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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

DATE: November 17, 2017

RE: BOS File No. 171147

**APPELLANT'S OPENING BRIEF IN SUPPORT OF APPEAL TO BOARD OF  
SUPERVISORS OF CEQA DETERMINATION AND APPROVAL OF "HAIRBALL  
INTERSECTION IMPROVEMENT PROJECT"**

This Appeal is of the San Francisco Planning Department's undated environmental determination at File No. 2017-001775-ENV on the "Hairball" Project, ("Project") approved by the San Francisco Municipal Transportation Agency ("MTA") Board of Directors on September 19, 2017, in violation of the California Environmental Quality Act ("CEQA") (Pub. Res. Code §§21000 *et seq.*) The categorical exemption is attached as **Exhibit A**.

**PRELIMINARY OBJECTIONS**

First, Appellant objects to any participation in this appeal by Supervisor Hillary Ronen due to her predisposition to deny this appeal and her public promotion of the Project. CEQA requires that this Board determine any CEQA appeal objectively. Ms. Ronen has already publicly stated that she is committed to approving the Project and funding it. (Rachel Swan, "S.F. Supervisor pushes to untangle freeway Hairball," *San Francisco Chronicle*, 8/4/17 [Ronen "has refused to let cost projections get in the way of her vision. 'I don't want us to be limited by finances,' she said. 'I want to think big.'" (copy attached hereto as **Exhibit F**)]; *San Francisco Examiner*, 10/1/17 ["Ronen stated "'We're going to do everything we can to block off and make it impossible to camp in the Hairball.'" (copy attached hereto as **Exhibit G**).])

Such predisposition violates CEQA's requirement of objective decisionmaking by public agencies. (See, *e.g.*, *Citizens for Ceres v. Superior Court* (2013) 217 Cal.App.4th 889, 917-919 [agency must be objectively conduct environmental review before approving a project]; *Save Tara v. City of West Hollywood* (2008) 45 Cal. 4th 116, 132-134 [CEQA forbids an agency's commitment to a project *before* environmental review has been completed]; *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 394.) Further, Ms. Ronen has also publicly stated that both she and her husband have a personal interest in the

Hairball Project.<sup>1</sup> Ms. Ronen should therefore recuse herself from participating in this Appeal and any other determination on the "Hairball" Project.

Appellant also objects to MTA's hearing on this Project without making the environmental determination publicly available before the MTA Board heard this item on September 19, 2017. The Categorical Exemption document was only made available after a Sunshine Ordinance /Public Records Act Request. MTA's failure to make publicly available the environmental documents before its hearing violate San Francisco Administrative Code §67.7(d), which prohibits any action or decision on an item not on the agenda; and CEQA, which requires City to consider environmental determinations before approval and to make them publicly available. (e.g., *Laurel Heights*, *supra*, 47 Cal.3d 376, 394, 404-405.) Since MTA did not timely provide the public environmental documents, including its claimed Categorical Exemption or any supporting documents on this Project, the public was denied the right and opportunity for meaningful comment and input on it. (*Id.*)

Appellant further objects to Board of Supervisors procedures requiring comment eleven days in advance of the Board's hearing. CEQA allows public comment up to and including the date of the hearing or final disposition of the Board. (e.g., *Bakersfield Citizens for Local Control v. City of Bakersfield* ["*Bakersfield*"] (2004) 124 Cal. App. 4th 1184, 1199-1202; 14 Cal. Code Regs. ["Guidelines"] §15202(b); PRC §21177(a).) The right to public comment is undermined by the Board's time constraints, which deprive Appellant and the public of the right to be heard and to fully set forth their position.

Moreover, Appellant is not subject to "exhaustion" requirements in future proceedings where the lead agency does not conduct public proceedings before its environmental determination. (*Ibid.*; see also, *Azusa Land Reclamation Co. v. Main San Gabriel Basin Watermaster* ["*Azusa*"] (1997) 52 Cal.App.4th 1165, 1209-1210.) As demonstrated by this Board's consistent denials of every public CEQA appeal, exhaustion of administrative remedies is not required, because appeal is futile. Appellant also objects to the requirement to pay \$597 in advance to file an appeal to this Board, which is prohibitively expensive and beyond the means of many people. An appeal should be allowed regardless of payment, and payment should not be required pending the decision on an application for fee waiver.

## INTRODUCTION

Since the "Hairball" Project clearly has significant direct, indirect, and cumulative impacts adversely affecting transportation, air quality, GHG, public safety (including emergency vehicle access), parking, energy consumption, and human impacts, it is not exempt under CEQA. (See, e.g., PRC §§21001; 21083.05, 21084(e); Guidelines §§15064, 15065(a).) The 2009 Environmental Impact Report ("EIR") on City's Bicycle Plan Project identified 27 significant

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<sup>1</sup> See Rachel Swan, "S.F. Supervisor pushes to untangle freeway Hairball," *San Francisco Chronicle*, 8/4/17 (Ronen's husband "regularly bikes across the Hairball on his way to work in the public defenders office" [Exhibit F]); Joe Fitzgerald Rodriguez, "New plan to ban encampments at 'Hairball' emerges as homeless and cyclists clash," *San Francisco Examiner*, 10/1/17 ("Ronen drives past the Hairball every day while taking her daughter to school," and states "'We're going to do everything we can to block off and make it impossible to camp in the Hairball.'" [Exhibit G].)

impacts of the Project before its recent incarnation as "the Hairball" Project, which precludes any exemption, regardless of MTA's repackaging it under a different name.

City attempts to avoid environmental review of the "new" Hairball Project by illegally segmenting it into 15 small parts, three of which were approved September 19, 2017 by Resolution of the SFMTA Board in violation of CEQA. SFMTA claims that the three segments, labeled "M," "N," and "O," are exempt from CEQA review under a secret, undated "categorical exemption," which was not publicly available at any time prior to the September 19, 2017 MTA Board approval. The Categorical Exemption claims that "Segments M, N, and O" are categorically exempt under CEQA Guidelines §15301. However, neither the Hairball Project nor its improper segmentation are exempt from CEQA.

The Hairball Project was originally created by MTA as part of the San Francisco Bicycle Plan Project. MTA now coins a new name for the mess it created: "Hairball," a term defined in Webster as "a compact mass of hair formed in the stomach esp. of a shedding animal (as a cat) that cleanses its coat by licking." In fact, the dangerous mess on Cesar Chavez was created by and for the MTA and the San Francisco Bicycle Coalition, a private lobbying organization, beginning with the 2005 Bicycle Plan. MTA now regurgitates that mess as the "Hairball Intersection Improvement Project," illegally segmenting that Project and its environmental review into at least 15 pieces to avoid describing the whole Hairball Project.

In June, 2009, this Board certified an Environmental Impact Report ("EIR") on that Project, including the Hairball Project area, which found that it would have significant impacts on traffic, transit, and loading. MTA now incorrectly claims that it may declare part of the previous Project "exempt" under an "existing conditions" theory. The EIR previously certified by this Board is substantial evidence that the "Hairball" Project will have significant impacts. The City cannot now claim the Project is "exempt" by ignoring the findings of that EIR. Instead, if City is now claiming there is a change in the findings of that EIR or is proposing a change in that project, it must prepare a subsequent EIR.

The Hairball Project proposes revising City's 2009 EIR and its several improper addenda to the EIR affecting the Project description, mitigation, and alternatives analyses. The agency may not retroactively exempt this or any project from environmental review by segmenting it or by *post hoc* revisions. Rather, the agency must follow the procedures set forth in CEQA for review of the whole Project. Any revisions to the Project and its previous environmental review and proposed mitigation measures and alternatives require a subsequent EIR ("SEIR") before approval. In any event, the environmental review of the Hairball Project must begin with an initial study.

The Hairball Project will have significant impacts under CEQA, including impacts on transportation, transit, air quality, greenhouse gas (GHG), energy consumption, public safety, loading and parking. It will also cause indirect impacts by displacing marginal residents who live in parked vehicles and in homeless camps on the streets, so that a small number of bicyclists can claim exclusive use of those streets, undisturbed by the view of those other people occupying that *public* space. (See **Exhibits H and I**, attached.) Indirect impacts must also be considered in the environmental analysis of the Project, since they may cause direct and cumulative physical impacts on the environment.

Even if the Project's unlawful segmentation could be ignored, the Hairball Project segments M, N, and O do not fall within the claimed section 15301 exemption. Further, exceptions apply that preclude categorical exemption, particularly due to the Project's cumulative impacts.

Therefore, the claimed "categorical exemption" does not apply. This Board should return this Project to the lead agency, City's Planning Department, for environmental review of the whole Hairball Project to comply with CEQA, beginning with an initial study.

### **BACKGROUND FACTS AND EXISTING CONDITIONS**

MTA and the San Francisco Bicycle Coalition, a private lobbying organization, created the Hairball as part of its 2004-2005 Bicycle Plan Project and now demands that it should be further changed again. As part of that project, MTA insisted on creating bicycle lanes across the heavily used Cesar Chavez Street/Bayshore Boulevard traffic corridors and across freeway on- and off-ramps to Highways I-101 and I-289. Those corridors serve major freight, industrial, and other transportation uses and access to major freeways.

MTA's convoluted design eliminated traffic lanes, turning, and hundreds of parking spaces on those corridors in the heavy, industrial traffic stream that it now calls the Hairball Project area. The conditions created by MTA caused increased traffic congestion, dangerous lane changes at and near freeway on and off ramps, and by parking and loading zone removal in industrial, business, and residential areas, endangering the public safety of thousands of travelers and freight operations to install bicycle lanes for fewer than 100 bicyclists -- separated "Class IV" bicycle lanes that exclude the use of that public street space by everyone except bicyclists.

This Board certified the Bicycle Plan Project EIR on June 26, 2009. City's EIR identified 135 significant impacts on traffic, transit, and loading from that Project, including 27 in the Hairball Project area.<sup>2</sup> This Board nevertheless approved that Project on August 4, 2009, claiming that the Project's impacts could not be mitigated or avoided, and that the benefits to the 2% of travelers who bicycle outweighed the impacts on the other 98% of travelers on City streets.<sup>3</sup>

This Board's August 4, 2009 findings and its failure to mitigate those impacts, including in the "Hairball" Project area, were invalidated along with the Project approval by the First District Court of Appeal, and they remain in dispute in pending proceedings. (See *Anderson v. City and*

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<sup>2</sup> See San Francisco Bicycle Plan Draft Environmental Impact Report, November 2008, Post-Judgment Administrative Record [PJR], SF Super. Court Case No. CPF-05-505509, 17:8547, 8693-8696, 8923, 8945-8947; 18:9267-9273, 9333-9335, 9447. See also, DEIR Projects 5-4 - 5-6, PJR 17: 8693-8696, 8923, 8942-8949, 18:9252-9295, 9329-9354, 9443-9450; see also February 29, 2012 Addendum to Environmental Impact Report (Bicycle Plan EIR Project 5-5 "Cesar Chavez Street East Bicycle Lane Project" [removing westbound travel lane and 117 parking spaces]); October 20, 2010 Addendum to Bicycle Plan Environmental Impact Report (Bicycle Plan EIR Project 5-6 "Cesar Chavez Streetscape Design" Cesar Chavez, Hampshire Streets/US101 to Sanchez Street [removing 99 parking spaces]); and Bayshore Addendum June 24, 2013 (Bicycle Plan EIR Bayshore Addendum "Project 5-4 Bayshore Boulevard Bicycle Lanes, Cesar Chavez Street to Silver Avenue-Modified Option 2.")

<sup>3</sup> See Fehr & Peers: 2013-2017 Travel Decision Survey Data Analysis and Comparison Report, July 2017, p. 15, showing decline in bicycle mode share in San Francisco from 3% in 2014 to 2% in 2017]



*County of San Francisco*, Case No. A129910, Unpub.Op., Jan. 14, 2013, p.83.) City may not ignore that Court ruling or the significant impacts in the Hairball Project area identified in the EIR by reincarnating that project under a new name.

In spite of the pending litigation, and the illegality of issuing an "addendum" to an EIR after approving the Project EIR, City's Planning Department issued the "Addendum to Environmental Impact Report" on the 5-5 segment on February 29, 2012. City also issued several other Addenda to the 2009 EIR on the Cesar Chavez and Bayshore parts of the Bicycle Plan project that it now claims are part of its "Hairball" Project, each of which removed parking and/or traffic lanes.

When this Board certified the EIR and adopted the Project, the segment now called "Hairball," including "Segments M, N, and O," was called "Project 5-5: Cesar Chavez Street Bicycle Lanes, I-280 to US 101 Freeways."

The Bicycle Plan Project approved August 4, 2009, and the October 20, 2010 Addendum to the Bicycle Plan EIR *removed two of six travel lanes on Cesar Chavez Street and hundreds of parking spaces.*

The February 29, 2012 Cesar Chavez East Addendum removed *another* westbound travel lane on Cesar Chavez in the Hairball Project Area, reducing the dangerous freeway ramp area to *one* traffic lane. It also removed *another 117 parking spaces* in the Hairball Project area to install bicycle lanes. The unsafe, congested conditions for all travelers was thus created by MTA at the behest of the San Francisco Bicycle Coalition.

The June 24, 2013 Bayshore Addendum ("Project 5-4 Bayshore Boulevard Bicycle Lanes, Cesar Chavez Street to Silver Avenue-Modified Option 2") removed 50 more parking spaces in the cumulative Hairball Project area. That area must also include projects 5-4 and 5-6 in the Bicycle Plan EIR and the addenda to it, since the removal of traffic lanes, parking, loading, and other physical features affect the whole Hairball Project.

On April 28, 2017, MTA staff apparently applied to the Planning Department for an exemption, which was not publicly available until *after* the MTA Board's September 19, 2017 meeting. (See Environmental Evaluation Application ["EEA"], April 28, 2017, attached as **Exhibit B**.) On May 26, 2017, the Categorical Exemption (**Exhibit A**) was allegedly manufactured by Planning.

On September 11, 2017, MTA staff created a Staff Memo, attached as **Exhibit C**. On September 19, 2017, the MTA Board adopted a Resolution No. 1170919-119, attached as **Exhibit D**, approving the Project without discussing environmental issues or the unavailable Categorical Exemption. The MTA Board's September 19, 2017 packet included a slide show presentation from its staff, attached as **Exhibit E**.

As noted, the undated *post hoc* Categorical Exemption (Exhibit A) at issue here was not publicly available until September 21, 2017, when it was finally produced in response to a Sunshine Ordinance/Public Records Act request. The MTA has yet to produce more detailed records on the Hairball Project in a November 13, 2017 public records request, with the exception of two public comment letters to the MTA Board that were ignored by that Board. (**Exhibits H, I**)

## ARGUMENT

City's illegal segmentation and repackaging strategy avoids its duty to identify and mitigate the Project's significant direct, indirect and cumulative impacts. The whole Hairball Project requires

a subsequent environmental impact report under CEQA, since, in addition to the impacts already identified, the Project will now have more impacts of greater severity on traffic, transit, parking, loading, air quality, GHG, energy consumption, and public safety, blight, and displacement. The Hairball Project is not categorically exempt and may not lawfully be segmented to avoid environmental review of the whole Project.

City's 2009 EIR has already admitted that this Project, as originally implemented and as revised, has significant environmental impacts. Moreover, as held by the First District Court of Appeal, City failed to make legally adequate findings to mitigate the significant impacts of the Bicycle Plan Project, including the "Hairball" Project. City may not under these circumstances declare the Project or any part of it categorically exempt. Where City's own EIR admits the Project's potential significant impacts, the Hairball Project cannot be categorically exempt. (*Azusa, supra*, 52 Cal.App.4th at p. 1199.)

City must first prepare an initial study of the whole Hairball Project, which should have taken place before any approval of the Project or any part of it. (Guidelines, §15063.)

**I. FAILURE TO ACCURATELY DESCRIBE THE WHOLE PROJECT, STATE EXISTING CONDITIONS, ACKNOWLEDGE, IDENTIFY, AND MITIGATE THE PROJECT'S SIGNIFICANT IMPACTS VIOLATES CEQA**

MTA's "Hairball Project" is not accurately described, and MTA provided *no* CEQA documents before its September 19, 2017 MTA Board hearing. The packet before the MTA Board consisted only of an eleven-page September 11, 2017 Staff Memo and a staff slide show. (Exhibits C and E, attached.) The 9/11/17 Staff Memo (Exhibit C, p. 10) states that the Project fell within a "categorical exemption" for a different project citing Planning Case No. 2017-002118ENV, which has never been publicly available. Later, the Planning Department issued the undated categorical exemption under Planning Case No. 2017-001775ENV that it claimed is its environmental determination on this Project and the subject of this appeal.

In fact, *no* "categorical exemption" had yet been made publicly available for the proposed "segment" of the "Hairball" Project when City's Staff Memo was issued. The 9/11/17 Staff Memo describes: "near-term improvements, including a buffered bicycle lane on Southbound Bayshore Boulevard, a "new Class IV protected bikeway on northbound Jerrold Avenue from Barneveld Avenue to Bayshore Boulevard," "a new Class II bike lane adjacent to the existing parking on southbound Jerrold Avenue from Barneveld Avenue to Bayshore Boulevard, removing ten unmetered parking spaces and two loading zones on westbound Jerrold Avenue between Bayshore Boulevard and Barneveld Avenue, and installing a new "Tow Away No Stopping Any Time restriction from 10 PM to 2 AM on the west side of Barneveld Avenue between McKinnon Avenue and Jerrold Avenue to help address parking congestion and to create parking availability for area businesses." (Exhibit C, p. 4.)

The Staff Memo cautions that these segment changes are only "near-term" and that MTA staff are working on "the detailed design of a long-term project that will propose similar changes...but *will be designed and constructed with concrete*," and that the concrete designs may or may not "require SFMTA Board approval." (Exhibit C, p. 3.)

*No* CEQA documents were in the MTA Board Packet, and none were provided in spite of a public request under the Sunshine Ordinance until *after* the MTA Board approved the item in violation of CEQA and the Sunshine Ordinance, which require an approving agency to consider

the environmental documents supporting a project *before* approving it. (See, *e.g.*, SF Admin. Code §67.7(d); *Laurel Heights I, supra*, 47 Cal. 3d at p.394.)

After the September 19, 2017 MTA Board approval, the Planning Department produced the secret undated and/or backdated, previously unavailable "CEQA Categorical Exemption Determination," Planning Case No. 2017-01775ENV, which is the subject of this appeal. (Exhibit A.) The 4/28/17 Environmental Evaluation Application (Exhibit B) also was also not publicly available until *after* the MTA Board meeting.

The MTA Board's packet contains no accurate description of the proposed Hairball Project, its impacts, or proposed mitigation measures. The packet includes only the Staff Report (Exhibit C, and a slide presentation. (Exhibit E.)

The diagrams of the Hairball Project (Exhibit B, Figures 1 and 2; Exhibit E) show that it includes a large area of major traffic corridors, including Cesar Chavez Street, Potrero Street, Bayshore Boulevard, Jerrold Street, Highway 101, and ramps to and from Highways 101 and 280, where significant industrial operations and warehouses are located. However, Figure 2 in Exhibit B shows the Project as 15 segments, of which only 3 segments, M, N, and O, are described.

The staff report (Exhibit C) only describes "near-term improvements" on Segments L, M, and O, which propose removing parking and industrial loading zones on Jerrold and Barneveld Avenue, and all overnight parking on Jerrold Avenue, which has nothing to do with creating "comfortable" conditions for bicyclists. (Exhibit C, p.4.)

The Staff Report complains that Jerrold Avenue "is a challenging location to bicycle due to the high volume of vehicles and specifically large trucks that use this roadway, especially during the morning hours (approximately 700 vehicles on northbound Jerrold during the two hour morning peak period). These vehicle movements conflict with the large number of cyclists who also use this section of Jerrold Avenue during both the morning and evening peak commute hours (approximately 78 cyclists in the two hour morning peak and 70 cyclists in the evening peak period." (Exhibit C, p. 3.) There is no supporting evidence for those alleged numbers, since no traffic studies or vehicle counts are provided for the Hairball Project area, including the dates, times, and who took the counts.

There is no explanation of why 70 cyclists over a two-hour period is considered a "large number" or why 700 motor vehicles on one segment is considered insignificant. Without that basic information, the existing conditions in the Project area cannot be accurately described. (*e.g.*, *Poet, LLC v. State Air Resources Board* ["*Poet II*"] (2017) 12 Cal.App.5th 52, 79-81 [failure to include whole Project in baseline held an abuse of discretion invalidating project approval]; *County of Amador v. El Dorado County Water Agency* ["*County of Amador*"] (1999) 76 Cal.App. 4th 931, 953-954.)

The failure to set forth accurate existing conditions and an accurate Project description of the whole Hairball Project violates CEQA, since the public and decisionmakers are deprived of the information necessary to determine the Project's significant impacts. (*Poet II, supra*, 12 Cal. App. 5th at p.78, 83; *County of Amador, supra*, 76 Cal.App.4th at p. 953.) Conveying false, contradictory, incomplete, and misleading information to the public and decisionmakers is a prejudicial abuse of discretion under CEQA.

The interests of all street users must be considered in an objective baseline, Project description, and impacts analysis to determine the Project's impacts and mitigate them, not as here, only creating "comfortable" conditions for bicyclists. Moreover, deliberately creating obstructions, delays and unsafe conditions for the vast majority of travelers and for industrial freight users to benefit a special interest group that comprises only 2 percent of street users is not a valid or legitimate reason to remove more parking and loading zones. (See, Fn. 3, *ante.*)

## II. THERE IS NO ANALYSIS OF CUMULATIVE IMPACTS

The term "cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts and can result from "individually minor but collectively significant projects taking place over a period of time " (see Guidelines §15130(a)(1); 15355(b); *Bakersfield, supra*, 124 Cal.App.4th at p.1214.) "Proper cumulative impact analysis is vital," because "the full impact of a proposed project cannot be gauged in a vacuum." (*Bakersfield, supra*, 124 Cal. App.4th at p.1214.) "[C]onsideration of the effects of a project or projects as if no others existed would encourage the piecemeal approval of several projects that, taken together, could overwhelm the natural environment and disastrously overburden the man-made infrastructure and vital community services. This would effectively defeat CEQA's mandate to review the actual effect of the projects upon the environment." (*Id.* at pp. 1214-1215.) Omitting other projects or segments causes an unduly narrow cumulative impacts analysis and prevents accurate identification of impacts and their severity. (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692, 723.)

The cumulative impacts analysis must occur at the preliminary stage *before* any determination that a project is categorically exempt. (*East Peninsula Ed. Council, Inc. v. Palos Verdes Peninsula Unified School Dist. ["East Peninsula"]* (1989) 210 Cal.App.3d 155, 171; *Aptos Council v. County of Santa Cruz* (2017)10 Cal.App.5th 266, 285; *Orinda Ass'n v. Bd. of Supervisors ["Orinda"]* (1986) 182 Cal.App.3d 1145, 1171 [whole project must be analyzed at preliminary phase]; Guidelines §15060(c)(2).) Further, "categorical exemptions from CEQA also cannot be found if 'the cumulative impact of successive projects of the same type in the same place, over time is significant.'" (*East Peninsula, supra*, 210 Cal.App.3d at p. 171; Guidelines §15300.2(b).)

