

File No. 191309

Committee Item No. _____

Board Item No. 50

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: _____

Date: _____

Board of Supervisors Meeting

Date: January 28, 2020

Cmte Board

- | | | |
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| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Introduction Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
| <input type="checkbox"/> | <input type="checkbox"/> | Public Correspondence |

OTHER

(Click on the text of checked items to view documents)

- | | | |
|--------------------------|-------------------------------------|---|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <u>Appeal Letter - December 19, 2019</u> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <u>Planning Department Appeal Response - January 21, 2020</u> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <u>SFMTA (Project Sponsor) Appeal Response - January 21, 2020</u> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <u>Appellant's Supplemental Brief - January 17, 2020</u> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <u>Hearing Notices and Clerical Documents</u> |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |

Prepared by: Brent Jalipa

Date: January 23, 2020

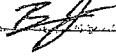
Prepared by: _____

Date: _____

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

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

2019 DEC 19 PM 3:05

BY 

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

DATE: December 18, 2019

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

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

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

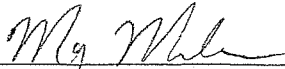
With its November 19, 2019 Resolution No. 19111942, the MTA Board of Directors approved the above-described categorical exemption and the Project. This Appeal is of the agency's violations of the California Environmental Quality Act ("CEQA") (Pub. Res. Code §21000 *et seq.*) by failing to require environmental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

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

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

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

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



Mary Miles
Attorney for Coalition for Adequate Review

cc: Environmental Review Officer, San Francisco Planning Department

ATTACHMENTS:

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


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

ATTACHMENT A

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2019 DEC 19 PM 3:05

BY 

RESOLUTION No. 191119-142

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

R. Boomer

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ATTACHMENT B



**SAN FRANCISCO
PLANNING DEPARTMENT**

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

2019 DEC 19 PM 3:05

CEQA Categorical Exemption Determination

BJ

PROPERTY INFORMATION/PROJECT DESCRIPTION

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

STEP 1: EXEMPTION CLASS

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

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)</p>
<input type="checkbox"/>	<p>Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p><i>if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i></p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeo review is required (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography). If yes, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Slope = or > 25%: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): Laura Lynch</p> <p>Project consists of signage, striping and turn restrictions that are reversible. Project would consist of an 18 month pilot project where the purpose would be to collect data, as outlined in Full Project Description- Page Street Bikeway Pilot Project 9-6-2019 (a document found under 2019-01518ENV)</p>	

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

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

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

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

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

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

<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .		
<input type="checkbox"/>	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):		
<input checked="" type="checkbox"/>	9. Other work that would not materially impair a historic district (specify or add comments): As noted in the PD, pole replacement or new poles in the Hayes Valley Residential Historic District should be placed to avoid or minimize removal of such historic materials. If avoidance is not possible, materials should be salvaged and re-installed or replaced in-kind to match the existing color, texture, material, and character of the existing condition. No other physical changes that could impact <i>(Requires approval by Senior Preservation Planner/Preservation Coordinator)</i>		
<input type="checkbox"/>	10. Reclassification of property status. <i>(Requires approval by Senior Preservation Planner/Preservation</i> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Reclassify to Category A a. Per HRER or PTR dated b. Other (specify): </td> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Reclassify to Category C <i>(attach HRER or PTR)</i> </td> </tr> </table>	<input type="checkbox"/> Reclassify to Category A a. Per HRER or PTR dated b. Other (specify):	<input type="checkbox"/> Reclassify to Category C <i>(attach HRER or PTR)</i>
<input type="checkbox"/> Reclassify to Category A a. Per HRER or PTR dated b. Other (specify):	<input type="checkbox"/> Reclassify to Category C <i>(attach HRER or PTR)</i>		
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.			
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.		
Comments (optional):			
Preservation Planner Signature: Allison Vanderslice			

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

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

Full Project Description

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

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

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

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

PROPERTY INFORMATION/PROJECT DESCRIPTION

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

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

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

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed within 10 days of posting of this determination.	
Planner Name:	Date:



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

SUMMARY

The San Francisco Municipal Transportation Agency (SFMTA) is seeking environmental clearance for the *Page Street Bikeway Improvements Pilot Project*, an 18-month pilot¹ to study the effects of several traffic circulation changes intended to improve safety and comfort for people walking and bicycling on Page Street, improve the reliability of transit on Haight Street, and overall better manage vehicle traffic approaching Octavia Boulevard and the Central Freeway.

BACKGROUND

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

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

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

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

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

EXISTING CONDITIONS

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

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

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

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

Page Street & Webster Street (intersection)

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

Page Street

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

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

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

Haight Street

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

Webster Street

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

Oak Street

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

Fell Street

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

Laguna Street

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

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

PROPOSED PILOT PROJECT

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

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

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

Eastbound traffic diversion on Page Street at Webster Street

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

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

Westbound diversion on Page Street at Octavia Boulevard

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

Circulation, bike lane, and parking changes on Page Street

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

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

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

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

Turn restrictions and parking restrictions on Haight Street

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

To further address the potential for vehicle diversion onto Haight Street, the pilot project also proposes to convert all remaining parking on the south side of Haight Street between Webster and Buchanan streets (7 spaces²) into a curbside, block-long 'right lane must turn right, except Muni' lane, which would allow Muni buses to bypass queued traffic to reach the inbound bus zone near-side of Buchanan Street.

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

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

DATA COLLECTION

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

1. Vehicle and bicycle volumes on Page Street

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

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

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

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

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

TRANSPORTATION DISCUSSION

Vehicle Miles Traveled

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

Traffic Circulation (Diversion Discussion)

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

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

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

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

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

Pedestrians

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

Bicycles

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

Transit

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

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

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

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

Emergency Vehicle Access

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

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

Loading

This project would not result in any loading changes.

Parking

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

Construction/Excavation

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

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

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

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

Planned Projects in the Vicinity

Page Street Neighborway

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

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

Haight Street Muni Forward improvements

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

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

Conceptual Projects in the Vicinity

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

Northbound Octavia Blvd Local Lane Streetscape Re-design

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

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

Approval Action

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

ATTACHMENT A

Existing striping drawings

ATTACHMENT B

Proposed striping drawings

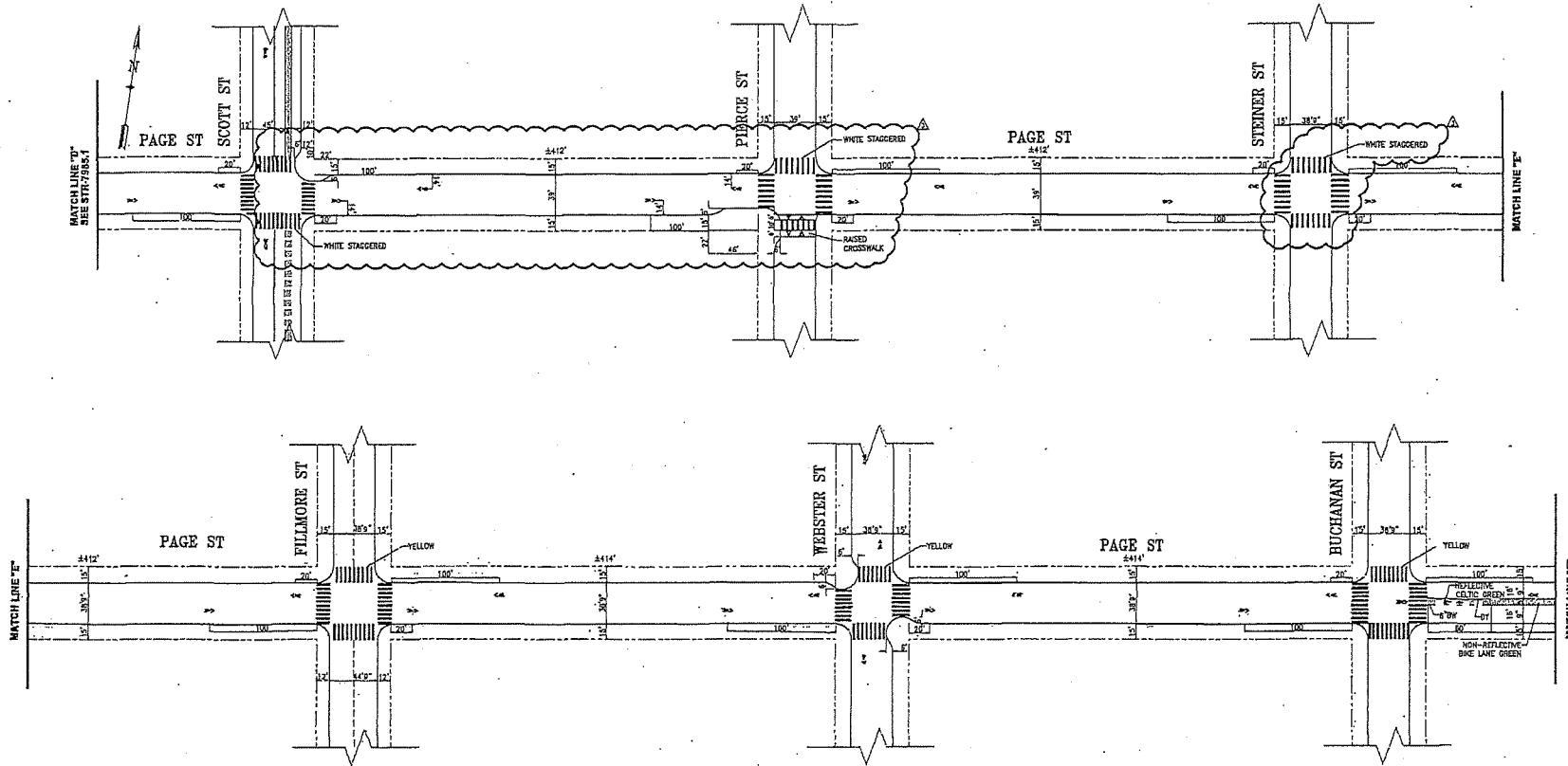
ATTACHMENT C

Circulation changes graphic

3122

Attachment A

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



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

15/02/12	BUILT AT SCOTT, PIERCE NEW RAISED CROSSWALK AT PIERCE, INSTALLED WHITE STAGGERED CURBS AT PIERCE, STEINER	P. STANIS	M. SALLABERRY
	RESTORE ALL OTHER STRIPING TO POST CONSTRUCTION CONDITIONS		
18/04/12	ADDED BIKELANE BUCHANAN TO LADINA	D. GOR	M. SALLABERRY
15/23/12	UPGRADED TO WHITE STAGGERED CURBS AT SCOTT	E. ROBINSON	M. SALLABERRY



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

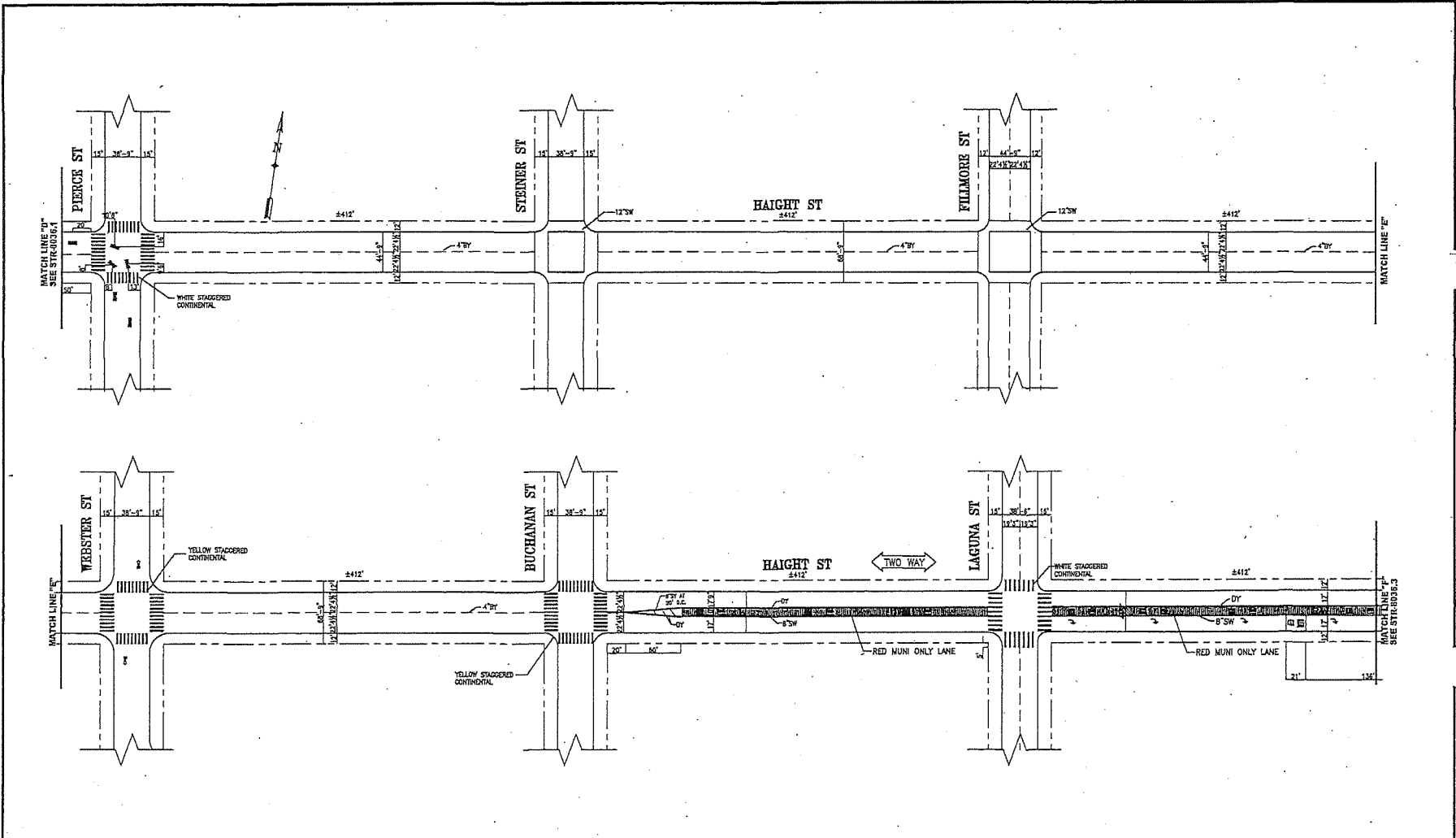
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DATE:	SENIOR ENGINEER	DATE:	
SHEET/SHEETS:			



TRAFFIC STRIPING	
PAGE STREET SCOTT STREET TO BUCHANAN STREET	

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

DATE: 1/7/13
 DRAWN BY: M.Y. LUC
 CHECKED BY: D.R. CURTIS
 APPROVED BY: MIKE SALLABERRY
 SCALE: 1"=50'-0"
 SHEET/SHEETS: 1/1
 CONTRACT NO.:
 DRAWING NO.: STR-7985.2
 FILE NO.:
 REV. NO.: 3

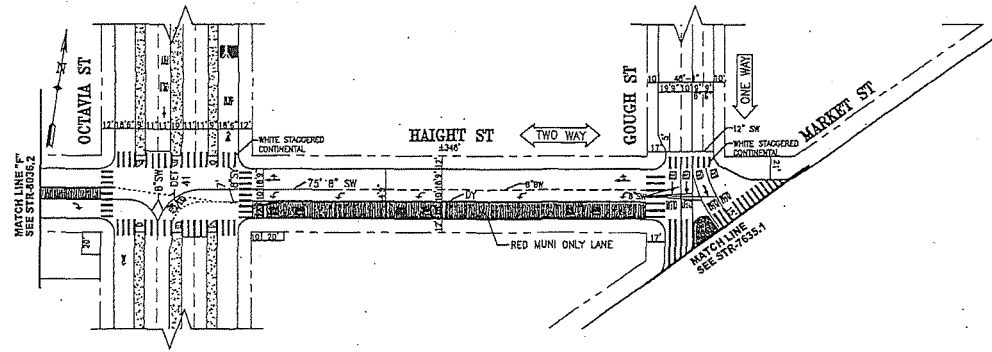
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NO.	DATE	DESCRIPTION	BY	APP																				
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<p>DATE: 1/11/16</p> <p>REVISION: 1</p>	<p>DATE: 2/3/16</p> <p>REVISION: 2</p>	<p>DATE: 01/14</p> <p>REVISION: 3</p>	<p>DATE: 01/14</p> <p>REVISION: 4</p>	<p>DATE: 2/3/2016</p> <p>REVISION: 5</p>	<p>DATE: 01/14</p> <p>REVISION: 6</p>	<p>DATE: 01/14</p> <p>REVISION: 7</p>	<p>DATE: 2/3/2016</p> <p>REVISION: 8</p>	<p>DATE: 01/14</p> <p>REVISION: 9</p>	<p>DATE: 01/14</p> <p>REVISION: 10</p>	<p>DATE: 01/14</p> <p>REVISION: 11</p>	<p>DATE: 01/14</p> <p>REVISION: 12</p>													

FILE NUMBER: SIR-8036.2

3125



EXTERNAL REFERENCES: POSTS
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ORGAN SECTION

FILE NAME: STR-8036.3
 DATE: 1/14

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



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
 CITY AND COUNTY OF SAN FRANCISCO

SUPersedes THE FOLLOWING STRS:
 STR-2324, REV 14
 STR-2324.1, REV 23
 STR-8787

DRAWN:	DATE:
URP	1/14
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AKW	1/14

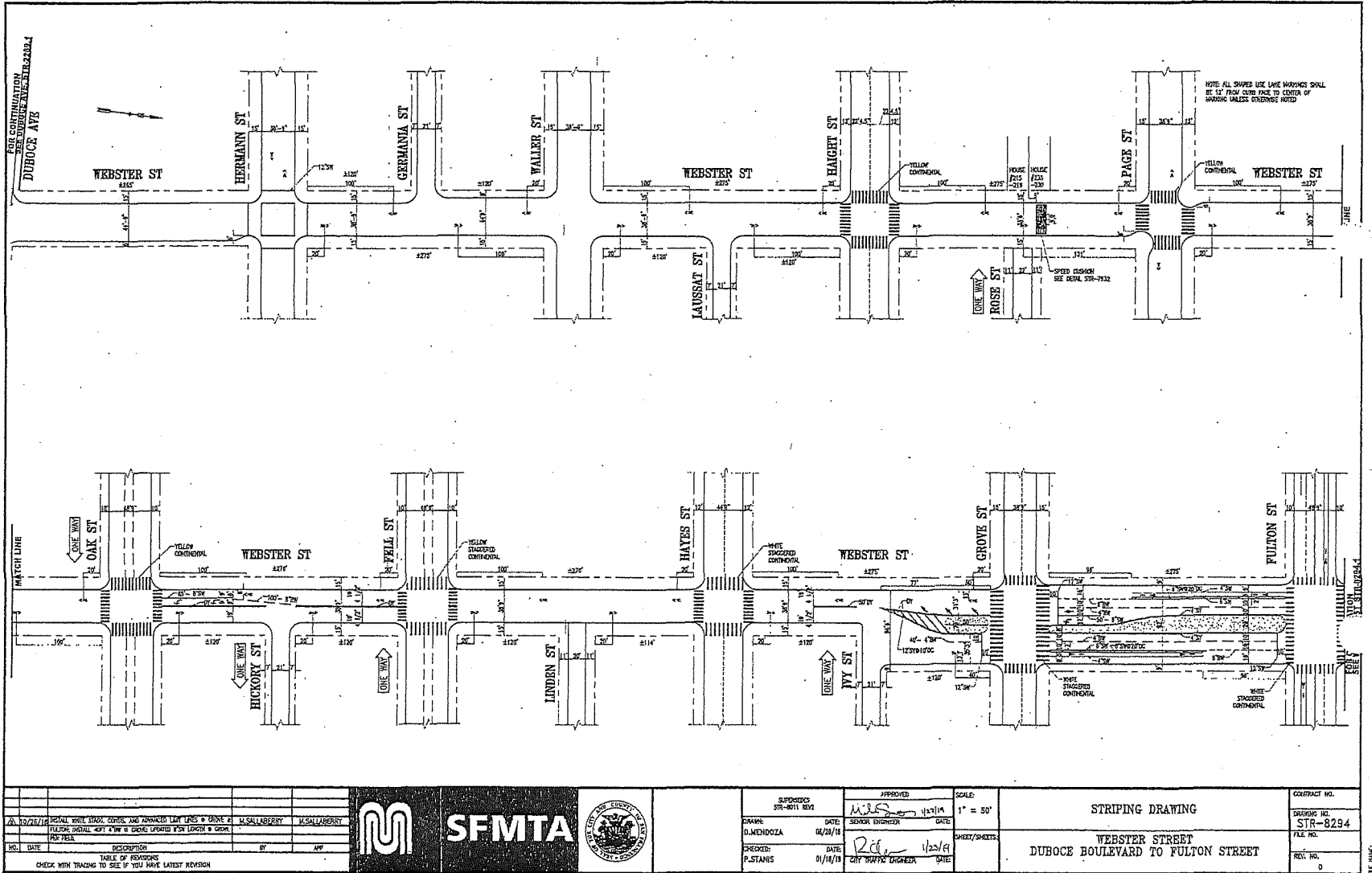
APPROVED	
BRIAN DUSSENAULT	2/3/2015
SENIOR ENGINEER	DATE:
RICHARDO OJEDA	2/3/2015
CITY TRAFFIC ENGINEER	DATE:

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

TRAFFIC STRIPING

**HAIGHT STREET
 OCTAVIA STREET TO MARKET STREET**

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



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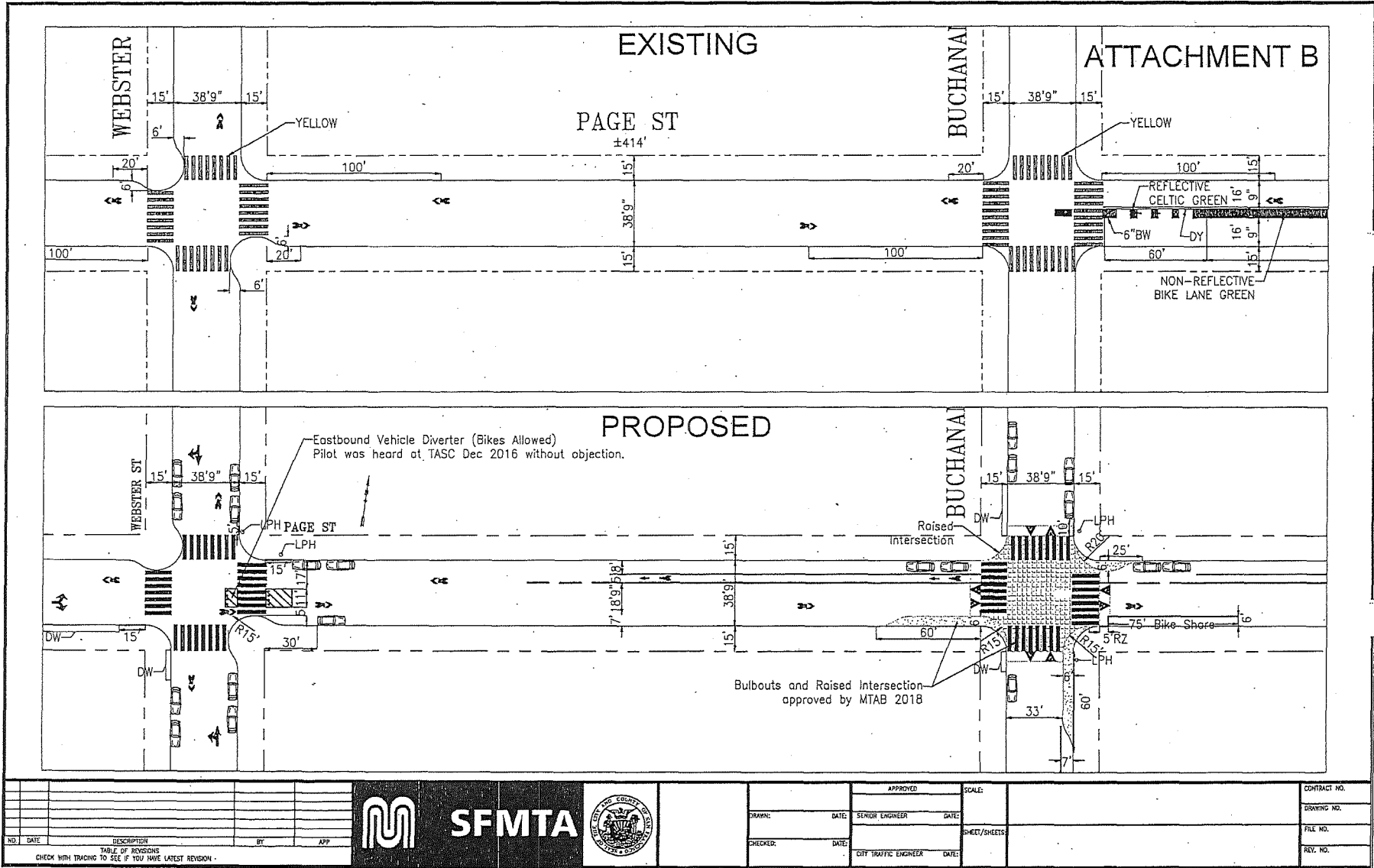


