRAFFIC ENGINEER | DATE     |

| CONTRACT NO. |  |
|--------------|--|
| STR-8294     |  |
| DRAWING NO.  |  |
| STR-8294     |  |
| FILE NO.     |  |
| REV. NO.     |  |
| 0            |  |

STRIPING DRAWING

WEBSTER STREET  
DUBOCE BOULEVARD TO FULTON STREET

FILE NAME:  
DATE:



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



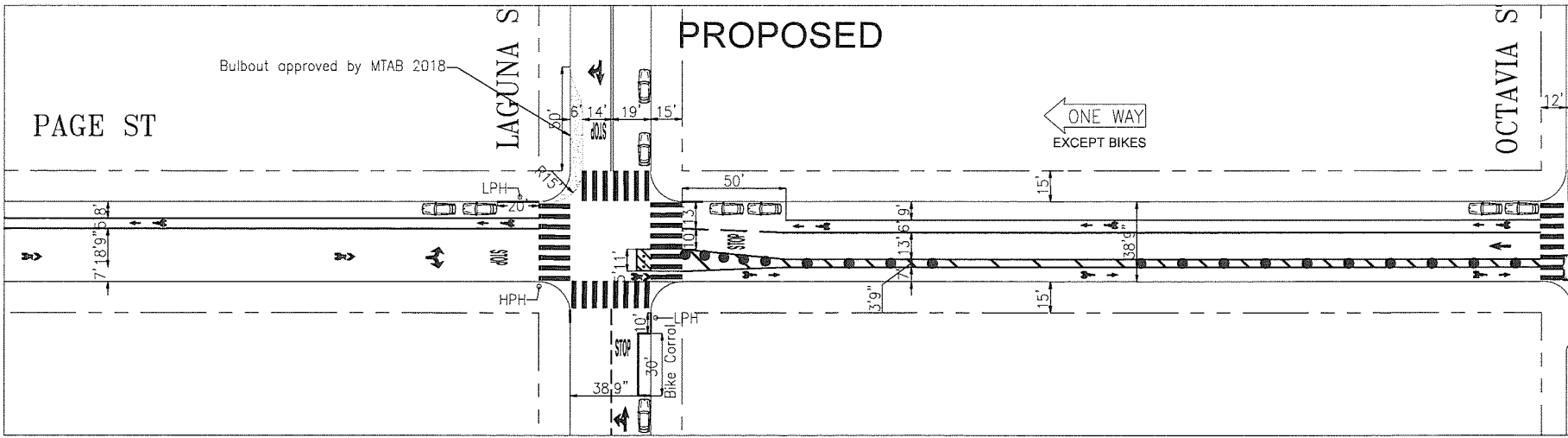
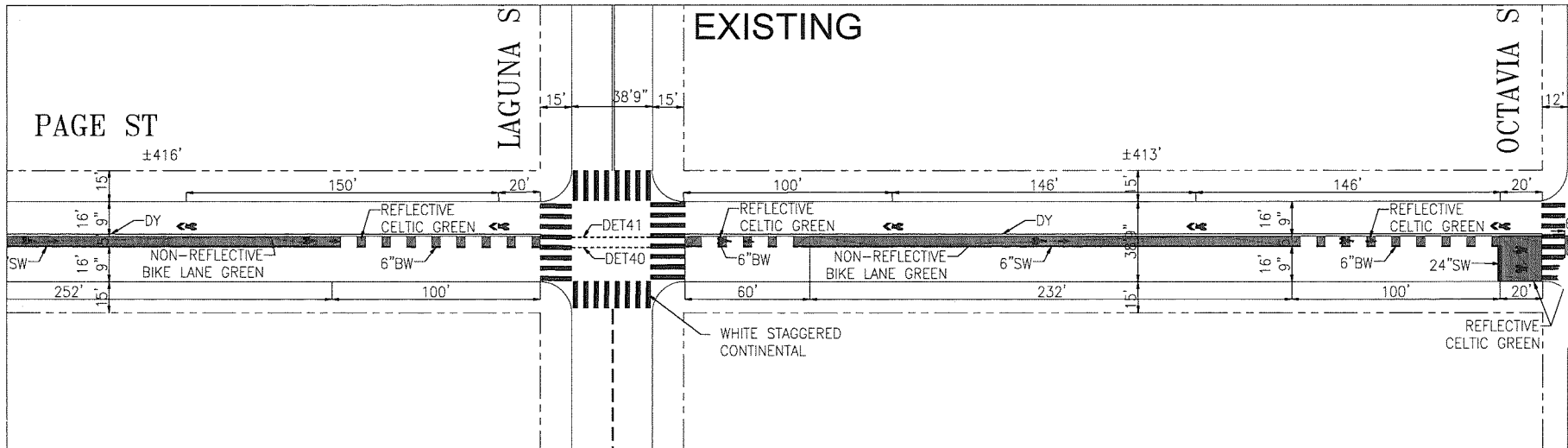
**SFMTA**