That analysis did not occur here: There is *no* analysis of cumulative impacts on transportation, parking, air quality, GHG, energy consumption, and displacement in City's documents.

### **A. There Is No Analysis Of Cumulative Impacts On Traffic, Transit, Loading, Parking, Air Quality, GHG, And Energy Consumption, Which Are Foreseeable With Implementation Of The Whole Project**

The cumulative impacts analysis must *precede City's exemption determination* as part of the preliminary review. (*East Peninsula, supra*, 210 Cal.App.3d at p.171; PRC §21065; Guidelines §§ 15060(c)(2); 15065(a)(3).) A cumulative impacts analysis must set forth existing conditions and compare those conditions with the effects of past, current, and probable future projects. (Guidelines §15065(a)(3).) The cumulative impacts analysis must also show *other* current and anticipated future projects in the cumulative area that will *also* affect traffic, public safety, air quality, etc., and then must compare present conditions with conditions assuming those other projects. No such analysis is provided. This Project has "possible environmental effects" that are "cumulatively considerable," meaning "that the incremental effects of an individual project are

significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (Guidelines §15065(a)(3).)

There is no analysis of cumulative impacts or an accurate baseline description in the Exemption document. There is no accurate description of the whole Hairball Project or any analysis of the cumulative impacts of the entire Project, or of its direct and indirect impacts.

City's failure to analyze cumulative impacts does not excuse its improper conclusion of *no* impacts. (*Azusa, supra*, 52 Cal.App.4th at p. 1198; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 311.) City's failure to analyze the Project's impacts, including its cumulative impacts, violates CEQA's informational requirements and results in improper piecemealed implementation of the Project. (*Poet II, supra*, 12 Cal.App.5th at pp.73.) City may not as proposed piecemeal the Hairball Project into small segments to avoid accurate identification of the cumulative and direct impacts of the whole Project, since that segmentation violates CEQA. (*Id.*)

The City's past, present, and planned future projects on City roadways in the Hairball cumulative area to impede and obstruct vehicle transportation, remove parking, including the Bicycle Plan, "Sustainable Streets," "Vision Zero," and other projects, when combined with this Project, clearly have significant cumulative impacts on transportation, air quality, parking, GHG, energy consumption, and public safety that cannot be considered in a vacuum. The Hairball Project requires an environmental impact report. City must first conduct an initial study. (Guidelines, §15063.)

#### **B. There Is No Analysis Of The Indirect And Cumulative Impacts Of Displacement Of Homeless People And People Living In Vehicles**

The categorical exemption completely ignores the impact of displacing people who park for any reason, and it does not acknowledge their presence as an existing condition. (See, *e.g.*, Exhibits H, I.) The Project instead proposes "a tow-away no stopping zone" on the west side of Barneveld Avenue between McKinnon Avenue and Jerrold Avenue, which would "prohibit parking between...10 pm. to 2am. This would assist with prohibiting vehicles from parking overnight or for extended amounts of time and allow employees of the businesses on Jerrold to park during business hours." (Categorical Exemption, p. 15.)

In *East Peninsula*, the court held the agency prejudicially abused its discretion by failing to consider the significant impacts of both closing a school and moving the students elsewhere. (*East Peninsula, supra*, 210 Cal.App.3d at p. 172.) The preliminary analysis there erroneously concluded that the project was categorically exempt without first analyzing the cumulative impacts of closing the school along with the impacts of transferring the students to a different school, including traffic and parking impacts. (*Id.*) The categorical exemption here likewise fails to consider the significant impacts of causing people to move and park elsewhere, which are part of the cumulative impacts of the entire Hairball Project.

Displacing homeless people and people living in vehicles on or near these public streets by making parking illegal at night is also a significant human impact that must be analyzed. (Guidelines, §15065(a)(4); *Bakersfield, supra*, 124 Cal.App.4th at p. 1213-1215, 1218-1220.) The underlying problem of homelessness is not solved by displacing people but instead aggravates the problem by shunting it elsewhere. In *Bakersfield*, the court rejected the city's approval of two shopping centers located miles apart, because the EIRs failed to analyze their

cumulative impact that might lead to urban decay in the city's downtown area, and they failed to analyze and mitigate cumulative impacts on traffic and air quality. The court explained, "[W]here economic and social effects result from a physical change that was itself caused by a proposed project, then these economic and social effects may be used to determine that the physical change constitutes a significant effect on the environment." (*Bakersfield, supra*, 124 Cal.App.4th at p. 1205.) Here, as in *Bakersfield*, an EIR is required to "trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes in turn caused by the economic or social changes." (*Id.*; Guidelines §15131(a).)

Here, the impacts of *more* parking removal and restrictions in the Hairball Project area may result in displacement and homelessness causing physical impacts elsewhere in the City, which must be analyzed and mitigated. Instead, MTA's Staff Report states: "There are oversized Recreational Vehicles (RVs) that use the area of Barneveld Avenue where the parking restrictions are proposed, and while the SFTA understands the needs of this community, this project aims to balance the needs of all users of the project area while prioritizing traffic safety." (Ex. C, p. 5.) The document claims with no substantiation that there are "approximately 178 unregulated parking spaces in the area." There is no explanation of how evicting "this community" will resolve any "traffic safety" concerns, since the vehicles are parked, not moving. Further, there is no evidence of any other "unregulated" parking spaces "in the area." (*Id.*; See also Exhibits F, G [newspaper articles on City-sponsored sweeps of homeless from the area on behalf of bicyclists]; and Exhibits H and I [public comments to MTA Board].)

The Bicycle Plan Project and its EIR addenda have already removed hundreds of parking spaces in the Project Area, and the Hairball Project now proposes *more* parking removal and restrictions. Those proposed restrictions, prohibiting parking between 10 p.m. and 2 a.m., do not contribute to the Hairball Project's alleged "purpose" to "make three key portions of the Hairball paths safer and easier to use for pedestrians and bicyclists." (Ex. A, p. 8.)

Displacing and evicting people who MTA surmises may be sleeping in their vehicles does not serve that "purpose."

Furthermore, the public streets and sidewalks belong to everyone, not just users of bicycles or private businesses. Parking removal may have adverse direct and secondary impacts on any traveler living in or patronizing businesses in the Project area. Under CEQA, the environment, including City streets, belongs to everyone. (PRC §21000.)

The failure to consider the impacts of parking removal and displacement and ignoring existing conditions is contrary to CEQA's mandate and requirements.

### **III. CITY MAY NOT SEGMENT THE PROJECT TO AVOID ENVIRONMENTAL REVIEW**

#### **A. City Admits That It Is Segmenting The Project, Which Violates CEQA**

Planning admits that it is segmenting the environmental analysis and approval of the "Hairball" Project. (See Exhibit A, p.9 [showing 15 segments of Project]; Exhibit B, p.2-3, Figures 1, 2.) Of 15 segments in the "Hairball" project, MTA claims it is only approving three, and that those three segments are exempt. (Exhibit A.) MTA does not dispute that it is segmenting this Project. In its Application for Environmental Evaluation, MTA depicts a large Hairball Project area "where Cesar Chavez Street, Portrero [sic] Avenue and Bayshore Boulevard intersect under

the Highway 101 interchange as the Project area. (Exhibit B, p. 2-3, Figures 1 and 2.) Figure 2 in that document shows the 15 segments, lettered A through O, and "existing pedestrian and bicycle routes" in the Project area. A large circle is drawn around segments M, N, and O. (*Id.*, Figure 2.)

Such segmentation, also called "piecemealing," has long been recognized as a violation of CEQA. (See, *e.g.*, *Association for a Cleaner Environment v. Yosemite Community College Dist. ["ACE"]* (2004) 116 Cal.App.4th 629, 637-638; *Orinda, supra*, 182 Cal.App.3d at pp. 1171-1172.) In fact, similar segmentation in City's implementation of the 2005 Bicycle Plan resulted in a **permanent injunction** against the Project and a Peremptory Writ of Mandate requiring an environmental review of that whole project, not just pieces of it, with the Court clearly stating:

The City cannot implement this project piece by piece, claiming that the impact of each small project does not have a significant environmental effect. Such reasoning is akin to trying to avoid review of a timber harvest plan by removing trees one at a time, claiming each tree removal to be independent and exempt. At the end of the process the forest would be gone or the entire City streetscape reconfigured without environmental review ever having happened...

(November 7, 2006 Order Granting Petition for Peremptory Writ of Mandate and Permanent Injunction, SF Superior Ct. Case No. CPF-05-505509, p. 14.)

As courts have consistently noted, CEQA's definition of "project" is interpreted broadly to encompass "the whole of an action." (Guidelines §15378(a); *e.g.*, *Poet II, supra*, 12 Cal.App.5th at pp.57, 72.) A "project" is an "activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is...directly undertaken by any public agency." (*Id.* at p.73; Pub.Res.Code §21065.) CEQA's definition is interpreted broadly to ensure "CEQA's requirements are not avoided by chopping a proposed activity into bite-sized pieces which, when taken individually, may have no significant effect on the environment." (*Id.*) Here, both the Hairball Project and its implementation are "activities" under CEQA, and the whole Project must be analyzed, not segments of it.

In *ACE*, the court held that a categorical exemption must apply to the whole Project, not just pieces of it. (*ACE, supra*, 116 Cal.App.4th at p.640 [finding that even if a categorical exemption applied to part of the project, it did not "cover the whole of the action that constitutes the project"].) That principle applies here: City cannot avoid CEQA's requirements by "'chopping up proposed projects into bite-sized pieces.'" (*Id.* at p.638-639) City must begin by preparing an initial study of the whole Hairball Project. (*Id.* at p. 640; Guidelines §15063.)

Here, MTA proposes to illegally conceal the actual impacts of the Hairball Project, a strategy prohibited by CEQA. The Categorical Exemption mistakenly claims that "Segments M, N, and O" have "independent utility" from the rest of its Hairball Project. (Ex.C, p.7.) That notion is not legally valid and plainly violates CEQA. (See, *e.g.*, *Poet II, supra*, 52 Cal.App.5th at pp. 72-77; *Tuolumne County Citizens for Responsible Growth, Inc. v. City of Sonora* (2007) 155 Cal.App.1214, 1226-1230.) The segmentation of the "Hairball" Project into tiny pieces is clearly an improper strategy to avoid the required environmental review of the whole Project. As MTA clearly shows in its Application for Environmental Evaluation, the large Hairball Project consists of a Project segmented into 15 pieces. (Exhibit A, Figures 1 and 2.) Based on City's record, it is indisputable and clearly foreseeable that the MTA plans and has as its goal a much

larger Hairball Project, and is piecemealing its environmental review to avoid analysis and mitigation of the impacts of the whole Project. (*Ibid.*)

Where a proposed project is reasonably foreseeable, it must be analyzed as a whole, not in piecemealed segments, so that its impacts may be identified and mitigated. An accurate description of the Project and the existing conditions in the whole Project and cumulative areas are essential to complying with CEQA's requirements. (*Poet II, supra*, 52 Cal. App. 5th at pp. 74-75.) Those requirements are violated by segmentation into small pieces, both because that analysis cannot take place, and because the failure to analyze the Project violates CEQA's informational requirements, both to the decisionmakers and the public. (*Id.*; *ACE, supra*, 116 Cal.App.4th at p. 640.)

City's segmentation to avoid identifying and mitigating impacts of the whole Project also violates CEQA's requirements to analyze direct, indirect, and *cumulative* impacts. A project under CEQA includes the whole Project. There is no coherent analysis of the Hairball Project's significant cumulative impacts.

#### **B. City Has Already Admitted That The Project Will Have Significant Impacts**

Furthermore, the Project was reviewed in the 2009 EIR and was found to have significant impacts. MTA may not legally disregard those findings. An EIR is substantial evidence of impacts, which means City may not declare this Project categorically exempt. (*Azusa, supra*, 52 Cal.App.4th at p. 1199.)

Since MTA is proposing revisions of the 2009 analysis and Findings, it must do so with a subsequent EIR, not by *post hoc* piecemealed exemptions.

### **IV. THE PROJECT IS NOT CATEGORICALLY EXEMPT FROM CEQA**

The City did not make publicly available, timely provide, or post a copy of the alleged "categorical exemption" of the proposed Project or any segment of it, precluding meaningful public comment on it. As noted, City cannot lawfully piecemeal exemptions to avoid environmental review under CEQA.

#### **A. City's 2009 EIR Has Already Found Significant Impacts, Which Precludes Any Categorical Exemption**

The Hairball Project is not exempt as claimed (Staff Report, p. 7) under 14 Cal. Code Regs. ("Guidelines") §15301, because it will have significant direct and cumulative impacts on the environment, as already admitted in the Bicycle Plan DEIR and in City's Findings. That admission precludes any categorical exemption. (*Azusa* 52 Cal.App.4th at p.1099.)

#### **B. Even If Its Significant Impacts Could Be Ignored, The Project Does Not Fit Within The Section 15301 Exemption**

The Hairball Project does not fit within the section 15301 exemption as a "minor alteration" of existing facilities, since it changes the existing street configurations. Making overnight parking illegal in the area is another reason this Project does not fit within that exemption. Other plans that are undisclosed for the other segments of the Hairball Project also preclude claiming such an exemption. City's segmented "categorical exemption," including the Exemption here, is illegal piecemealing under CEQA, since it deliberately evades analyzing and mitigating the cumulative impacts of the Hairball Project.



### **C. Even If Its Significant Impacts Could Be Ignored, The Cumulative Impacts And Unusual Circumstances Exceptions Apply Under Guidelines §15300.2**

There is no analysis in available documents of the exceptions that may apply under Guidelines §15300.2, including the cumulative impacts exception and the unusual circumstances exception. The Hairball Project will have cumulative impacts under Guidelines §15300.2, since it clearly proposes many "successive project(s) of the same type, in the same place, over time." Further, in this instance, the large traffic volumes and proposed reduction in parking and loading capacity constitute unusual circumstances. (Guidelines, §15300.2(c).) City's failure to analyze cumulative impacts is not excused by declaring the Project exempt *without* that analysis. (*East Peninsula, supra*, 210 Cal.App.3d at p.171.)

This Project also has "possible environmental effects" that are "cumulatively considerable," meaning "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects," which as noted preclude any exemption from CEQA. (Guidelines §15065(a)(3).)

The City's past, present, and planned future incursions onto City's roadways to impede vehicle transportation, remove parking, force turns, and otherwise adversely impact traffic include past extensive transportation impacts due to the Bicycle Plan, "Sustainable Streets," "Vision Zero," and other Projects that, combined with the present Project, have potentially significant cumulative impacts on transportation, air quality, GHG, energy consumption, parking, and public safety that cannot be considered in isolation.

### **V. CITY'S FAILURE TO ACCURATELY ANALYZE THE PROJECT'S IMPACTS IS NOT EXCUSED BY SECTION 21099 OF CEQA**

Planning's Categorical Exemption document excuses itself from analyzing the Hairball Project's impacts by invoking a document issued by the Planning Department, claiming "The proposed bicycling safety improvement project and reduction in through lanes is considered an Active 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." (Exhibit A, p.16.)

Public Resources Code section 21099 does not allow City to excuse itself from analyzing transportation and other impacts. That statute only states that the state Office of Planning and Research may certify and adopt Guidelines for particular types of review, which *has not yet happened*.

City has no authority to create its own version of CEQA: "Amendments to the guidelines apply prospectively only." (Guidelines §15007(b) [Public agencies may only implement Guidelines amendments *after* the effective date of the amended Guidelines]; see also, *East Sacramento Partnership for a Livable City v. City of Sacramento* (2016) 5 Cal.App.5th 281, 299-300, fn.6; *Parker Shattuck Neighbors v. Berkeley City Council* (2013) 222 Cal.App.4th 768, 784 [Checklists do not support or provide a foundation for city's environmental determination].)

City's claim is invalid on its face that a "checklist" that it improperly developed to implement PRC §21099 justifies the Project.

## **VI. FAILURE TO PROVIDE PUBLIC NOTICE AND INFORMATION ON THE PROJECT VIOLATES CEQA'S REQUIREMENT OF INFORMED PUBLIC PARTICIPATION IN THE DECISIONMAKING PROCESS**

There has been no information or outreach to the general public on the Hairball Project by the City. It is clear from the Staff Report that MTA only sought "feedback" from Project proponents, including Supervisor Hillary Ronen, the "San Francisco Bike Coalition," and MTA's own staff. (Exhibit C, "Stakeholder Engagement," p. 6; Exhibit F [San Francisco Chronicle, 8/4/17 "S.F. Supervisor pushes to untangle freeway Hairball;"]; Exhibit G [San Francisco Examiner, "New plan to ban encampments at 'Hairball' emerges as homeless and cyclists clash"].) The general public, including thousands of travelers on the city streets in the Hairball Project area, has been *completely left out* of that alleged "stakeholder engagement."

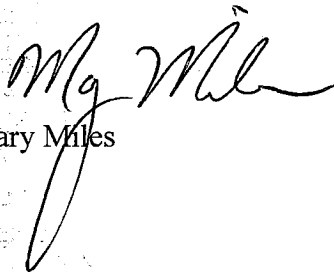
The Hairball Project will have significant impacts on all users of the affected corridors, not just bicyclists, Ms. Ronen, and MTA staff. Because the Project has significant impacts on freeway access, it is of regional and statewide importance. MTA claims with no supporting evidence that it contacted "merchants along Jerrold Avenue to understand parking loss impacts and to develop a balanced solution." In fact, the Project ignores all of the Project's significant impacts on the vast majority of travelers, residents and businesses in the area. (Staff Memo, p. 6.)

Just as serious, the public has been deprived of the opportunity for meaningful input on the Hairball Project, which violates CEQA's basic purpose and mandate.

### **CONCLUSION**

Planning may not segment the Hairball Project into pieces to avoid environmental review of the Project as required by CEQA. The Hairball Project is not exempt from CEQA. City's 2009 EIR found 27 significant impacts on traffic, transit and loading from its previous version of the Hairball Project, which is substantial evidence that the Project will have significant impacts. That evidence precludes any categorical exemption of the Hairball Project or any part of it. The Hairball Project may also have significant direct and cumulative impacts on transportation, transit, parking, air quality, GHG, public safety, including emergency vehicle movement, noise, and human impacts that must be identified, analyzed, and mitigated under CEQA. Further, the segmentation of the Hairball Project into more than 15 separate parts is illegal piecemealing. The whole Hairball Project must be accurately described, with its environmental impacts identified in an EIR, and those impacts must be mitigated in legally adequate findings under CEQA before this Project can be approved. Further, the failure to make environmental documents and other information on the Hairball Project publicly available violates CEQA's requirements.

For these reasons, the Board of Supervisors should grant this appeal and return this Project to the agency until the Project can be accurately described and analyzed under CEQA, beginning with an initial study of the whole Hairball Project.



Mary Miles

## **LIST OF EXHIBITS**

**A** [undated] San Francisco Planning Dept.: CEQA Categorical Exemption Determination

**B** 4/28/17 MTA Memo from Thalia Leng to Christopher Espiritu: Application for Environmental Evaluation

**C** 9/11/17 MTA Anonymous: Staff Report

**D** 9/18/17 MTA Board Resolution 1170919-119

**E** 9/18/17 MTA Board Staff Slide Show

**F** 8/4/17 Rachel Swan, "S.F. Supervisor pushes to untangle freeway Hairball," *San Francisco Chronicle*

**G** 10/1/17 Joe Fitzgerald Rodriguez, "New plan to ban encampments at 'Hairball' emerges as homeless and cyclists clash," *San Francisco Examiner*

**H** 9/14/17 Public comment from Melodie submitted to MTA Board

**I** 9/19/17 Public comment from Will Daley submitted to MTA Board

**EXHIBIT A**



# SAN FRANCISCO PLANNING DEPARTMENT

## CEQA Categorical Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)	
SFMTA - Hairball Segments M, N, and O		n/a	
Case No.	Permit No.	Plans Dated	
2017-001775ENV		4/28/2017	
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRER if over 50 years old)	<input type="checkbox"/> New Construction	<input type="checkbox"/> Project Modification (GO TO STEP 7)
Project description for Planning Department approval.			
SFMTA proposes to implement paint-only modifications to the existing roadway on Bayshore Boulevard (between Jerrold Ave and Marin St) and Jerrold Ave (between Bayshore Blvd and Barneveld Ave). The project would include modifications to existing travel lanes to create a new bicycle lane on Jerrold Avenue. In addition the project would include installation of new high visibility crosswalks on Marin/Bayshore and Jerrold/Bayshore, as well as the removal of 10 parking spaces and 2 loading zones along westbound Jerrold Avenue.			

### STEP 1: EXEMPTION CLASS

#### TO BE COMPLETED BY PROJECT PLANNER

**Note: If neither class applies, an *Environmental Evaluation Application* is required.**

<input checked="" type="checkbox"/>	<b>Class 1 – Existing Facilities.</b> Interior and exterior alterations; additions under 10,000 sq. ft.; change of use if principally permitted or with a CU.
<input type="checkbox"/>	<b>Class 3 – New Construction.</b> Up to three (3) new single-family residences or six (6) dwelling units in one building; commercial/office structures; utility extensions.
<input type="checkbox"/>	Class__

### STEP 2: CEQA IMPACTS

#### TO BE COMPLETED BY PROJECT PLANNER

**If any box is checked below, an *Environmental Evaluation Application* is required.**

<input checked="" type="checkbox"/>	<b>Transportation:</b> Does the project create six (6) or more net new parking spaces or residential units? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input type="checkbox"/>	<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 hot spot? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Hot Spots)
<input type="checkbox"/>	<b>Hazardous Materials:</b> Any project site that 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 soil disturbance of any amount or a change of use from industrial to commercial/residential? If yes, should the applicant present documentation of a completed Maher Application that has been submitted to the San Francisco Department of Public Health (DPH), this box does not need to be checked, but such documentation must be appended to this form. In all other circumstances, this box must be checked and the project applicant must submit an Environmental Application with a Phase I Environmental Site Assessment and/or file a Maher Application with DPH. (refer to EP_ArcMap > Maher layer.)