SUPEROVISOR SIR-8011 REY	APPROVED <i>[Signature]</i> 1/25/14	SCALE 1" = 50'
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	CITY TRAFFIC ENGINEER	REV. NO. 0

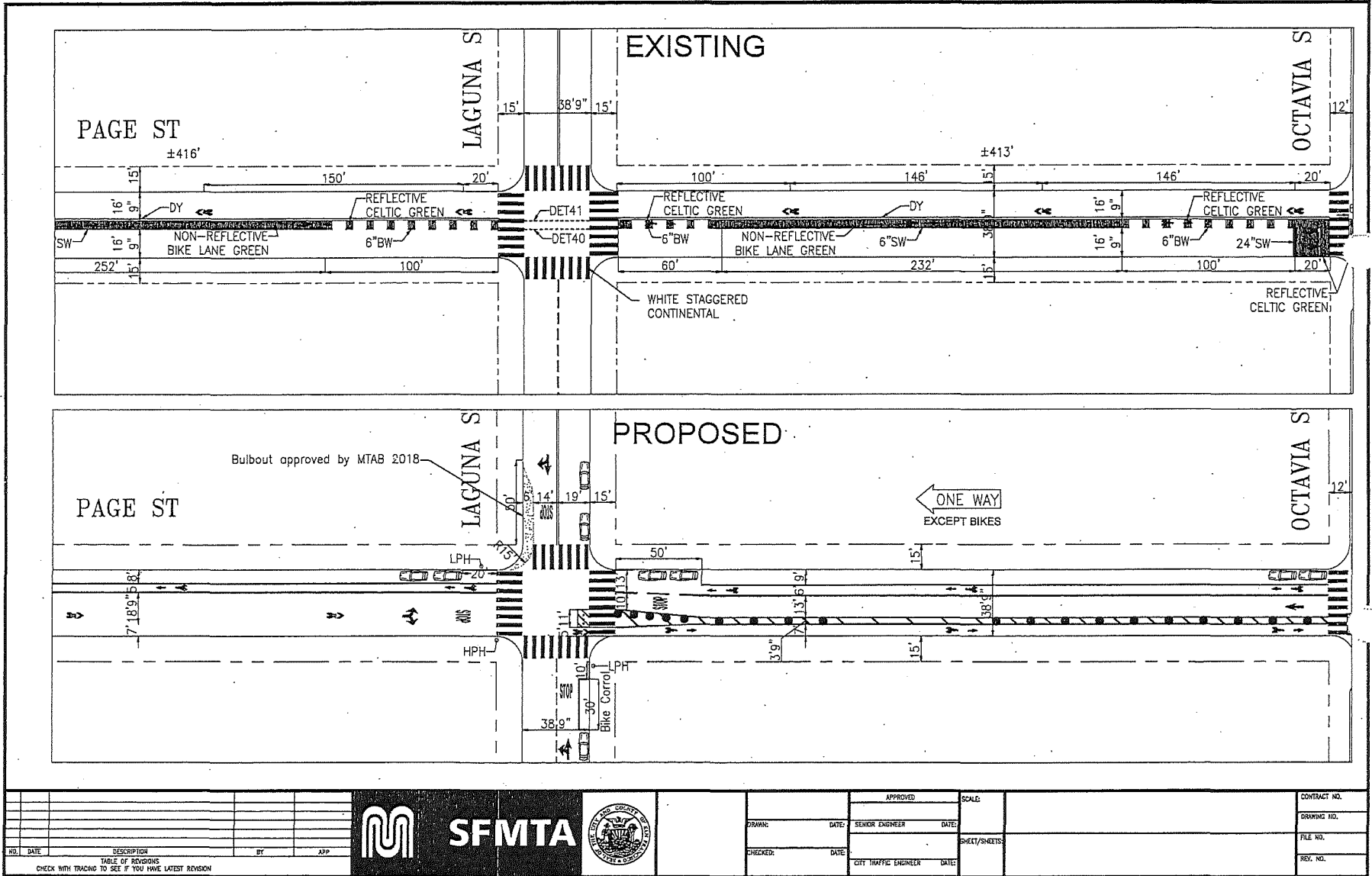
STRIPING DRAWING	
WEBSTER STREET DUBOCE BOULEVARD TO FULTON STREET	

DATE PLOTTED: 1/25/14

3127



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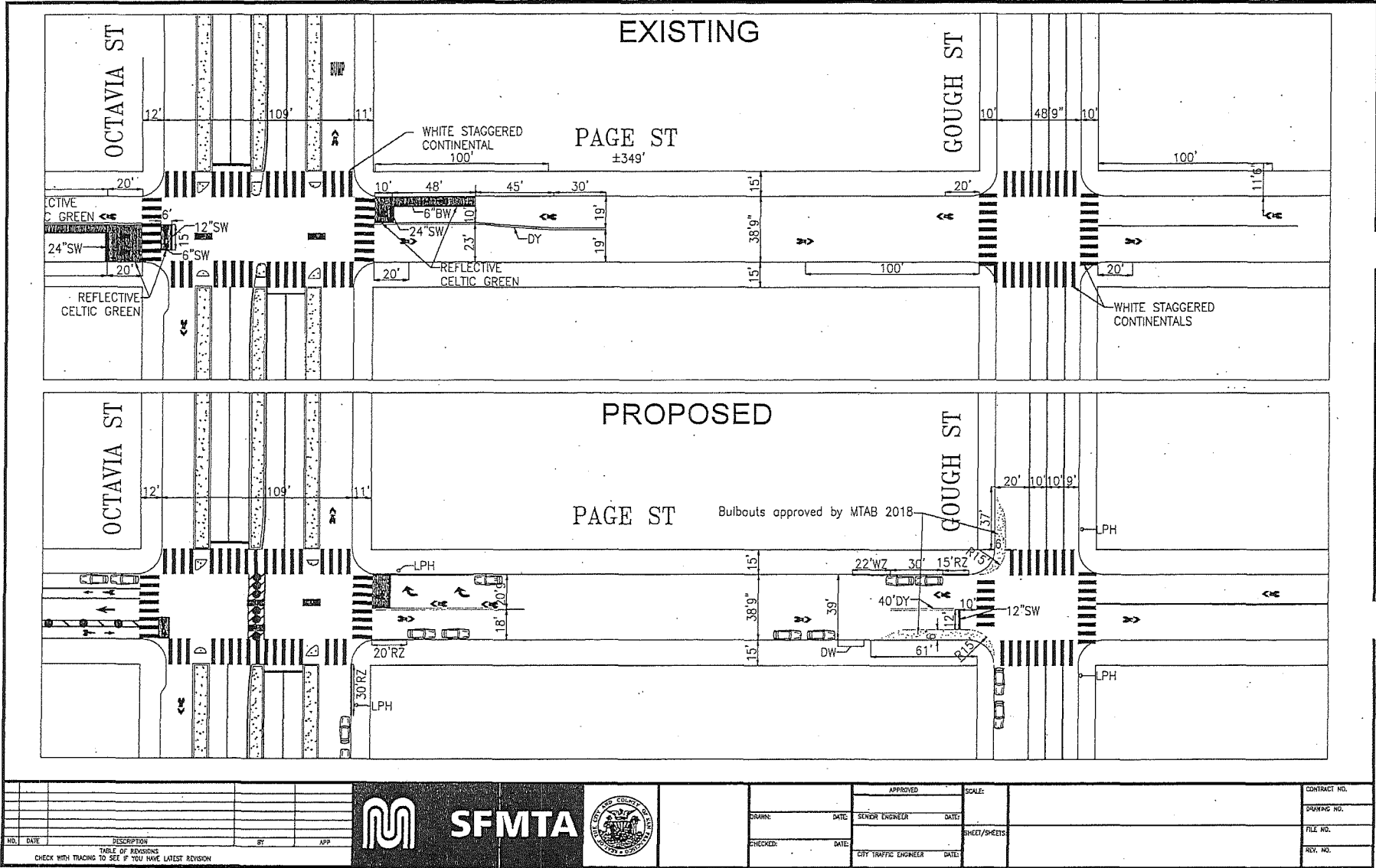


SFMTA



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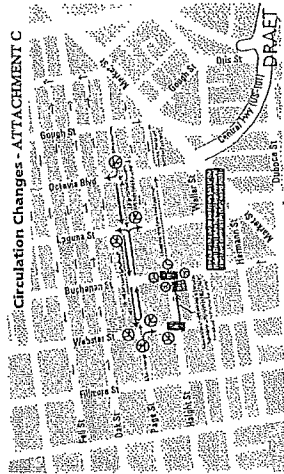
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SAN FRANCISCO.

2019 DEC 19 PM 3:05

[Signature]

MARY ANN MILES 364 PAGE ST APT 36 SAN FRANCISCO, CA 94102-6624		3005 11-4288/1210 4958
		<u>12/18/19</u> Date
Pay to the Order of	<u>San Francisco Planning Department</u>	\$ <u>640.00</u>
	<u>Six hundred forty and 00/100</u>	Dollars 
 Wells Fargo Bank, N.A. California wellsfargo.com		
FOR <u>APPEAL TO BOS</u>	<u>M.A. Miles</u>	NP



San Francisco Planning

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SAN FRANCISCO

2019 DEC 19 PM 3:05

BY BJ

BOARD OF SUPERVISORS APPEAL FEE WAIVER FOR NEIGHBORHOOD ORGANIZATIONS

APPLICATION

Appellant's Information

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

Address: 364 PAGE ST., #36 Email Address: page364@earthlink.net
SAN FRANCISCO, CA 94102 Telephone: (415) 863-2310

Neighborhood Group Organization Information

Name of Organization: Coalition for Adequate Review

Address: PLEASE SEE ABOVE Email Address: PLEASE SEE ABOVE
 Telephone: " "

Property Information

Project Address: Page Street, San Francisco, California

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

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

Required Criteria for Granting Waiver

All must be satisfied; please attach supporting materials.

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

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

Submission Checklist:

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

FROM:
Rob Anderson, Director
Coalition for Adequate Review

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

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


DATE: December 18, 2019

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

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

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

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


Rob Anderson

From: [BOS Legislation, \(BOS\)](#)
To: page364@earthlink.net
Cc: [PEARSON, ANNE \(CAT\)](#); [STACY, KATE \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [Rahaim, John \(CPC\)](#); [Teague, Corey \(CPC\)](#); [Sanchez, Scott \(CPC\)](#); [Gibson, Lisa \(CPC\)](#); [Jain, Devyani \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lewis, Don \(CPC\)](#); [Varat, Adam \(CPC\)](#); [Sider, Dan \(CPC\)](#); [Lynch, Laura \(CPC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Martinsen, Janet \(MTA\)](#); [Breen, Kate \(MTA\)](#); [Ramos, Joel \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Dreger, Mark \(MTA\)](#); [Hue, Melinda \(MTA\)](#); [Boomer, Roberta \(MTA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: APPEAL RESPONSES: Appeal of CEQA Determination of Exemption from Environmental Review - Proposed SFMTA Page Street Bikeway Improvements Pilot Project - Appeal Hearing on January 28, 2020
Date: Tuesday, January 21, 2020 1:08:07 PM
Attachments: [image001.png](#)

Good afternoon,

Please find linked below appeal responses received by the Office of the Clerk of the Board from the Planning Department, and the Municipal Transportation Agency, as Project Sponsor, regarding the Exemption Determination Appeal for the proposed SFMTA Page Street Bikeway Improvements Pilot Project.

[Planning Department Appeal Response - January 21, 2020](#)

[SFMTA Appeal Response - January 21, 2020](#)

The hearing for this matter is scheduled for a 3:00 p.m. special order before the Board on January 28, 2020.

Please note, on January 28, 2020, the Board is anticipated to entertain a motion to continue this appeal hearing to February 4, 2020.

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

[Board of Supervisors File No. 191309](#)

Regards,

Brent Jalipa

Legislative Clerk

Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

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

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



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

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under the California Public Records Act and the San Francisco Sunshine Ordinance. Personal information provided will not be redacted. Members of the public are not required to provide personal identifying information when they communicate with the Board of Supervisors and its committees. All written or oral communications that members of the public submit to the

Clerk's Office regarding pending legislation or hearings will be made available to all members of the public for inspection and copying. The Clerk's Office does not redact any information from these submissions. This means that personal information—including names, phone numbers, addresses and similar information that a member of the public elects to submit to the Board and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.



Categorical Exemption Appeal

Page Street Bike Lane Pilot

DATE: January 21, 2020
TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Lisa Gibson, Environmental Review Officer, (415) 575-9032
 Laura Lynch, laura.lynch@sfgov.org, (415) 575-9045
RE: Planning Record No. 2019-015182APL
 Appeal of Categorical Exemption for Page Street Bike Lane Pilot
HEARING DATE: January 28, 2020
ATTACHMENT(S): A – Categorical Exemption Determination 10-31-2019¹
 B – Full Project Description Memo from SFMTA to Planning 10-30-2019

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

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

INTRODUCTION

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

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

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

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

SITE DESCRIPTION AND EXISTING USE

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

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

PROJECT DESCRIPTION

The San Francisco Municipal Transportation Agency proposes the Page Street Bikeway Improvements Pilot Project. The project would involve a 12-month² pilot to study the effects of several traffic circulation changes to the study area. Construction associated with the project would primarily include re-striping travel lanes and the addition of signage. Below is a brief summary of the changes that the pilot would include:

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

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

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

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

SFMTA staff would return to the SFMTA Board of Directors with a report of findings in early 2021³, along with a recommendation of whether to continue, modify, or remove the pilot project's changes⁴. These piloted changes would expire and the streets would be reverted to pre-pilot conditions if not extended or permanently approved/modified by the SFMTA Board of Directors prior to the pilot expiration.

BACKGROUND

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

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

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

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

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

CEQA GUIDELINES – CATEGORICAL EXEMPTIONS

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

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

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

Table 1: Sample SFMTA Pilot Projects Exempt under Class 6		
Project	Project Status	Notes
Valencia Street Parking Protected Bike Lane Pilot Project	Underway as Pilot	Pilot project exempted under Class 6 in November 2018, and set to expire June 2020.
Powell Street car-free zone between Ellis and Geary Street	Permanently Approved	Pilot project exempted under a Class 6 in September 2015, and the permanent project exempted in June 2017.

³ SFMTA Board of Directors Resolution No. 191119-142, Page Street Bikeway Pilot, November 19, 2020.

⁴ SFMTA Board of Directors Staff Report, Item 11 Page Street Bikeway Pilot, November 19, 2020.

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

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

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

PLANNING DEPARTMENT RESPONSES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Transportation

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

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

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

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

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

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

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

Air Quality

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

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

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

Energy Use

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

Public Safety

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

CONCLUSION

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

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



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address Page Street Bike Lane Pilot		Block/Lot(s)
Case No. 2019-015182ENV		Permit No.
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>Page Street Bikeway Improvements Pilot Project would involve an 18-month pilot to study the effects of several traffic circulation changes to the area bound by Fell Street to the north; Market, Gough, and Otis streets to the south; Fillmore Street to the west; and Gough Street to the east. The project is located within the Western Addition neighborhood and the Hayes Valley Residential Historic District. In addition, it may be in proximity to the Auxiliary Water Supply System (AWSS) historic district. Construction associated with the project would primarily include re-striping travel lanes and the addition of signage. A complete project description can be found as a document attached to 2019-015182ENV (Title: Full Project Description - Page Street Bikeway Improvement Pilot Project - 10-30-19_final). Below is a brief summary of the project description. • Prohibit eastbound traffic from entering Page Street at Webster Street (except bicycles) by requiring right-turns onto southbound Webster Street (left-turns onto northbound Webster Street would be prohibited to limit traffic fronting John Muir Elementary School); • Prohibit Webster Street traffic from entering Page Street by restricting northbound right-turns and southbound left-turns from Webster Street onto eastbound Page Street; • Prohibit through traffic and left-turns from</p> <p>FULL PROJECT DESCRIPTION ATTACHED</p>		

STEP 1: EXEMPTION CLASS

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

STEP 2: CEQA IMPACTS
TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)</p>
<input type="checkbox"/>	<p>Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p><i>if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i></p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non -archeological sensitive area? If yes, archeo review is required (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography). If yes, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Slope = or > 25%: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): Laura Lynch</p> <p>Project consists of signage, striping and turn restrictions that are reversible. Project would consist of an 18 month pilot project where the purpose would be to collect data, as outlined in Full Project Description- Page Street Bikeway Pilot Project 9-6-2019 (a document found under 2019-01518ENV)</p>	

STEP 3: PROPERTY STATUS - HISTORIC RESOURCE

TO BE COMPLETED BY PROJECT PLANNER

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

STEP 4: PROPOSED WORK CHECKLIST

TO BE COMPLETED BY PROJECT PLANNER

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

STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW

TO BE COMPLETED BY PROJECT PLANNER

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

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

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

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

Full Project Description

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

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

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

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

PROPERTY INFORMATION/PROJECT DESCRIPTION

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

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

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

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed within 10 days of posting of this determination.	
Planner Name:	Date:



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

SUMMARY

The San Francisco Municipal Transportation Agency (SFMTA) is seeking environmental clearance for the *Page Street Bikeway Improvements Pilot Project*, an 18-month pilot¹ to study the effects of several traffic circulation changes intended to improve safety and comfort for people walking and bicycling on Page Street, improve the reliability of transit on Haight Street, and overall better manage vehicle traffic approaching Octavia Boulevard and the Central Freeway.

BACKGROUND

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

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

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

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

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

EXISTING CONDITIONS

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

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

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

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

Page Street & Webster Street (intersection)

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

Page Street

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

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

Haight Street

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

Webster Street

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

Oak Street

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

Fell Street

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

Laguna Street

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

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

Hayes Valley Residential Historic District

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

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

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

PROPOSED PILOT PROJECT

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

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

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

Eastbound traffic diversion on Page Street at Webster Street

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

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

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

Westbound diversion on Page Street at Octavia Boulevard

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

Circulation, bike lane, and parking changes on Page Street

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

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

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

Turn restrictions and parking restrictions on Haight Street

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

To further address the potential for vehicle diversion onto Haight Street, the pilot project also proposes to convert all remaining parking on the south side of Haight Street between Webster and Buchanan streets (7 spaces²) into a curbside, block-long 'right lane must turn right, except Muni' lane, which would allow Muni buses to bypass queued traffic to reach the inbound bus zone near-side of Buchanan Street.

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

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

Work within the Hayes Valley Residential Historic District

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

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

Work adjacent to components of the AWSS

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

Page St & Webster St

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

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

³ Personal communication from Debra Dwyer, San Francisco Planning Dept, dated October 30, 2019.

⁴ Personal communication from Debra Dwyer, San Francisco Planning Dept, dated October 30, 2019.

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

Page St & Laguna St

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

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

Page St & Octavia Blvd

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

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

Haight St & Webster St

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

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

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

Data Collection

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

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

8. Safety on Page and Haight streets

- To study various metrics of safety, including ‘close calls’ between people driving and bicycling, passing events, and collisions
- Methods: observations (in-person + video), collision records (incl. transit)

9. Public perception

- To study the public’s perception of the modified traffic patterns
- Method: street user survey

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

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

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

TRANSPORTATION DISCUSSION

Vehicle Miles Traveled

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

Traffic Circulation (Diversion Discussion)

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

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

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

Page Street at Webster Street

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

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

Page Street at Octavia Boulevard

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

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

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

Pedestrians

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

Bicycles

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

Transit

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

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

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

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

Emergency Vehicle Access

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

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

Loading

This project would not result in any loading changes.

Parking

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

Construction/Excavation

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

Continued on the next page.