|                            |                                   |
|----------------------------|-----------------------------------|
| APPROVED:                  | SCALE:                            |
| DRAWN: _____ DATE: _____   | SENIOR ENGINEER DATE: _____       |
| CHECKED: _____ DATE: _____ | CITY TRAFFIC ENGINEER DATE: _____ |
| SHEET/SHEETS               |                                   |

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





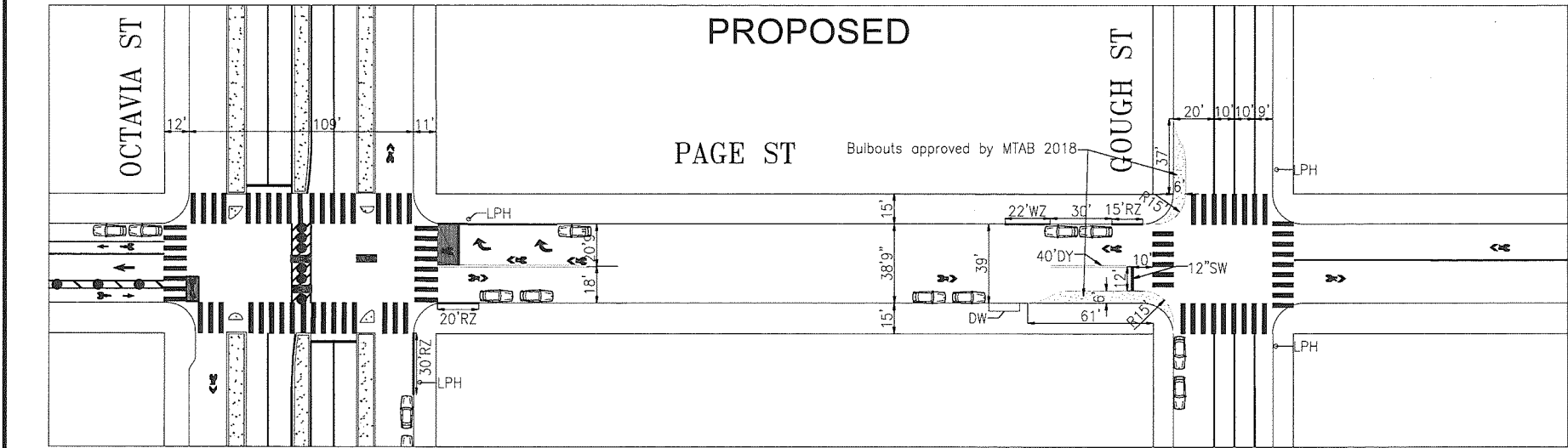
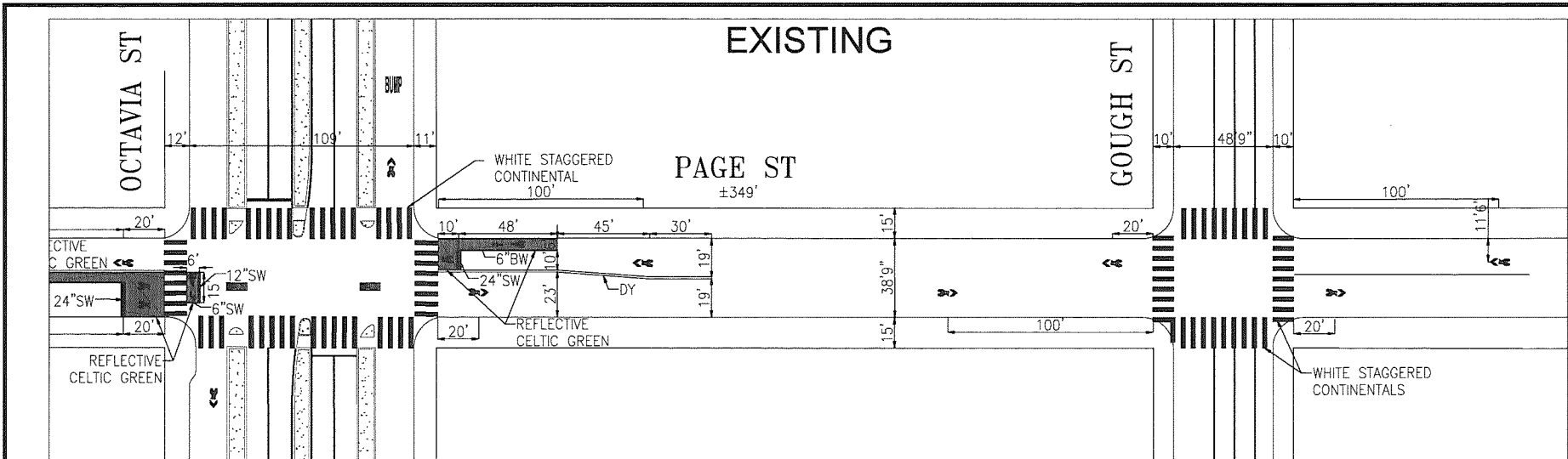
| NO.   | DATE | DESCRIPTION | BY | APP |
|---|------|-------------|----|-----|
| TABLE OF REVISIONS                                    |      |             |    |     |
| CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION |      |             |    |     |