<input type="checkbox"/>	<b>Soil Disturbance/Modification:</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? (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
<input type="checkbox"/>	<b>Noise:</b> Does the project include new noise-sensitive receptors (schools, day care facilities, hospitals, residential dwellings, and senior-care facilities) fronting roadways located in the noise mitigation area? (refer to EP_ArcMap > CEQA Catex Determination Layers > Noise Mitigation Area)
<input type="checkbox"/>	<b>Subdivision/Lot Line Adjustment:</b> Does the project site involve a subdivision or on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)
<input type="checkbox"/>	<b>Slope = or &gt; 20%:</b> Does the project involve excavation of 50 cubic yards of soil or more, square footage expansion greater than 1,000 sq. ft., shoring, underpinning, retaining wall work, or grading on a lot with a slope average of 20% or more? <i>Exceptions: do not check box for work performed on a previously developed portion of site, stairs, patio, deck, or fence work.</i> (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) <b>If box is checked, a geotechnical report is required and a Certificate or higher level CEQA document required</b>
<input type="checkbox"/>	<b>Seismic: Landslide Zone:</b> Does the project involve excavation of 50 cubic yards of soil or more, square footage expansion greater than 1,000 sq. ft., shoring, underpinning, retaining wall work, grading—including excavation and fill on a landslide zone – as identified in the San Francisco General Plan? <i>Exceptions: do not check box for work performed on a previously developed portion of the site, stairs, patio, deck, or fence work.</i> (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) <b>If box is checked, a geotechnical report is required and a Certificate or higher level CEQA document required</b>
<input type="checkbox"/>	<b>Seismic: Liquefaction Zone:</b> Does the project involve excavation of 50 cubic yards of soil or more, square footage expansion greater than 1000 sq ft, shoring, underpinning, retaining wall work, or grading on a lot in a liquefaction zone? <i>Exceptions: do not check box for work performed on a previously developed portion of the site, stairs, patio, deck, or fence work.</i> (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) <b>If box is checked, a geotechnical report will likely be required</b>
<input type="checkbox"/>	<b>Serpentine Rock:</b> Does the project involve any excavation on a property containing serpentine rock? <i>Exceptions: do not check box for stairs, patio, deck, retaining walls, or fence work.</i> (refer to EP_ArcMap > CEQA Catex Determination Layers > Serpentine)
<b>If no boxes are checked above, GO TO STEP 3. <u>If one or more boxes are checked above, an Environmental Evaluation Application is required.</u></b>	
<input checked="" type="checkbox"/>	<b>Project can proceed with categorical exemption review. The project does not trigger any of the CEQA impacts listed above.</b>
<b>Comments and Planner Signature (optional):</b> The project would not include the removal of any existing travel lanes on Jerrold Avenue or nearby streets. The proposed project would not include any features that would result in new traffic hazards.	

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

<b>PROPERTY IS ONE OF THE FOLLOWING:</b> (refer to Parcel Information Map)	
<input 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 50 years of age). <b>GO TO STEP 4.</b>
<input checked="" type="checkbox"/>	<b>Category C:</b> Not a Historical Resource or Not Age Eligible (under 50 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"/>	3. <b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	4. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	5. <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"/>	6. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	8. <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"/>	9. <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 PRESERVATION 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 type="checkbox"/>	9. <b>Reclassification of property status</b> to Category C. (Requires approval by Senior Preservation Planner/Preservation Coordinator) a. Per HRER dated: _____ (attach HRER) b. Other (specify):
<b>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.</b>	
<input type="checkbox"/>	<b>Further environmental review required.</b> Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. <b>GO TO STEP 6.</b>
<input 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>
Comments (optional):	
Preservation Planner Signature:	

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

<input type="checkbox"/>	<b>Further environmental review required.</b> Proposed project does not meet scopes of work in either (check all that apply): <input type="checkbox"/> Step 2 – CEQA Impacts <input type="checkbox"/> Step 5 – Advanced Historical Review <b>STOP! Must file an <i>Environmental Evaluation Application</i>.</b>	
<input checked="" type="checkbox"/>	<b>No further environmental review is required. The project is categorically exempt under CEQA.</b>	
<b>Planner Name:</b> Christopher Espiritu		<b>Signature or Stamp:</b> 
<b>Project Approval Action:</b> <b>Other (SFMTA Board)</b> <small>*If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.</small>		<small>Digitally signed by Christopher Espiritu  DN: dc=org, dc=sfgov, dc=cityplanning, ou=CityPlanning,  ou=Environmental Planning, cn=Christopher Espiritu,  email=Christopher.Espiritu@sfgov.org</small>
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 first approval action.		



**STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT  
TO BE COMPLETED BY PROJECT PLANNER**

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

**PROPERTY INFORMATION/PROJECT DESCRIPTION**

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
Case No.	Permit No.	Plans Dated
Exempt Project Approval Action	Exempt Project Approval Date	New Approval Required
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. CATEX FORM</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.	
<b>Planner Name:</b>	<b>Signature or Stamp:</b>

Attachment A:

SFMTA - Background Materials and Plans



# SAN FRANCISCO PLANNING DEPARTMENT

## ENVIRONMENTAL EVALUATION APPLICATION COVER MEMO - PUBLIC PROJECTS ONLY

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.

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

<b>Project Address and/or Title:</b>	Bayshore Boulevard/Cesar Chavez Street/ Potrero Avenue Intersection (Segments M, N and O of The Hairball); Key Segment Improvements
<b>Project Approval Action:</b>	MTA Board of Directors
<b>Will the approval action be taken at a noticed public hearing?</b> <input checked="" type="checkbox"/> YES* <input type="checkbox"/> NO	
* If YES is checked, please see below.	

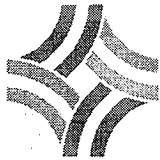
### IF APPROVAL ACTION IS TAKEN AT A NOTICED PUBLIC HEARING, INCLUDE THE FOLLOWING CALENDAR LANGUAGE:

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

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

### THE FOLLOWING MATERIALS ARE INCLUDED:

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



Date: April 28, 2017

To: Christopher Espiritu, San Francisco Planning Department

From: Thalia Leng, San Francisco Municipal Transportation Agency

Through: Andrea Contreras, San Francisco Municipal Transportation Agency

Re: Bayshore Boulevard/Cesar Chavez Street/ Potrero Avenue Intersection (Segments M, N and O of The Hairball): Key Segment Improvements

---

## OVERVIEW

The purpose of this project is to make three key portions of the Hairball paths safer and easier to use for pedestrians and bicyclists. The project also aims to support citywide efforts such as WalkFirst, Vision Zero, and the SFMTA 2012 Bicycle Strategy to improve non-motorized safety and mobility in San Francisco.

## BACKGROUND

The area where Cesar Chavez Street, Potrero Avenue, and Bayshore Boulevard intersect underneath the Highway 101 interchange is known as the Hairball (Figure 1). Because the Hairball area is complex, the area has been divided into lettered segments in order to be studied (Figure 2). In fall 2015, the SFMTA began a process to develop conceptual designs for safety improvements at three prioritized segments as well as a portion of Jerrold Avenue (between Barneveld Street and Bayshore Boulevard) that leads directly to one of the three segments. The three segments targeted for improvements by the SFMTA are known as Segments M, N and O and are shown in Figures 2 and 3.



Figure 1: Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue (The Hairball) Project Area

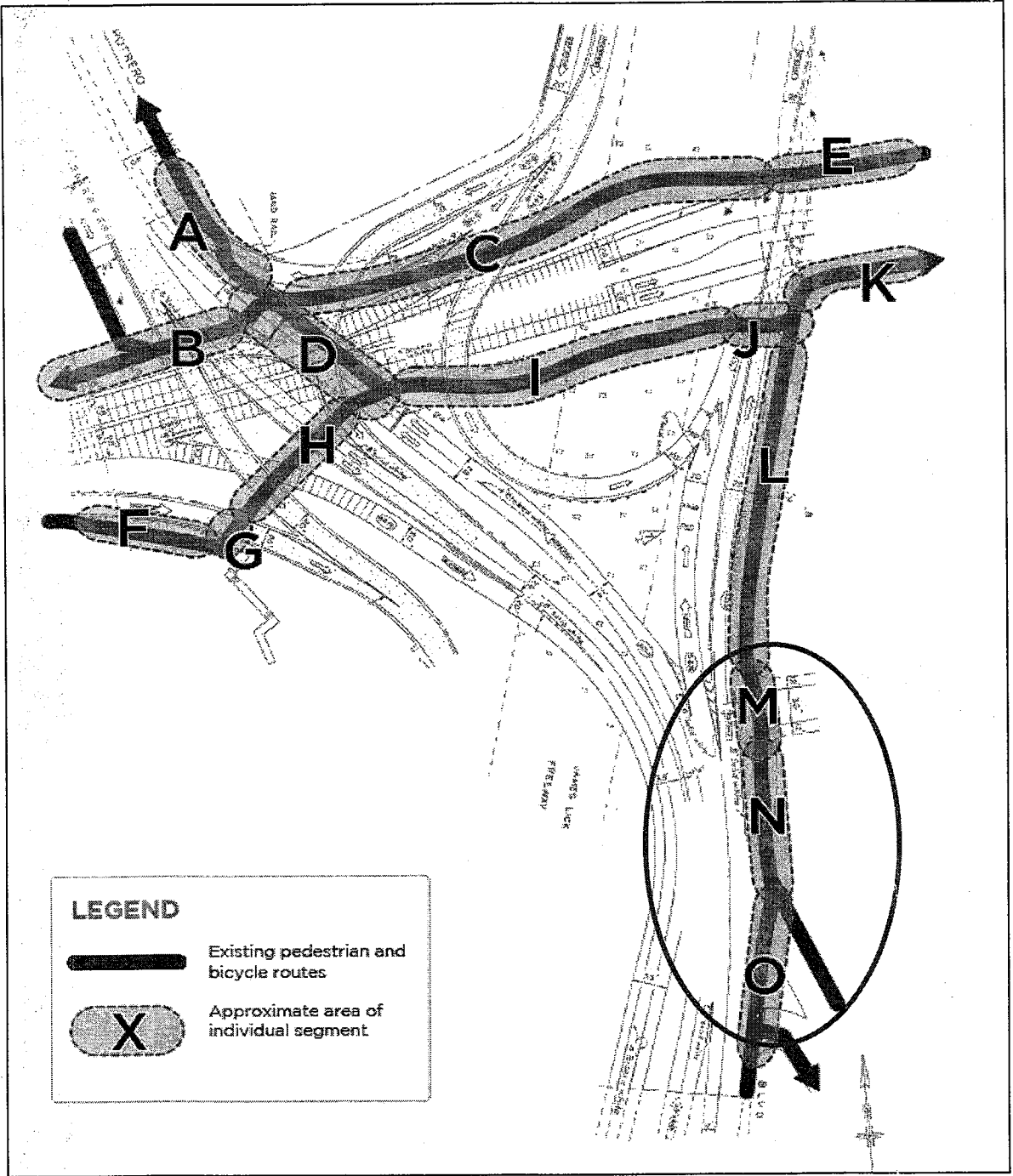


Figure 2: Segment Map

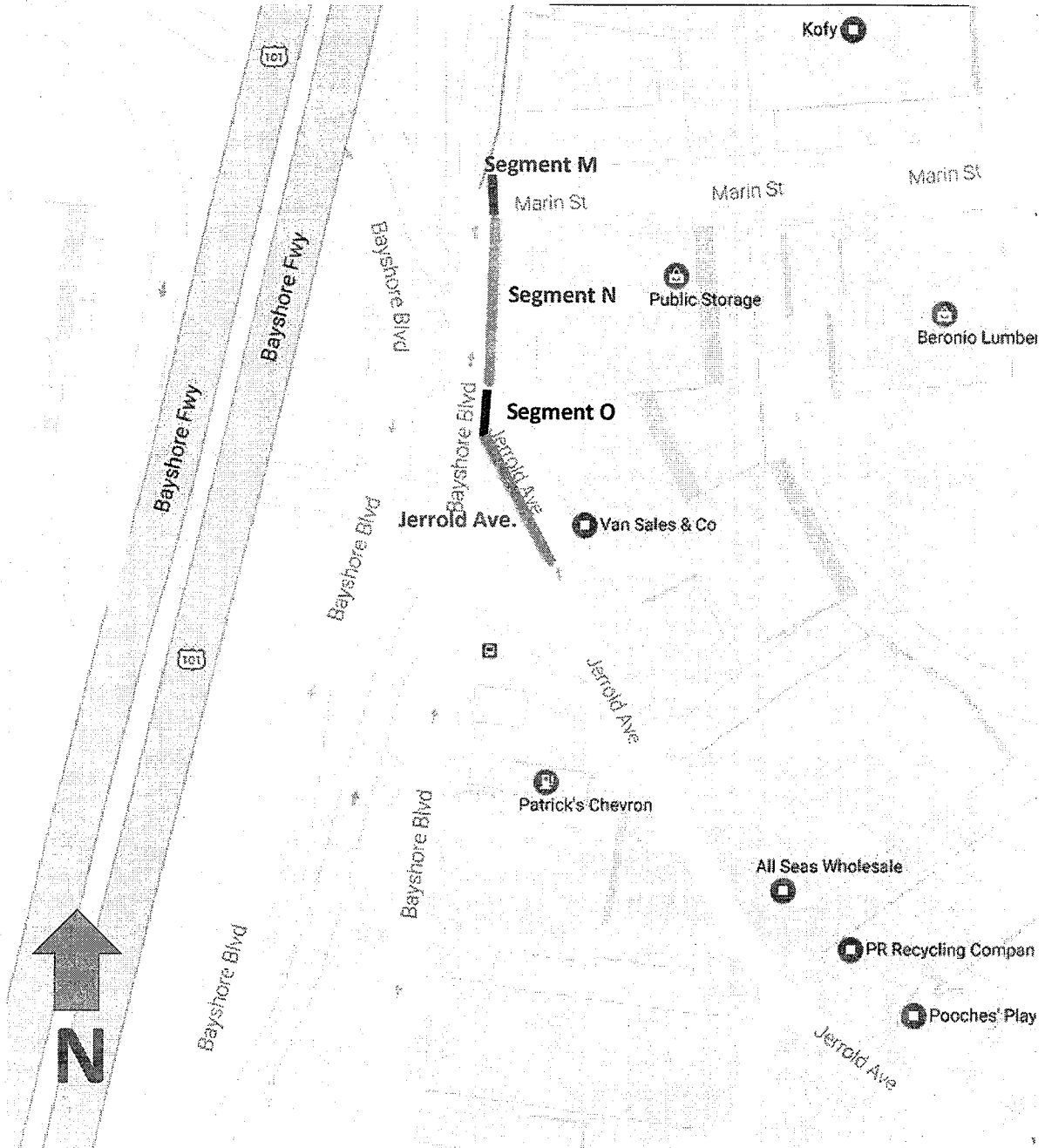


Figure 3: Roadway Map

**EXISTING CONDITIONS**

Segments M, N, and O are located at the southeastern entrance of the Hairball and include portions of north Bayshore Boulevard and the intersections of Bayshore Boulevard with both Marin Street and Jerrold Avenue. Bayshore Boulevard, Jerrold Avenue, and Marin Street are all city-owned streets and connect to the Caltrans 101 north on-ramp.

**Segment M** includes the area where Marin Street crosses Bayshore Boulevard. Pedestrians and two-way bicycle traffic cross Marin Street at an unsignalized crosswalk (Figure 3). This is a potential issue since motorists turning right from Marin Street onto the Highway 101 northbound on-ramp often travel at high speeds and do not expect two-way bicycle traffic in the crosswalk. Additionally, there is little clear space for pedestrians and bicyclists waiting to cross, and visibility is an issue. The crossing distance where Marin crosses Bayshore Boulevard is 36 feet.

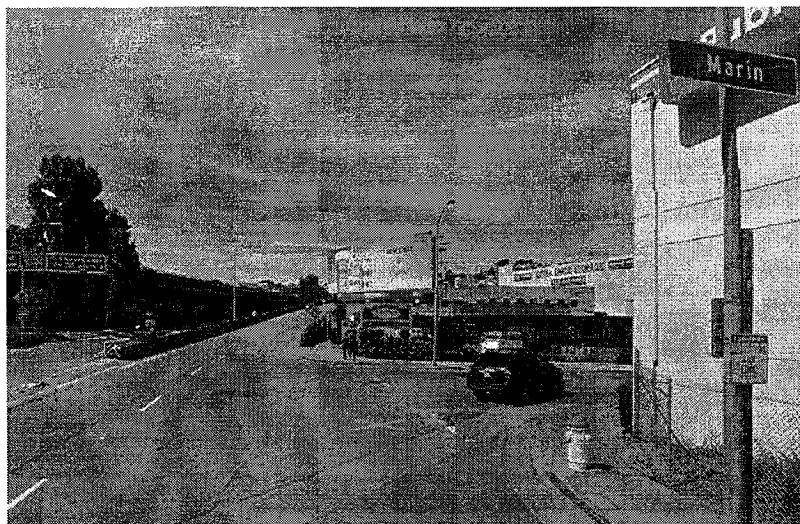
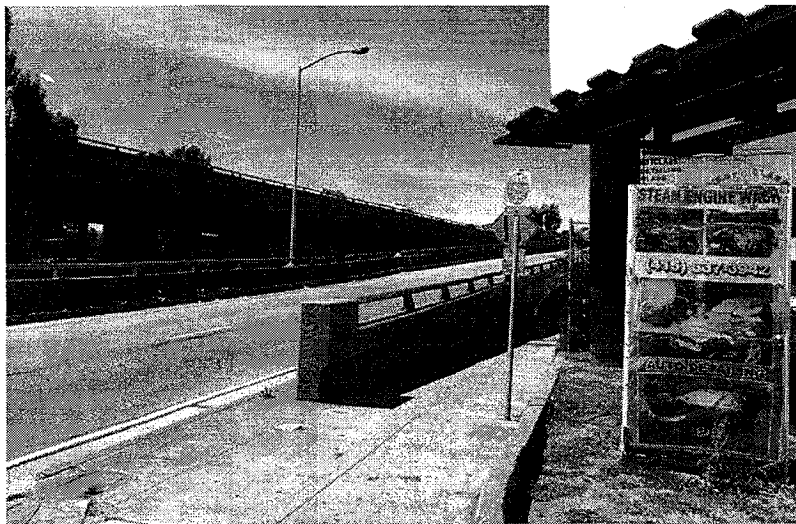


Figure 3: Segment M (Looking North at Marin St. and Bayshore Blvd.)

**Segment N** is a shared pedestrian and two-way bicycle path between Marin Street and Jerrold Avenue (Figure 4). Southbound bicyclists currently share the sidewalk with pedestrians while northbound cyclists use the adjacent bike lane. The existing sidewalk on the east side of the street is six feet wide, with approximately three foot wide pinch points at the two utility poles in place in this segment. The sidewalk is obstructed by street light poles, utility poles and a fire hydrant. There is also a six foot wide northbound curbside bicycle lane on northbound Bayshore Boulevard.

**Segment O** includes a crossing where pedestrians and southbound cyclists cross Jerrold Avenue (Figure 5). The existing crossing includes two crosswalks joined by a pork chop island. The 15-foot northern crossing is not signalized. Since the rightmost lane of westbound Jerrold Avenue meets northbound Bayshore Boulevard at a very shallow angle, vehicles can ignore the yield sign and turn right at high speeds.

**Segments M, N, and O** are all in close proximity to the 101 highway and other major arterials, placing pedestrians and cyclists adjacent to vehicles moving at high speeds. Segment M, or where Marin Street crosses Bayshore Boulevard, pedestrian/cyclist visibility is poor, the crossing is unsignalized and curb ramps are positioned poorly. Segment N, or the shared sidewalk for pedestrians and southbound cyclists that runs adjacent to northbound Bayshore Boulevard, is very narrow and obstructed by existing infrastructure. In addition, there are many pedestrians with shopping carts using this sidewalk because of nearby recycling centers. These pedestrians and shopping carts often block the sidewalk or travel in the roadway. Segment O, or the area where Jerrold Avenue and Bayshore Boulevard intersect, is a long crossing with high vehicle volumes on both Jerrold Avenue and Bayshore Boulevard and an unsignalized right turn lane from Jerrold Avenue onto northbound Bayshore Boulevard. All of these issues create unsafe existing conditions for both pedestrians and cyclists traveling to and from the Hairball.



Figure 4: Segment N  
(Looking South at Marin St. and Bayshore Blvd.)

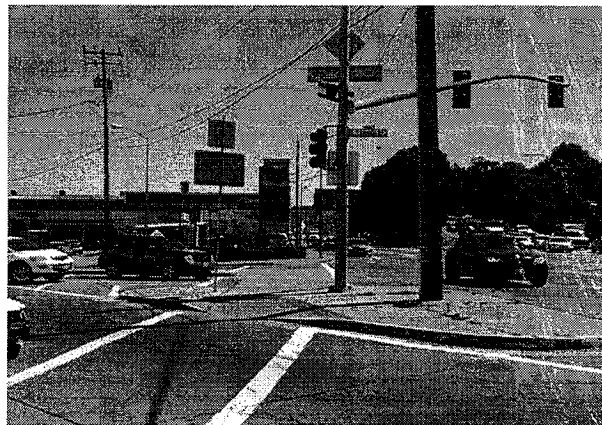


Figure 5: Segment O  
(Looking South at Jerrold Ave. and Bayshore Blvd.)

Connecting to Segment O, **Jerrold Avenue** between Barneveld Street and Bayshore is targeted for improvements as part of this project. Jerrold Avenue is 60-feet wide with one vehicle travel lane and one parking lane in the eastbound direction and two vehicle travel lanes and one parking lane in the westbound direction. The two westbound vehicle travel lanes become two right turn lanes from westbound Jerrold Avenue onto northbound Bayshore Boulevard.