Planned Projects in the Vicinity

Page Street Neighborway

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

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

Haight Street Muni Forward improvements

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

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

Conceptual Projects in the Vicinity

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

Northbound Octavia Blvd Local Lane Streetscape Re-design

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

Approval Action

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

ATTACHMENT A

Existing striping drawings

ATTACHMENT B

Proposed striping drawings

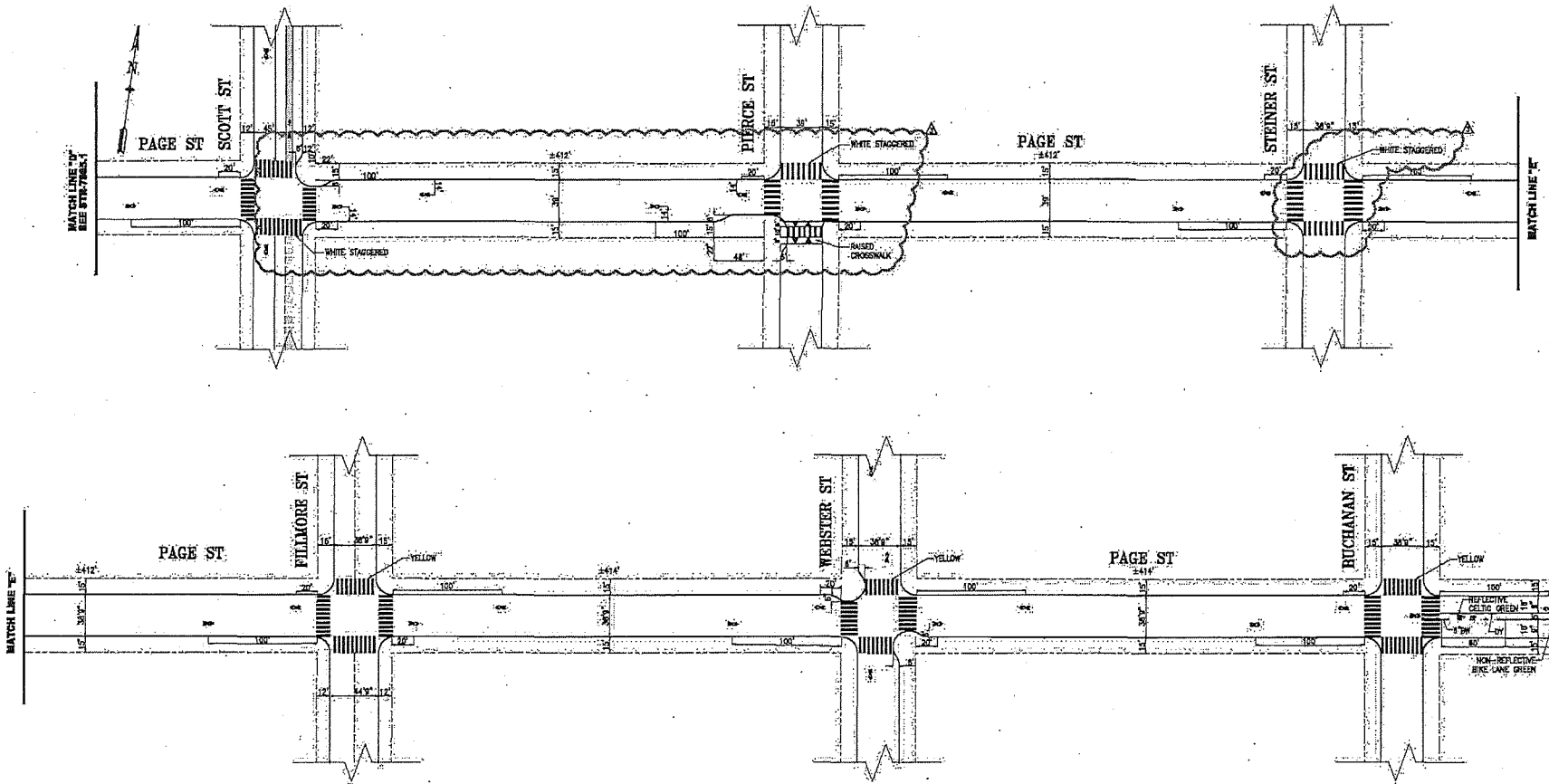
ATTACHMENT C

Circulation changes graphic

Attachment A - Existing Striping Drawings

3170

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



NO.	DATE	DESCRIPTION	BY	APP
1	05/02/16	BULBS AT SCOTT, PIERCE; NEW RAISED CROSSWALK AT PIERCE; INSTALLED WHITE STAGGERED CURBS AT PIERCE, STEINER	P. STANIS	M.SALLABERRY
2		RESTORE ALL OTHER STRIPING TO POST CONSTRUCTION CONDITIONS		
3	08/24/17	ADDED EB BIKE LANE BUCHANAN TO LAGUNA	D. CARR	M.SALLABERRY
4	5/29/18	UPGRADE TO WHITE STAGGERED CURBS AT SCOTT	E. ROBINSON	M.SALLABERRY

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



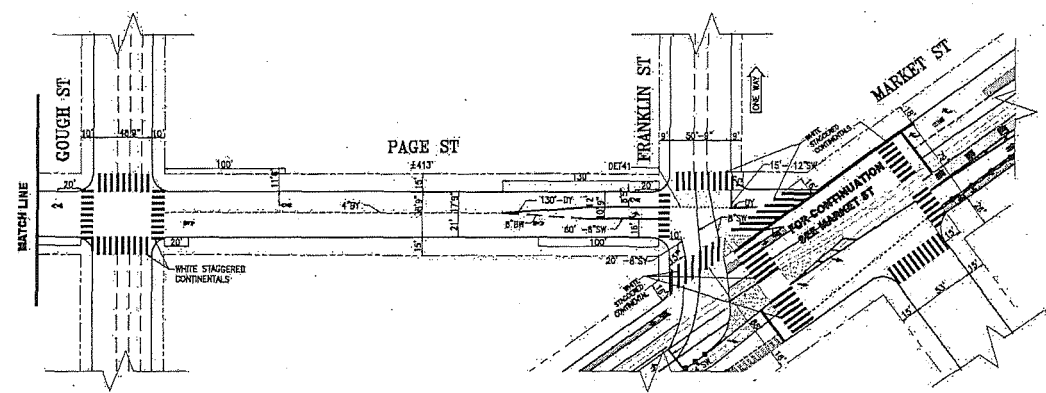
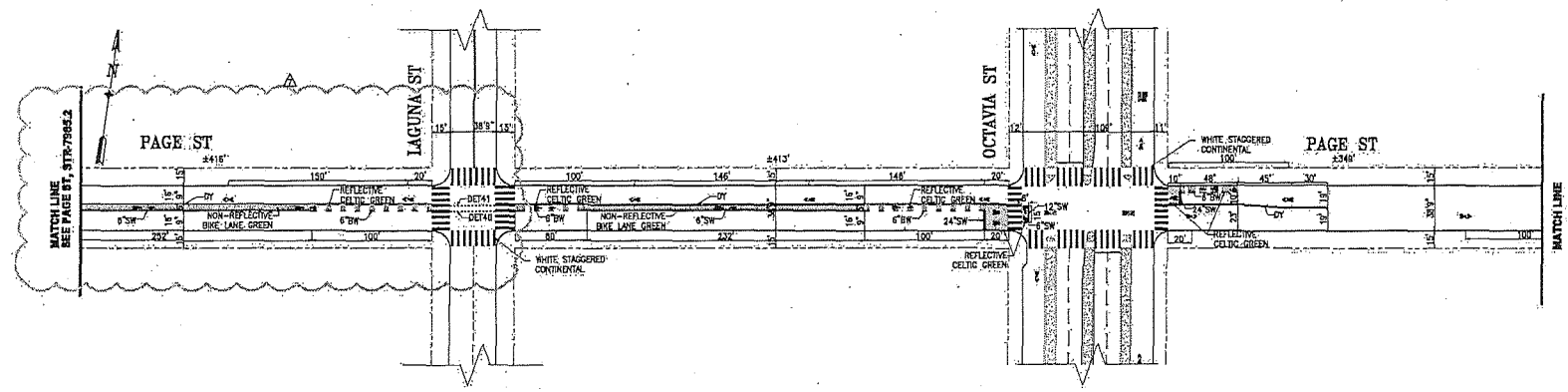
APPROVED	SCALE: 1"=50'-0"
MICK BALLABERRY 1/7/18 SENIOR ENGINEER DATE	
DRAWN: M.V. LUC 9/2012	SHEET/SHEETS:
CHECKED: D.R. CURTIS 12/2017	DATE: RICARDO OLEA 1/27/18 CITY TRAFFIC ENGINEER DATE

TRAFFIC STRIPING	CONTRACT NO.
PAGE STREET SCOTT STREET TO BUCHANAN STREET	DRAWING NO. STR-7985.2
	FILE NO.
	REV. NO. 3

DATE PLOTTED: 1/27/18
 PLOT SCALE: 1"=50'-0"
 PLOTTER: HP DesignJet T1100PS
 PLOT SIZE: 36" X 48"

31771
 City Street Name: 47th Street, Date: 12/20/12, File: 12-20-12-47th Street, Project: SFMNTA, Project No: 2012-00-01-01, Date: 12/20/12, Title: Traffic Stripping, Drawing: Traffic Stripping, Drawing No: STR-7985.2, Scale: 1"=50'-0", Author: M.S. Sallaberry, Checker: D.R. Curtis, Date: 12/20/12

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



NO.	DATE	DESCRIPTION	BY	APP.
1	08/04/17	ADDED EB BIKE LANE BUCHANAN TO LAGUNA	D.CARR	M.SALLABERRY
2		REVISION OF LANE CHANGES @ 3 SW FRANKLIN ST. WHITE STAGGERED CONTINENTAL MARKINGS @ INTERSECTION OF BUCHANAN ST. & FRANKLIN ST.	W.TABALONDA	M.SALLABERRY
3	02/19/11	CHANGED TO ADDED BIKE LANE GREEN SHARROW AND BIKE BOXES FROM LAGUNA TO S OF OCTAVIA	D.CARR	M.SALLABERRY
4	7/7/11	ADDED WHITE STAGGERED CONTINENTALS @ COUGH ST	KILGUS	CHI
		TABLE OF REVISIONS		
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION			D.CARR	M.SALLABERRY



SFMTA
 Municipal Transportation Agency



DRAWN: M.Y.LUC		DATE: 9/20/12	
CHECKED: D.R.CURTIS		DATE: 12/20/12	
SUPERSEDES: STR-2289, REV3		APPROVED: MIKE SALLABERRY 1/7/13	
		SENIOR ENGINEER DATE:	
		RICARDO OLIVA 1/7/13	
		CITY TRAFFIC ENGINEER DATE:	

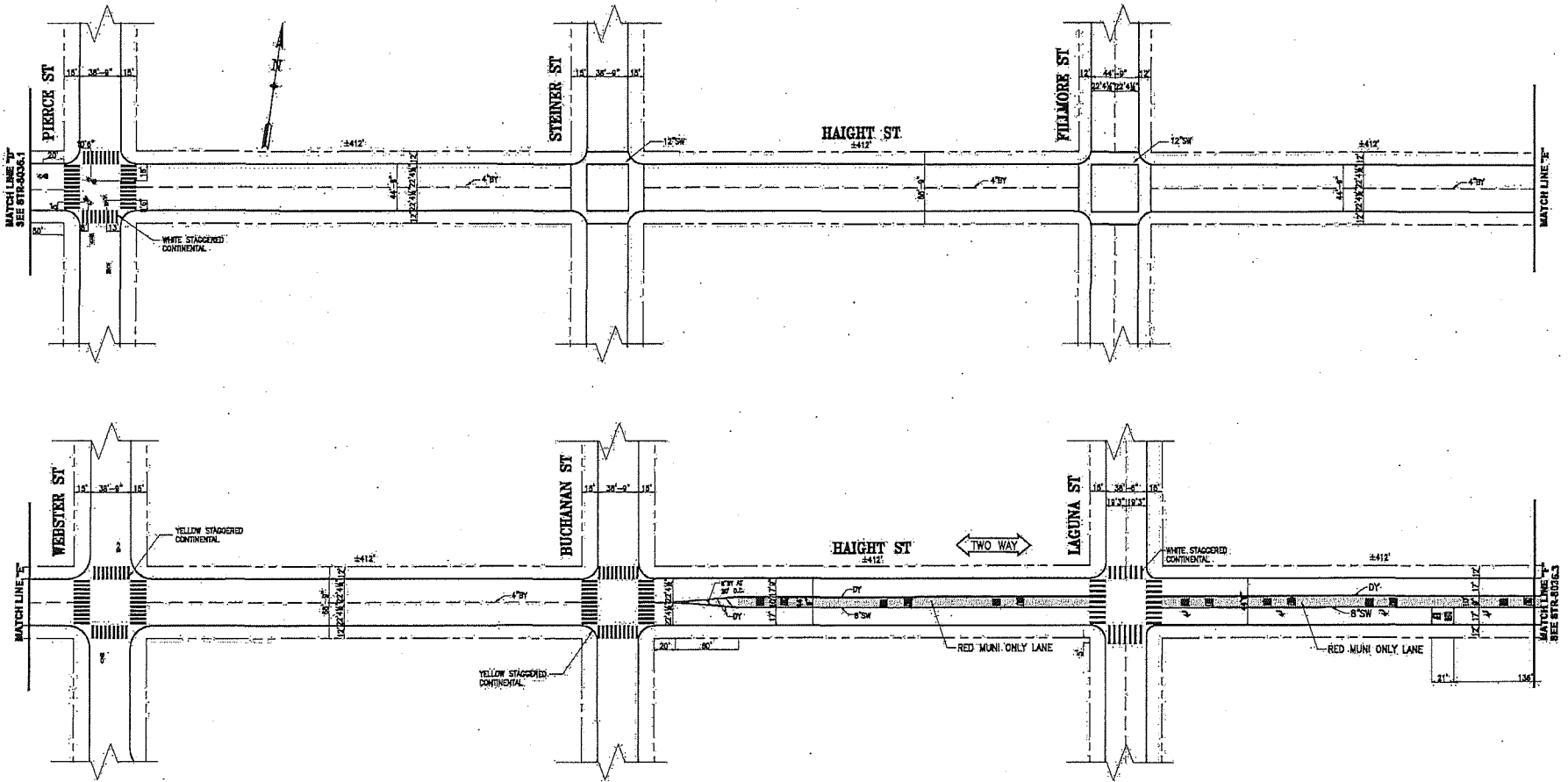
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TRAFFIC STRIPING
 PAGE STREET
 LAGUNA STREET TO MARKET STREET

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

FEDERAL INSTRUMENTS DEPT'S
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 SCALE FACTOR: XX
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 DATE: 12/20/12

3172



NO.	DATE	DESCRIPTION	BY	APP.
1	11/1/13	ISSUED CHECKS WHICH CORRECTED FOR FIELD CONDITIONS AT WEBSTER	P.S.	G.D.
2	2/2/15	INSTALLED RED LANE ONLY LANE BETWEEN BUCHANAN AND OCTAVIA	DNM	OLA
3		RECALLED STAGGERED CONTINENTALS AND RECALLED CURB AT LAGUNA		

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



SFMTA
Municipal Transportation Agency



SUPERSEDES THE FOLLOWING STRIPING: STR-2334, REV 14 STR-2334-1, REV 23 STR-4787

DATE: 01/14
DRAWN: DRP
CHECKED: AKW

APPROVED: **BRIAN FURSMAN** 2/9/2015
SENIOR ENGINEER
DATE: 01/14

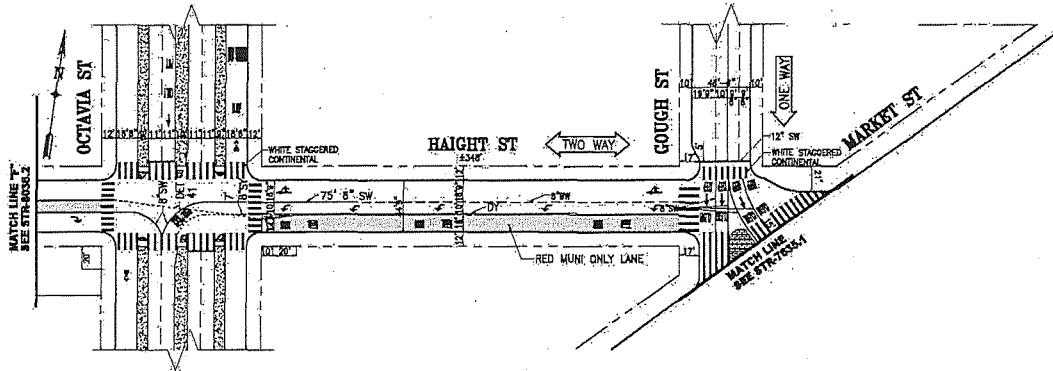
APPROVED: **RICARDO OLGA** 1/2/2015
CITY TRAFFIC ENGINEER
DATE: 01/14

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

TRAFFIC STRIPING
HAIGHT STREET
PIERCE STREET TO OCTAVIA STREET

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

3173



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

SUPERSEDES THE FOLLOWING STRIPING: STR-2324, REV 14 STR-2324-1, REV 23 STR-8787

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

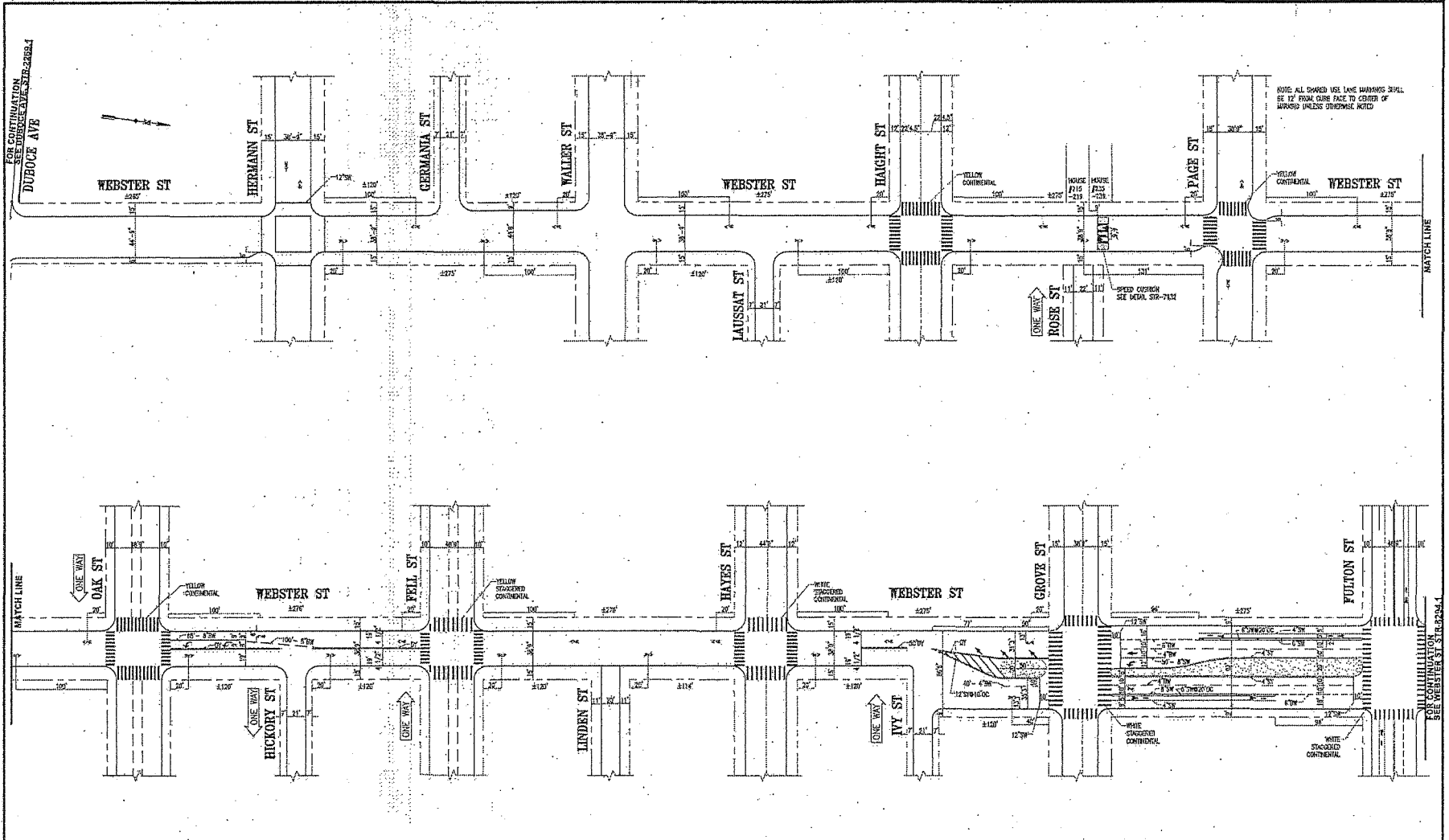
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EUCARDO OLZA 8/3/2015 TRAFFIC ENGINEER DATE: []

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

TRAFFIC STRIPING
HAIGHT STREET
OCTAVIA STREET TO MARKET STREET

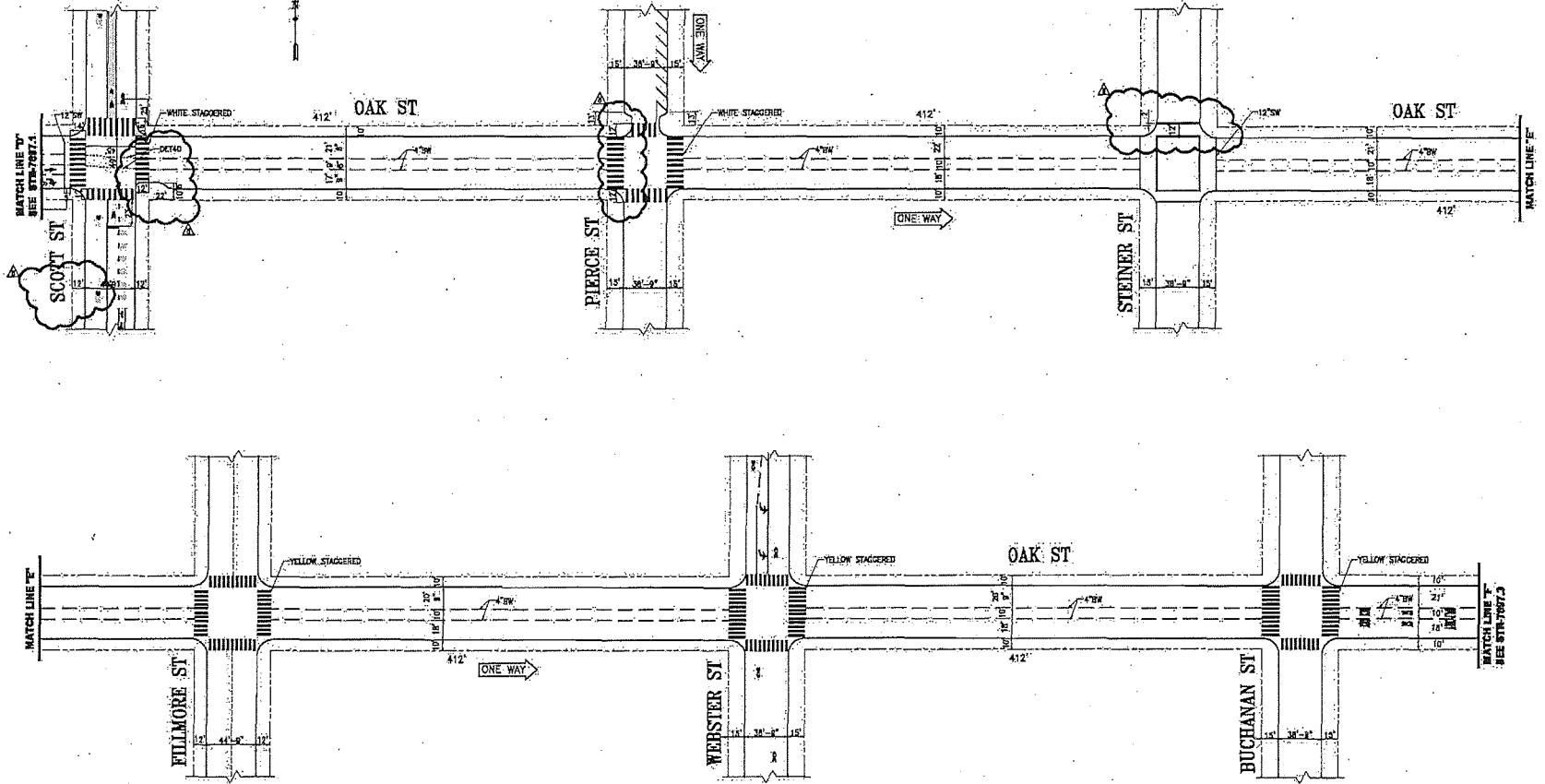
CONTRACT NO.
DRAWING NO. STR-8036.3
FILE NO.
REV. NO. 1

EXTERNAL REFERENCES: STRS
SCALE FACTOR: XX
PLOT SCALE: 1=1
DRAWN: SCOTT
FILE NAME: STR-STRIPING
DATE: []