**SFMTA**



|          |  |       |  |                        |  |               |  |              |  |
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| DRAWN:   |  | DATE: |  | APPROVED:              |  | SCALE:        |  | CONTRACT NO. |  |
| CHECKED: |  | DATE: |  | SENIOR ENGINEER:       |  |               |  | DRAWING NO.  |  |
|          |  |       |  | CITY TRAFFIC ENGINEER: |  | SHEET/SHEETS: |  | FILE NO.     |  |
|          |  |       |  | DATE:                  |  |               |  | REV. NO.     |  |



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

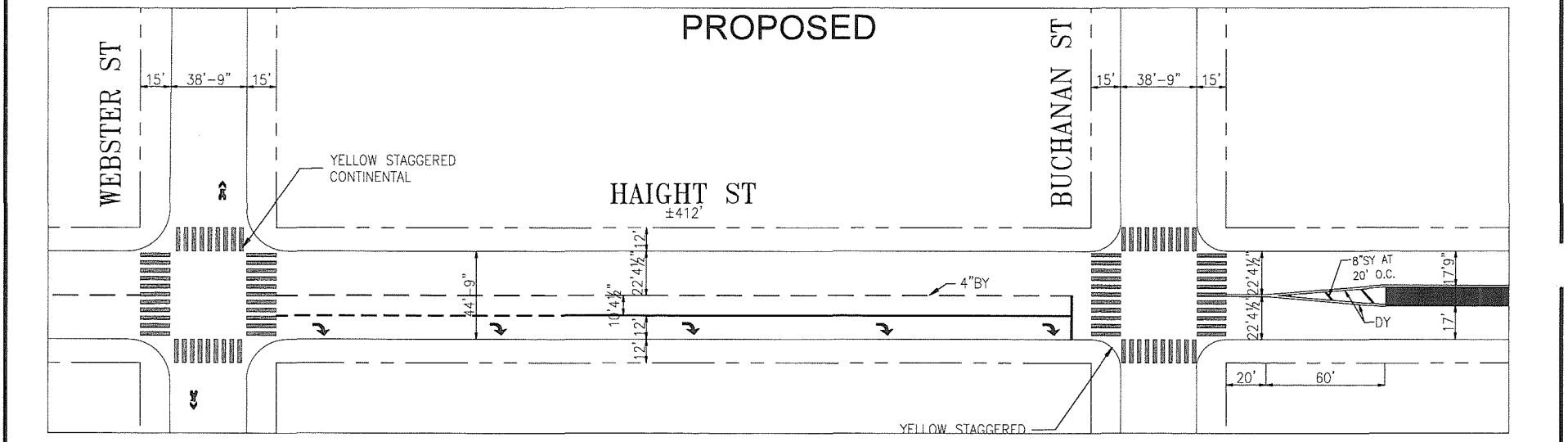
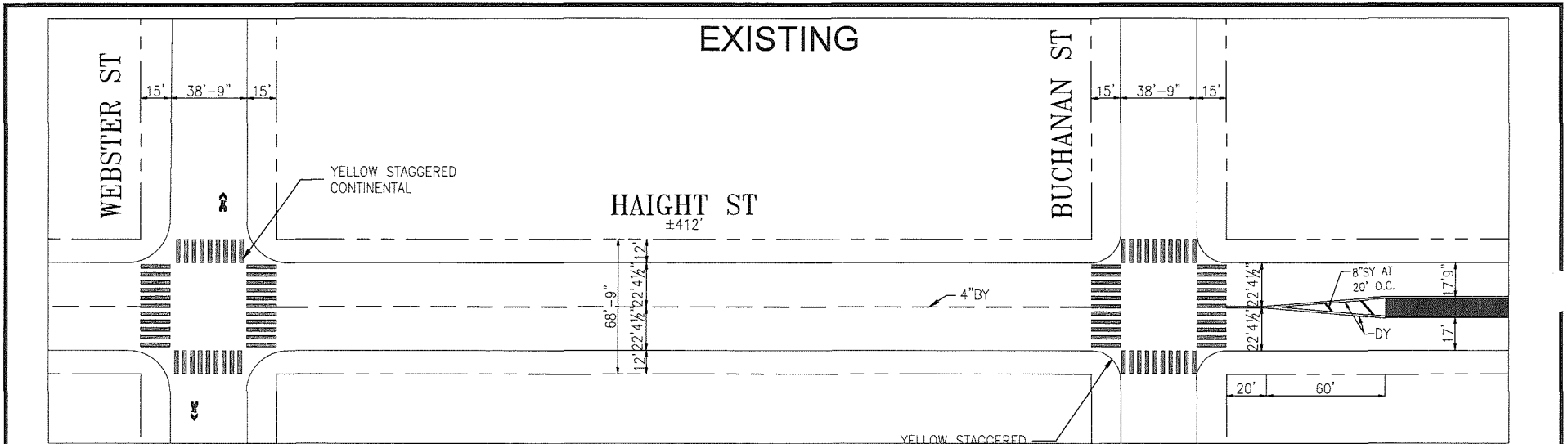


**SFMTA**



|          |  |       |  |                       |  |        |  |
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| DRAWN:   |  | DATE: |  | APPROVED              |  | SCALE: |  |
| CHECKED: |  | DATE: |  | SENIOR ENGINEER       |  | DATE:  |  |