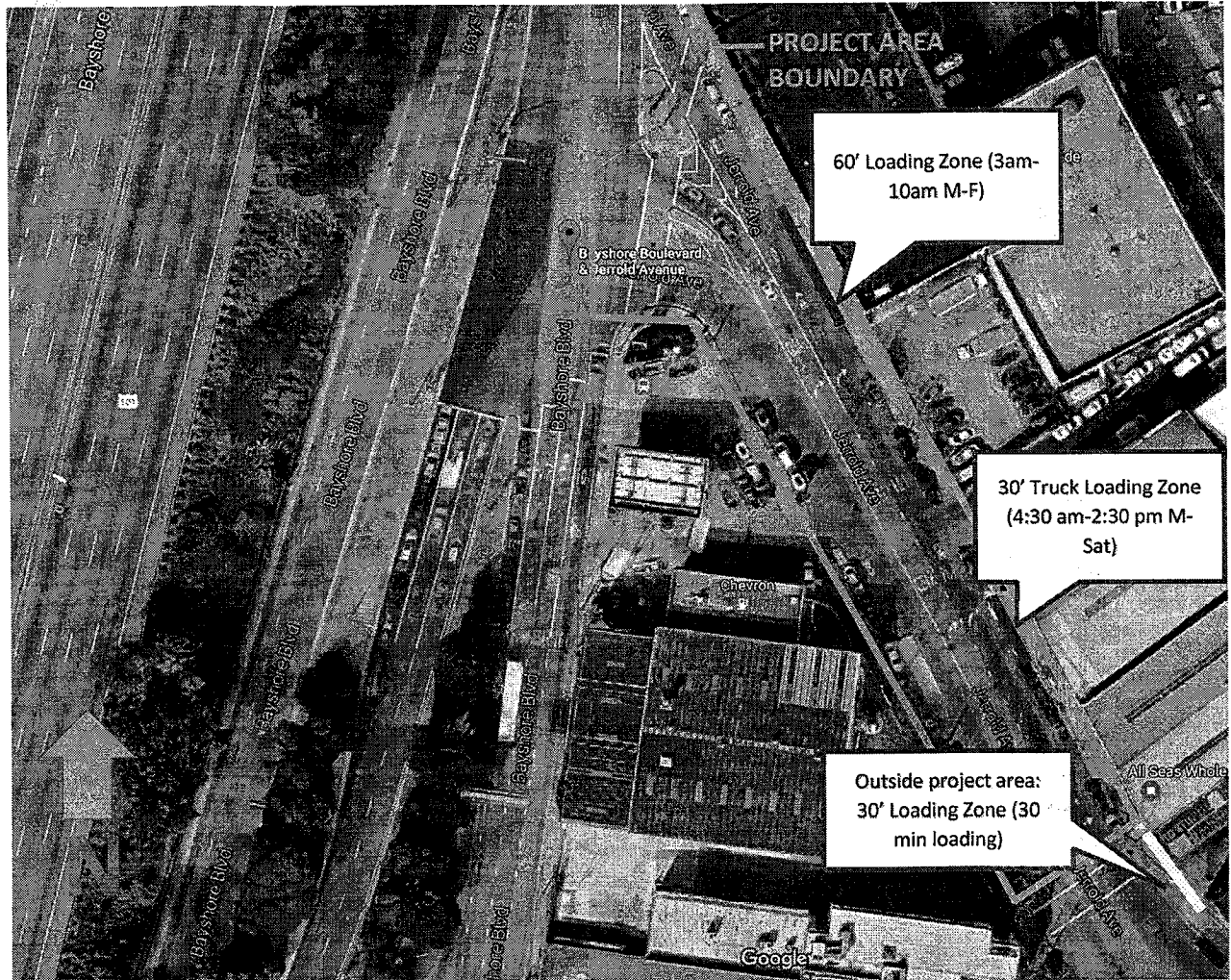


Figure 6: Existing Loading on Jerrold Avenue

There are currently two loading zones on the western side of Jerrold Avenue within the project area, and one loading zone immediately south of the project area (Figure 6). The two loading zones within the project area include one 60-foot 3am-10am loading zone, and one 30-foot 4:30am-2:30pm 6W Truck Loading Zone. Field observations during the peak loading period showed no loading occurring in the existing loading zones. Rather loading typically takes place within adjacent off-street driveways and/or semi-trucks often use the right most lane to unload instead of pulling to the curb. It is difficult for the larger trucks to maneuver and pull up to the curb.

An existing conditions site plan for all of the areas targeted for improvements (Segments M, N, O and Jerrold Avenue between Barneveld Street and Bayshore Boulevard) is shown below in Figure 5 (Existing Conditions Site Plan) and included as an attachment to this memorandum.

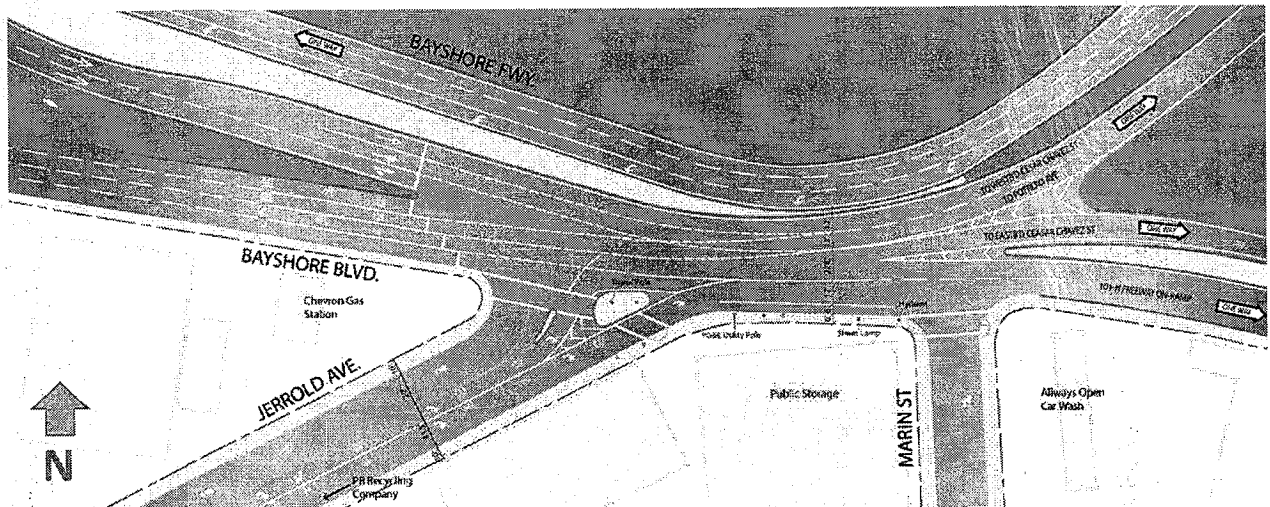


Figure 6: Existing Conditions Site Plan

## PROPOSED PROJECT

The goal of this project is to make key portions of the Hairball paths safer and easier to use for pedestrians and bicyclists by making safety improvements such as intersection and shared lane markings, widening existing bike lanes, and installing new bike lanes on Jerrold Avenue.

To address these issue, this project proposes paint-only improvements including the following:

### 1. Bike Lanes:

- Southbound Bayshore Boulevard bicyclists continue to share sidewalk, but northbound bike path widened from 6 feet to 12 feet (including a 6 foot lane with wide buffers) for shared/flexible uses.
- Install a curbside bike lane on westbound Jerrold Avenue from Bayshore Boulevard to Barneveld Avenue.
- Install a bike lane adjacent to existing parking on eastbound Jerrold Avenue from Bayshore Boulevard to Barneveld Avenue.

### 2. Intersection Treatments:

- Install continental crosswalks and elephant tracks<sup>1</sup> on Marin Street at the intersection of Bayshore Boulevard.
- Install continental crosswalks and greenback sharrows on Jerrold Avenue at the intersection of Bayshore Boulevard.

<sup>1</sup> An "elephant track" is a roadway marking consisting of an 8-inch wide by 3-foot dashed line that is typically combined with green shared lane markings and placed adjacent to a pedestrian crosswalk to indicate that cyclists should cross adjacent to the pedestrian crosswalk.

- Install continental crosswalks on Jerrold Avenue and Barneveld Avenue at the intersection of the two streets.
3. Parking and Loading:
- To provide sufficient space for a curbside bike lane on westbound Jerrold Avenue, approximately 10 unmetered parking spaces and the two loading zones will be removed on westbound Jerrold Avenue between Bayshore Boulevard and Barneveld Avenue. Field observations during peak loading times showed no instances of loading taking place within the existing zones. Rather loading typically takes place within adjacent off-street driveways and/or semi-trucks often use the right most vehicle travel lane to unload instead of pulling to the curb. One-on-one outreach with property owners was conducted confirming that loading takes place in the right vehicle travel lane or within property driveways.
  - To alleviate the proposed parking loss on the west side of Jerrold and create parking availability for area businesses, the establishment of a tow-away no stopping zone is proposed as part of this project. This zone would be located on the west side of Barneveld Avenue between McKinnon Avenue and Jerrold Avenue and prohibit parking between the hours of 10pm to 2am. This would assist with prohibiting vehicles from parking overnight or for extended amounts of time and allow employees of the businesses on Jerrold to park during business hours.

A proposed illustrative site plan of the project area is shown below in Figure 7 (Proposed Site Plan) and is also included as an attachment to this memorandum.

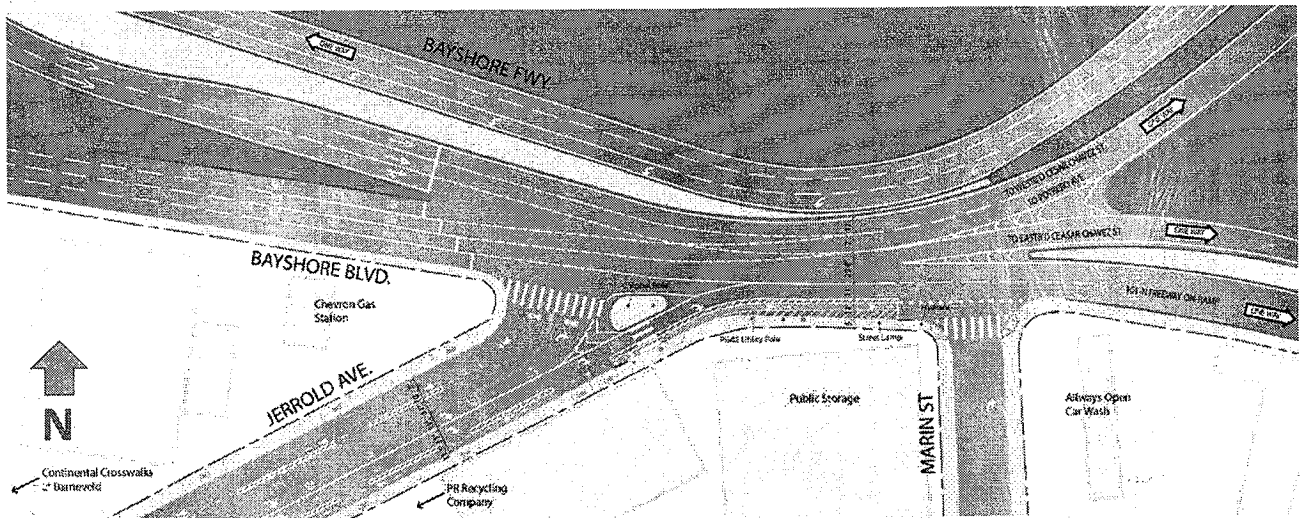


Figure 7: Proposed Site Plan

## TRANSPORTATION TOPICS

### Vehicle Miles Traveled

The proposed bicycling safety improvements, narrowing of traffic lanes, and parking removal constitute an Active Transportation Project and Other Minor Transportation Project in accordance with the Planning

Department's *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis*, and are therefore presumed to not significantly impact VMT and no further VMT analysis is required.

### **Bicycles**

The proposed project would improve the bike route on Jerrold Avenue, Bayshore Boulevard and the Hairball southeastern entry/shared path by installing a bike lane and adding paint improvements to the intersections of Marin Street and Jerrold Avenue with Bayshore Boulevard, as well as the intersection of Jerrold and Barneveld Avenues. The project would create improved and more visible separation between motorists and bicyclists, thereby reducing the potential for conflicts and increasing safety.

### **Pedestrian**

The proposed project would improve the pedestrian environment at intersections of Marin Street and Jerrold Avenue with Bayshore Boulevard as well as the intersection of Jerrold and Barneveld Avenues through the use of improved crosswalk and intersection markings. The project would not result in any new potential conflicts between pedestrians and other modes.

### **Transit**

The 9 and 9R Muni bus runs on northbound Bayshore Boulevard within the project area and there is a bus stop on Bayshore Boulevard at Jerrold Avenue. This project would keep the vehicle lanes at current widths except for a portion of the right-most lane of northbound Bayshore Boulevard between Jerrold Avenue and Marin Street, which would be narrowed from 17 feet to 11 feet. Muni buses do not travel in this lane as they merge to the left on Bayshore Boulevard to follow their route onto Potrero Avenue after the bus stop at Bayshore Boulevard and Jerrold Avenue. There would be no reduction in transit or mixed-flow travel lanes. Therefore, there would be no transit delay or impacts resulting from the project.

### **Loading**

This project proposes removing one 60-foot loading zone and one 30-foot loading zone on westbound Jerrold Avenue near Bayshore Boulevard. Field observations (conducted on Thursday, February 23, 2017 from 8-9:30am) showed no loading occurring in the existing loading zones and two instances of loading occurring in the right most vehicle travel lane directly adjacent the All Seas distribution warehouse (2390 Jerrold Avenue).

This observation as well as one-on-one outreach with property owners revealed that loading in this area typically takes place within adjacent off-street driveways and/or semi-trucks often use the right most lane to unload instead of pulling to the curb.

### **Emergency Access**

None of the proposed improvements or changes to the roadway would affect emergency vehicle access.

### **Parking**

This project proposes removing 10 unregulated/unmetered parking spaces on westbound Jerrold Avenue from Bayshore Boulevard to Barneveld Avenue.

**Excavation**

The proposed project is a paint-only project and does not involve any excavation.

**Construction**

The construction scope of this project would be for SFMTA paint crews to remove the existing thermoplastic striping, where necessary, and to paint new thermoplastic and epoxy striping on the roadway. Estimated construction duration is a maximum of 15 days for the full corridor.

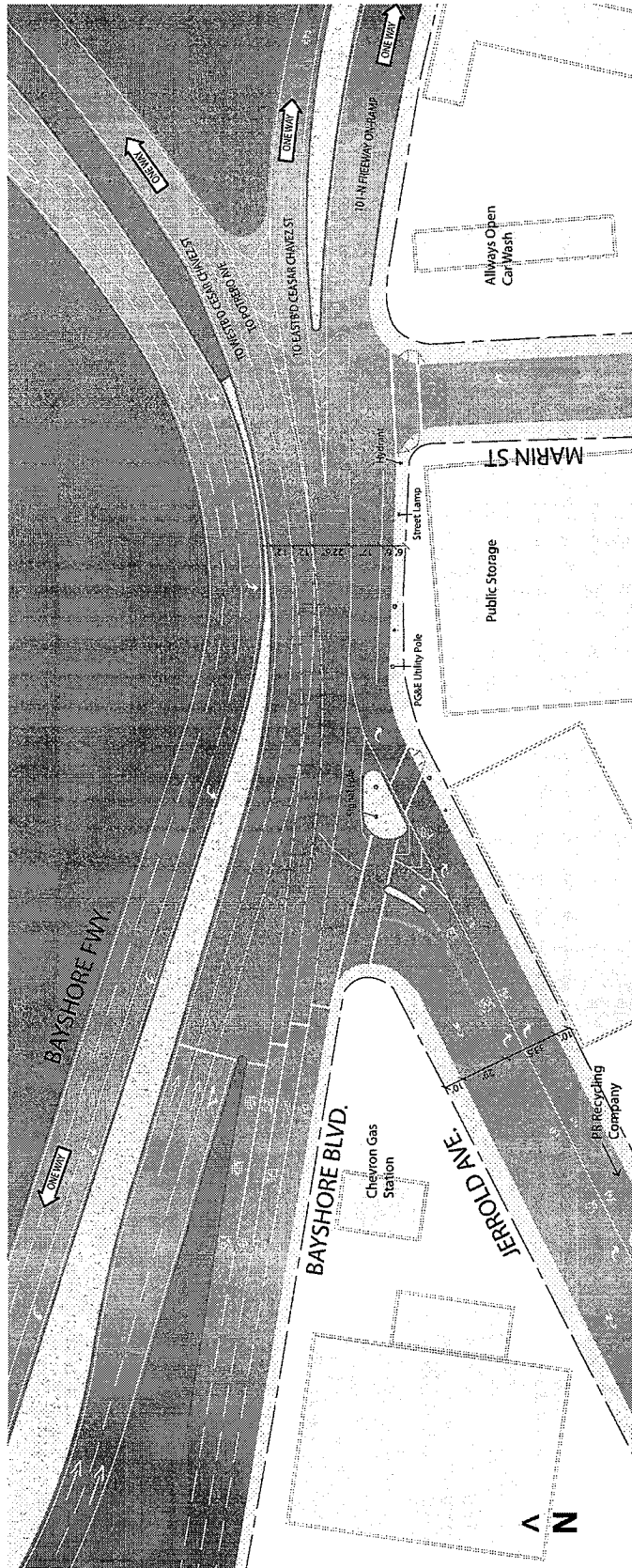
**Approval Action**

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

**ATTACHMENT**

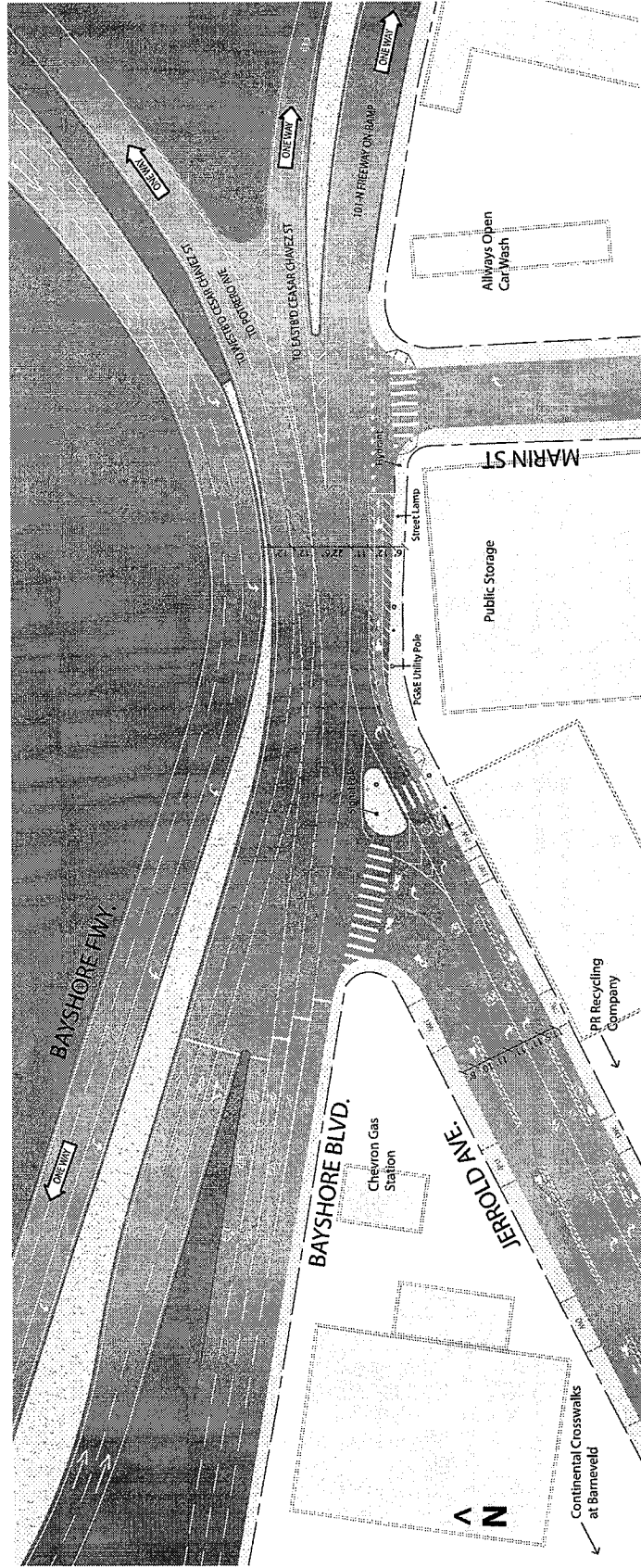
Proposed Plans/Drawings/Diagrams

ATTACHMENT 1: EXISTING SITE PLAN





ATTACHMENT 2: PROPOSED SITE PLAN



**EXHIBIT B**





# SAN FRANCISCO PLANNING DEPARTMENT

## ENVIRONMENTAL EVALUATION APPLICATION COVER MEMO - PUBLIC PROJECTS ONLY

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.

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

<b>Project Address and/or Title:</b>	Bayshore Boulevard/Cesar Chavez Street/ Potrero Avenue Intersection (Segments M, N and O of The Hairball): Key Segment Improvements
<b>Project Approval Action:</b>	MTA Board of Directors
<b>Will the approval action be taken at a noticed public hearing?</b> <input checked="" type="checkbox"/> YES* <input type="checkbox"/> NO * If YES is checked, please see below.	

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

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### THE FOLLOWING MATERIALS ARE INCLUDED:

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- Project description
- Photos of proposed work areas/project site
- Necessary background reports (specified in EEA)
-



**SFMTA**  
Municipal  
Transportation  
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*  
Malcolm Heinicke, *Director*  
Joél Ramos, *Director*

Cheryl Brinkman, *Vice-Chairman*  
Jerry Lee, *Director*  
Cristina Rubke, *Director*

Edward D. Reiskin, *Director of Transportation*

**Date:** April 28, 2017

**To:** Christopher Espiritu, San Francisco Planning Department

**From:** Thalia Leng, San Francisco Municipal Transportation Agency

**Through:** Andrea Contreras, San Francisco Municipal Transportation Agency

**Re:** Bayshore Boulevard/Cesar Chavez Street/ Potrero Avenue Intersection (Segments M, N and O of The Hairball): Key Segment Improvements

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## OVERVIEW

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## BACKGROUND

The area where Cesar Chavez Street, Portero Avenue, and Bayshore Boulevard intersect underneath the Highway 101 interchange is known as the Hairball (Figure 1). Because the Hairball area is complex, the area has been divided into lettered segments in order to be studied (Figure 2). In fall 2015, the SFMTA began a process to develop conceptual designs for safety improvements at three prioritized segments as well as a portion of Jerrold Avenue (between Barneveld Street and Bayshore Boulevard) that leads directly to one of the three segments. The three segments targeted for improvements by the SFMTA are known as Segments M, N and O and are shown in Figures 2 and 3.