SUPERSEDES STR-8017, 8022 DRAWN: D. MENDOZA CHECKED: P. STAMIS		APPROVED SENIOR ENGINEER: [Signature] DATE: 08/20/19 CITY TRAFFIC ENGINEER: [Signature] DATE: 01/16/19		SCALE: 1" = 50' SHEET/SHEETS:	STRIPING DRAWING DUBOCE BOULEVARD TO FULTON STREET	CONTRACT NO. DRAWING NO. STR-8294 FILE NO. REV. NO. 0																									
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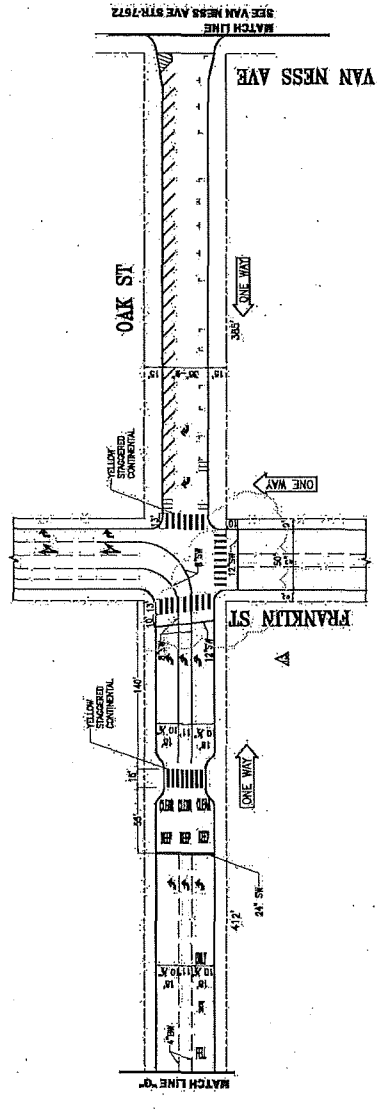
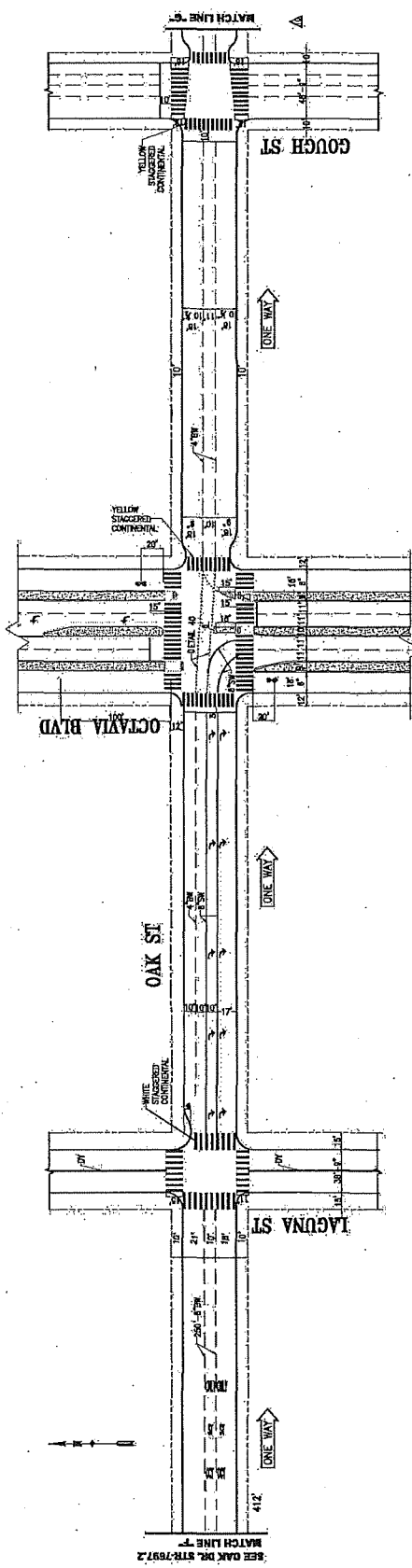
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04/29/16	INSTALL STAGGERED CROSSWALKS AT OAK/PIERCE CORNER AT SCOTT	P. STANIS	M. SALLABERRY
10/15/16	INSTALL PSZ ON SOUTHEAST CORNER AT OAK & SCOTT	P. STANIS	M. SALLABERRY
02/26/14	GREEN SHARROWS IN MIXING ZONE AT SCOTT ST	E. ROBINSON	M. SALLABERRY
08/14/13	ADDED THROUGH SIGNAGE AT SCOTT STREET	H. DI. MARCO	M. CROWNEY
NO.	DATE	DESCRIPTION	BY



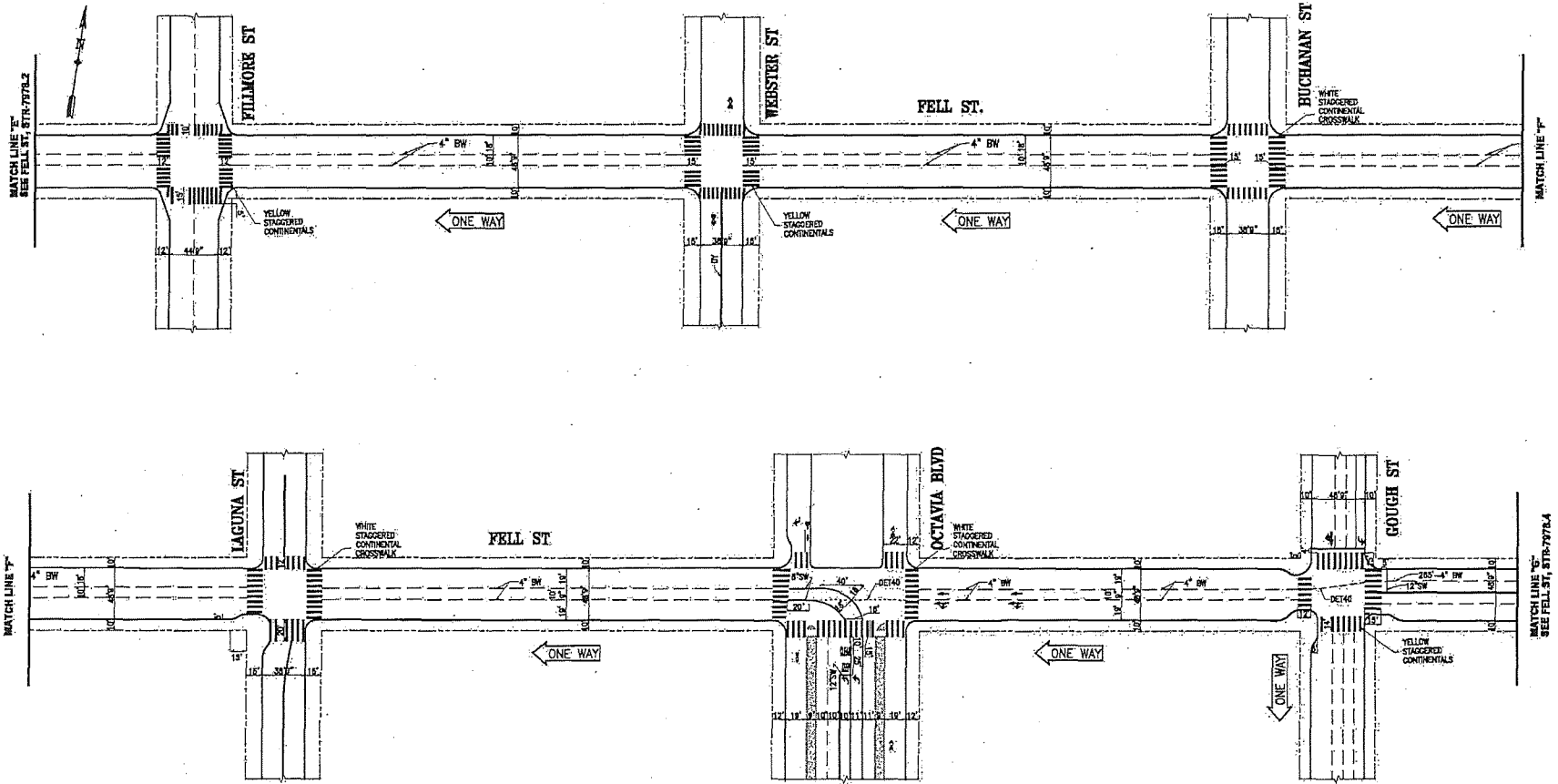
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DRAWN: T. ABDALLAH	DATE: 04/2005	SENIOR ENGINEER
CHECKED: A.K. WONG	DATE: 05/2005	CITY TRAFFIC ENGINEER

TRAFFIC STRIPING	
OAK STREET	
FROM SCOTT STREET TO BUCHANAN STREET	
CONTRACT NO. STR-7697.2	FILE NO.
REV. NO. II	

DATE: 05-15-15



APPROVED DATE: 04/20/04 DRAWN BY: J. ABUJAH CHECKED BY: A.K. WONG	SUPERVISOR: STR-OAKS REV-4 DATE: 04/20/04 DRAWN BY: J. ABUJAH CHECKED BY: A.K. WONG	PROJECT: SEE VAN NESS AVE STR-7572 DATE: 04/20/04 DRAWN BY: J. ABUJAH CHECKED BY: A.K. WONG	SCALE: 1" = 50' SHEET/SHEETS: 04 OF 04	CONTRACT NO. DRAWING NO. STR-7897.3 FILE NO. REV. NO. 13
TRAFFIC STRIPING OAK STREET FROM LAGUNA STREET TO VAN NESS AVENUE				
 SFMTA Municipal Transportation Agency				
412 MATCH LINE "F" SEE OAK DR. STR-7897.2	MATCH LINE "G" SEE VAN NESS AVE STR-7572	MATCH LINE "H" SEE VAN NESS AVE STR-7572	MATCH LINE "I" SEE VAN NESS AVE STR-7572	



- LIST OF CHANGES 1 LINE PER FIELD.
- CHANGE AGAINST ORIGINAL AND CORRESPONDING LAST LINE
 - DIMENSION AND OR. EXTEND (DIM. ADJUST DIMENSIONS AND ADV. L.M. LINE); REMOVE 0'SW
 - LAGUNA, ADJUST BULBS AND CROSSWALKS
 - DIMENSION YELLOW SPANLS AT WEBSTER AND WILLMORE

NO.	DATE	DESCRIPTION	BY	APP.
1	07/14/13	ISSUE	D. CARR	M. SALLABERRY
2	09/13	REMOVE YELLOW SPANLS AT WEBSTER AND WILLMORE	E. LEAD	C. RE
3	09/13	ADJUST BULBS - CUT & WHITE STAGG. CONT. AT COUGH	D. CARR	C. GALEON
4	09/13	ADJUST BULBS AND CROSSWALKS AT OCTAVIA, LAGUNA AND BUCHANAN	D. CARR	C. GALEON
5	09/13	AT OCTAVIA, REMOVE 24" SW, STAGGER NB LANE, ADJUST 0'SW	D. YEUNG	B. WOOD
6	11/13	UPDATED PER FIELD; SEE LIST OF CHANGES ABOVE	D. YEUNG	B. WOOD

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



SFMTA
Municipal Transportation Agency



SUPERSEDES: STR-7712.1 REV. 1
DRAWN: T. LABDALLAH
CHECKED: B. WOOD

APPROVED
THOMAS P. FOLK 10/23/12
EDUCR ENGINEER
DATE: 10/18/12

THOMAS P. FOLK FOR
RICARDO OLGA 10/23/12
CITY TRAFFIC ENGINEER
DATE: 10/18/12

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1" = 50'
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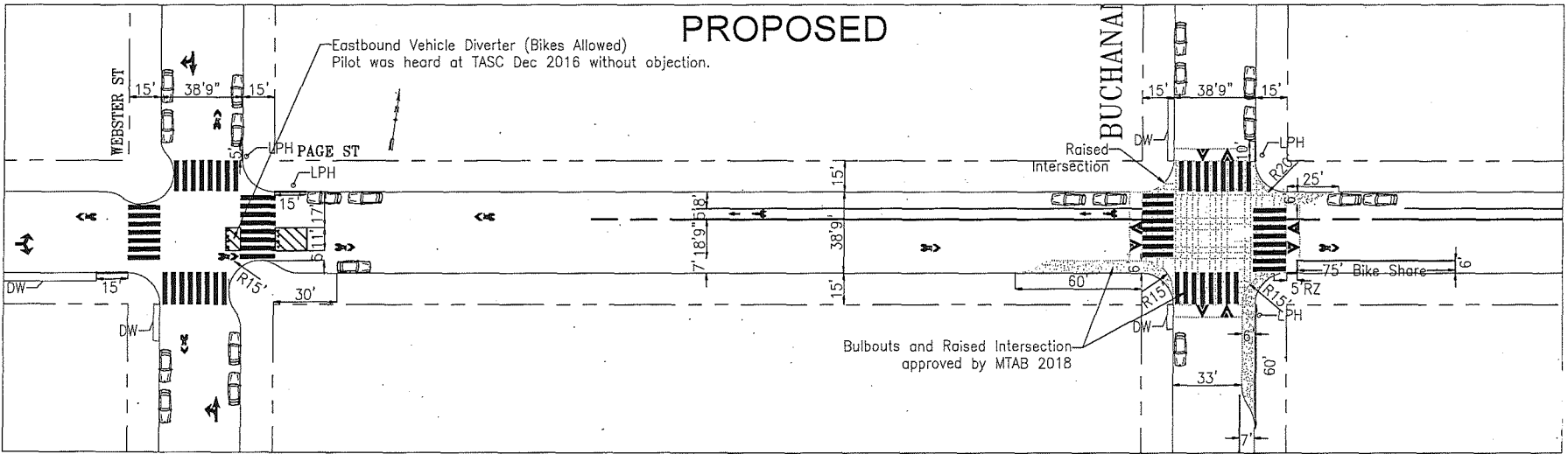
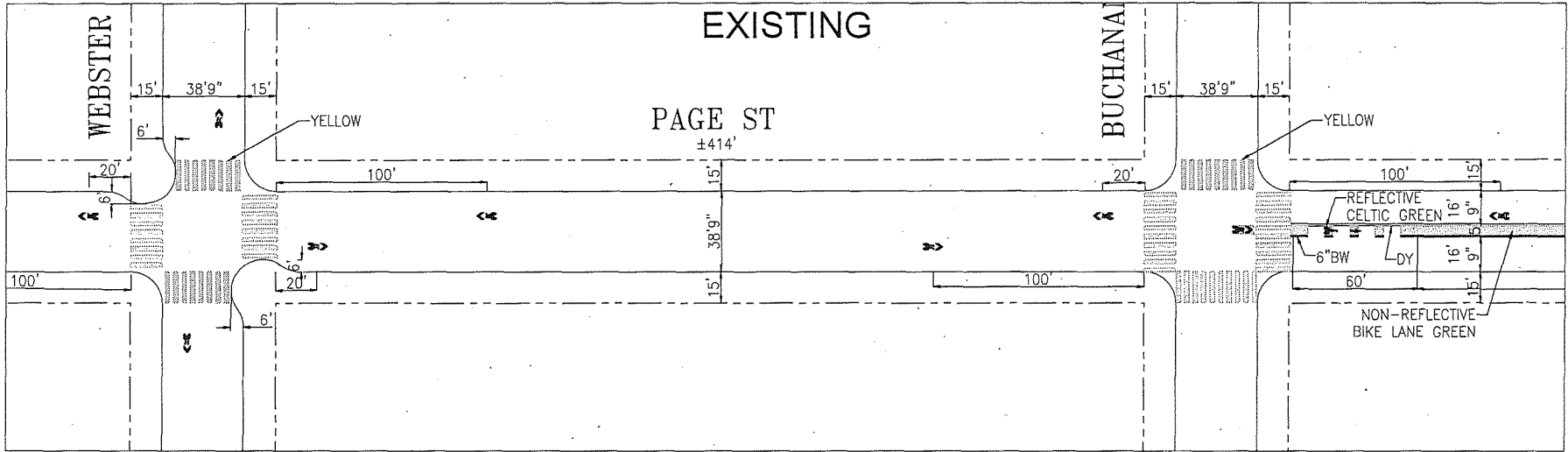
TRAFFIC STRIPING
FELL STREET
STEINER STREET TO GOUGH STREET

CONTRACT NO.
DRAWING NO.
STR-7978.3
FILE NO.
REV. NO.
5

DATE: 10/18/12

Attachment B - Proposed Striping Drawings

3179



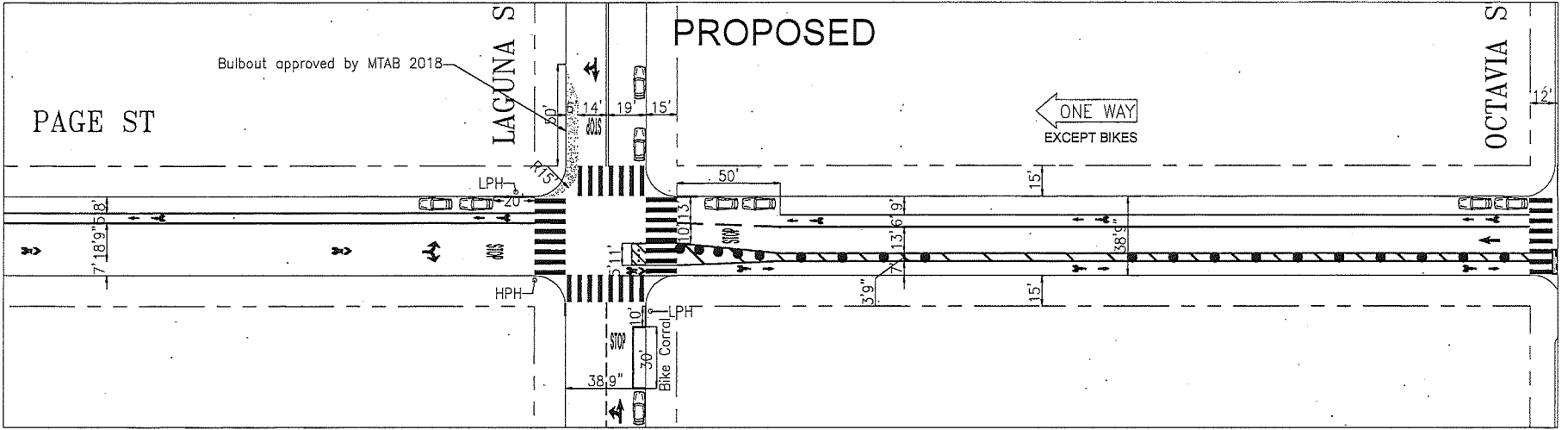
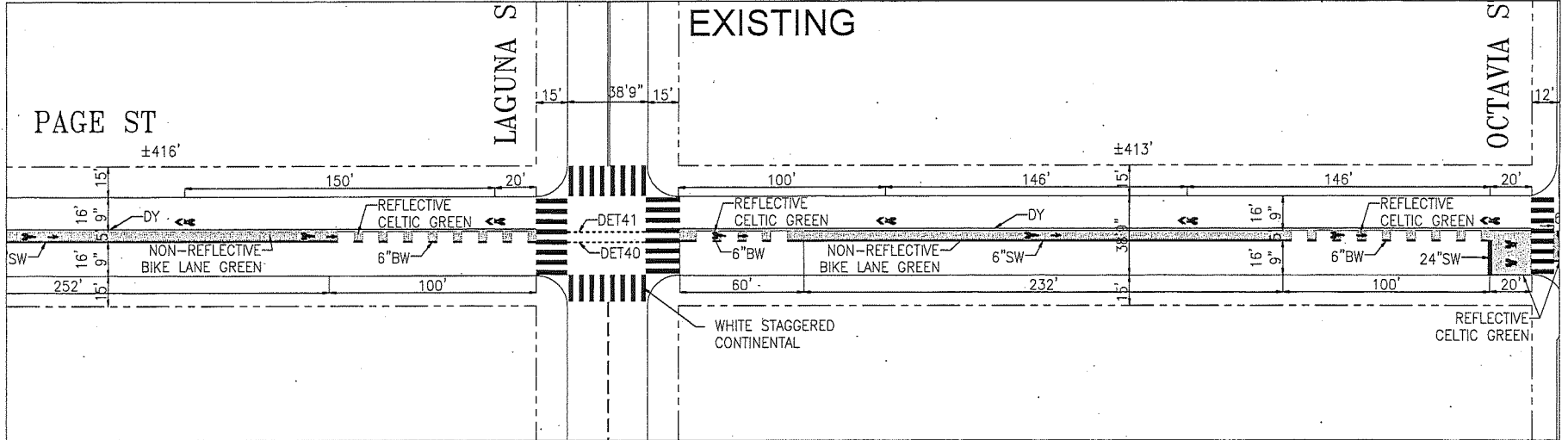
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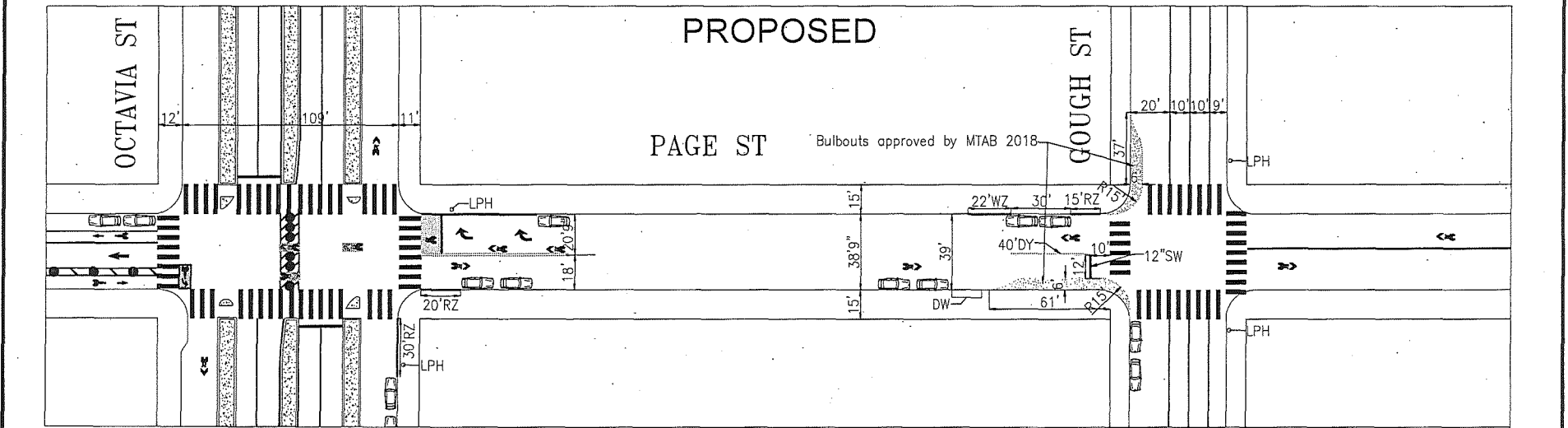
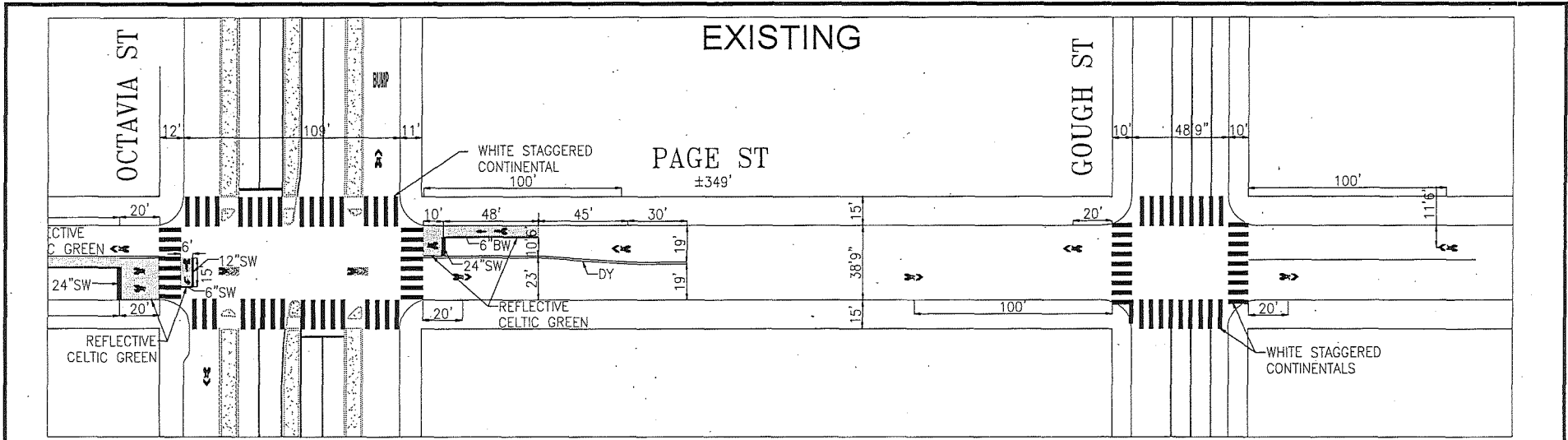
SFMTA