|          |  |       |  | CITY TRAFFIC ENGINEER |  | DATE:  |  |

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

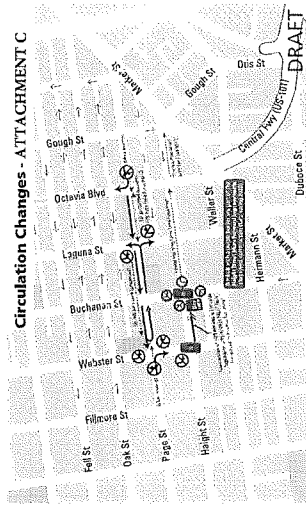


| NO.  | DATE | DESCRIPTION | BY | APP. |
|--|------|-------------|----|------|
| TABLE OF REVISIONS                                     |      |             |    |      |
| CHECK WITH TRACKING TO SEE IF YOU HAVE LATEST REVISION |      |             |    |      |



|          |  |       |  |                       |  |        |  |
|----------|--|-------|--|-----------------------|--|--------|--|
| DRAWN:   |  | DATE: |  | APPROVED:             |  | SCALE: |  |
| CHECKED: |  | DATE: |  | SENIOR ENGINEER       |  | DATE:  |  |
|          |  |       |  | CITY TRAFFIC ENGINEER |  | DATE:  |  |
|          |  |       |  | SHEET/SHEETS:         |  |        |  |



|              |
|--------------|
| CONTRACT NO. |
| DRAWING NO.  |
| FILE NO.     |
| REV. NO.     |



RECEIVED  
BOARD OF SUPERVISORS  
SAN FRANCISCO.