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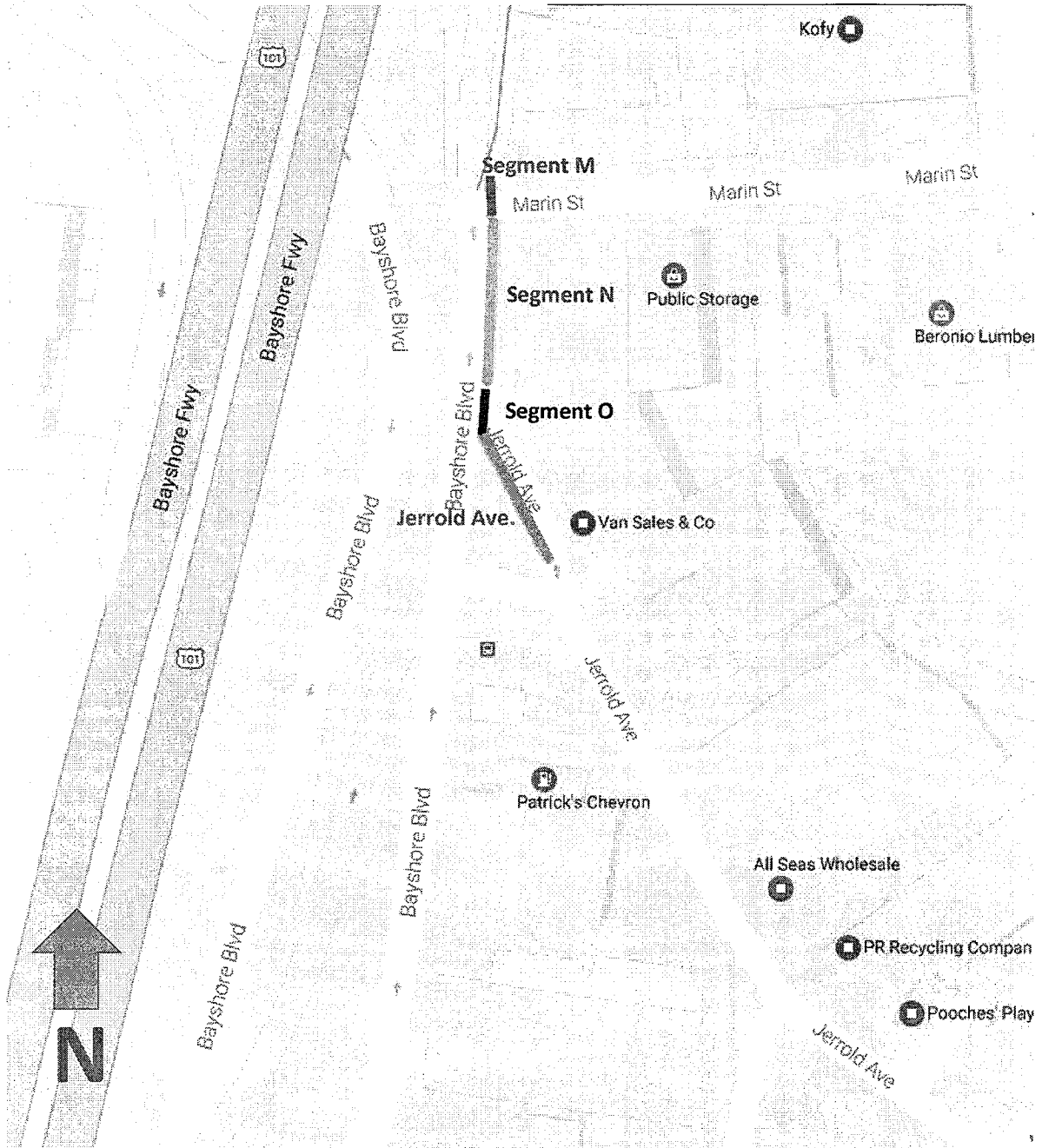


Figure 3: Roadway Map

**EXISTING CONDITIONS**

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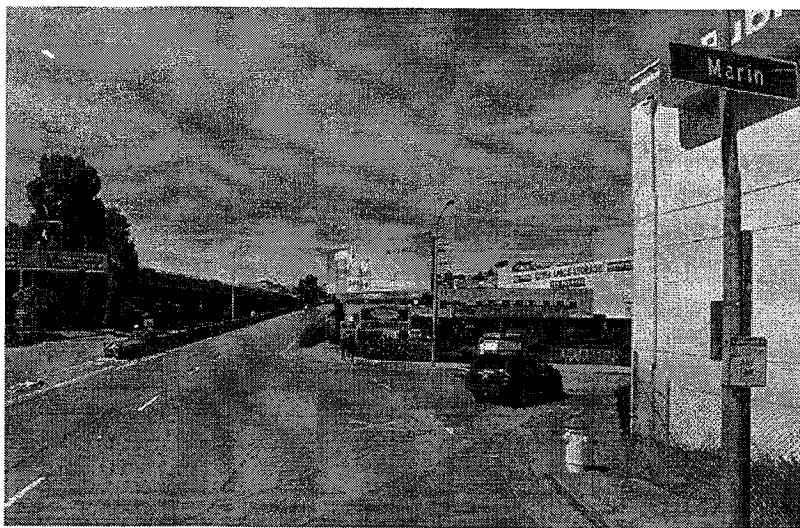
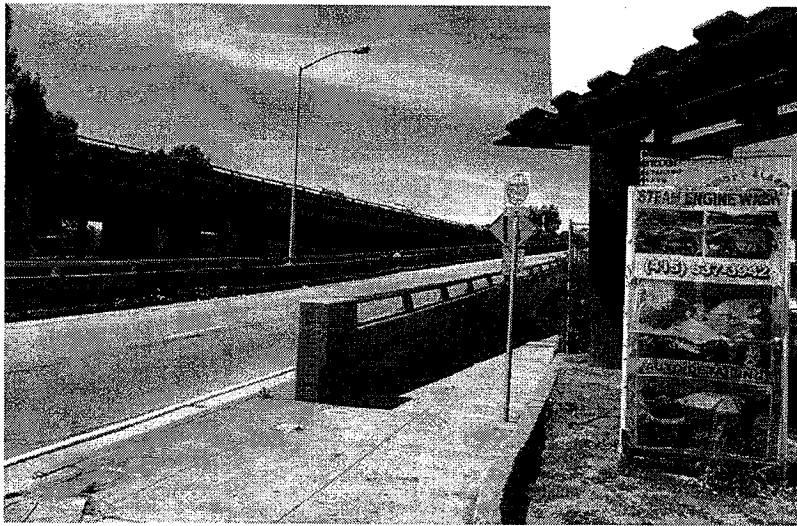


Figure 3: Segment M (Looking North at Marin St. and Bayshore Blvd.)

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Figure 4: Segment N  
(Looking South at Marin St. and Bayshore Blvd.)

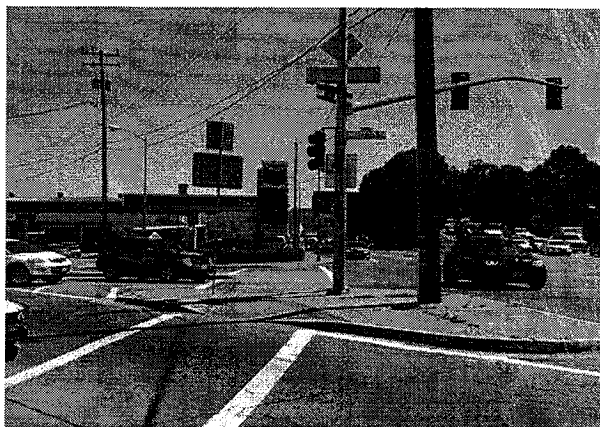


Figure 5: Segment O  
(Looking South at Jerrold Ave. and Bayshore Blvd.)

Connecting to Segment O, **Jerrold Avenue** between Barneveld Street and Bayshore is targeted for improvements as part of this project. Jerrold Avenue is 60-foot wide with one vehicle travel lane and one parking lane in the eastbound direction and two vehicle travel lanes and one parking lane in the westbound direction. The two westbound vehicle travel lanes become two right turn lanes from westbound Jerrold Avenue onto northbound Bayshore Boulevard.



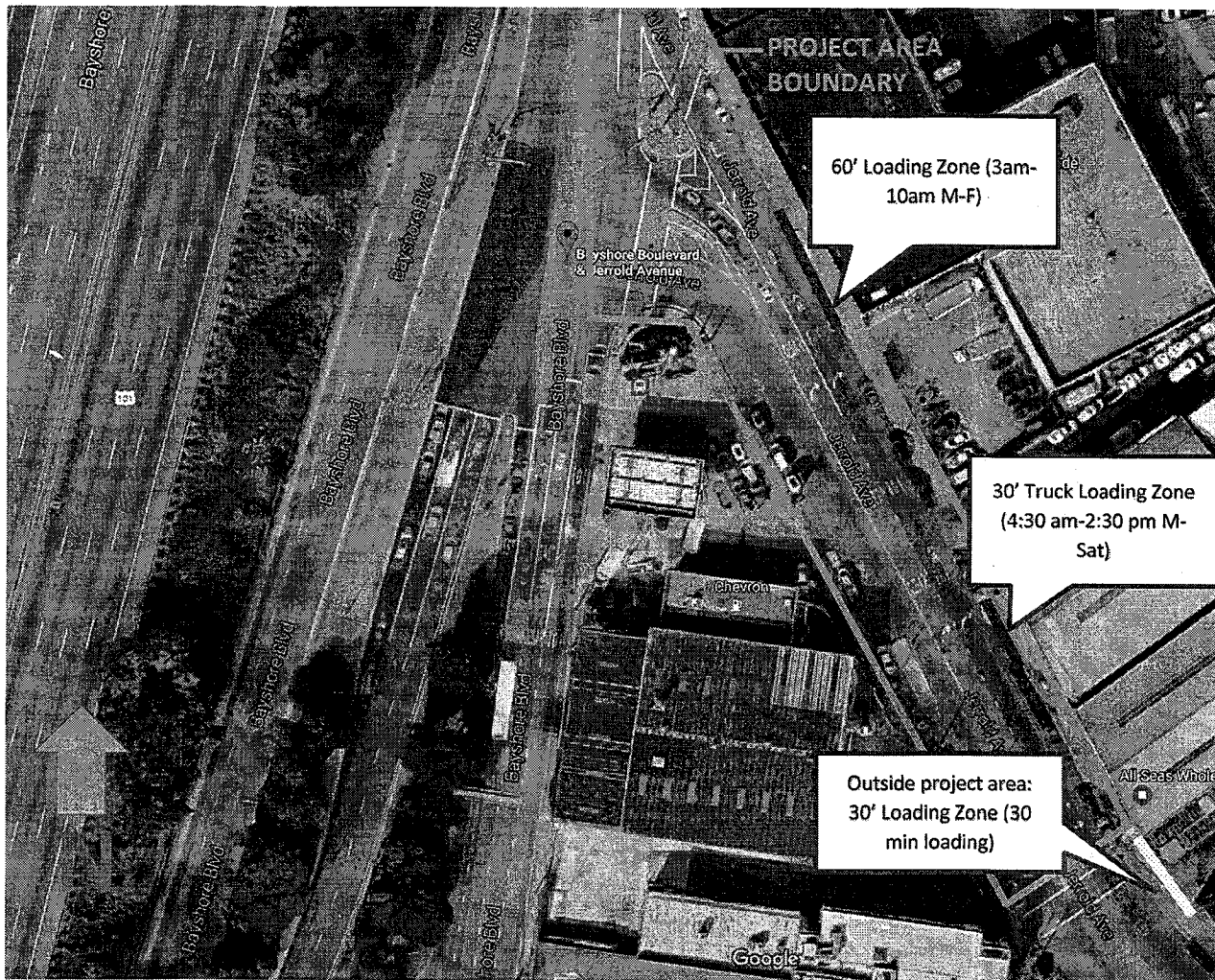


Figure 6: Existing Loading on Jerrold Avenue

There are currently two loading zones on the western side of Jerrold Avenue within the project area, and one loading zone immediately south of the project area (Figure 6). The two loading zones within the project area include one 60-foot 3am-10am loading zone, and one 30-foot 4:30am-2:30pm 6W Truck Loading Zone. Field observations during the peak loading period showed no loading occurring in the existing loading zones. Rather loading typically takes place within adjacent off-street driveways and/or semi-trucks often use the right most lane to unload instead of pulling to the curb. It is difficult for the larger trucks to maneuver and pull up to the curb.

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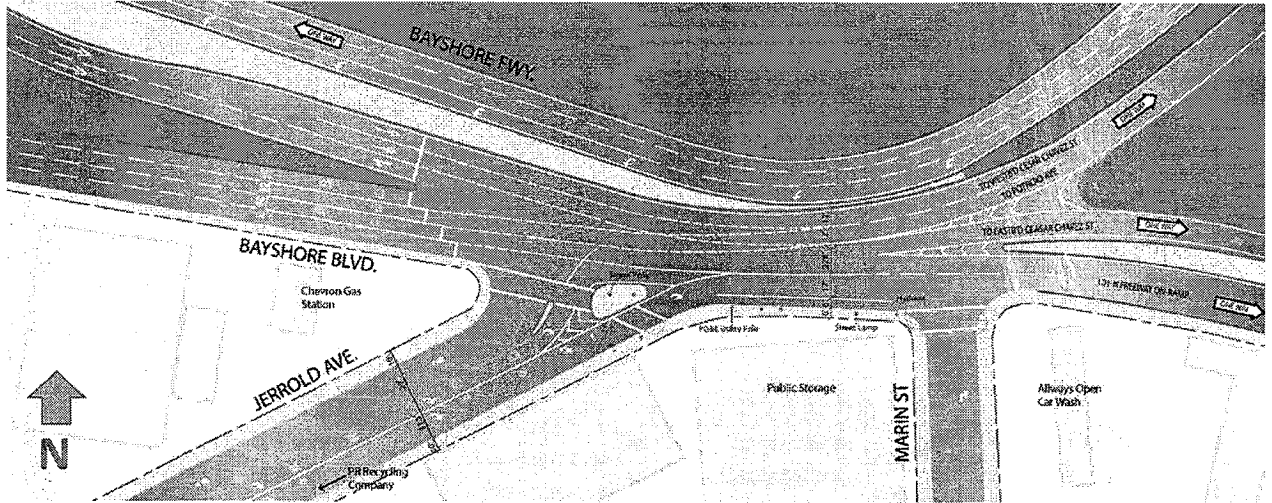


Figure 6: Existing Conditions Site Plan

## PROPOSED PROJECT

The goal of this project is to make key portions of the Hairball paths safer and easier to use for pedestrians and bicyclists by making safety improvements such as intersection and shared lane markings, widening existing bike lanes, and installing new bike lanes on Jerrold Avenue.

To address these issue, this project proposes paint-only improvements including the following:

### 1. Bike Lanes:

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### 2. Intersection Treatments:

- Install continental crosswalks and elephant tracks<sup>1</sup> on Marin Street at the intersection of Bayshore Boulevard.
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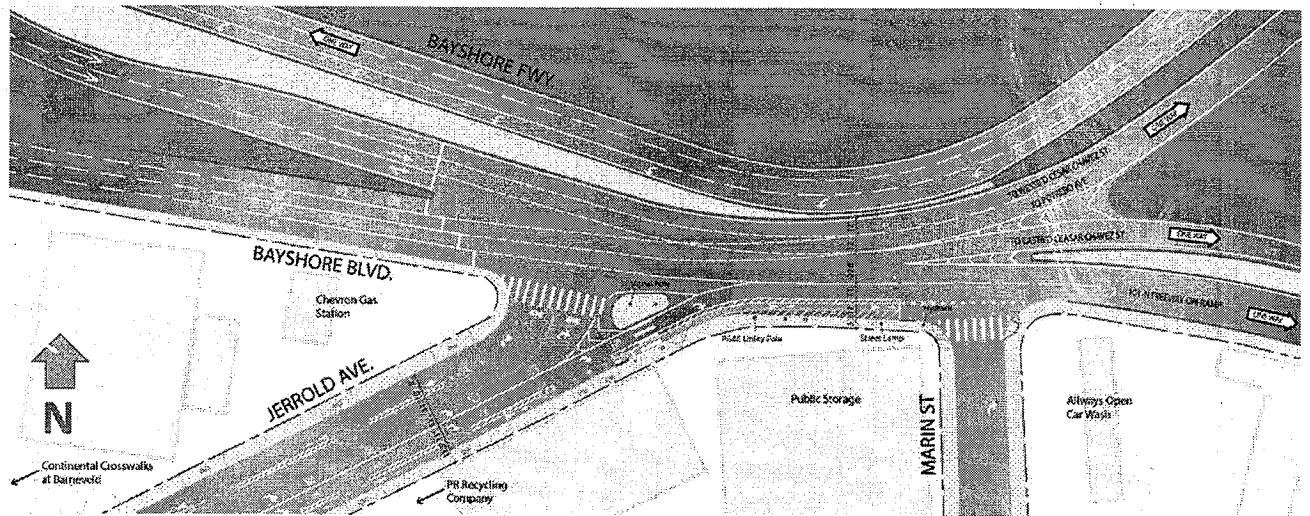


Figure 7: Proposed Site Plan

**TRANSPORTATION TOPICS**

**Vehicle Miles Traveled**

The proposed bicycling safety improvements, narrowing of traffic lanes, and parking removal constitute an Active Transportation Project and Other Minor Transportation Project in accordance with the Planning

Department's *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis*, and are therefore presumed to not significantly impact VMT and no further VMT analysis is required.

### **Bicycles**

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### **Pedestrian**

The proposed project would improve the pedestrian environment at intersections of Marin Street and Jerrold Avenue with Bayshore Boulevard as well as the intersection of Jerrold and Barneveld Avenues through the use of improved crosswalk and intersection markings. The project would not result in any new potential conflicts between pedestrians and other modes.

### **Transit**

The 9 and 9R Muni bus runs on northbound Bayshore Boulevard within the project area and there is a bus stop on Bayshore Boulevard at Jerrold Avenue. This project would keep the vehicle lanes at current widths except for a portion of the right-most lane of northbound Bayshore Boulevard between Jerrold Avenue and Marin Street, which would be narrowed from 17 feet to 11 feet. Muni buses do not travel in this lane as they merge to the left on Bayshore Boulevard to follow their route onto Potrero Avenue after the bus stop at Bayshore Boulevard and Jerrold Avenue. There would be no reduction in transit or mixed-flow travel lanes. Therefore, there would be no transit delay or impacts resulting from the project.

### **Loading**

This project proposes removing one 60-foot loading zone and one 30-foot loading zone on westbound Jerrold Avenue near Bayshore Boulevard. Field observations (conducted on Thursday, February 23, 2017 from 8-9:30am) showed no loading occurring in the existing loading zones and two instances of loading occurring in the right most vehicle travel lane directly adjacent the All Seas distribution warehouse (2390 Jerrold Avenue).

This observation as well as one-on-one outreach with property owners revealed that loading in this area typically takes place within adjacent off-street driveways and/or semi-trucks often use the right most lane to unload instead of pulling to the curb.

### **Emergency Access**

None of the proposed improvements or changes to the roadway would affect emergency vehicle access.

### **Parking**

This project proposes removing 10 unregulated/unmetered parking spaces on westbound Jerrold Avenue from Bayshore Boulevard to Barneveld Avenue.

**Excavation**

The proposed project is a paint-only project and does not involve any excavation.

**Construction**

The construction scope of this project would be for SFMTA paint crews to remove the existing thermoplastic striping, where necessary, and to paint new thermoplastic and epoxy striping on the roadway. Estimated construction duration is a maximum of 15 days for the full corridor.

**Approval Action**

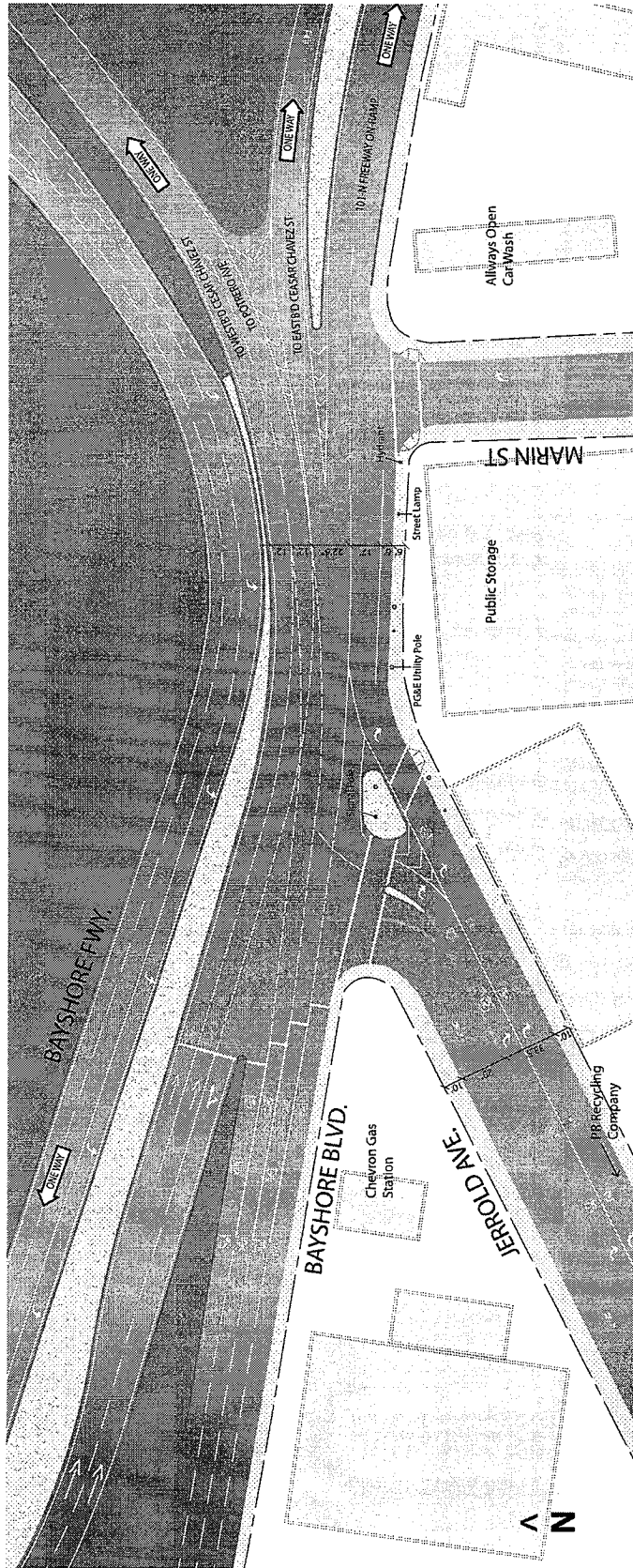
The first approval of the project committing the City to carrying out the proposed project would be the approval of the SFMTA Board of Directors.

**ATTACHMENT**

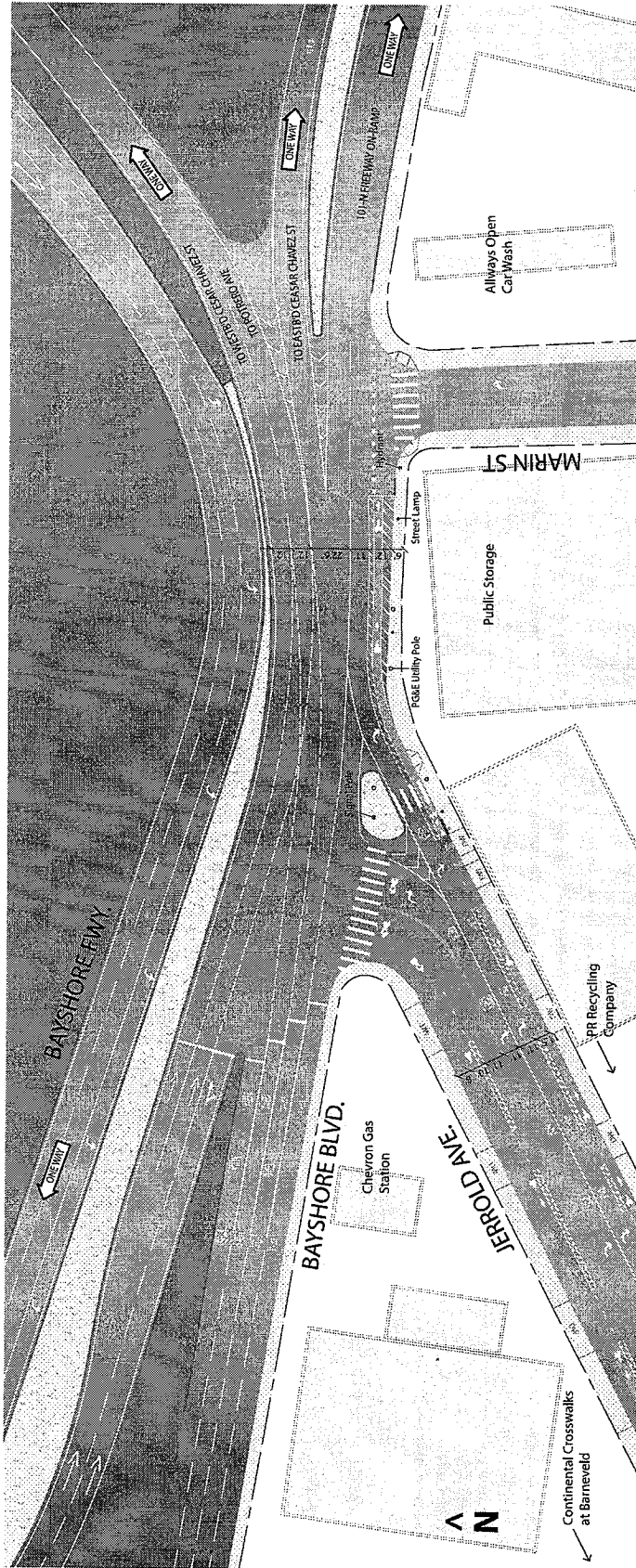
Proposed Plans/Drawings/Diagrams



ATTACHMENT 1: EXISTING SITE PLAN



ATTACHMENT 2: PROPOSED SITE PLAN



**EXHIBIT C**

**THIS PRINT COVERS CALENDAR ITEM NO. : 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving various bicycle, parking and traffic modifications on Jerrold Avenue between Barneveld Avenue and Bayshore Boulevard and on the west side of Barneveld Avenue between Jerrold Avenue and McKinnon Avenue to improve safety for bicyclists, pedestrians and motorists by installing bicycle lanes and minor accompanying parking restrictions.