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3181

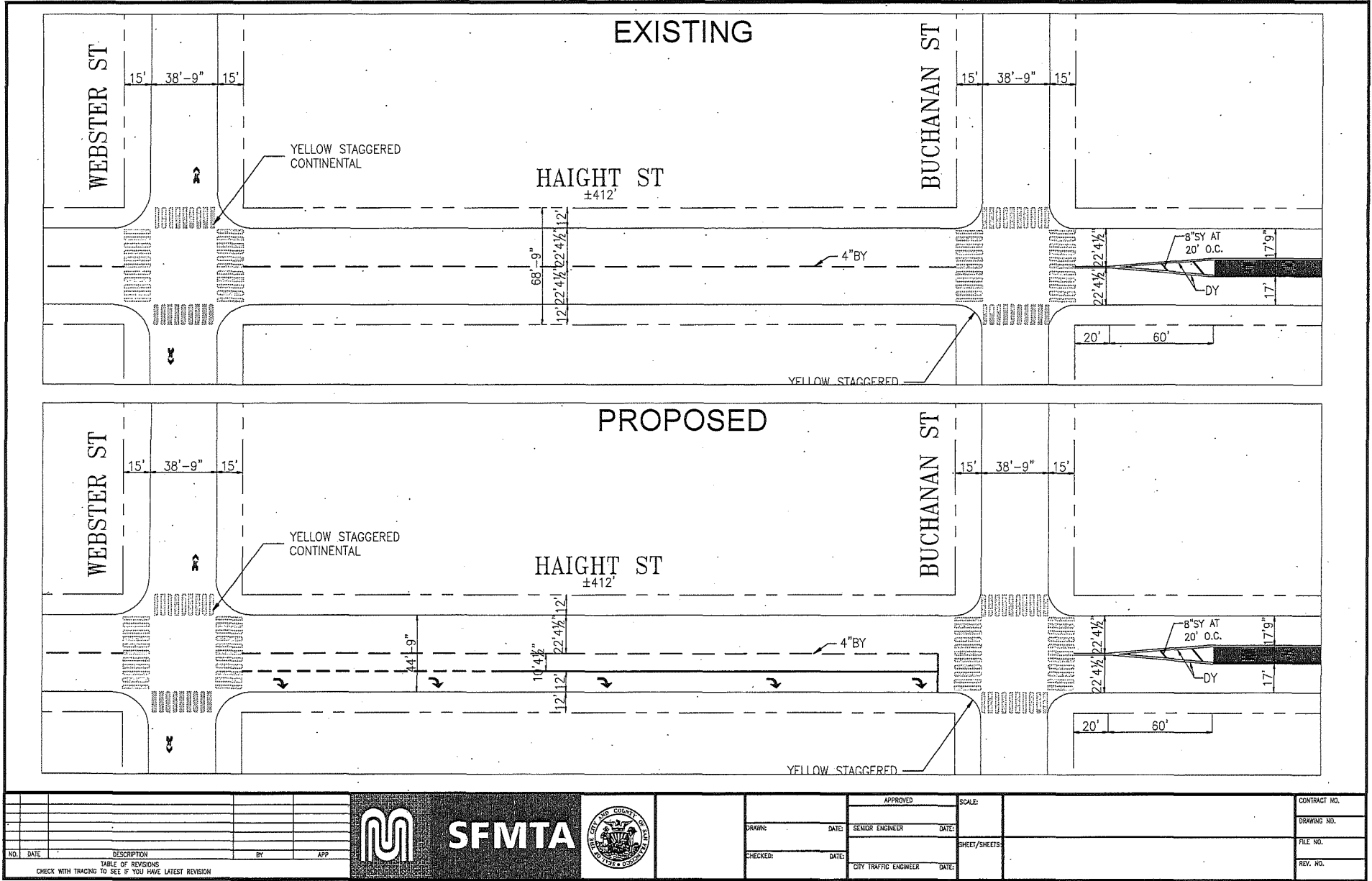


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3182



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SFMTA



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

Circulation Changes

3184

Fell St

Oak St

Page St

Haight St

Fillmore St

Webster St

Buchanan St

Laguna St

Octavia Blvd

Gough St

Market St

Gough St

Otis St

Central Fwy (US-101)

Waller St

Hermann St

Market St

Duboce St

Bikes exempt

Bikes exempt

Up-hill bike lane (proposed)

EB protected bikeway;
WB bike lane (proposed)

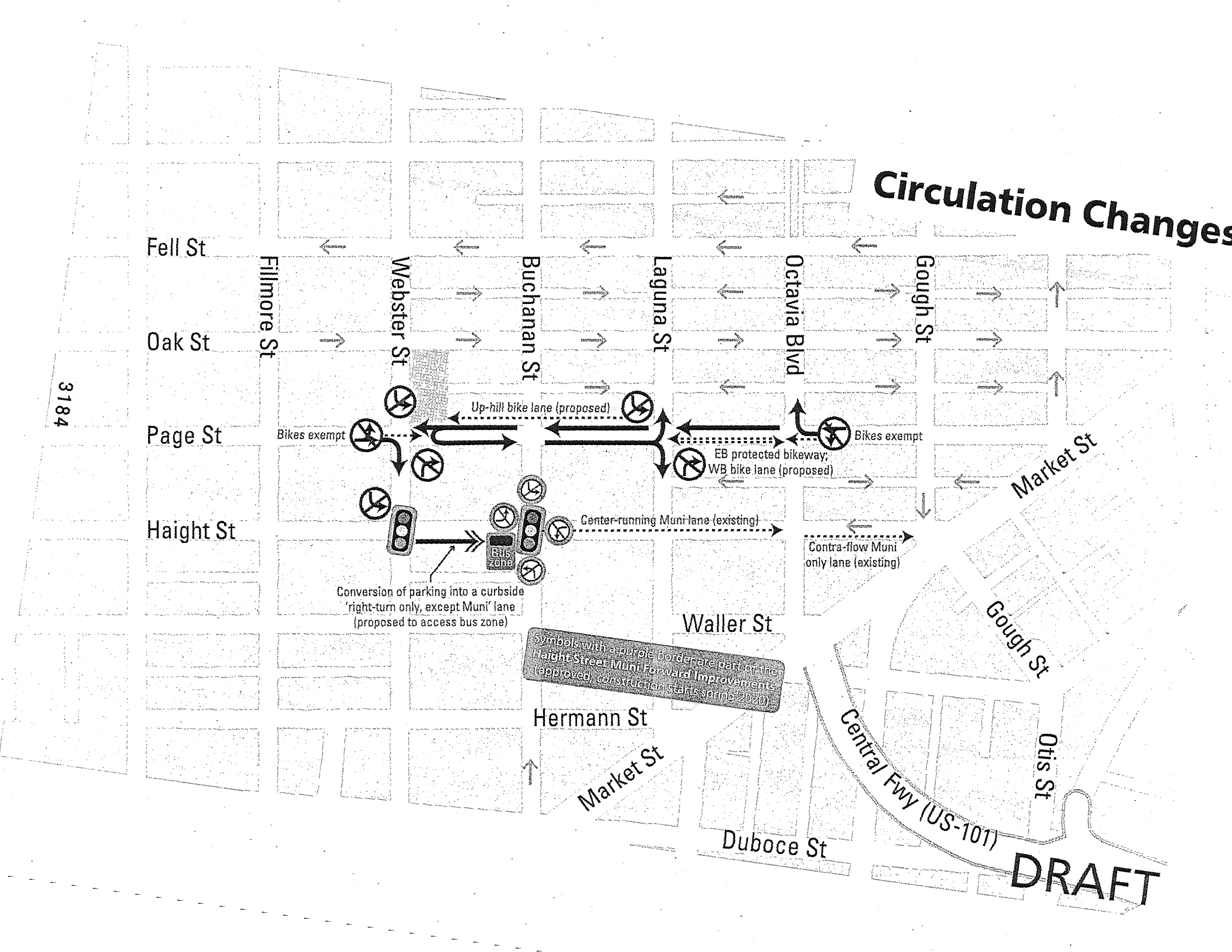
Center-running Muni lane (existing)

Contra-flow Muni
only lane (existing)

Conversion of parking into a curbside
'right-turn only, except Muni' lane
(proposed to access bus zone)

Symbols with a purple border are part of the
Haight Street Muni Forward Improvements
(approved) construction plans starting 2019

DRAFT

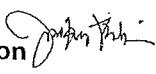


Memorandum



To: Angela Calvillo, Clerk of the San Francisco Board of Supervisors

Through: Tom Maguire, Director of Sustainable Streets Division
Mark Dreger, Senior Transportation Planner

From: Jeffrey Tumlin, Director of Transportation 

Date: January 21, 2020

Re: Page Street Bikeway Improvements Pilot – Project Sponsor CEQA Appeal Response

INTRODUCTION

The San Francisco Municipal Transportation Agency (SFMTA) submits this memorandum in support of SFMTA Resolution No. 191119-142 for the *Page Street Bikeway Improvements Pilot* (the “pilot project”). It is a response to a letter of appeal to the Board of Supervisors regarding the Planning Department’s issuance of a Categorical Exemption under the California Environmental Quality Act for the pilot project. The letter addresses topics other than those related to CEQA, which are separately discussed in the Planning Department’s appeal response memorandum.

BACKGROUND

The Hayes Valley and Lower Haight neighborhoods are situated near the geographic center of San Francisco where several crosstown high-volume arterial corridors intersect, including the east-west Oak/Fell and north-south Franklin/Gough one-way couplets. Octavia Boulevard replaced the Central Freeway north of Market Street in 2005 and serves to move traffic on and off the remaining portion of the Central Freeway and these one-way crosstown arterial couplets.

People driving towards Octavia Boulevard to access the Central Freeway are increasingly queuing on residential streets and transit-priority corridors, including Page and Haight streets, as opposed to remaining on arterial streets such as Oak, Fell, and Gough streets. The ensuing congestion results in traffic safety, mobility, and quality-of-life issues on these streets – which most impact vulnerable users, including people walking and biking, as well as younger and older populations.

Both the Page Street/Octavia Boulevard and Page Street/Gough Street intersections are located on the City’s Vision Zero *High-Injury Network* – the 13 percent of streets where 75 percent of severe and fatal traffic injuries occur. On Page Street between Octavia Boulevard and Webster Street, there were 16 reported collisions in the five-year period between 2014 and 2019; of these collisions, 11 involved a person bicycling and three involved one or more people on foot (including one child struck while walking to school). Such a large concentration and percentage of overall collisions involving vulnerable users is not typical in San Francisco.

Memorandum



For several years, community members living, working, and traveling on Page and surrounding streets have expressed concerns regarding the growing amount of freeway-bound traffic and the safety and environmental issues that ensue. From 2015 through 2019, the SFMTA engaged the Hayes Valley and Lower Haight communities on these issues, implementing a series of near-term safety improvements while concurrently developing a strategy to evaluate larger circulation changes and bicycle safety improvements for the neighborhood. While community members differ in their opinions of how to address these issues, the consensus is that the status quo on these streets is not working and that something must be tried.

In 2019, staff developed a pilot project consisting of a package of traffic circulation changes and bikeway improvements on and around Page Street to reduce the use of Page Street between Webster and Gough streets as a conduit for commuter traffic accessing the Central Freeway, to improve bicycle safety on a key corridor of the Bicycle Network, and to calm traffic within the John Muir Elementary school zone. The effort was scoped as a pilot so the changes could be implemented using temporary materials and studied to inform possible permanent solutions.

On November 19, 2019, the SFMTA Board of Directors approved the 12-month *Page Street Bikeway Improvements Pilot* to temporarily implement and study the following intersection movement restrictions and other traffic control changes:

- Prohibit eastbound vehicle traffic from entering Page Street at Webster Street
- Prohibit westbound thru vehicle traffic and left-turns on Page Street at Octavia Boulevard
- Convert Page Street between Octavia Boulevard and Laguna Street into a one-way westbound street (away from the Boulevard) with a contra-flow protected bikeway
- Add a westbound bike lane on Page Street from Octavia Boulevard and Webster Street
- Prohibit left-turns from southbound Webster Street onto eastbound Haight Street
- Create a weekday peak hour 'right lane must turn right, except Muni' and prohibit parking on the south side of Haight Street between Buchanan and Webster streets to benefit Muni

Together, these changes eliminate access to Octavia Boulevard and the Central Freeway on Page Street, while still preserving vehicle access for block residents and the public. The expected lower traffic volumes on Page Street and additional bikeway improvements will enhance the safety and comfort for people walking and bicycling, importantly including students of John Muir Elementary School.

DISCUSSION

The primary purpose of the pilot project is to collect data to evaluate changes in safety, mobility, and design effectiveness.

Memorandum



Pilot projects provide a better understanding than modeling of neighborhood-scale traffic circulation changes such as those that have been developed for Page Street. Pilots can provide a real-world realization of the complex changes in the routes, times of day, and modes of travel that people would make in response to proposed changes, where models would rely on evidence-based assumptions. Further, pilots allow for the public to experience changes, aiding in public outreach, where models can only describe potential results of changes. The primary purpose of this 12-month pilot project is to collect data to evaluate the effects of the proposed changes to inform the best course of action going forward.

The project team accordingly secured a California Environmental Quality Act Class 6 Categorical Exemption intended for data collection, research, and evaluation activities with the pilot project. All changes will be implemented temporarily using roadway paint, signs, and flexible plastic posts – able to be easily modified or removed during and after the pilot period.

A comprehensive evaluation plan is planned, as informed by outreach preceding legislation. Over a dozen individual metrics are included in the evaluation. Further, the pilot project is intended to serve as an extended phase of public outreach, with a public perception survey, continued engagement with neighborhood groups, and a dedicated project email address to facilitate on-going feedback. The evaluation plan is summarized as follows:

- 1. Vehicle and bicycle volumes on Page Street**
 - To measure the project's primary goal of reducing vehicle volumes on Page Street east of Webster Street, and the extent to which the street becomes more attractive for bicycling
- 2. Vehicle queuing on Oak and Haight streets**
 - To measure possible changes to vehicle queuing lengths and incidents of 'blocking the box' on Oak and Haight streets approaching Octavia Boulevard
- 3. Neighborhood traffic circulation**
 - To study changes in traffic patterns throughout the larger neighborhood street grid (i.e., how traffic is dispersed onto other streets)
- 4. Transit travel times on Haight Street**
 - To measure possible changes in transit travel times
- 5. Violations of Muni-only lane on Haight Street**
 - To measure possible changes in private vehicle violations of the eastbound Muni-only lane on Haight Street
- 6. Compliance with traffic modifications and turn restrictions**
 - To measure the effectiveness of the proposed pilot traffic restrictions
- 7. Safety on Page and Haight streets**
 - To study various metrics of safety, which may include 'close calls' between people driving and bicycling, passing events, and collisions

Memorandum



8. Public perceptions

- To study the public's perceptions of the modified traffic patterns

'Baseline' data has already been collected and two evaluation periods are proposed. Once data is available and assessed from the first evaluation period, SFMTA staff will return to the SFMTA Board of Directors halfway through the pilot project (expected in summer 2020) to review performance of the pilot project and consider potential 'course corrections' as needed.

- **1st evaluation – spring 2020**
 - *Staff to brief SFMTA Board 4-6 months into pilot*
- **2nd evaluation – fall 2020**

The project team will return to the SFMTA Board of Directors with a final report of findings by in early 2021 along with a recommendation of whether to continue, modify, or remove the pilot project's traffic restrictions, bikeway improvements, and parking changes.

The pilot project is not preempted by Federal or State law.

In her appeal the appellant states, without citation or support, that "the Project is preempted under the California and United States Constitutions, which prohibit closing public streets to travelers, including those in motor vehicles." In her January 17 letter, that statement is narrowed to the argument that, because the pilot closes vehicle access to a public street, it is preempted by State law. This is incorrect for two reasons.

First, state law authorizes local governments to implement the types of traffic modifications found in the pilot program and adopted by the SFMTA Board of Directors – namely, turn restrictions, one-way street designations, parking restrictions, and other traffic controls. Even if the pilot program did close a public street to travelers, state law authorizes local governments to close public streets to vehicular traffic under certain conditions (California Vehicle Code section 21101).

Second, the pilot program is not a street closure. The temporary changes are intended to *reduce* the amount of vehicle traffic on Page Street by implementing turn restrictions from certain streets. State law provides that the City may adopt regulations to prohibit entry to, or exit from, or both, any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of a city's general plan (California Vehicle Codes section 21101(f)). Consistent with this, the Planning Department determined that prohibiting entry onto Page Street at certain locations by vehicles and other changes are designed to implement Objectives 15 and 18 of the General Plan's Transportation Element.

Memorandum



While vehicle traffic on Page Street between Webster Street and Octavia Boulevard is expected to be significantly reduced as a result of the temporary changes, all blocks within the project area will remain accessible to the public, including those in vehicles.

Quick, responsive action that can be iterated upon is increasingly in demand from the community and elected officials.

In the shadow of continued traffic injuries and deaths alongside the City's commitment to Vision Zero, worsening congestion, and a climate emergency that owes much to how we move about, San Franciscans are increasingly demanding that we move faster to solve challenging problems with creative and iterative ideas. This pilot project is an example of good planning – an opportunity to test an approach to tackle traffic safety challenges affecting a community that has been disproportionately affected by these issues.

This pilot project will allow SFMTA to test changes to traffic circulation and bikeway improvements that have been developed with the community for several years. The package of improvements approved by the SFMTA Board of Directors last November represents staff's best recommendation for addressing what community members have expressed to be an intolerable status quo. After years of planning, much is expected to be learned from the pilot project's evaluation and expanded outreach phase.

Accordingly, we ask that the San Francisco Board of Supervisors uphold the use of a California Environmental Quality Act Categorical Exemption to allow for data collection and evaluation of the changes approved by the SFMTA Board of Directors as part of the *Page Street Bikeway Improvements Pilot*.

From: [BOS Legislation, \(BOS\)](#)
To: page364@earthlink.net
Cc: [PEARSON, ANNE \(CAT\)](#); [STACY, KATE \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [Rahaim, John \(CPC\)](#); [Teague, Corey \(CPC\)](#); [Sanchez, Scott \(CPC\)](#); [Gibson, Lisa \(CPC\)](#); [Jain, Devyani \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lewis, Don \(CPC\)](#); [Varat, Adam \(CPC\)](#); [Slider, Dan \(CPC\)](#); [Lynch, Laura \(CPC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Martinsen, Janet \(MTA\)](#); [Breen, Kate \(MTA\)](#); [Ramos, Joel \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Dreger, Mark \(MTA\)](#); [Hue, Melinda \(MTA\)](#); [Boomer, Roberta \(MTA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: APPEAL BRIEF: Appeal of CEQA Determination of Exemption from Environmental Review - Proposed SFMTA Page Street Bikeway Improvements Pilot Project - Appeal Hearing on January 28, 2020
Date: Friday, January 17, 2020 3:43:18 PM
Attachments: [image001.png](#)

Good afternoon,

Please find linked below an appeal brief received by the Office of the Clerk of the Board from Mary Miles, representing the Appellant, regarding the Exemption Determination Appeal for the proposed SFMTA Page Street Bikeway Improvements Pilot Project.

[Appellant Brief - January 17, 2020](#)

The hearing for this matter is scheduled for a 3:00 p.m. special order before the Board on January 28, 2020.

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

[Board of Supervisors File No. 191309](#)

Regards,

Brent Jalipa

Legislative Clerk

Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

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

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



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

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FROM:

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

TO:

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

DATE: January 17, 2020

RE: BOS File No. 191309

**APPELLANT'S BRIEF ON APPEAL OF CEQA DETERMINATION AND APPROVAL
OF "PAGE STREET BIKEWAY IMPROVEMENT PILOT PROJECT"**

INTRODUCTION

This Appeal is of the San Francisco Planning Department's environmental determination at File No. 2019-015182ENV on the "Page Street Bikeway Improvement Pilot Project" ("Project") approved by the San Francisco Municipal Transportation Agency Board of Directors ("MTA") on November 19, 2019, in violation of the California Environmental Quality Act ("CEQA") (Pub. Res. Code ["PRC"] §§21000 *et seq.*) The MTA Board Resolution No. 19111942 is attached hereto as Exhibit A.

The Planning Department's backdated, publicly unavailable categorical exemption ("Categorical Exemption") is attached as Exhibit B. Attached as Exhibit C is the MTA staff memorandum dated September 4, 2019 from Mark Dreger to Laura Lynch, author of the Planning Department's Categorical Exemption. Attached as Exhibit D is a November 12, 2019 MTA "Sustainable Streets" memorandum on the Project.

The Project proposes to physically block public access to several blocks of Page Street, a public street that carries 5,400 vehicles per day to the Octavia Boulevard and the freeway, to the Civic Center, downtown and other destinations, including 3,800 traveling eastbound in the a.m. peak commute to reach the freeway system via Octavia Boulevard. (Exh. C, p. 2.) The Project proposes diverting those 5,400 cars in a convoluted series of forced turns at stop signs to force travelers to merge onto the already severely congested Oak and Fell Street corridors that each carry 30,000 vehicles daily to and from Octavia Boulevard, the City's center and other destinations.

The Project also forces turning on adjoining and parallel streets, including Webster, Buchanan, Haight, Laguna, and Octavia Streets, and blocks left turn access from Page to Franklin Street, forcing travelers on Page Street to turn right onto Market Street and travel in a mile-wide circle

to reach employment hubs in the Civic Center and destinations east of the Page/Franklin intersection. The Project will also permanently remove 29 parking spaces on Page and 7 on Haight Street, having already removed more than 100 spaces in the Project area. The Project will also block turning to and from Haight, Webster, and Buchanan Streets to and from Page Street.

MTA claims its latest segmentation of this Project is categorically exempt from environmental review under 14 Cal. Code Regs. ("CEQA Guidelines") §15306. The Project is not exempt under that or any other provision, because of its significant impacts, its long duration, and because its purpose are *not* to collect data, but to implement a permanent Project, and because its implementation has been publicly funded, all of which disqualify it from a "Class 6" categorical exemption.

Since it will clearly have direct, indirect and cumulative impacts on transportation, air quality, GHG, public safety (including emergency vehicle access), and energy consumption, the Project is not exempt under CEQA. (See, *e.g.*, PRC §§21001; 21083.05, 21084(e); Guidelines §§15064, 15065(a).)

The claim that the Project's purpose is to collect data is false, since the City already has abundant data on Page Street and the entire area from numerous studies since 2005, when the Central Freeway overpass was removed and replaced with Octavia Boulevard.

The Project's claim that it needs to count cars on Page Street *after the Project prohibits their entry* reveals the pretense of MTA's claim of a "pilot" project exemption. Project documents admit the Project is intended as a permanent installation, *not a temporary "pilot"* to collect data. This Project clearly does not qualify for a categorical exemption under Guidelines section 15306, because it will have significant impacts, because it has been publicly funded, and for other reasons provided here and in public comment.

MTA's attempt to evade its obligation to conduct environmental review must be rejected, and the Project approval must be reversed to comply with CEQA's requirements to conduct an initial study and prepare an environmental impact report to disclose the Project's significant impacts.