2019 DEC 19 PM 3:05

*[Signature]*

|  |  |  |
|--|--|--|
| <b>MARY ANN MILES</b><br>364 PAGE ST APT 36<br>SAN FRANCISCO, CA 94102-5624  |  | <b>3005</b><br>11-4288/1210 4958   |
|  |  | <u>12/18/19</u><br>Date  |
| Pay to the<br>Order of   | <u>San Francisco Planning Department</u> | \$ <u>640.00</u>   |
| <u>Six hundred forty and 00/100</u>  |  | Dollars  Photo Safe Deposit Details on back |
|  Wells Fargo Bank, N.A.<br>California<br>wellsfargo.com | <u>APPEAL TO BOS</u>                     | <u>M.A. Miles</u> <small>MP</small>  |
| For <u>PAGE ST.</u>  |  |  |



# San Francisco Planning

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BOARD OF SUPERVISORS  
SAN FRANCISCO

2019 DEC 19 PM 3:05

BY BJ

## BOARD OF SUPERVISORS APPEAL FEE WAIVER FOR NEIGHBORHOOD ORGANIZATIONS

### APPLICATION

#### Appellant's Information

Name: Mary Miles, Attorney at Law, for Coalition for Adequate Review

Address: 364 PAGE ST., #36  
SAN FRANCISCO, CA 94102

Email Address: page364@earthlink.net

Telephone: (415) 863-2310

#### Neighborhood Group Organization Information

Name of Organization: Coalition for Adequate Review

Address: PLEASE SEE ABOVE

Email Address: PLEASE SEE ABOVE

Telephone: " "

#### Property Information

Project Address: Page Street, San Francisco, California

Project Application (PRJ) Record No: 2019-015182ENV Building Permit No:

Date of Decision (if any): November 19, 2019

#### Required Criteria for Granting Waiver

All must be satisfied; please attach supporting materials.

| REQUIRED CRITERIA  | YES                                 | NO |
|--|-------------------------------------|----|
| The appellant is a member of the stated neighborhood organization and is authorized to file the appeal on behalf of the organization. Authorization may take the form of a letter signed by the President or other officer of the organization.  | <input checked="" type="checkbox"/> |    |
| The appellant is appealing on behalf of an organization that is registered with the Planning Department and that appears on the Department's current list of neighborhood organizations.   | <input checked="" type="checkbox"/> |    |
| The appellant is appealing on behalf of an organization that has been in existence at least 24 months prior to the submittal of the fee waiver request. Existence may be established by evidence including that relating to the organization's activities at that time such as meeting minutes, resolutions, publications and rosters. | <input checked="" type="checkbox"/> |    |
| The appellant is appealing on behalf of a neighborhood organization that is affected by the project and that is the subject of the appeal.   | <input checked="" type="checkbox"/> |    |

#### For Department Use Only

Application received by Planning Department:

By: \_\_\_\_\_ Date: \_\_\_\_\_

#### Submission Checklist:

- APPELLANT AUTHORIZATION     CURRENT ORGANIZATION REGISTRATION     MINIMUM ORGANIZATION AGE
- PROJECT IMPACT ON ORGANIZATION
- WAIVER APPROVED     WAIVER DENIED

FROM:

Rob Anderson, Director  
Coalition for Adequate Review

TO:

San Francisco Planning Department  
1650 Mission Street  
San Francisco, CA 94103

RE: Application for Board of Supervisors Appeal Fee Waiver  
Appeal of Planning Department Categorical Exemption

DATE: December 18, 2019

This will advise that Mary Miles, Attorney at Law, is authorized to represent Coalition for Adequate Review in the Appeal of the Planning Department's Categorical Exemption on the Page Street Project approved by the MTA Board at its November 19, 2019 hearing under Agenda Item 11.

Coalition for Adequate Review requests a fee waiver for filing this Appeal to the Board of Supervisors, and attaches a copy of the Application for Board of Supervisors Appeal Fee Waiver form.

Coalition for Adequate Review has existed for more than 24 months and is on the Planning Department's list of neighborhood organizations. Coalition for Adequate Review uses San Francisco streets, including Page Street, and is affected by the impacts of the proposed Project that is the subject of this appeal.

Therefore, Coalition for Adequate Review respectfully asks that the Planning Department grant the attached Application for Board of Supervisors Appeal Fee Waiver. Thank you.



Rob Anderson