**SUMMARY:**

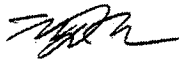
- Jerrold Avenue from Barneveld Avenue to Bayshore Boulevard is part of the San Francisco Bike Network and is currently a Class III bikeway demarcated with shared lane markings.
- This project will install a Class IV protected bikeway on northbound Jerrold Avenue and a Class II bike lane on southbound Jerrold Avenue between Barneveld Avenue and Bayshore Boulevard.
- This project will install a Tow Away No Stopping Anytime restriction from 10PM to 2AM on the west side of Barneveld Ave between McKinnon Avenue and Jerrold Avenue to help address parking congestion and create parking availability for area businesses.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

**ENCLOSURES:**

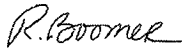
1. SFMTAB Resolution
2. Project Area and Typical Cross Sections

**APPROVALS:**

DIRECTOR \_\_\_\_\_



SECRETARY \_\_\_\_\_



**DATE**

9/11/2017

9/11/2017

**ASSIGNED SFMTAB CALENDAR DATE:** September 19, 2017

## **PAGE 2.**

### **PURPOSE**

Approving various bicycle, parking and traffic modifications on Jerrold Avenue between Barneveld Avenue and Bayshore Boulevard and on the west side of Barneveld Avenue between Jerrold Avenue and McKinnon Avenue to improve safety for bicyclists, pedestrians and motorists by installing bicycle lanes and minor accompanying parking restrictions.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the Vision Zero Policy goal to eliminate traffic fatalities as well as the following SFMTA Strategic Plan Goals and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

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

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

### **Transit First Principles**

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

### **DESCRIPTION**

In an area known as "The Hairball", Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue change from City streets to a complex arrangement of bridges and ramps linking with Highway 101. Because many paths intersect in this area, the interchange is challenging to navigate and there are points of conflict between vehicles, pedestrians and bicycles. However, though limited in some respects, the pedestrian and bicycle circulation network allows connections between Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue that are not possible by vehicle and provides a high level of connectivity to non-motorized users within the framework of the existing highly complex intersection structure.



### PAGE 3.

The Hairball Intersection Improvement Project is an effort to make key portions of the paths at this location safer and easier to use for pedestrians and bicyclists. The improvements currently proposed specifically address key segments at the southeastern entry to The Hairball on Jerrold Avenue from Barneveld Avenue to Bayshore Boulevard and on northbound Bayshore Boulevard from Jerrold Avenue to Marin Street. (See Enclosure A for Project Area Map)

Jerrold Avenue from Barneveld Avenue to Bayshore Boulevard, part of San Francisco Bike Route 25, is currently a Class III bikeway demarcated with shared lane markings. This is a challenging location to bicycle due to the high volume of vehicles and specifically large trucks that use this roadway, especially during the morning hours (approximately 700 vehicles on northbound Jerrold during the two hour morning peak period). These vehicle movements conflict with the large number of cyclists who also use this section of Jerrold Avenue during both the morning and evening peak commute hours (approximately 78 cyclists in the two hour morning peak and 70 cyclists in the evening peak period). In addition, the intersection of Jerrold Avenue and Bayshore Boulevard presents safety concerns for pedestrians and cyclists; one pedestrian fatality occurred at this intersection in 2014.

The portion of northbound Bayshore Boulevard from Jerrold Avenue to Marin Street is also an area of conflict for pedestrians, cyclists, and vehicles. The sidewalk along the east side of Bayshore Boulevard is a shared pedestrian and two-way bicycle path between Marin Street and Jerrold Avenue. Southbound bicyclists currently share the sidewalk with pedestrians while northbound cyclists use the adjacent bike lane. The sidewalk on the east side of the street is six feet wide, with approximately three foot wide pinch points at the two existing utility poles. Additionally, the sidewalk is constrained by street light poles, utility poles and a fire hydrant. At the intersection of Bayshore Boulevard and Marin Street, pedestrians and two-way bicycle traffic cross Marin Street at an unsignalized crosswalk. This is a potential issue since motorists turning right from Marin Street onto the Highway 101 northbound on-ramp often travel at high speeds and do not expect two-way bicycle traffic in the crosswalk. Additionally, visibility is an issue for motorists turning right from westbound Marin Street as they may not see cyclists and pedestrians crossing Marin Street at Bayshore Boulevard.

To address these conflict areas, the SFMTA proposes the near-term improvements using paint and flexible delineators as described below. In tandem with these proposed changes, SFMTA staff is also coordinating with San Francisco Public Works (Public Works) on the detailed design of a long-term project that will propose similar changes to this legislation but will be designed and constructed with concrete. The long-term project may require SFMTA Board approval, depending on the final design decisions.

#### *Near-term Improvements*

##### *Bike Lanes:*

- Southbound Bayshore Boulevard bicyclists will continue to share the sidewalk, but the northbound bikeway will widen from 6 feet to 11 to 13 feet, including a 5 foot wide bike lane with buffers that vary according to street geometry (does not require legislation).

**PAGE 4.**

- Installing a new Class IV protected bikeway on northbound Jerrold Avenue from Barneveld Avenue to Bayshore Boulevard.
- Installing a new Class II bike lane adjacent to the existing parking on southbound Jerrold Avenue from Barneveld Avenue to Bayshore Boulevard.

**Parking and Loading:**

- Providing sufficient space for the new Class IV protected bikeway, this project proposes to remove approximately ten unmetered parking spaces and two loading zones on westbound Jerrold Avenue between Bayshore Boulevard and Barneveld Avenue.
- Installing a Tow Away No Stopping Anytime restriction from 10 PM to 2 AM on the west side of Barneveld Avenue between McKinnon Avenue and Jerrold Avenue to help address parking congestion and to create parking availability for area businesses.

**Intersection Treatments that do not require SFMTA Board approval:**

- Striping continental crosswalks, greenback shared lane markings, and a two-way bike crossing at Marin Street and Bayshore Boulevard.
- Striping continental crosswalks, greenback sharrows, and a two-way bike crossing at Jerrold Avenue at the intersection of Bayshore Boulevard.
- Striping continental crosswalks at the intersection of Jerrold and Barneveld Avenues.

Please refer to Enclosure 2 for cross-sections of the existing and proposed conditions.

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

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

The proposed parking protected bikeway on Jerrold Avenue meets these three conditions. The alternative criteria for the parking protected bikeway design have been reviewed and approved by a qualified engineer prior to installation. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists. These alternative criteria will be adopted by SFMTA Board of Directors as

**PAGE 5.**

part of this calendar item. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Information Number 89 Class IV Bikeway Guidance. The NACTO guidelines state that parking protected bikeways require the following features:

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

The separated bikeway for Jerrold Avenue will conform to these NACTO design guidelines. The separated bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office of Disability, and Department of Public Works to ensure accessibility for all street users. The painted buffer alongside the parking lanes that separates the vehicle travel lane from the bikeway will be clearly marked with cross-hatching and 60-inches in width, the recommended buffer width. It was also reviewed by the San Francisco Fire Department.

The proposed parking restriction on Barneveld Avenue (west side only) from Jerrold Avenue to McKinnon Avenue is intended to restrict all vehicles from parking on this stretch of roadway from 10 PM to 2 AM, addressing current parking congestion and creating parking availability for nearby businesses due to the loss of parking on the north side of Jerrold Avenue as a result of the new protected bikeway. The parking restriction hours are related to key business hours that begin early in the morning from 2 to 3 AM. Workers often cannot find parking due to vehicles parked overnight on nearby streets. There are oversized Recreational Vehicles (RVs) that use the area of Barneveld Avenue where the parking restrictions are proposed, and while the SFMTA understands the needs of this community, this project aims to balance the needs of all users of the project area while prioritizing traffic safety. According to the SF Park's current Parking Supply Map, this parking restriction affects a small percentage of unregulated parking spaces in the area. The restriction regulates approximately 20 parking spaces, while with the proposed removal of 10 spaces on the north side of Jerrold Avenue, approximately 178 unregulated parking spaces remain on Jerrold Avenue between Bayshore Boulevard and the Embarcadero Freeway, and 67 unregulated parking spaces remain on Barneveld Avenue between Jerrold Street and Oakdale Avenue.

Businesses on Jerrold Avenue between Bayshore Boulevard and Barneveld Avenue currently maintain off-site loading and/or load by double parking large trucks in the right-most northbound travel lane; it is difficult for the large trucks to pull up to the curb in the current loading zone

**PAGE 6.**

locations. Therefore the businesses are not expected to be significantly impacted by the removal of the current loading zones on the north side of Jerrold Avenue between Barneveld Avenue and Bayshore Boulevard.

Approval of the following parking and traffic modifications is required to support the project:

- A. ESTABLISH- TOW-AWAY NO STOPPING ANY TIME - Jerrold Avenue, east side, from Barneveld Avenue to Bayshore Boulevard
- B. ESTABLISH- CLASS IV BIKEWAY –Jerrold Avenue, northbound, from Barneveld Avenue to Bayshore Boulevard
- C. ESTABLISH- CLASS II BIKEWAY - Jerrold Avenue, southbound, from Barneveld Avenue to Bayshore Boulevard
- D. ESTABLISH- TOW-AWAY NO STOPPING, 10 PM TO 2 AM EVERY DAY - Barneveld Avenue, west side, between McKinnon Avenue and Jerrold Avenue

#### **STAKEHOLDER ENGAGEMENT**

The stakeholder engagement process for the proposed changes has been targeted and thorough, building on previous, in-depth community engagement processes.

In 2010, the San Francisco Planning Department began a community outreach process to develop a community-supported vision and design for a safe, comfortable and accessible Cesar Chavez Street for all users. This outreach process culminated in the Cesar Chavez East Community Design Plan that was finalized in early 2012 and incorporates the Bayshore Boulevard/Cesar Chavez Street/Potrero Avenue intersection (The Hairball). In fall 2015, the SFMTA and Public Works received \$100,000 in Neighborhood Transportation Improvement Program (NTIP) Prop K funds from the San Francisco County Transportation Agency to develop recommendations for safety improvements at key segments. The current proposed changes are a direct result of this NTIP planning process. This process included gathering feedback from the main stakeholders for the project including staff from District 10, District 9, the bicycle and pedestrian group of Caltrans District 4, and the San Francisco Bike Coalition. Specifically, feedback was gathered through two stakeholder walkthroughs of the site, one bike ride through the site, and attendance of a Calle 24 board meeting where board members and members of the Mission neighborhood community were present. In addition, prior to public hearing, SFMTA staff met multiple times with the merchants along Jerrold Avenue to understand parking loss impacts and to develop a balanced solution. Project staff also coordinated with SFMTA Parking staff to ensure minimal impacts to the community members concerned with parking restrictions that may affect oversize vehicles.

Lastly, this project went to the SFMTA Engineering Public Hearing on August 4, 2017. At the Public Hearing, a few members of the public had objections to the parking restrictions. These members of the public were not in favor of any parking restrictions that they believe affect parking for oversized vehicles. SFMTA heard comments and shared background on the project, including the need to balance traffic safety with parking needs. The parking restrictions are for

**PAGE 7.**

all vehicles and do not specify a vehicle size.

### **ALTERNATIVES CONSIDERED**

A no-build option was considered that would maintain shared lane markings on Jerrold Avenue and leave conditions as-is on northbound Bayshore Boulevard between Jerrold Avenue and Marin Street. Because separating motor vehicles from bicycles can make this route safer to pedestrians and cyclists, and due to the low cost and minimal impacts to parking and traffic, staff concluded that the recommendation to implement bikeways and minimal parking restrictions on the west side of Barneveld is the best way to proceed.

An option was also considered that would maintain parking on the north side of Jerrold Avenue between Barneveld Avenue and Bayshore Boulevard. Because this resulted in removal of a northbound vehicle travel lane on Jerrold Avenue and created large impacts to traffic while still presenting conflict areas between cyclists and vehicles, staff concluded that the recommendation to implement a protected bikeway on Jerrold Avenue between Barneveld Avenue and Bayshore Boulevard and minimal parking restrictions on the west side of Barneveld is the best way to proceed.

### **FUNDING IMPACT**

The project cost of \$40,000 is fully funded by the 2017 Proposition B (San Francisco General Fund).

### **ENVIRONMENTAL REVIEW**

The proposed project includes improvements to existing bicycle infrastructure in Segments M, N and O only. All proposed changes to Segments M, N and O can be implemented independently of other changes to the Hairball, should any be proposed in the future. Any future changes to other segments of the Hairball would benefit from, but not depend on, or result from the changes proposed to Segments M, N and O. Therefore, Segments M, N and O have independent utility.

The proposed Cesar Chavez Street/Bayshore Boulevard/Potrero Avenue Intersection Improvement Project is subject to the California Environmental Quality Act (CEQA). Title 14 of the California Code of Regulations Section 15301 provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

On May 26, 2017, the Planning Department determined that the proposed Cesar Chavez Street/Bayshore Boulevard/Potrero Avenue Intersection Improvement Project is categorically exempt from CEQA (Planning Case No. 2017-001775ENV) pursuant to Title 14 of the California Code of Regulations Section 15301.

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

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

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

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

**RECOMMENDATION**

SFMTA staff recommends approval of various bicycle, parking and traffic modifications on Jerrold Avenue between Barneveld Avenue and Bayshore Boulevard and on the west side of Barneveld Avenue between Jerrold Avenue and McKinnon Avenue to improve safety for bicyclists, pedestrians and motorists by installing bicycle lanes and minimal parking restrictions.

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SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

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, the Caltrans project supports the City's Vision Zero Goal of eliminating all traffic fatalities in San Francisco by 2024; and,

WHEREAS, The segment of Jerrold Avenue between Barneveld Avenue and Bayshore Boulevard is a designated bicycle route on the San Francisco Bicycle Route Network that provides connections from the Bayview and Hunters Point to the Mission neighborhood and central San Francisco; and,

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

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

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

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

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

WHEREAS, Jerrold Avenue between Barneveld Avenue and Bayshore Boulevard can incorporate a protected bicycle lane northbound and a bicycle lane southbound without any impacts to traffic and without significant impacts to parking; and,

WHEREAS, The SFMTA project team contacted key stakeholders and met with businesses along the project corridor and held a public hearing to solicit feedback on areas of

**PAGE 10.**

concern and answer questions about the project proposals; and,

WHEREAS, SFMTA staff propose the following parking and traffic modifications associated with the Cesar Chavez Street/Bayshore Boulevard/Potrero Avenue Intersection Improvement project:

- A. ESTABLISH- TOW-AWAY NO STOPPING ANY TIME - Jerrold Avenue, east side, from Barneveld Avenue to Bayshore Boulevard
- B. ESTABLISH- CLASS IV BIKEWAY - Jerrold Avenue, northbound, from Barneveld Avenue to Bayshore Boulevard
- C. ESTABLISH- CLASS II BIKEWAY - Jerrold Avenue, southbound, from Barneveld Avenue to Bayshore Boulevard
- D. ESTABLISH- TOW-AWAY NO STOPPING, 10 PM TO 2 AM EVERY DAY - Barneveld Avenue, west side, between McKinnon Avenue and Jerrold Avenue

WHEREAS, The proposed Cesar Chavez Street/Bayshore Boulevard/Potrero Avenue Intersection Improvement project is subject to the California Environmental Quality Act (CEQA); Title 14 of the California Code of Regulations Section 15301 provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities; Section 15304 provides an exemption for minor public alterations to land including the creation of bicycle lanes on existing rights-of-way; and,

WHEREAS, On May 26, 2017, the Planning Department determined that the proposed Cesar Chavez Street/Bayshore Boulevard/Potrero Avenue Intersection Improvement project is categorically exempt from CEQA (Planning Case No. 2017-002118ENV) pursuant to Title 14 of the California Code of Regulations Section 15301 and Section 15304; and,

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

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the bicycle, parking and traffic modifications listed in items A-D above on Jerrold Avenue between Barneveld Avenue and Bayshore Boulevard and on the west side of Barneveld Avenue between Jerrold Avenue and McKinnon Avenue to improve safety for bicyclists, pedestrians and motorists by installing bicycle lanes and minimal parking restrictions.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 19, 2017.



**PAGE 11.**

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

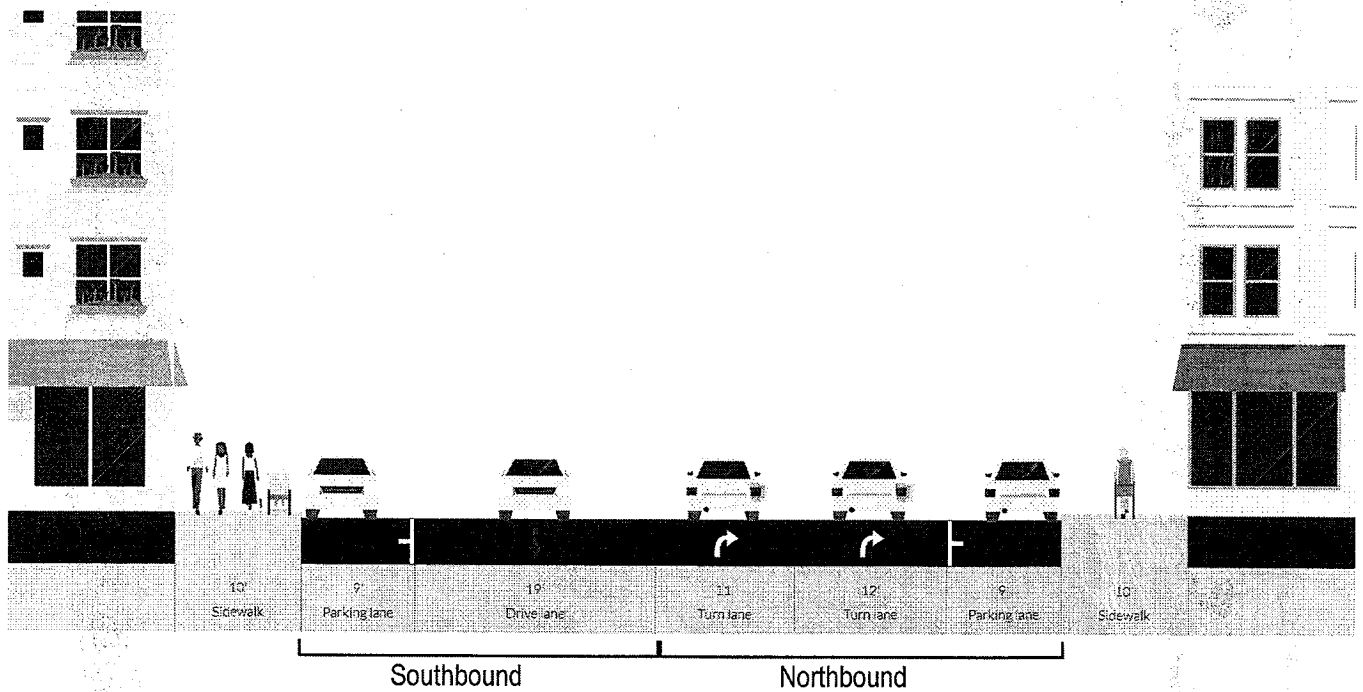
**The Cesar Chavez Street/Bayshore Boulevard/Potrero Avenue (The Hairball)  
Intersection Improvement Project**

**Enclosure A:  
Project Area and Typical Cross Sections**

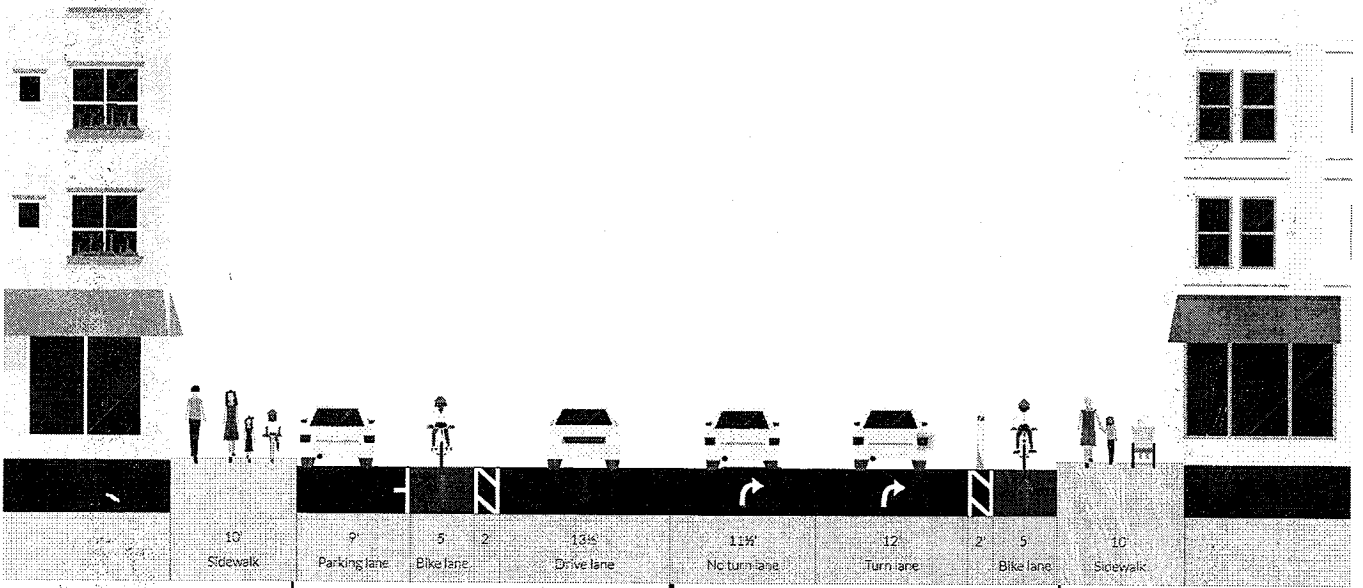
# Current Proposed Changes - Project Area Map