MTA persists in punishing drivers for the congestion it has created in the Project area on behalf of bicyclists. As City's data shows, the mode share of bicyclists has declined in San Francisco since 2017, and is now less than three percent of all travelers in San Francisco.¹ During the same time, San Francisco has become one of the most congested cities on the planet, even though it is a relatively small urban area compared with other metropolitan areas.²

The Project typifies MTA's failure to create solutions to significant transportation problems facing the public and to instead focus on bicycling "improvements" that worsen congestion. MTA's agenda is based on the unsupported belief that by making driving and parking more difficult, it will compel people to stop driving and ride bicycles, a myth that has dominated the

¹ 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]

² See, *e.g.*, Michelle Robertson: "SF has the worst commute in the U.S., and it may have cost the city \$10.6 billion last year," San Francisco Chronicle, February 7, 2018 (<https://www.sfgate.com/traffic/article/s-commute-traffic-congestion-drivingworst-12556498.php>)

City's transportation policy for two decades, resulting in unmitigated congestion for the vast majority of travelers.

The Board should drop the pretense that this Project is a temporary "pilot," grant this Appeal and remand the Project for further environmental review as a permanent project as required by CEQA.

BACKGROUND FACTS

In 1999 voters passed a ballot measure (Proposition I) to demolish the Central Freeway overpass over Octavia Street that accommodated 90,000 travelers per day entering and exiting the 101 and 280 Freeways. The overpass carrying travelers directly to and from Oak and Fell Streets was damaged in the 1989 Loma Prieta earthquake. (See, *e.g.*, Caltrans alternatives analysis, Dec. 1, 2000.) As Caltrans noted, those Freeways provide critical access to downtown, the East Bay, airport, Silicon Valley and South Bay destinations.

As a replacement for the overpass, a ground-level six-lane system was designed with direct access to and from the freeway via Octavia Boulevard and at Market Street. However, acceding to the demands of bicyclists, the City instead closed off access to and from Market Street to the freeway ramp and created bicycle lanes on Market Street, two blocks from the Page Street Project. (See Board of Supervisors Res. No. 508-04, 8/25/04, File No. 040912.) That action caused immediate significant congestion for thousands of travelers trying to get to the freeway from areas west of Octavia who had to travel a circuitous route to the 13th/South Van Ness Avenue to get on the freeway instead of the originally designed direct access to and from Market Street.

In 2005, the new Octavia "Boulevard" opened, with only four lanes (as opposed to six lanes on the former overpass) entering and exiting the freeway system. Although Octavia Boulevard has six lanes, two lanes are "frontage" streets and bicycle lanes that do not access the freeway. Unlike the former overpass, traffic on Octavia Boulevard is now stopped five times by signal lights at Market, Haight, Page, Oak, and Fell Streets, resulting in queuing on all of those streets. Since the four Octavia Boulevard lanes leading to and from the freeway carry only 45,000 travelers per day, as opposed to the 90,000 using the former overpass, traffic backs up, with significant congestion and queuing on all the above streets, with increased congestion on freeway access up to a mile away on Van Ness Avenue.

Shortly after it opened, the City acknowledged the failure of Octavia Boulevard, but refused to address it. On March 2, 2006, MTA (then called "Department of Parking and Traffic") released its "Octavia Boulevard Operation, Six Month Report," which documented that Octavia Boulevard had already exceeded its maximum capacity (half that of the former overpass), resulting in increased congestion on Octavia and surrounding streets. (*Id.*, p. 2.)

Vehicles were queuing on Oak, Fell, Page, and Haight Streets during morning and evening commutes. (Octavia Boulevard Operation, Six Month Report., pp. 2- 4, 6-8.) Traffic was also backed up on the Freeway itself. (*Id.*) Congestion was noted not only during peak commute hours but also on weekends. (*Id.*, p. 3.) That Report concluded City would do nothing about the Octavia Boulevard planning failure.

In 2008, this Board adopted its Market-Octavia project that rezoned thousands of parcels in the area to promote high-rise high-density development, with no mitigation of transportation and parking impacts in the Project area, claiming that the project's 10,000 new residents would not

use cars if the new developments had no parking. That project also removed thousands of existing parking spaces.

In 2013, the City approved a Van Ness Bus Rapid Transit Project that worsens congestion throughout the area by permanently removing two travel lanes and most of the parking on Van Ness Avenue/Highway 101, and permanently eliminating turns to and from Van Ness Avenue that formerly allowed travelers access to and from the west side of the Van Ness corridor.

Other studies followed MTA's 2006 Report that repeated its conclusion that the lack of capacity of Octavia Boulevard had produced significant congestion and queuing, not only on that street, but also on Fell, Oak, Page, Haight, and Market Streets, and on Van Ness Boulevard, and on the freeway itself. (See, *e.g.*, San Francisco County Transportation Agency, "Central Freeway and Octavia Circulation Study" (September, 2012); see also, MTA Public Records Act/Sunshine Ordinance responses, 2005 through 2020; environmental impact reports and appendices on projects in the area since 2005.)

Like the 2006 study, those studies acknowledge the congestion but propose nothing to mitigate it, and MTA instead makes congestion worse with this Project. Instead of creating solutions to the congestion problem, MTA again focuses only on "bicycle improvements," removing parking, obstructing traffic, and further reducing street capacity, imagining that cars will disappear and bicycles will replace motor vehicles as the dominant mode of regional transportation. That clearly has not happened. (Fn. 1, *ante.*)

As the studies since 2006 show, MTA's assumption is false that traffic on Page Street is a recent development that will be solved by blocking vehicle access to Page Street and diverting 5,400 vehicles per day to Oak and Fell Streets. Those studies, as well as updated data (provided this commenter in several Public Records Act/Sunshine Ordinance requests) obviate any need for further data-gathering by the proposed "pilot" Project here.

As noted, MTA's claim that it needs to count vehicles *after* closing off streets to vehicles is patently absurd, since that information is readily available and can be extrapolated from existing data, including the data cited in the categorical exemption and MTA documents for this Project.

Also false are MTA's claims that bicycle volumes exceed vehicle volumes on Page Street and other streets in the Project area.³ In fact, MTA states that Page Street east of Webster Street carries **5,400 vehicles per day** (Exh. C, p. 2) while "the most recent observation recorded 363 bikes in the morning peak hour approaching Octavia Boulevard" on Page Street. (Exh. D, p. 3.) MTA provides no data comparing total daily bicycle counts with total daily vehicle counts, or detailed information on where and when it collected the data, though that information is available and has been requested by this commenter. Contrary to MTA's false claims, daily vehicle volumes clearly surpass bicycle volumes on Page and other streets in the Project area, as shown by MTA's own data.

³ Without providing support, MTA states that "Page Street experiences very high bicycle volumes, often exceeding the number of vehicles...in the morning commutes." (Exh. A, p. 2.) MTA claims that 293 vehicles were "observed in the AM peak hour on eastbound Page Street approaching Octavia Boulevard." (Exh. D, p. 3.) That number is not credible in view of MTA's **5,400** average daily motor vehicles on Page Street (Exh. C, p. 2); nor does MTA support that number with the actual data, or locations where counts were made (which were requested by this commenter). Counting vehicles at only one intersection does not result in an accurate count, since vehicles stop at stop signs and are queued for several blocks, while bicycles do not stop at intersections, do not travel in single file, and are not queued for several blocks.

MTA's data also shows that Haight Street carries 5,000 vehicles daily, as does Webster Street. MTA's data shows that Fell and Oak Streets each carry 30,000 vehicles per day, and have far exceeded capacity since 2006, causing queuing on those streets in both directions to and from Octavia, and queuing even on the freeway. (Exh. C, p. 3.) The Project's plan to divert the 5,400 *more* vehicles daily from Page Street onto those overburdened roadways is irresponsible and will plainly cause significant impacts by worsening existing congestion and creating air quality, GHG, and other impacts.

MTA's claims of "elevated numbers of injury traffic collisions" and a "high concentration of collisions involving people bicycling and walking" (Exh. A, p. 2) are also unsupported. MTA's collision data shows no increase in collisions on Page Street from 2014 to 2019, and shows that most bicycle "collisions" were caused by bicyclists themselves.⁴

MTA's "safety" claim is also irrelevant, since CEQA analysis is not about impacts of existing conditions on future users, or alleged benefits of the Project for three percent of travelers who bicycle, but about the impacts of the Project on the environment. (*e.g.*, PRC, §21060.5.) The environment protected by CEQA is everyone's, not only bicyclists.¹ (*e.g.*, PRC §21000.)

Procedural Objections

Appellant objects to MTA's November 19, 2019 hearing on this Project without making the environmental determination publicly available in advance of that hearing. The Categorical Exemption document was *not* publicly available or posted on either the Planning Department's or MTA's website, and was only made available after a Sunshine Ordinance/Public Records Act Request. The failure to publicly provide these basic documents in advance precludes meaningful participation in proceedings on this Project in violation of CEQA, which also requires an agency to consider the environmental documents supporting a project *before* approval. (See, *e.g.*, SF Admin. Code §67.7(d); *Laurel Heights I*, *supra*, 47 Cal. 3d at p. 394.)

The right to public comment is also undermined by the Board's time constraints requiring public comment to be submitted eleven days in advance of hearing an appeal for distribution to the Board. 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).)

Appellant is not subject to "exhaustion" requirements where the lead agency does not conduct public proceedings before its environmental determination. (See, *e.g.*, *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 denial of public CEQA appeals, exhaustion of administrative remedies is not required, because such appeal is futile. Exhaustion is also not required for preemption, constitutional, general plan consistency, or other issues unrelated to

⁴ MTA admits that Page Street is not on its "High-Injury Network," but claims that 11 "collisions" occurred in the area involving bicycles and three involving pedestrians between 2014 and 2019 (six years). (Exh. D, p. 3.) MTA's collision data provided in response to a Sunshine Ordinance Request, though incomplete, shows that of eight bicycle "collisions" in the Project area from 2014-2017, bicyclists were at fault in six, with fault not assessed in one, and fault assessed to a motorcycle in the other. (MTA response dated May 29, 2018 to IDR 0428-052118.)

CEQA, because no opportunity is available for administrative review of those issues before elected decisionmakers.

Appellant also objects to the requirement to pay \$640 in advance to file an appeal to this Board, which is prohibitively expensive and beyond the means of most people. An appeal should be allowed regardless of payment, which should not be required pending decision on an application for fee waiver.

ARGUMENT

I. THE PROJECT IS NOT CATEGORICALLY EXEMPT FROM CEQA

A. The Project Does Not Qualify For A §15306 Exemption Or Any Other Exemption

The agency bears the burden of showing with substantial evidence that a proposed project fits within a categorical exemption. (*Azusa, supra*, 52 Cal.App.4th at p. 1192; *Save Our Big Trees v. City of Santa Clara* (2015) 241 Cal.App.4th 684, 705.) Exemptions are construed narrowly and may not be expanded beyond their terms or CEQA's statutory purpose. (*County of Amador v. El Dorado County Water Agency* ["County of Amador"] (1999) 76 Cal.App.4th 931, 966; *Azusa, supra*, 52 Cal.App.4th at p. 1192; *Save Our Carmel River v. Monterey Peninsula Water Management Dist.* (2006) 141 Cal.App.4th 677, 697.) Strict construction "also comports with the statutory directive that exemptions may be provided only for projects which have been determined not to have a significant environmental effect." (*County of Amador, supra*, 76 Cal.App.4th at p. 966.)

Here the City's agencies fail to meet their burden to provide substantial evidence that the Class 6 exemption under Guidelines §15306 applies to this Project.

1. The Section 15306 Categorical Exemption Does Not Apply To The Project

Guidelines, section 15306 states:

Guidelines §15306: **Information Collection.**

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

(emphasis added)

This Project is not about "basic data collection," since, as shown by MTA's documents and past studies, the data is already available, including traffic counts on Page and surrounding streets that has been available since 2006.

The Project is not about "research," but about installing permanent barriers to travel on public streets. (Exh. C, p. 1.)

The Project will clearly result in a "serious or major disturbance to an environmental resource," transportation, since it will have significant impacts on Page and surrounding streets. 5,400 vehicles now traveling on Page Street to Octavia Boulevard and other destinations will be diverted to other nearby streets that are already congested, affecting thousands of travelers.

Residents on Page and other streets will also be affected by increased congestion, since the Project's barriers and convoluted diversions will hinder access to their homes.

The stated purpose of the Project meets neither of those described in Guidelines section 15306. It is not for "strictly information gathering purposes." (Guidelines, §15306.) Instead, MTA states its purpose is to "improve traffic safety for people bicycling and walking on Page Street," to "allow the right-of-way to be allocated for other users of the street," and to convert parts of Page Street to a "protected bikeway" for exclusive use of bicyclists from Webster Street to Octavia Boulevard. (Exh. A, MTA Res. 191119-142, pp. 2-3.) MTA also states the Project's purpose is to "reduce the use of Page Street between Webster and Gough streets as a conduit for greater than desired commuter traffic accessing the Central Freeway." (Exh. C, p. 1.) The same document states the Project's purpose is "to determine the feasibility of permanent or modified traffic changes to achieve stated goals." (Exh. C, p. 2.) MTA announced on its web site on December 31, 2019 that it would also prohibit vehicles on Page Street to install a bicycles-only conduit to its "car-free Market Street" bicycle project with no environmental review. (See <https://www.sfmta.com/blog/car-free-market-street-starts-january-29>)

MTA states that the Project "would allow SFMTA to temporarily implement and study the proposed changes to assure they work in the long-term and to inform possible modifications." (Exh. C, p. 8.) In fact, every "pilot" project implemented by the City has resulted in the project's permanent implementation with *no* CEQA review.

Nor is the Project "part of a study leading to an action which a public agency has *not yet approved, adopted, or funded*." (Guidelines, §15306 [emphasis added].) The Project has been approved and adopted by MTA as a physical installation, and it has also been *funded*, including installing physical barriers, signs, a "Class IV protected bikeway," and "roadway striping," and other physical changes that MTA states will take "two to four weeks" to *install*. (Exh. C, p. 11.)

The stated purpose of this Project is *not* for "information gathering" or "as part of a study leading to an action which a public agency has not yet approved, adopted, or funded." (Guidelines, §15306.) The Project instead is a permanent installation, with MTA evading CEQA's requirements of environmental review and mitigation of its impacts.

The Project therefore does not qualify for a Class 6 Exemption.

2. The Project Is Not Categorically Exempt Under Any CEQA Provision

MTA has failed to consider the Project's direct, indirect, and cumulative impacts affecting transportation, air quality, GHG, public safety (including emergency vehicle access), energy consumption, and other impacts. In view of those impacts, the Project is not exempt under CEQA. (See, e.g., PRC §§21001; 21083.05, 21084(e); Guidelines §§15064, 15065(a).)

PRC section 21099 does not excuse City's failure to identify and mitigate the Project's impacts. Section 21099 provides that the state's Office of Planning and Research shall prepare proposed revisions to CEQA Guidelines on criteria for determining significance of transportation impacts, and states those new Guidelines "may include, but are not limited to, vehicle miles traveled," which will clearly increase due to the Project's diversion of 5,400 vehicles.

PRC section 21099 also states that it "does not relieve a public agency of the requirement to analyze a project's potentially significant transportation impacts *related to air quality, noise,*

safety, or any other impact associated with transportation," and "shall not create a presumption that a project will not result in significant impacts." (PRC §21099(b) [emphasis added].)

MTA's claim is false that the Project is exempt from CEQA as an "active transportation" project or a "minor transportation project" under Section 21099 (Exh. C p. 8), because closing a public street and creating significant traffic congestion throughout the area is neither.

Moreover, even if the Project's goal of bicycle "improvements" were an "active transportation" project, the impacts of the whole Project, including blocking travel on Page Street and diverting thousands of vehicles are *not* just about bicycle "improvements," but also and *independently* about impacts on transportation, air quality, GHG, public safety (including emergency vehicle access), and energy consumption, that require analysis and mitigation under CEQA.

Since the Project will clearly have significant impacts, no categorical exemption can apply.

3. Exceptions Under Guidelines §15300.2 Also Apply To This Project

Even if the Project qualified for a Class 6 categorical exemption, which it does not, CEQA's exceptions to categorical exemptions under Guidelines §15300.2 also apply to this Project.

MTA and the Planning Department fail to address cumulative impacts that preclude any exemption under Guidelines §15300.2(a)(3), particularly whether "successive projects of the same type in the same place, over time" and predictably resulting from the Project's goals to implement the "pilot" as a permanent installation. The piecemealed implementation of past, present, and future plans on Page and nearby streets highlight why that failure precludes any further actions on Page Street without environmental review and mitigation of the impacts of the whole Project.

The Project's cumulative impacts trigger the Guidelines section 15300.2 exception, invalidating the categorical exemption. "[C]ategorical exemptions from CEQA...cannot be found if 'the cumulative impact of successive projects of the same type in the same place, over time is significant.'" (*East Peninsula Ed. Council, Inc. v. Palos Verdes Peninsula Unified School Dist. ["East Peninsula"]*) (1989) 210 Cal.App.3d 155, 171; Guidelines §15300.2(b).)

Also, the narrow width of Page Street, the large vehicle volumes, and the proposed closing of the Street and diverting thousands of vehicles daily to other nearby streets that are also already extremely congested present an unusual circumstances exception under Guidelines §15300.2(c). The same exception applies to the location of the Project in an area in the center of San Francisco that has historically served access to the freeway, and to the Civic Center, downtown, and south of Market employment hub. Congestion was exacerbated by the Central Freeway overpass replacement, by prohibiting freeway access to and from Market Street, and by the Market-Octavia Project, and by other projects that have generated additional traffic that cannot be accommodated and will be worsened by the Project's diverting 5,400 cars from Page Street to Oak and Fell Streets, which are already over capacity.

B. MTA Has Failed To Analyze The Project's Cumulative And Other Significant Impacts And Has Improperly Piecemealed The Project

Without providing a coherent or accurate description of the whole Page Street Project, MTA has improperly piecemealed implementation of this Project under many different names ("bikeway," "neighborway," "green corridor," "bicycle boulevard," etc.) (Exh. C, pp. 11-12.) Examples include placing a bicycle lane in the middle of Page Street from Buchanan Street to Octavia

Boulevard; removing access to northbound Franklin Street from eastbound Page Street, creating a bicycles-only conduit to its "car-free Market Street" project; removing more than 100 parking spaces in increments (and now 36 more parking spaces for this "Project"); and now with this Project, the extreme action of closing Page Street to vehicle traffic, forcing turns to and from adjoining and parallel streets, and obstructing access from Page Street to the freeway via Octavia Boulevard. (Exh. C, pp. 11-12.)

Such piecemealing violates CEQA, both because it evades environmental review of each increment, and because it evades environmental review of the whole Project's 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, supra*, 210 Cal.App.3d at p. 171; *Orinda Ass'n v. Bd. of Supervisors* (1986) 182 Cal.App.3d 1145, 1171 [whole project must be analyzed at preliminary phase]; Guidelines §15060(c)(2).) 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 transportation, public safety, air quality, GHG, energy consumption, and other Project impacts.

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

Claiming a variety of exemptions for segments of the Project also violates the law, because CEQA requires that any exemption must apply to the whole Project not just a piece of it. (*Association for a Cleaner Environment v. Yosemite Community College Dist.* (2004) 116 Cal.App.4th 629, 640; see also, *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, supra*, 76 Cal.App.4th at pp. 953-954.)

City's failure to analyze and mitigate the Project's cumulative and other impacts violates CEQA, because it evades review of the whole Project and precludes public understanding of the impacts of whole Project. The whole Project must be accurately described, reviewed and its impacts mitigated to comply with CEQA, which the City's agencies have failed to do.

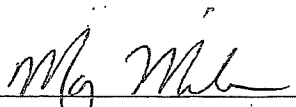
II. THE PROJECT IS PREEMPTED

The Project proposes closing vehicle access to a public street, which is preempted. (See, *e.g.*, *Rumford v. City of Berkeley* (1982) 31 Cal.3d 545.)

CONCLUSION

The Board should grant this appeal, reject the Planning Department's Categorical Exemption, and reverse the MTA's approval of the "Page Street Bikeway Improvement Pilot Project," and should order environmental review of the *whole* Page Street Project and mitigate its impacts to comply with CEQA.

DATE: January 17, 2020



Mary Miles
Attorney for Appellant

LIST OF EXHIBITS

- A** 11/19/19 MTA Board Resolution No. 19111942
- B** 9/4/19 San Francisco Planning Dept. CEQA Categorical Exemption Determination
- C** 9/4/19 MTA Memo from Mark Dreger to Laura Lynch
- D** 11/12/19 MTA Sustainable Streets Staff Memo

EXHIBIT A

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 191119-142

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

EXHIBIT B



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

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

STEP 1: EXEMPTION CLASS

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

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)</p>
<input type="checkbox"/>	<p>Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p><i>if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i></p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non -archeological sensitive area? If yes, archeo review is required (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography). If yes, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Slope = or > 25%: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): Laura Lynch</p> <p>Project consists of signage, striping and turn restrictions that are reversible. Project would consist of an 18 month pilot project where the purpose would be to collect data, as outlined in Full Project Description- Page Street Bikeway Pilot Project 9-6-2019 (a document found under 2019-01518ENV)</p>	

STEP 3: PROPERTY STATUS - HISTORIC RESOURCE

TO BE COMPLETED BY PROJECT PLANNER

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

STEP 4: PROPOSED WORK CHECKLIST

TO BE COMPLETED BY PROJECT PLANNER

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

STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW

TO BE COMPLETED BY PROJECT PLANNER

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

<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .						
<input type="checkbox"/>	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):						
<input checked="" type="checkbox"/>	9. Other work that would not materially impair a historic district (specify or add comments): As noted in the PD, pole replacement or new poles in the Hayes Valley Residential Historic District should be placed to avoid or minimize removal of such historic materials. If avoidance is not possible, materials should be salvaged and re-installed or replaced in-kind to match the existing color, texture, material, and character of the existing condition. No other physical changes that could impact (Requires approval by Senior Preservation Planner/Preservation Coordinator)						
<input type="checkbox"/>	10. Reclassification of property status. (Requires approval by Senior Preservation Planner/Preservation <table border="0"> <tr> <td><input type="checkbox"/> Reclassify to Category A</td> <td><input type="checkbox"/> Reclassify to Category C</td> </tr> <tr> <td>a. Per HRER or PTR dated</td> <td>(attach HRER or PTR)</td> </tr> <tr> <td>b. Other (specify):</td> <td></td> </tr> </table>	<input type="checkbox"/> Reclassify to Category A	<input type="checkbox"/> Reclassify to Category C	a. Per HRER or PTR dated	(attach HRER or PTR)	b. Other (specify):	
<input type="checkbox"/> Reclassify to Category A	<input type="checkbox"/> Reclassify to Category C						
a. Per HRER or PTR dated	(attach HRER or PTR)						
b. Other (specify):							
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.							
<input checked="" type="checkbox"/>	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.						
Comments (optional):							
Preservation Planner Signature: Allison Vanderslice							

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

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

Full Project Description

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

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

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

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

PROPERTY INFORMATION/PROJECT DESCRIPTION

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

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

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

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed within 10 days of posting of this determination.	
Planner Name:	Date:



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

SUMMARY

The San Francisco Municipal Transportation Agency (SFMTA) is seeking environmental clearance for the *Page Street Bikeway Improvements Pilot Project*, an 18-month pilot¹ to study the effects of several traffic circulation changes intended to improve safety and comfort for people walking and bicycling on Page Street, improve the reliability of transit on Haight Street, and overall better manage vehicle traffic approaching Octavia Boulevard and the Central Freeway.