### Jerrold Ave. - Existing Typical Cross Section (60 ft wide)



### Jerrold Ave. - Proposed Typical Cross Section (60 ft wide)



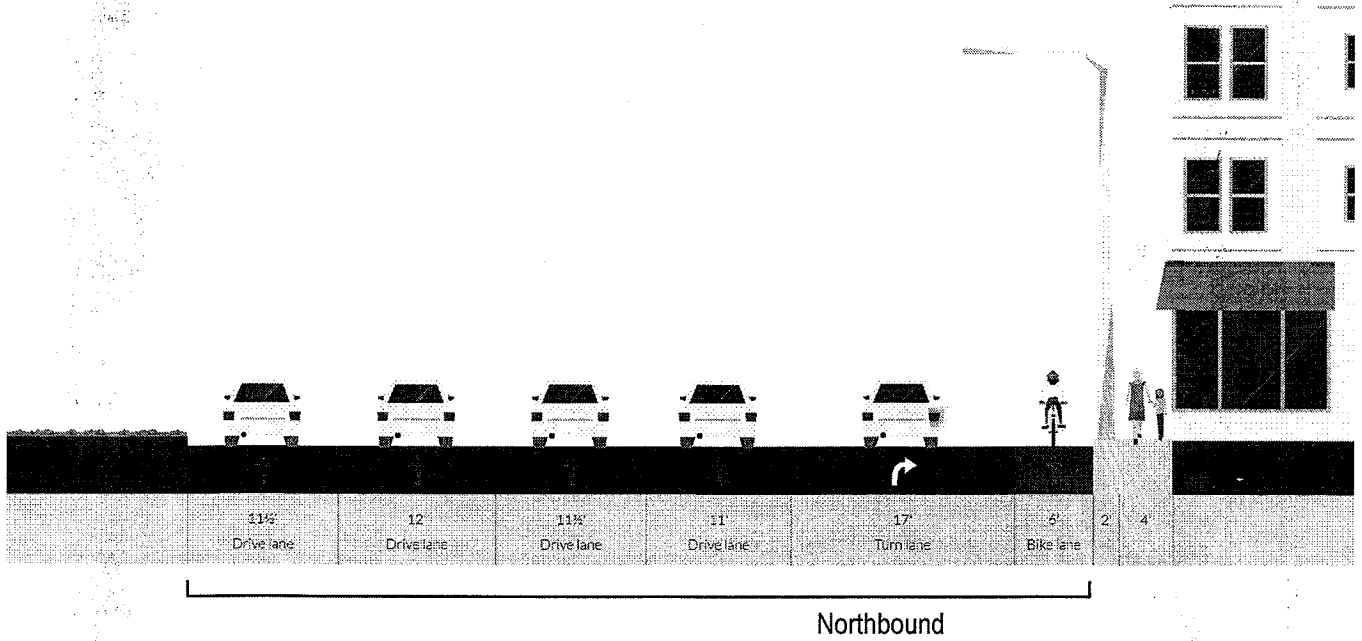
Southbound

- Preserve parking
- Add buffered bike lane

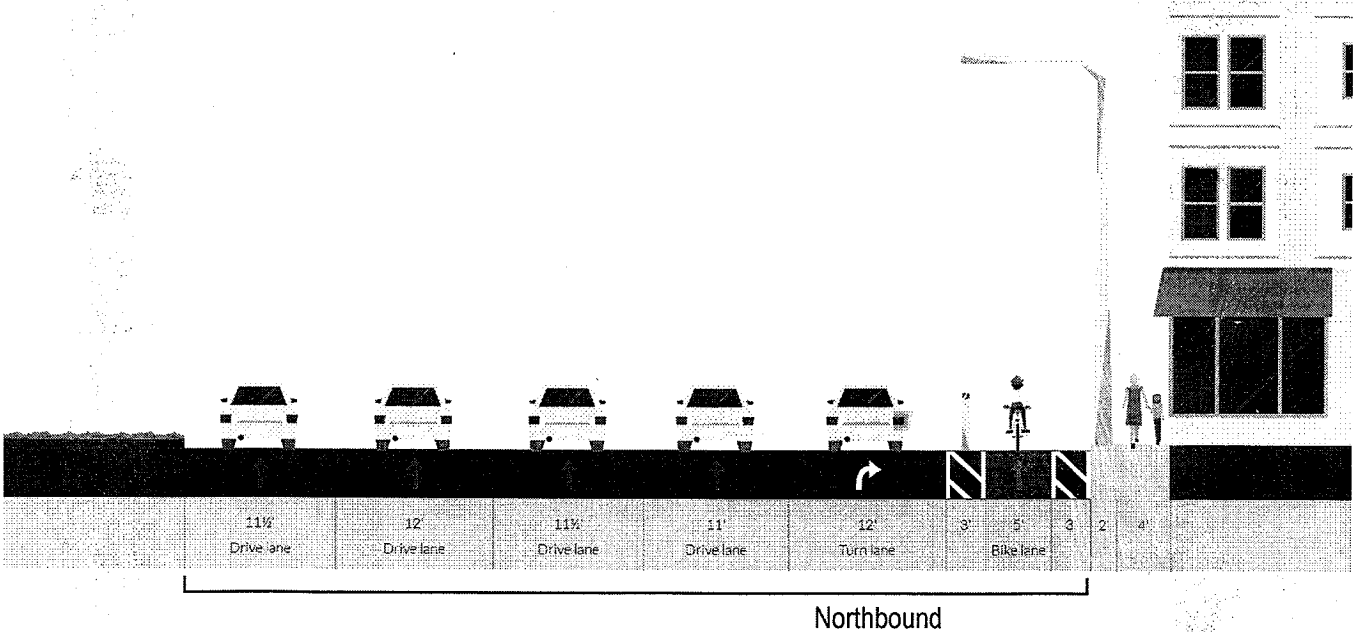
Northbound

- Remove 10 unmetered parking spaces and 2 commercial loading zones
- Add protected bikeway

### Northbound Bayshore Blvd.- Existing Typical Cross Section (width varies)



### Northbound Bayshore Blvd. - Proposed Typical Cross Section (width varies)



- Widen northbound bikeway and add buffer
- Narrow right turn vehicle lane from 17 to 12 feet

# **EXHIBIT D**

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 1170919-119

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, the Caltrans project supports the City's Vision Zero Goal of eliminating all traffic fatalities in San Francisco by 2024; and,

WHEREAS, The segment of Jerrold Avenue between Barneveld Avenue and Bayshore Boulevard is a designated bicycle route on the San Francisco Bicycle Route Network that provides connections from the Bayview and Hunters Point to the Mission neighborhood and central San Francisco; and,

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

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

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

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

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

WHEREAS, Jerrold Avenue between Barneveld Avenue and Bayshore Boulevard can incorporate a protected bicycle lane northbound and a bicycle lane southbound without any impacts to traffic and without significant impacts to parking; and,

WHEREAS, The SFMTA project team contacted key stakeholders and met with businesses along the project corridor and held a public hearing to solicit feedback on areas of concern and answer questions about the project proposals; and,

WHEREAS, SFMTA staff propose the following parking and traffic modifications associated with the Cesar Chavez Street/Bayshore Boulevard/Potrero Avenue Intersection Improvement project:

- A. ESTABLISH- TOW-AWAY NO STOPPING ANY TIME - Jerrold Avenue, east side, from Barneveld Avenue to Bayshore Boulevard
- B. ESTABLISH- CLASS IV BIKEWAY - Jerrold Avenue, northbound, from Barneveld Avenue to Bayshore Boulevard
- C. ESTABLISH- CLASS II BIKEWAY - Jerrold Avenue, southbound, from Barneveld Avenue to Bayshore Boulevard
- D. ESTABLISH- TOW-AWAY NO STOPPING, 10 PM TO 2 AM EVERY DAY - Barneveld Avenue, west side, between McKinnon Avenue and Jerrold Avenue

WHEREAS, The proposed Cesar Chavez Street/Bayshore Boulevard/Potrero Avenue Intersection Improvement project is subject to the California Environmental Quality Act (CEQA); Title 14 of the California Code of Regulations Section 15301 provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities; Section 15304 provides an exemption for minor public alterations to land including the creation of bicycle lanes on existing rights-of-way; and,

WHEREAS, On May 26, 2017, the Planning Department determined that the proposed Cesar Chavez Street/Bayshore Boulevard/Potrero Avenue Intersection Improvement project is categorically exempt from CEQA (Planning Case No. 2017-002118ENV) pursuant to Title 14 of the California Code of Regulations Section 15301 and Section 15304; and,

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

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the bicycle, parking and traffic modifications listed in items A-D above on Jerrold Avenue between Barneveld Avenue and Bayshore Boulevard and on the west side of Barneveld Avenue between Jerrold Avenue and McKinnon Avenue to improve safety for bicyclists, pedestrians and motorists by installing bicycle lanes and minimal parking restrictions.



I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 19, 2017.

*R. Boomer*

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

**EXHIBIT E**



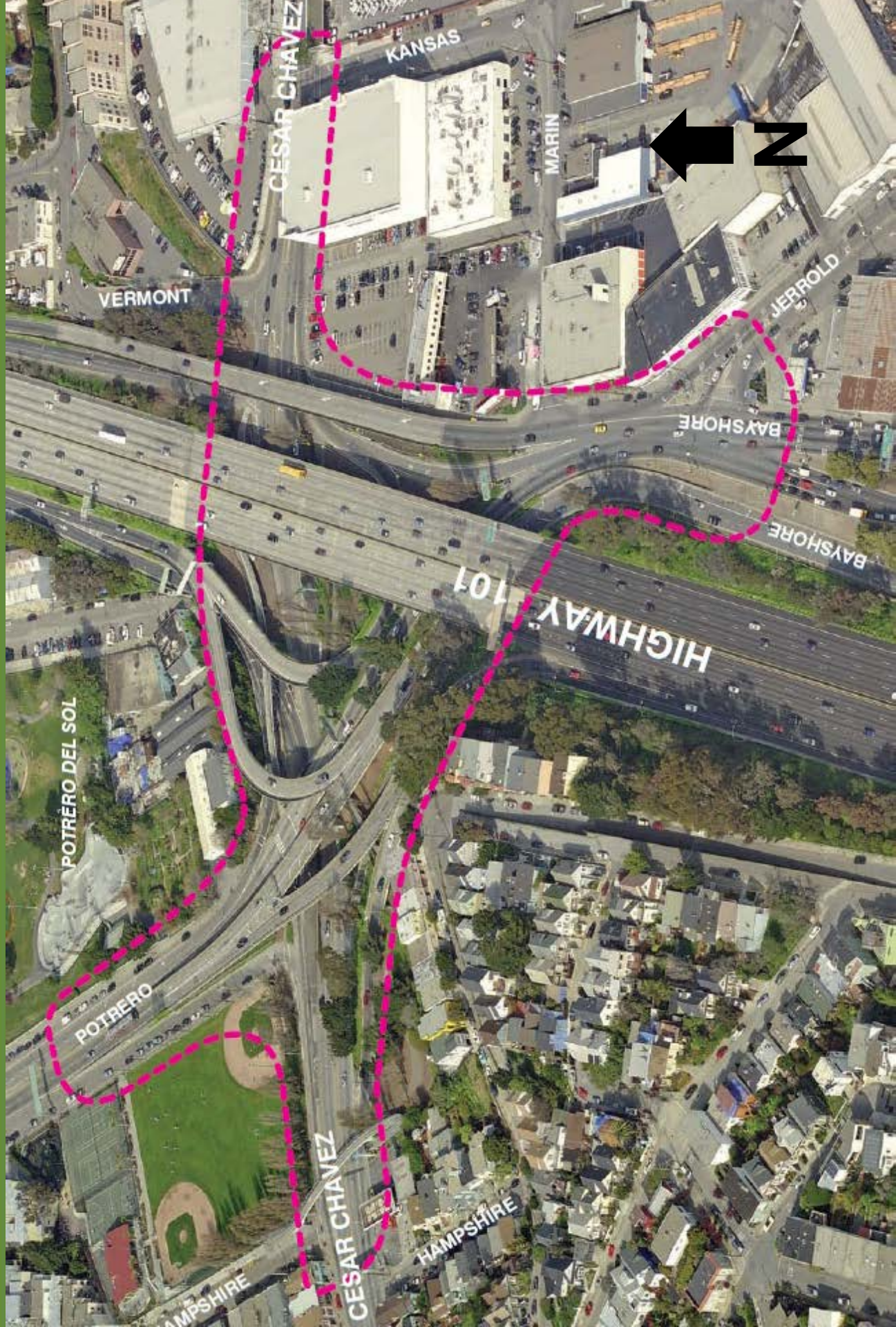
**SFMTA**  
Municipal  
Transportation  
Agency

# **Bayshore Boulevard/Cesar Chavez Street/ Potrero Avenue Intersection (The Hairball)**

## **Key Segment Improvements**

Municipal Transportation Agency Board of Directors  
09/19/2017





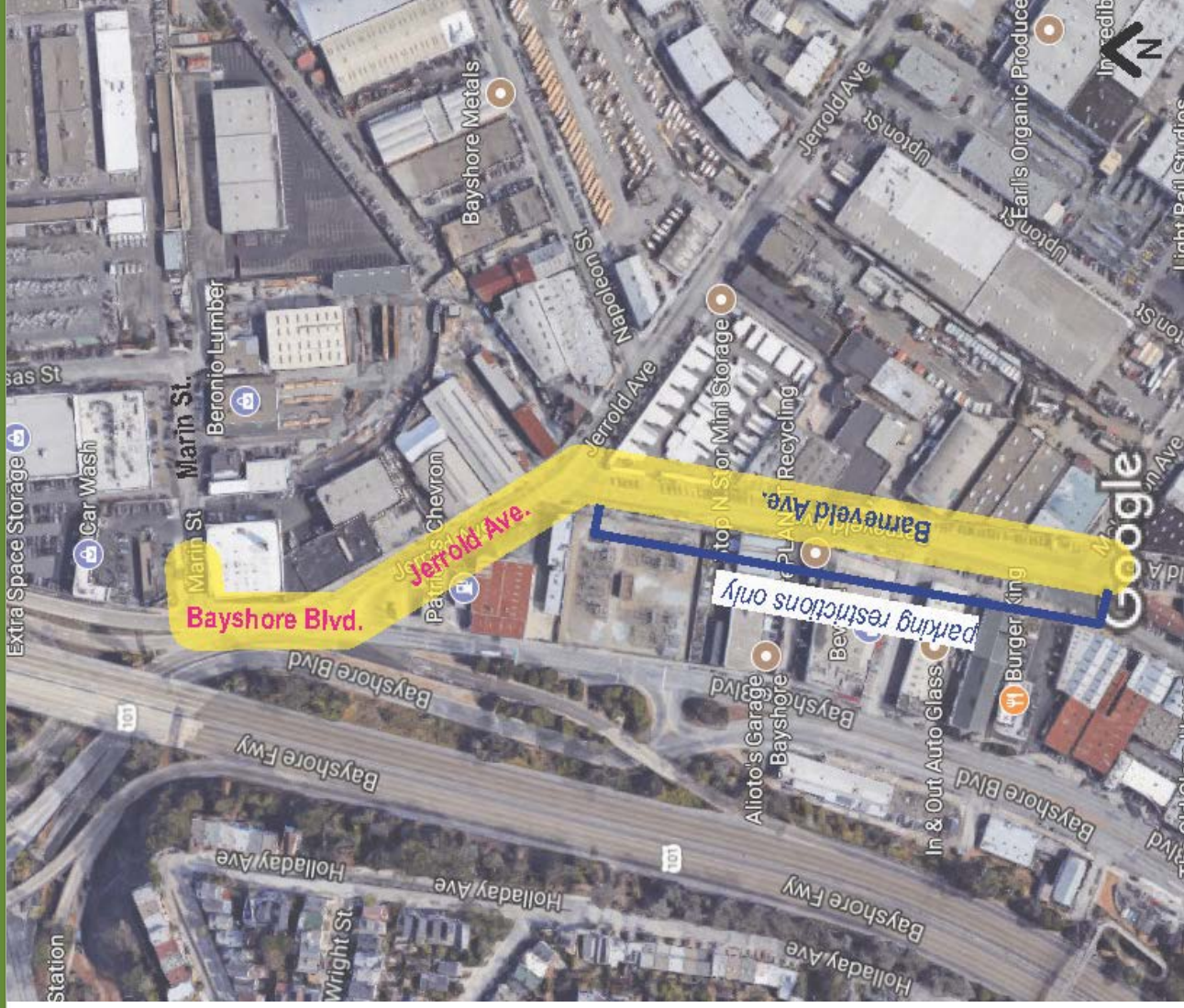


# Hairball Item Project Area Map

**Jerrold Avenue**  
(Barneveld Ave. to Bayshore Blvd.)

**NB Bayshore Blvd**  
(Jerrold Ave. to Marin St.)

**West Side of Barneveld Ave.**  
(McKinnon Ave. to Jerrold Ave.)  
*Parking Restrictions Only*





*Looking north from Marin Street  
into entrance to the Hairball and 101 N on-ramp*



*Looking south from intersection of  
NB Bayshore Blvd. and Marin St.*



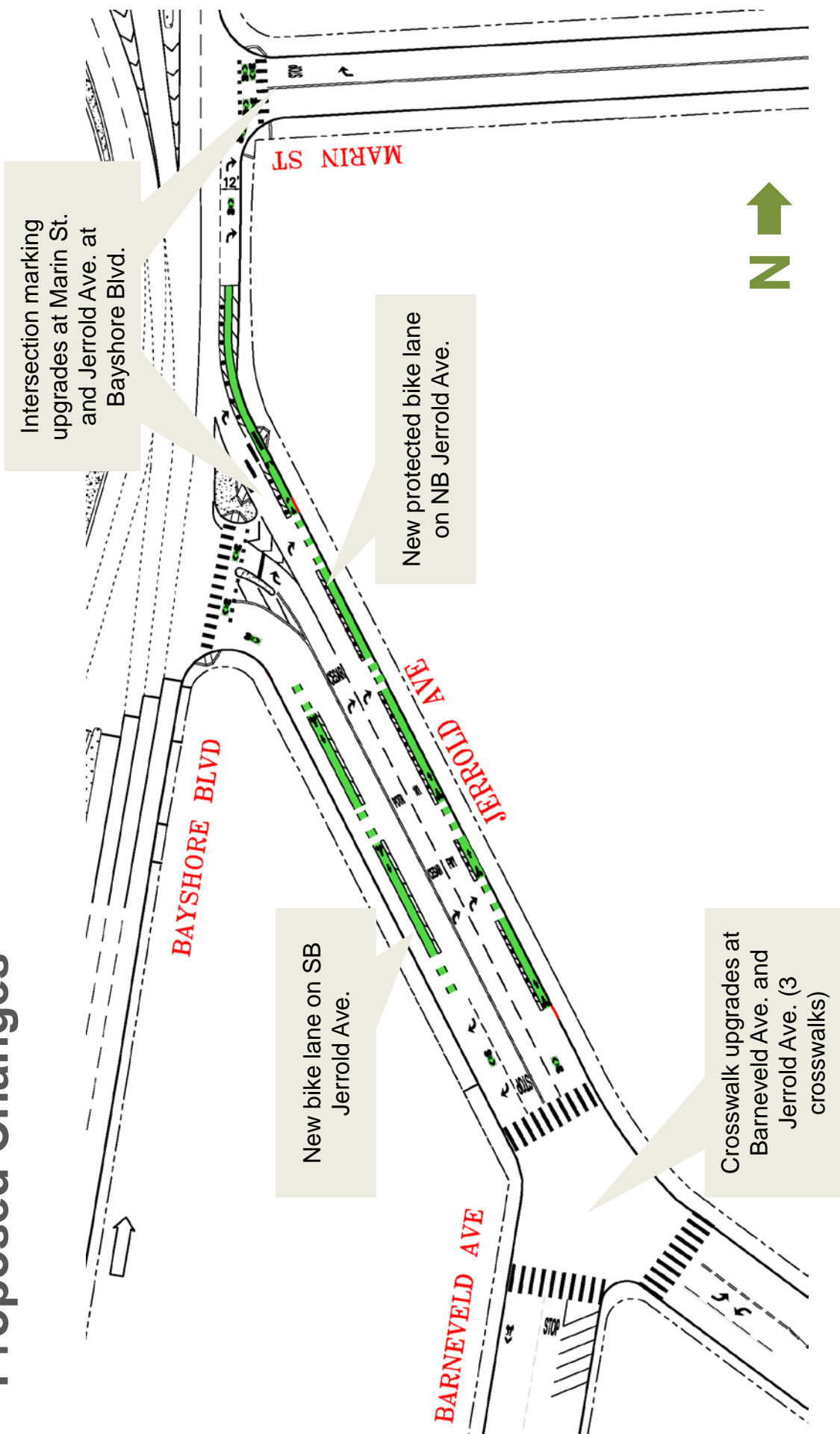
*Looking south from intersection of  
NB Bayshore Blvd. and Marin St.*



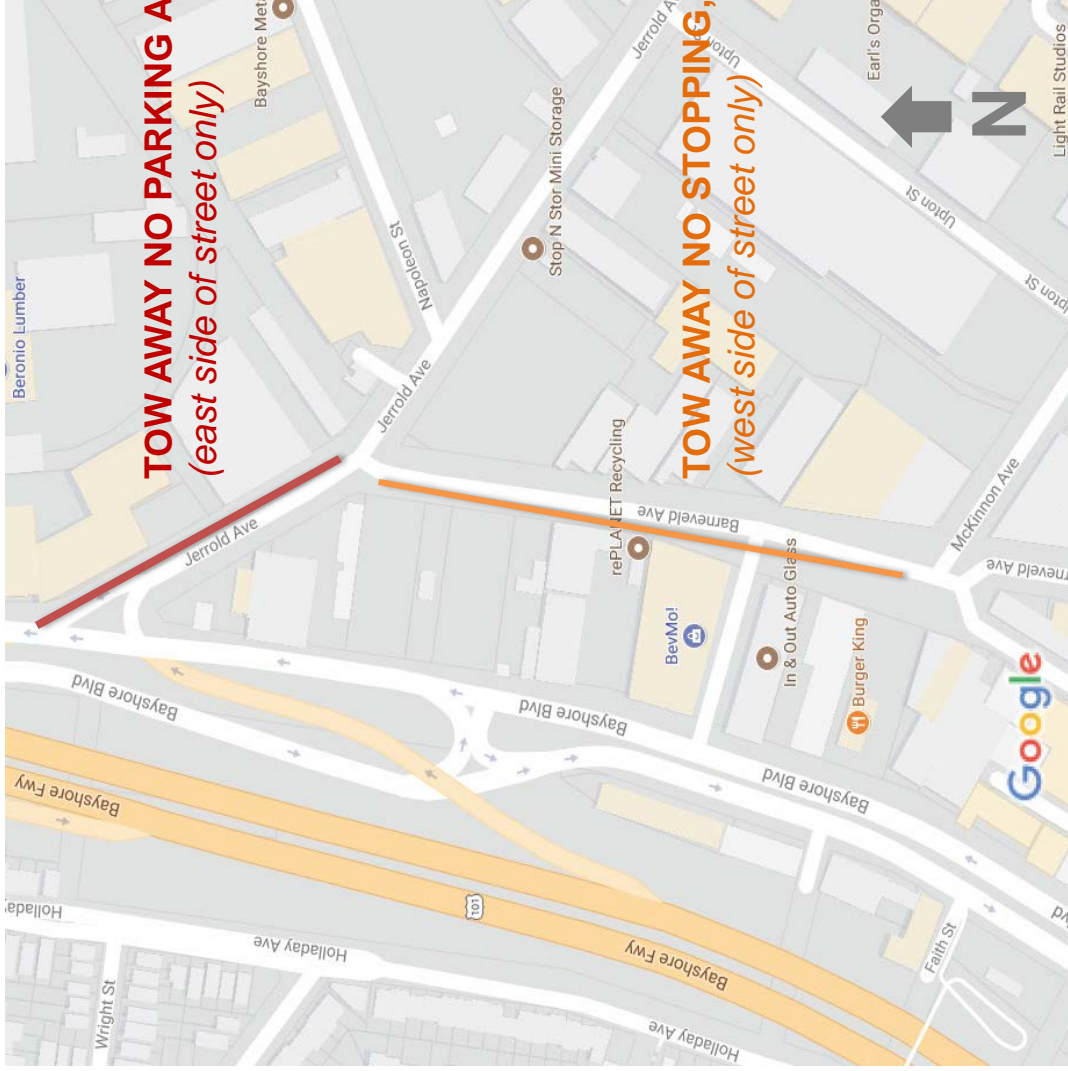


***Intersection of Jerrold Ave. at NB Bayshore Blvd.  
looking towards Barneveld Ave.***

# Proposed Changes



# Parking and Loading Changes



**TOW AWAY NO PARKING ANYTIME**  
*(east side of street only)*

**TOW AWAY NO STOPPING, 10PM to 2AM EVERYDAY**  
*(west side of street only)*

# **EXHIBIT F**



# S.F. supervisor pushes to untangle freeway Hairball

By [Rachel Swan](#)

[[San Francisco Chronicle](#)] Updated 10:04 am, Friday, August 4, 2017



Photo: Santiago Mejia, The Chronicle

The area of Highway 101 near Cesar Chavez Street and Potrero Avenue, with its many many on- and off-ramps, is known to Mission and Dogpatch residents as the “Hairball.”

Residents of San Francisco's Mission and Dogpatch neighborhoods have a name for the tangle of freeway arteries that interlock over Cesar Chavez Street, Potrero Avenue and Bayshore Boulevard. They call it the Hairball.

That not-exactly-affectionate moniker encapsulates the frustrations of the bicyclists and pedestrians who travel daily across the numerous ramps and walkways connecting the three streets with U.S. Highway 101. It also sums up the gripes of city officials who have come to think of the interchange as one monstrous relic of the last century, a relic that along with several others in the city could be improved.

"It's a mess," said Supervisor Hillary Ronen, who points out that Highway 101 and Interstate 280 form a spaghetti-like labyrinth around the Portola neighborhood she represents, cutting it off from the rest of the city.

"That's why so few people know about the Portola — it's literally an island surrounded by freeway," she said.

Ronen is pushing an idea that some of her colleagues dismiss as illusory, but that she says will make the whole area safer and more attractive: put a chunk of the freeway underground.

"That's my first choice," Ronen said as she led a tour of the Hairball's slithering ramps on a balmy morning last month. She was accompanied by Public Works Director Mohammed Nuru, homeless czar Jeff Kositsky, County Transportation Authority chief Tilly Chang, and Supervisor Malia Cohen, whose Bayview district touches the east side of 101.





Photo: Santiago Mejia, The Chronicle

**IMAGE 1 OF 10**

**[Buy Photo](#)**

Department of Homelessness Director Jeff Kositsky (left) and spokesman Randy Quezada flank Supervisor Hillary Ronen on a tour.

Also joining Ronen's tour that day were members of the San Francisco Bicycle Coalition, who are angry about a homeless camp that's spread along the Hairball's undulating edges, spilling into bike lanes. Some bicyclists have posted videos of themselves weaving around tents and shopping carts — those videos stoked the political debate and put pressure on city officials to act.

“Elevated freeways are a design that’s no longer chic,” said coalition spokesman Chris Cassidy, noting that he would gladly support a long-term plan to bury the freeway. In the short term, he and other coalition members want San Francisco’s Department of Homelessness and Supportive Services to clear out the Hairball.

To Ronen, the freeway encampment is a natural result of poor urban design. She’s pressuring Kositsky to open a Navigation Center in the area as a temporary solution, while contemplating long-term plans to reconfigure the whole structure. That could take decades and cost billions of dollars, Chang said. And it would require multiple city and county agencies to collaborate with Caltrans, which owns the freeway. To date, Caltrans hasn’t been officially notified of Ronen’s big plans.

“This would be very expensive, but it would also be a complete transformation,” said Chang, who said she generally supports plans to overhaul freeways. But there are still a lot of unknowns, like how a dip underground would impact the rest of the system — Highway 101 threads along Bayshore Boulevard, eventually becoming the Central Freeway, which ends at Market and Octavia streets. And it’s not clear where San Francisco would get the money for such a massive, disruptive project. Ronen also might have a hard time getting approval from her board colleagues, including those whose districts are chopped up by the freeways. “Well, let’s talk — I haven’t seen a proposal,” Cohen said warily.

During budget negotiations in July, Ronen persuaded her colleagues to set aside \$220,000 to start what could be a 25-year freeway redesign process. Half of it would pay for the San Francisco Planning Department to create a new blueprint for the area. The other half would pay for a transportation expert to come up with alternatives for the Hairball and another snarly interchange nearby known as the Alemany Maze. The maze — a giant, tentacled structure where U.S. 101 and I-280 converge — would be much harder to tackle. Ronen dreams of placing a new layer of land over the maze, quilting it with housing or greenery.

And the bury-the-freeway bug is catching: Supervisor Ahsha Safai, who represents the Excelsior, has also cottoned to the idea of building on top of I-280. Earlier this year he asked the Transportation Authority to analyze the costs and challenges of covering a multi-mile swath that stretches from the Alemany Farmers’ Market to the Daly City border.

“When that freeway was built, it cut streets in half,” Safai said, noting that the additional tier of land would provide vital acreage for a city that desperately needs housing. San Francisco completed two major freeway redesigns after the 1989 Loma Prieta earthquake, knocking down the badly damaged double-deck Embarcadero Freeway and later demolishing the overhead U.S. 101 ramp along Octavia Boulevard.

Those two projects helped inject life into neighborhoods that had previously been desolate, said Jason Henderson, a professor of geography and environment at San Francisco State University who specializes in urban transportation.

“That Embarcadero (waterfront) used to be a place where no one wanted to go, and now it’s beautiful,” Henderson said. Similarly, he said, the freeway demolition on Octavia helped reconnect the Lower Haight and Hayes Valley neighborhoods with the Civic Center, and transformed Hayes Valley into a chichi pocket of boutique shops, taprooms



and expensive homes. In both cases, Henderson said, the city opened up new land that it could sell to underwrite the new infrastructure.

The concept of razing or concealing invasive freeways has caught on in many parts of the country, and transportation wonks in San Francisco have their eyes set on several aging stretches of asphalt. The one that's most ripe for a redo, according to Henderson, is a crisscross where I-80 and U.S. 101 split in multiple directions over Division Street. Public Works officials periodically sweep out homeless people who camp beneath those overpasses.

The city could revitalize that area by cutting out part of 101 and extending Octavia Boulevard to Bryant Street, which would also create space to run a Muni line into Mission Bay — a neighborhood that still lacks transit connections, even though it's seen plenty of new development.

Ronen, who lives in the Portola and whose husband regularly bikes across the Hairball on his way to work in the public defender's office, has refused to let cost projections get in the way of her vision.

"I don't want us to be limited by finances," she said. "I want to think big."

*Rachel Swan is a San Francisco Chronicle staff writer.*

*Email: [rswan@sfchronicle.com](mailto:rswan@sfchronicle.com) Twitter: [@rachelswan](https://twitter.com/rachelswan)*

# **EXHIBIT G**

[10-1-17 SF EXAMINER]

# **New plan to ban encampments at 'Hairball' emerges as homeless and cyclists clash**

The San Francisco Examiner



City officials are exploring ways to remove encampments from the “Hairball” to address the growing number of clashes there between cyclists and homeless people. (Mira Laing/Special to S.F. Examiner)

By [Joe Fitzgerald Rodriguez](#) on October 1, 2017 1:00 am



Melodie lives in an RV she often parks near the “Hairball,” a knotted series of interconnecting freeways, pedestrian bridges and bikeways in San Francisco’s southeast.

Due to complications from a brain injury, Melodie, who asked her last name be withheld, said she’s been unable to keep a job. Her RV is her home.

Following new parking restrictions on two streets to create a new bike lane to the Hairball — on Jerrold and Barneveld avenues — passed by the San Francisco Municipal Transportation Agency Board of Directors on Sept. 21, she fears finding parking for her home may become increasingly fraught. At City Hall following the vote, Melodie stood outside the boardroom and cried.

“Where am I supposed to park? Where am I supposed to go?” the 59-year-old told the San Francisco Examiner. “They don’t really have an answer for that.”

The new parking restrictions and bike lane are the first steps among dramatic changes by city officials coming to the Hairball, as bicyclists and people living on the streets increasingly clash.





RVs line a stretch of Barneveld Avenue, where parking restrictions were reportedly put in place to ensure nearby workers can access street parking. (Mira Laing/Special to S.F. Examiner)

## **UNTANGLING THE HAIRBALL**

On Thursday morning, a line of tents perched on the pedestrian and bike bridge at Cesar Chavez Street, under U.S. Highway 101, near Potrero Hill. Cars roared off the freeway exit, inches away from the belongings and tents of dozens, which are also just a stone's throw from where the SFMTA will install a bike lane on Jerrold Avenue.

The Hairball itself is a tangle of on- and off-ramps near Cesar Chavez Street, where Interstate Highway 280 and Highway 101 converge. The layered freeways give the area its name, but the roads are knotted underneath the freeways, too, as myriad bike and pedestrian bridges criss cross underneath the echoing freeways.

Those concrete bridges, which resemble overpasses, are the source of the conflict.

The Examiner watched as cyclists swerved in and out between the tents and the people who live in them. Those camping said they were pushed onto the path by California Highway Patrol — they normally camp in the areas surrounding the path, out of the way of two-wheeled commuters.

On Mondays and Thursdays, some said, they're forced out of Caltrans property and move onto the cyclist path at the Hairball as the areas are cleaned.

"They make us pack up everything," said Bernie Sollano, who lived by the bike path for at least six months. Sollano, who said he suffered a traumatic brain injury while serving in the Marines, said, "We usually don't block the [bike] path, bro."

Still, some conflicts are inevitable on the 4-foot-wide bike bridge.

Some cyclists resent the campers. The campers want to be left alone by the cyclists. An uneasy truce sees both parties give begrudging leeway, though hard feelings stew.

Soon, those camps may be gone.

Supervisor Hillary Ronen told the Examiner that, this week, Homeless Encampment Resolution Teams will begin connecting those campers with services at the Mission District homeless navigation center.

Ronen drives past the Hairball every day while taking her daughter to school. She and other city officials believe the encampment is too close to moving vehicles and cyclists, and that injuries or fatalities may soon follow.

"We're going to do everything we can to block off and make it impossible to camp in the Hairball," Ronen said. "We need to make dignified places for homeless people to be."

Navigation centers are not permanent housing, however. After a 60-day stay, if no permanent solution to help house someone is found, they're right back on the street. Only now, they won't have the Hairball to come back to.

The homeless shelter waitlist was at 1,199 people as of Friday.

"The model is to find a path out of homelessness," Ronen said, defending the process.

The Hairball rests on the border between Ronen's District 9 and Supervisor Malia Cohen's District 10. A plan led by Cohen to revamp the pedestrian and bike bridges throughout the Hairball will be included in city capital budget processes in the next two years, Ronen said.

The "Cesar Chavez East Community Design Plan," circa 2012, recommends wider bike paths, better lighting and myriad changes to the Hairball overall.

That may be welcome news to Peggy Howse, owner and president of All Seas Wholesale, a fish distributor located on Jerrold Avenue.

"I can't tell you how many penises and bums I've seen the past year," she said as she sat in her office and cued up a surveillance camera, showing a nearby sidewalk some camp-dwellers use as a bathroom.

Howse alleged someone living in a nearby encampment stole one of her employees' tires off his Toyota Tacoma truck. She walked down the street and found a man selling that same stolen tire for \$60.

She said the parking restrictions on Jerrold Avenue may hurt her workers, who travel from as far as Antioch and already battle for parking with nearby RVs. Five of those RVs — some with battered wooden doors, others with broken windows — sat on Barneveld Avenue on Thursday.

But in an SFMTA board meeting on Sept. 21, staff said parking restrictions on nearby Barneveld Avenue were put in place to ensure nearby employees could fairly compete with RVs for parking.





A cyclist navigates the “Hairball,” a series of bike paths, pedestrian bridges and freeway on- and off-ramps near Cesar Chavez Street. (Mira Laing/Special to S.F. Examiner)

## **MENDING FENCES**

Even as officials work on mending the physical structure of the Hairball, others are working on repairing the relationship between cyclists and people without homes.

“I’ve had more politeness coming through here than from the suits downtown,” said cyclist John Dufficy, a 49-year-old furniture maker.

He stood at the mouth of one bike bridge, bicycle in hand, as he spoke to the Examiner. Though he hasn’t butted heads with people living there, he said he’s seen people bike through “at top speed with no regard for the people.”

That sentiment has carried through online.

Some vitriol from local cyclists has emerged on social media and among the cycling community, concerning the Hairball and its tent-living residents. Cyclists also often vent frustration alleging they’re targets of theft for “chop-shops” run at homeless encampments.

The Coalition on Homelessness has said in public meetings that often people without homes engage in honest bicycle recycling.

Still, the conflict between cyclists and the homeless persists.

“I think you’ve seen the same videos and tweets I have,” said Brian Wiedenmeier, executive director of the San Francisco Bicycle Coalition, alluding to videos circulating earlier this year that cyclists produced showing difficulty navigating around tents in the Hairball.

But the coalition believes it should look out for all cyclists — including the poor and homeless, who often rely on bikes to get around. To help educate its members on homeless issues, the coalition is hosting a panel discussion on Oct. 11 at the Episcopal Church of St. John the Evangelist.

“Our goal is for everyone to take a deep breath, listen and have a civil dialogue with people on this issue, and do the hard and difficult work of getting to solutions,” Wiedenmeier said.

And to ensure it’s not just a conversation about homeless people, but rather including homeless people, the bike coalition will spread flyers about the event at the Hairball itself. So everyone can talk solutions.

Together.

**[Click here](#) or scroll down to comment**

# **EXHIBIT H**

**From:** Boomer, Roberta  
**To:** Celaya, Caroline  
**Subject:** FW: 09-14-17 Melodies Statement to SFMTA Board Hearing Sept 19, 2017  
**Date:** Tuesday, November 14, 2017 2:53:55 PM

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**From:** MTABoard  
**Sent:** Friday, September 15, 2017 10:30 AM  
**To:** Reiskin, Ed <Ed.Reiskin@sfmta.com>; Susan Cleveland-Knowles <Susan.Cleveland-Knowles@sfgov.org>; Maguire, Tom <Tom.Maguire@sfmta.com>; 'Art Torres' [REDACTED]; 'Cheryl Brinkman' [REDACTED]; 'Cristina Rubke' [REDACTED]; 'Gwyneth Borden' [REDACTED]; Joel Ramos [REDACTED]; Lee Hsu [REDACTED]; 'Malcolm Heinicke' [REDACTED]  
**Subject:** FW: 09-14-17 Melodies Statement to SFMTA Board Hearing Sept 19, 2017

Correspondence re: Item 12

**From:** Melodie [mailto:[REDACTED]]  
**Sent:** Thursday, September 14, 2017 5:47 PM  
**To:** Nolan, Tom (HSA) <tom.nolan@sfgov.org>; Folks, Tom <Tom.Folks@sfmta.com>; Maguire, Tom <Tom.Maguire@sfmta.com>; Thornley, Andy <Andy.Thornley@sfmta.com>; Sustainable Streets <Sustainable.Streets@sfmta.com>; MTABoard <MTABoard@sfmta.com>; Boomer, Roberta <Roberta.Boomer@sfmta.com>  
**Subject:** 09-14-17 Melodies Statement to SFMTA Board Hearing Sept 19, 2017

09-14-17 Dear Ms Roberta Boomer :-)

If it is possible, I am hoping you could distribute my statement to the SFMTA Board of Directors.  
My Statement is in large font below.  
sorry for mistakes I did not catch.

I am most grateful to you.  
Melodie

I am grateful SFMTA has not posted "No Parking Oversized Vehicle" signage recently.

As you may be aware:

**Item 12(d) will displace as many as 15 "Oversize Vehicles"** (as sweeps of houseless people continue in the Mission & other areas are targeted for "curb regulation" changes, crowding more O.V. into the remaining few blocks of parking)  
**Item 12 (b & c) will displace 15-20 regular parking spots**, making O.V.'s have to compete with them for those spaces. (When these signs go into effect, the neighboring streets will become targeted as well.)

**I AM OPPOSED TO**

**12(a). ESTABLISH-TOW-AWAY NO STOPPING ANY TIME**

**Jerrold Avenue, east side, from 46 feet north of Barneveld Avenue to Bayshore Boulevard**

**12(b). ESTABLISH-CLASS IV BIKEWAY**

**Jerrold Avenue, northbound, from Barneveld Avenue to Bayshore Boulevard**

**12(c). ESTABLISH-CLASS II BIKEWAY**

**Jerrold Avenue, southbound, from Bayshore Boulevard to Barneveld Avenue**

**12(d). ESTABLISH-TOW-AWAY NO STOPPING, 10 PM TO 2 AM, EVERY DAY**

**Barneveld Avenue, west side, between McKinnon Avenue and Jerrold Ave**

09-19-17 08-02-17 10-18-16 [10-14-16] [08-03-16] [02-02-15]

Sleep is a primary resource needed to make good decisions.

Police and Meter Maids continue to strip us of our right to rest.

Strip us of our resources to recover from our circumstances.

“Interrogators in every country know that total sleep deprivation is a form of torture”

[Pat Hartman, House the Homeless 2011]

If the No Sleeping in Vehicle Law were applied equally,  
then every infant, toddler, child  
asleep in their car seat  
would be subject to fines and arrest.

My mere existence is brakeing the law.  
This law, these signs are telling me  
I dont have the right to exist.

Since these no-parking signs have been posted,  
I am thrust into parking where I am not safe.

Nor is my vehicle safe.

[-drug users, garbage dumping,  
defecating/ urinating all around my vehicle  
= loss of time energy cleaning up after them,  
-broken into: stole battery, alternator, tools, over \$1000  
worth of materials/ supplies to keep vehicle in working  
order] Pg bk

I am treated by THE meter maid like I am a criminal,  
spoken to as if I am vermin.  
criminalized for the very crimes  
being perpetrated against me.

SFMTA allows its meter maids  
to terrorize me  
while insinuating it's for my own good,  
Allowing this mindset  
without education nor correction  
is appalling.

Tho it is my responsibility,  
I am not the CAUSE of my homelessness.

[END:]  
Again I ask SFMTA Board of Directors  
for a safe place to park.  
Without your help/ support,  
I cannot overcome my circumstances.  
Thus I am a scapegoat of societal hypocrisy  
which demands I overcome my circumstances

while stripping me of  
every single resource required to do so.  
[242 words]

Thank you so much for your time  
**Melodie**

Bay View Police Community Meeting, Citizen, 2009

CCSF Evans Campus Student, 2009

N.E.R.T. Volunteer, 2011

S.C.R.A.P. Volunteer, 2011

San Francisco Folk Music Club, 1982

San Francisco Resident, 1978

# **EXHIBIT I**



**From:** [Boomer, Roberta](#)  
**To:** [Celaya, Caroline](#)  
**Subject:** FW: Jerrold Avenue Bike Lane proposal  
**Date:** Tuesday, November 14, 2017 2:53:33 PM

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**From:** [REDACTED]  
**Sent:** Tuesday, September 19, 2017 11:40 AM  
**To:** MTABoard <[MTABoard@sfmta.com](mailto:MTABoard@sfmta.com)>  
**Cc:** [REDACTED]  
**Subject:** Jerrold Avenue Bike Lane proposal

Dear SFMTA Board of Directors,

I was hoping to attend today's hearing in person, but given that the Jerrold Avenue Bike lane proposal is #12 on your agenda, I will be unable to do so, due to a prior commitment. I am an avid bicyclist, and have been riding bikes in SF since 1976. Since 1999, when I sold my last car, bicycles have been my primary means of transportation in the City. In general, I applaud what MTA has been doing to improve bicycle rider safety, including the creation of many miles of bike lanes.

At the same time, I am very concerned about the Jerrold Avenue Bike lane proposal, for a number of reasons. I am a firm believer that all human beings have a right to exist in dignity. What seems to be occurring in this city is the creation of many barriers to affording people that right. As you know, we are in the midst of a tremendous housing crisis in San Francisco, perhaps only exceeded by the 1906 earthquake. People are being displaced from their long time homes so that landlords can reap greater and greater financial rewards. People who are turned out of their housing are often forced to become homeless if they want to stay in their hometown. Or they choose to live in their vehicles. While this is occurring, they are continuously being corralled into smaller & smaller areas where it is legal to park them overnight. I daresay that as the bike lanes steadily increase, parking for the vehicularly housed decreases. This is not to imply that I believe there is a direct correlation, but rather that the priorities of the younger, affluent and expensively housed people, many of whom readily admit that they have no long term investment in our civic life, as they intend to move on to other cities & towns in a year or three, have begun to take almost exclusive precedence in many aspects of city life over long time citizens, who are struggling to remain in the city they truly love.

I have no illusions about the current fractured state of human nature, after all it's mostly, if not all about, the do re ME. And at the same time, I believe that you really need to take a serious look at what you as MTA Board members are helping to foster in our city: the creation of a massive underclass amidst unprecedented wealth, the homogenization and vanillaization of a once diverse, creative & vibrant city life into a Disneyland version of what we once were. Ask yourselves to what extent are you complicit into turning our City into a sterile, upper middle class suburb.

I remind you of your legacy, I was trained and worked for a time as a Zen hospice volunteer in the 1990's. I was present at the end of life for people from all kinds of backgrounds. And to a person, they were not focused on what they had achieved monetarily in life,, what their net worth was, how many possessions they had. They were to a person focused on how they had treated their fellow human beings., both those who they loved, and those who were strangers to them.

I implore you to do the right thing. Let a few of your brothers and sisters keep whatever small haven of refuge they have on Jerrold Avenue in a world that is caving in around them.

Sincerely,

Will Daley



(since 1985)