BACKGROUND

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

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

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

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

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

EXISTING CONDITIONS

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

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

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

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

Page Street & Webster Street (intersection)

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

Page Street

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

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

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

Haight Street

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

Webster Street

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

Oak Street

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

Fell Street

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

Laguna Street

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

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

PROPOSED PILOT PROJECT

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

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

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

Eastbound traffic diversion on Page Street at Webster Street

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

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

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

Westbound diversion on Page Street at Octavia Boulevard

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

Circulation, bike lane, and parking changes on Page Street

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

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

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

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

Turn restrictions and parking restrictions on Haight Street

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

To further address the potential for vehicle diversion onto Haight Street, the pilot project also proposes to convert all remaining parking on the south side of Haight Street between Webster and Buchanan streets (7 spaces²) into a curbside, block-long 'right lane must turn right, except Muni' lane, which would allow Muni buses to bypass queued traffic to reach the inbound bus zone near-side of Buchanan Street.

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

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

DATA COLLECTION

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

1. Vehicle and bicycle volumes on Page Street

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

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

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

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

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

TRANSPORTATION DISCUSSION

Vehicle Miles Traveled

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

Traffic Circulation (Diversion Discussion)

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

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

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

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

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

Pedestrians

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

Bicycles

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

Transit

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

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

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

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

Emergency Vehicle Access

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

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

Loading

This project would not result in any loading changes.

Parking

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

Construction/Excavation

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

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

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

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

Planned Projects in the Vicinity

Page Street Neighborway

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

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

Haight Street Muni Forward improvements

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

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

Conceptual Projects in the Vicinity

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

Northbound Octavia Blvd Local Lane Streetscape Re-design

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

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

Approval Action

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

ATTACHMENT A

Existing striping drawings

ATTACHMENT B

Proposed striping drawings

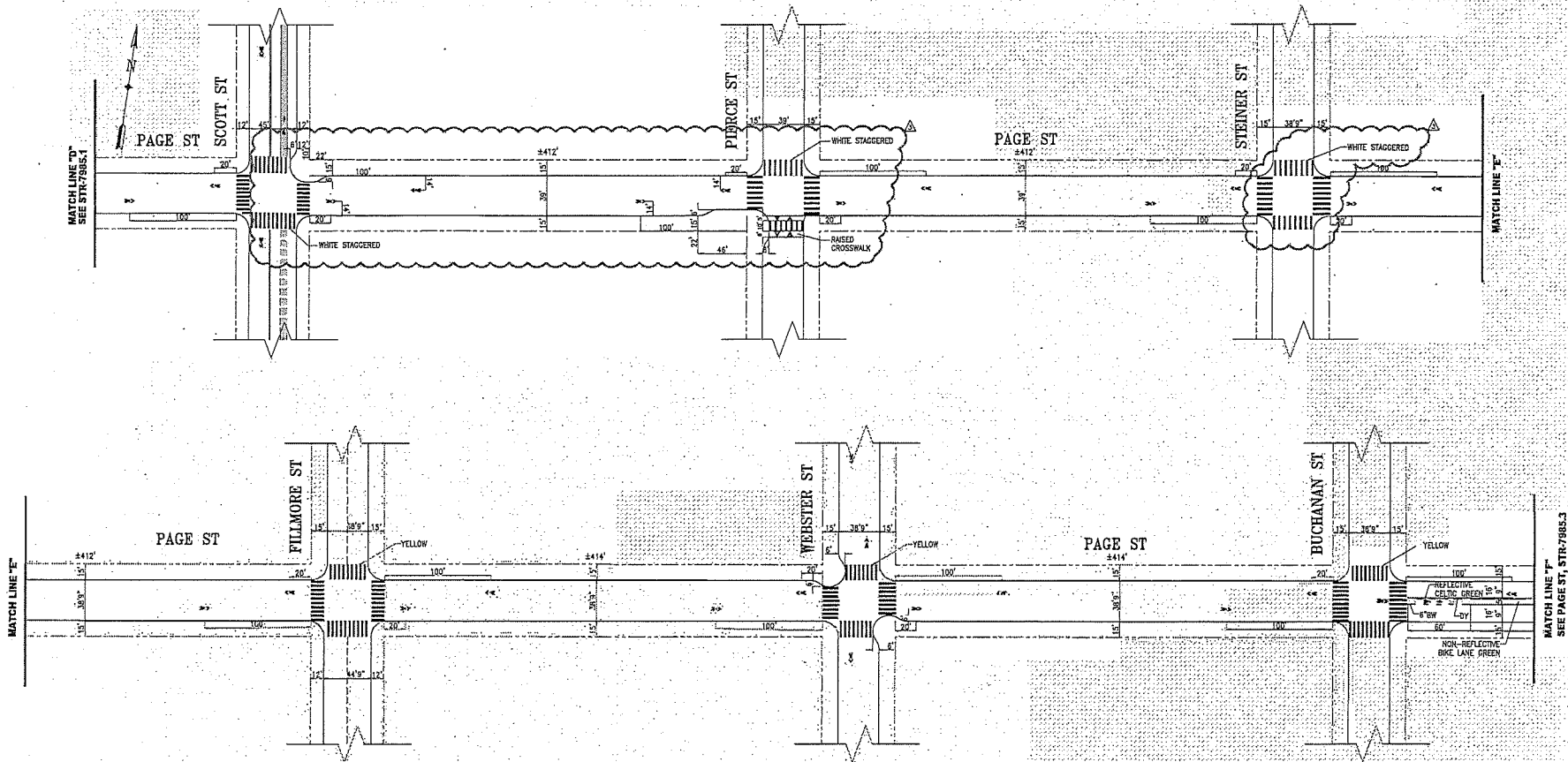
ATTACHMENT C

Circulation changes graphic

Attachment A

NOTE:

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



3226

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1	05/09/16	BULBS AT SCOTT, PIERCE, NEW RAISED CROSSWALK AT PIERCE, INSTALLED WHITE STAGGERED CONTIS AT PIERCE, STENER RESTORE ALL OTHER STRIPING TO POST CONSTRUCTION CONDITIONS	P.STANIS	M.SALLABERRY
2	08/04/17	ADDED EB BIKE LANE BUCHANAN TO LAGUNA	D.CARR	M.SALLABERRY
3	05/29/12	UPGRADE TO WHITE STAGGERED CONTI AT SCOTT	E.ROBINSON	M.SALLABERRY

TABLE OF REVISIONS
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DRAWN	DATE
M.Y.LUC	9/2012
CHECKED	DATE
D.R.CURTIS	12/2012
DATE	DATE
RICARDO OLEA 1/7/13 CITY TRAFFIC ENGINEER	

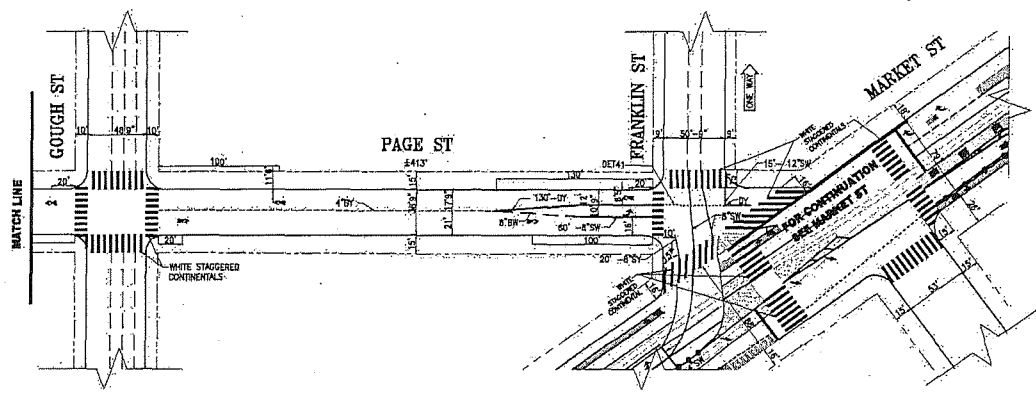
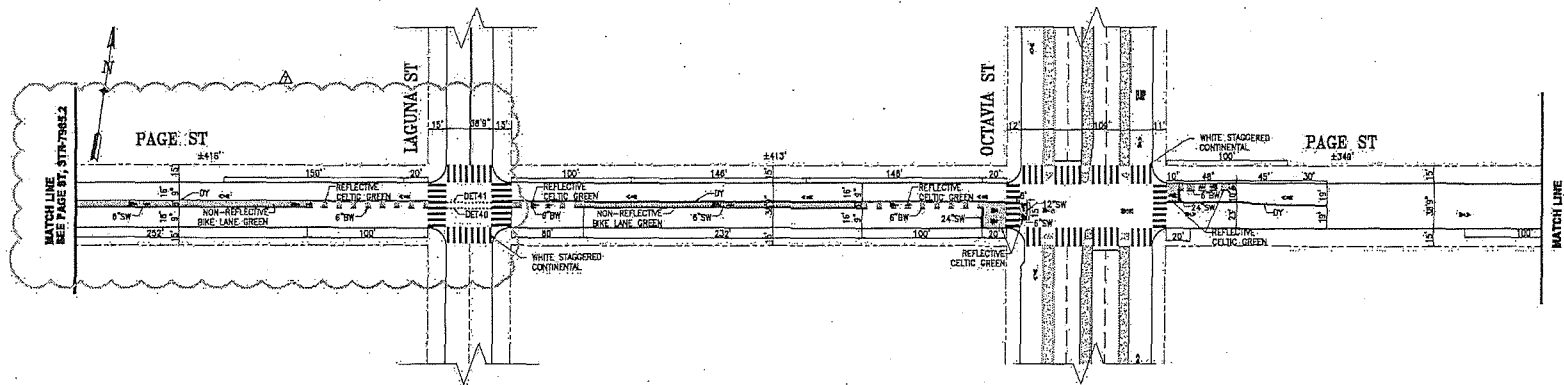
TRAFFIC STRIPING
PAGE STREET SCOTT STREET TO BUCHANAN STREET

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

EXTERNAL REFERENCES: ADSS
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SCALE FACTOR: XX
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DRAWN BY: M.Y.LUC
CHECKED BY: D.R.CURTIS
APPROVED BY: MIKE SALLABERRY

3227
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 User: J. Carr
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 Plot Section:

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



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02/12/12		REMOVED FB BIKE LANE BUCHANAN TO LAGUNA	W.TABAKOWA	M.SALLABERRY
02/12/12		SHIFTED BY, ADDED BIKE LANES, GREEN SHARROW AND BIKE BOXES FROM LAGUNA TO S OF OCTAVIA	D.CARR	M.SALLABERRY
02/12/12		ADDED WHITE STAGGERED CONTINENTAL S OF GOUGH ST	KIRKING	CHI
				APP

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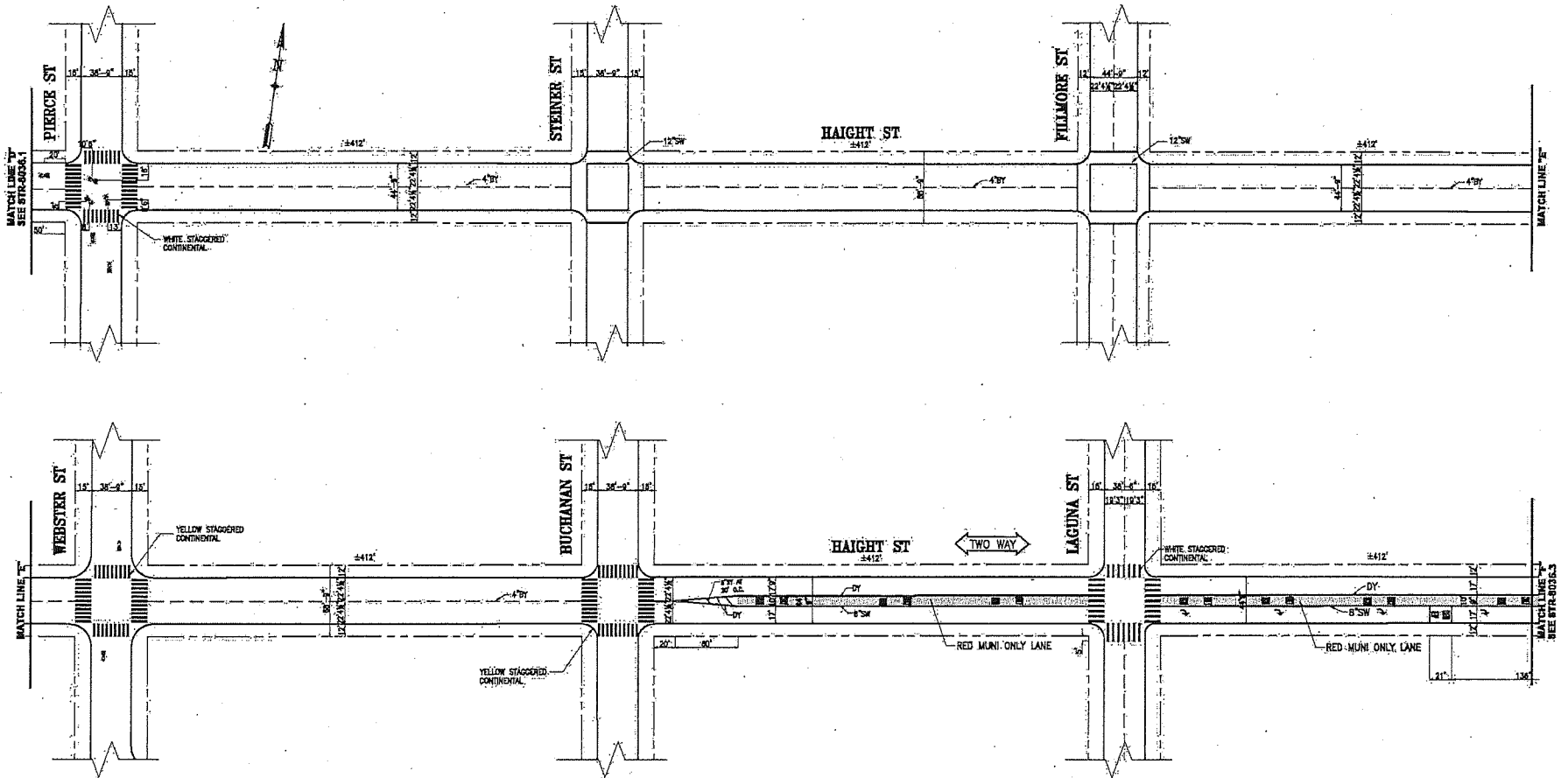


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		RICARDO OLEA 1/7/13	DATE:	
		CITY TRAFFIC ENGINEER	DATE:	

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FILE NO.	REV. NO.	7

External References: None
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SFMTA
Municipal Transportation Agency

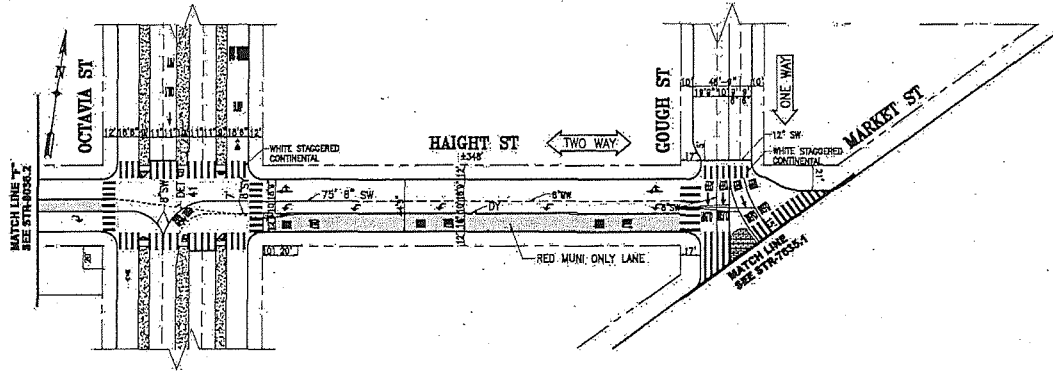


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DATE: 1/14/14

3229



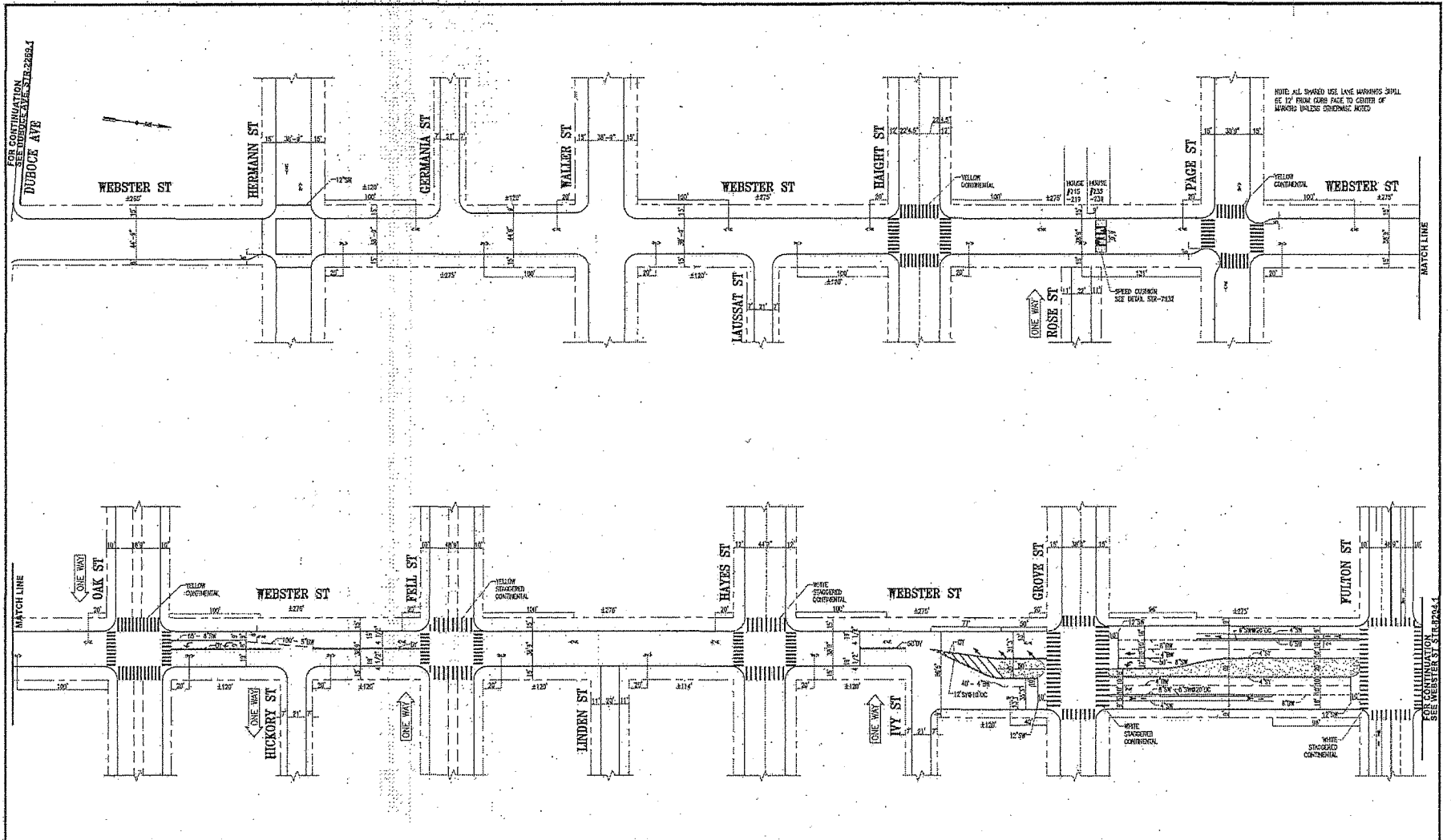
SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

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 DESIGN: SECTION



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CONTRACT NO.	
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NOTE: ALL STRIPING USE LINE MARKINGS SHALL BE 12" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED

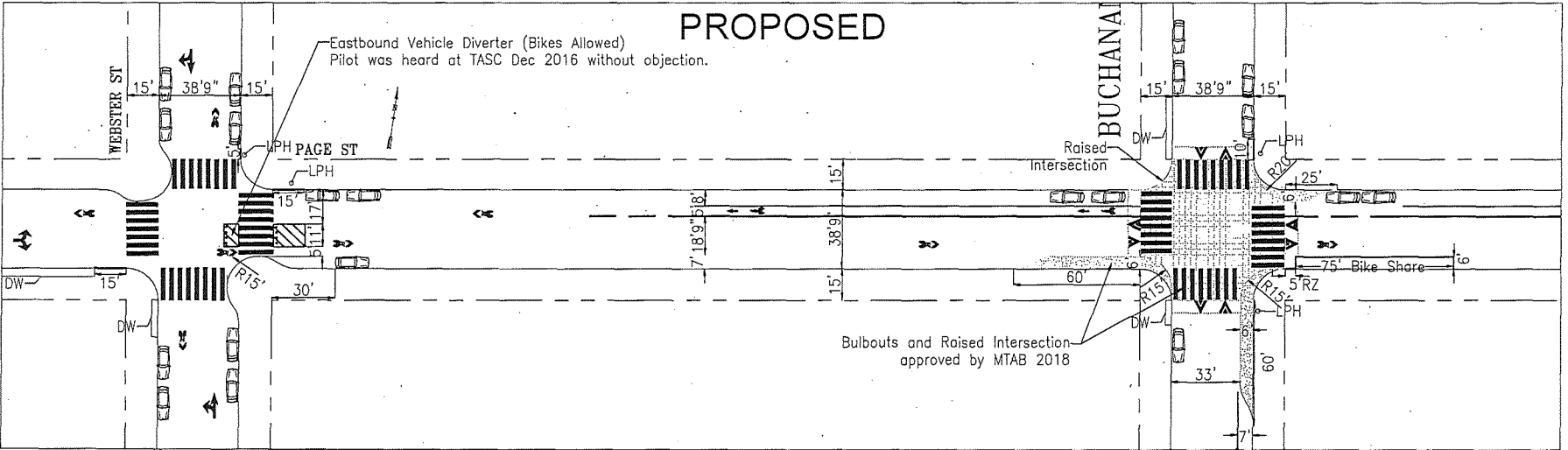
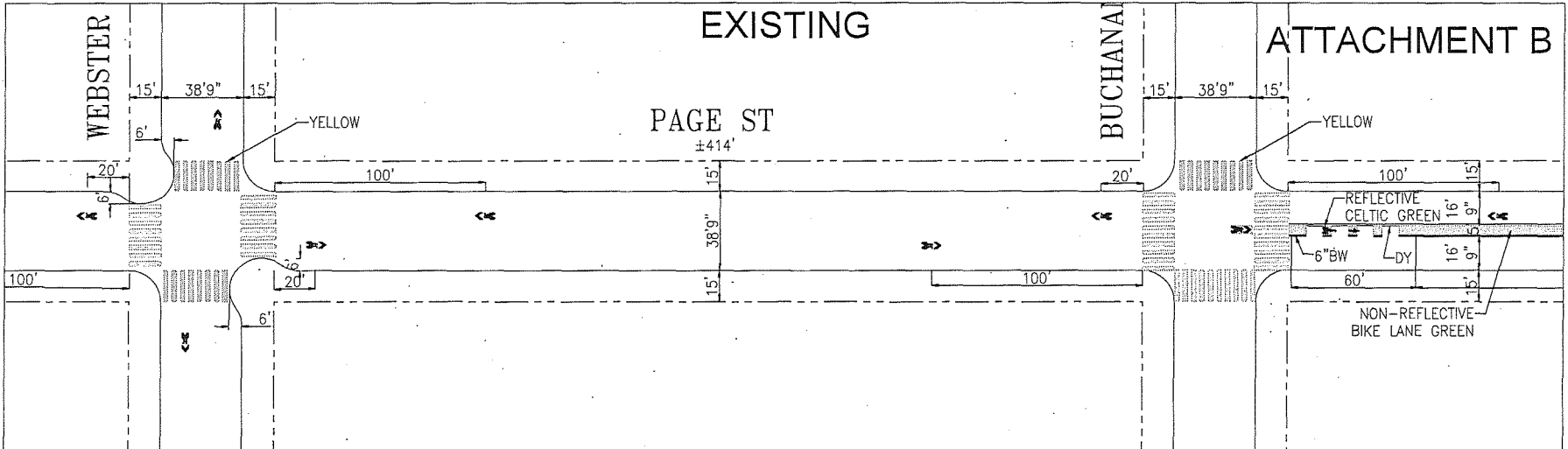
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MATCH LINE

MATCH LINE

SEE DRAWING STR-8294.1

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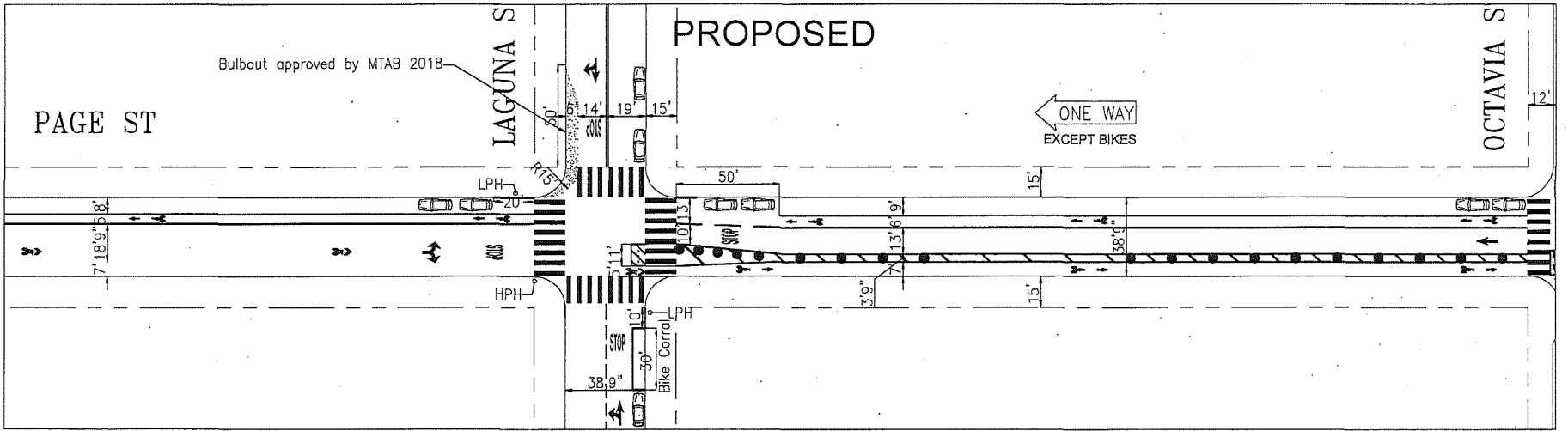
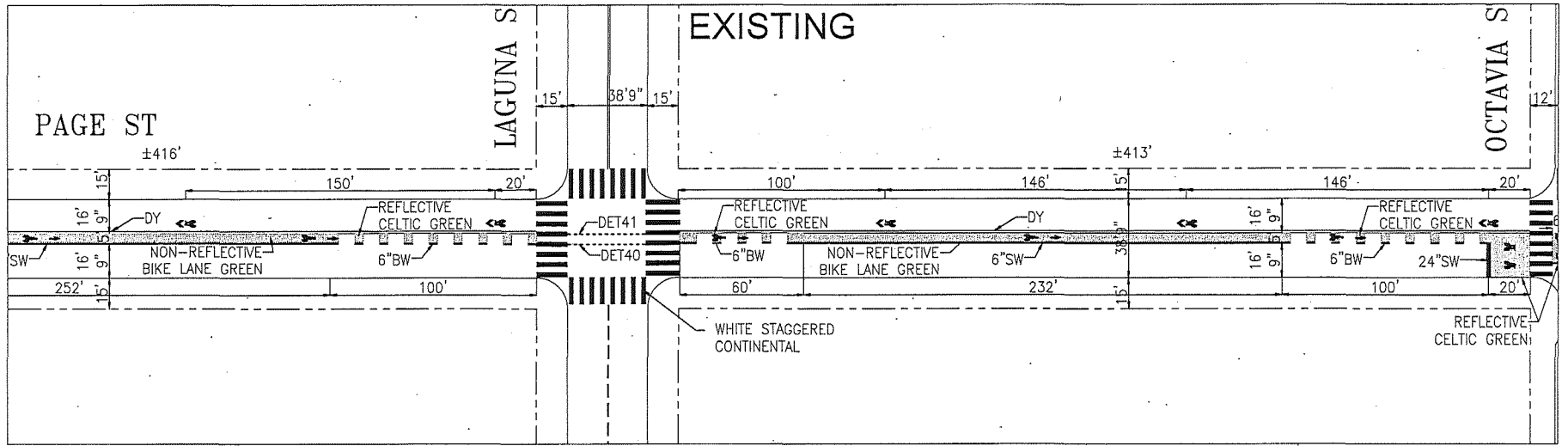
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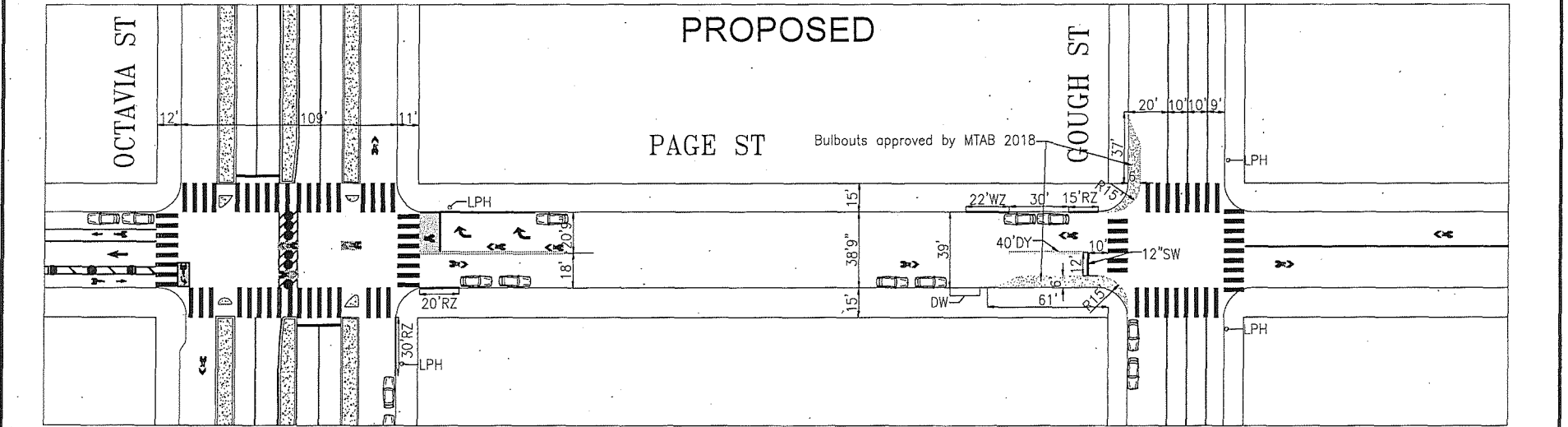
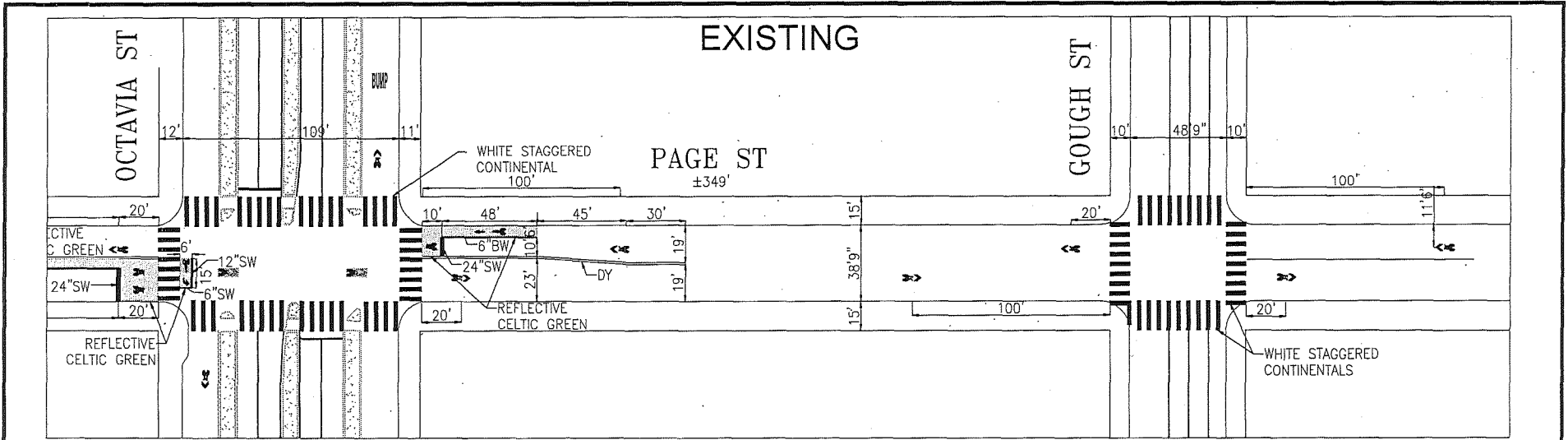
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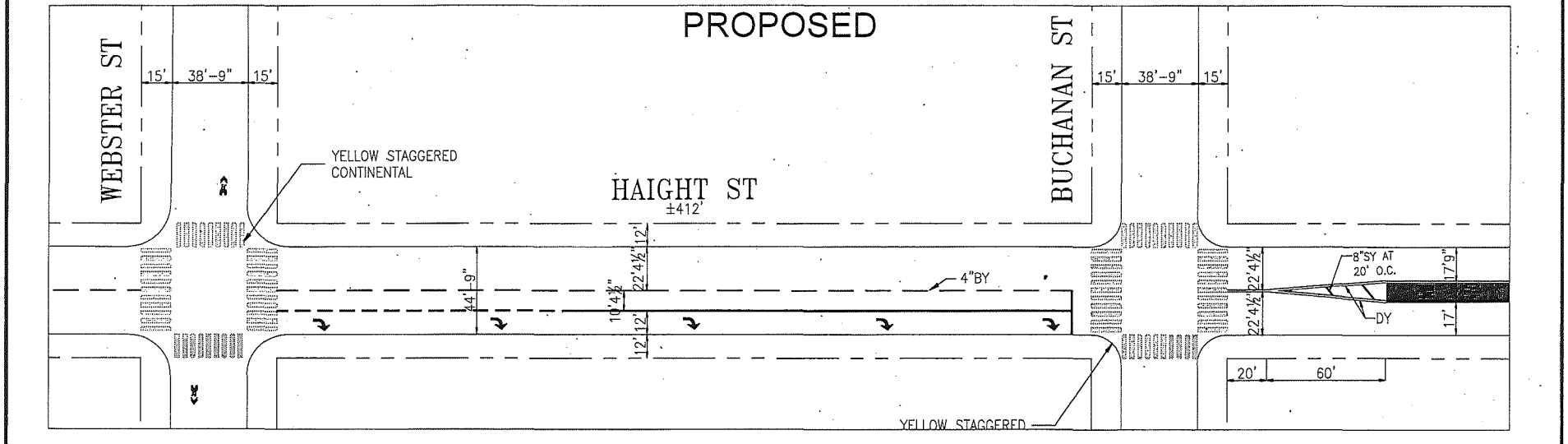
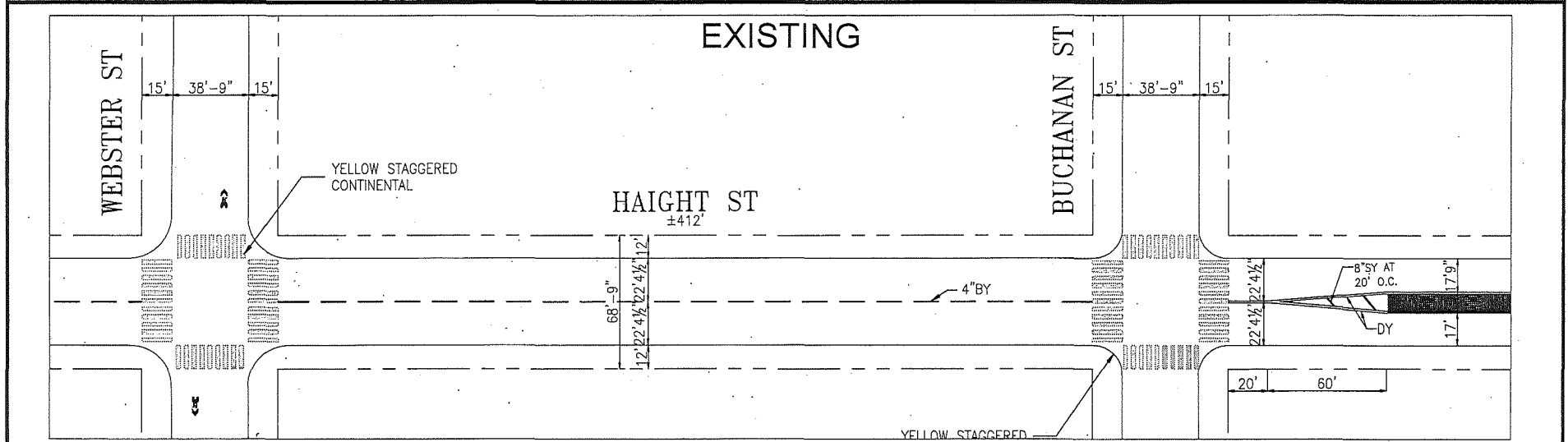
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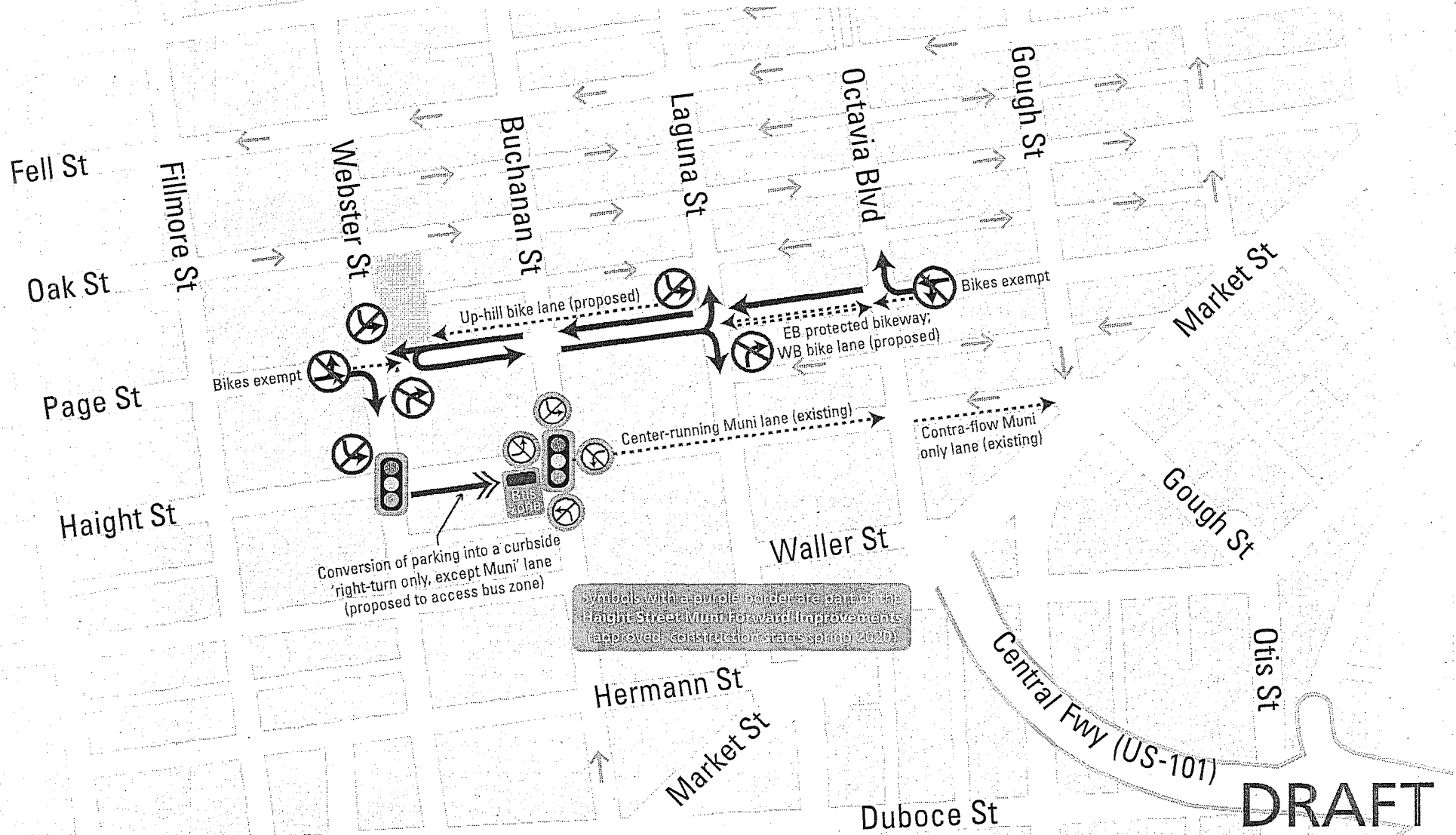
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Circulation Changes - ATTACHMENT C

3235



Symbols with a purple border are part of the Haight Street Muni Forward Improvement project, construction starts spring 2020!

EXHIBIT C



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

SUMMARY

The San Francisco Municipal Transportation Agency (SFMTA) is seeking environmental clearance for the *Page Street Bikeway Improvements Pilot Project*, an 18-month pilot¹ to study the effects of several traffic circulation changes intended to improve safety and comfort for people walking and bicycling on Page Street, improve the reliability of transit on Haight Street, and overall better manage vehicle traffic approaching Octavia Boulevard and the Central Freeway.

BACKGROUND

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

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

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

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

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

EXISTING CONDITIONS

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

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

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

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

Page Street & Webster Street (intersection)

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

Page Street

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

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

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

Haight Street

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

Webster Street

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

Oak Street

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

Fell Street

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

Laguna Street

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

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


PROPOSED PILOT PROJECT

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

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

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

Eastbound traffic diversion on Page Street at Webster Street

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

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

Westbound diversion on Page Street at Octavia Boulevard

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

Circulation, bike lane, and parking changes on Page Street

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

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

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

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

Turn restrictions and parking restrictions on Haight Street

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

To further address the potential for vehicle diversion onto Haight Street, the pilot project also proposes to convert all remaining parking on the south side of Haight Street between Webster and Buchanan streets (7 spaces²) into a curbside, block-long 'right lane must turn right, except Muni' lane, which would allow Muni buses to bypass queued traffic to reach the inbound bus zone near-side of Buchanan Street.

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

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

DATA COLLECTION

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

1. Vehicle and bicycle volumes on Page Street

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

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

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

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

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

TRANSPORTATION DISCUSSION

Vehicle Miles Traveled

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

Traffic Circulation (Diversion Discussion)

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

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

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

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

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

Pedestrians

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

Bicycles

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

Transit

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

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

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

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

Emergency Vehicle Access

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

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

Loading

This project would not result in any loading changes.

Parking

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

Construction/Excavation

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

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

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

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

Planned Projects in the Vicinity

Page Street Neighborway

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

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

Haight Street Muni Forward improvements

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

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

Conceptual Projects in the Vicinity

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

Northbound Octavia Blvd Local Lane Streetscape Re-design

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

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

Approval Action

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

ATTACHMENT A

Existing striping drawings

ATTACHMENT B

Proposed striping drawings

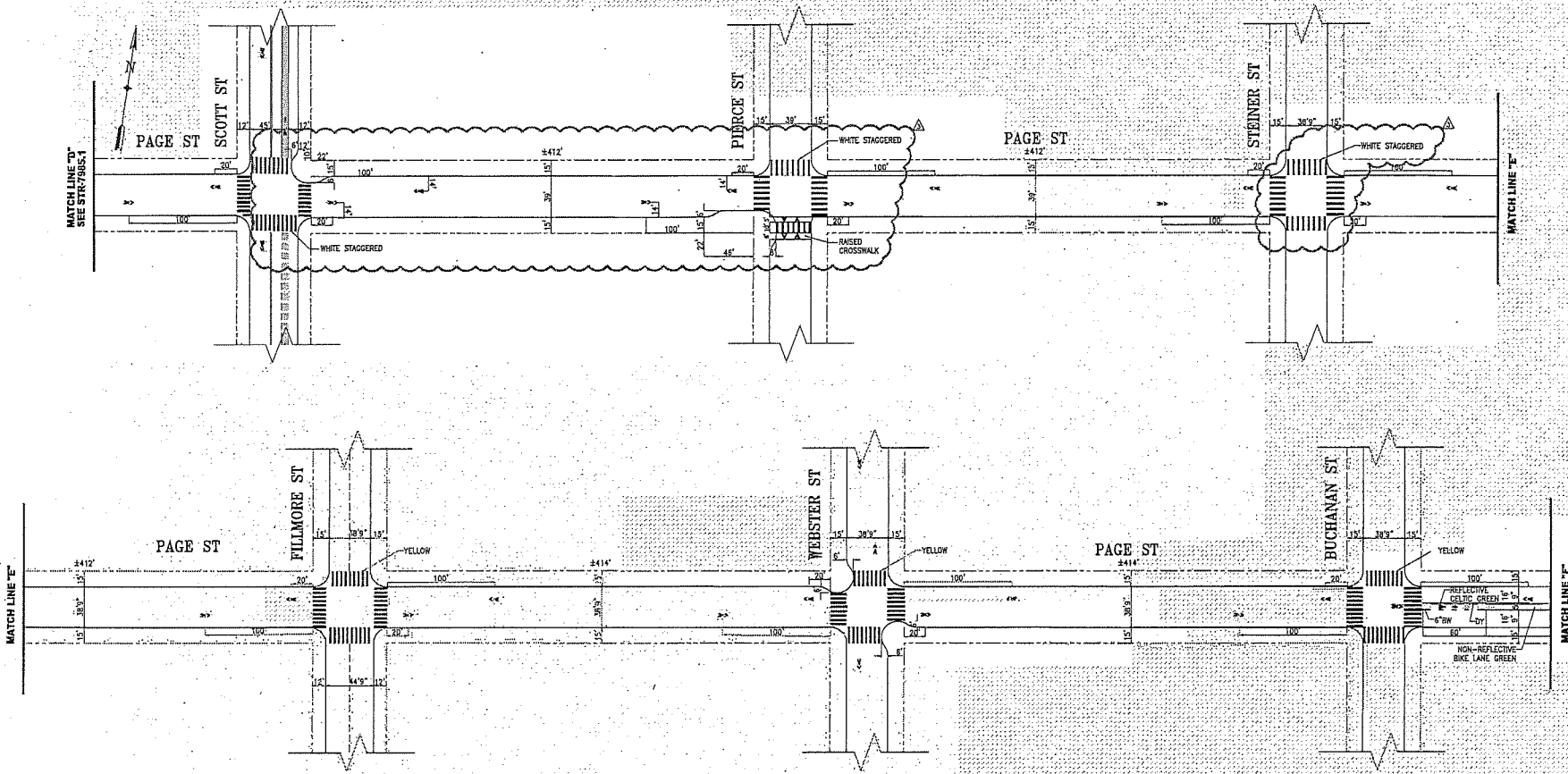
ATTACHMENT C

Circulation changes graphic

3250

Attachment A

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



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

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



SFMTA

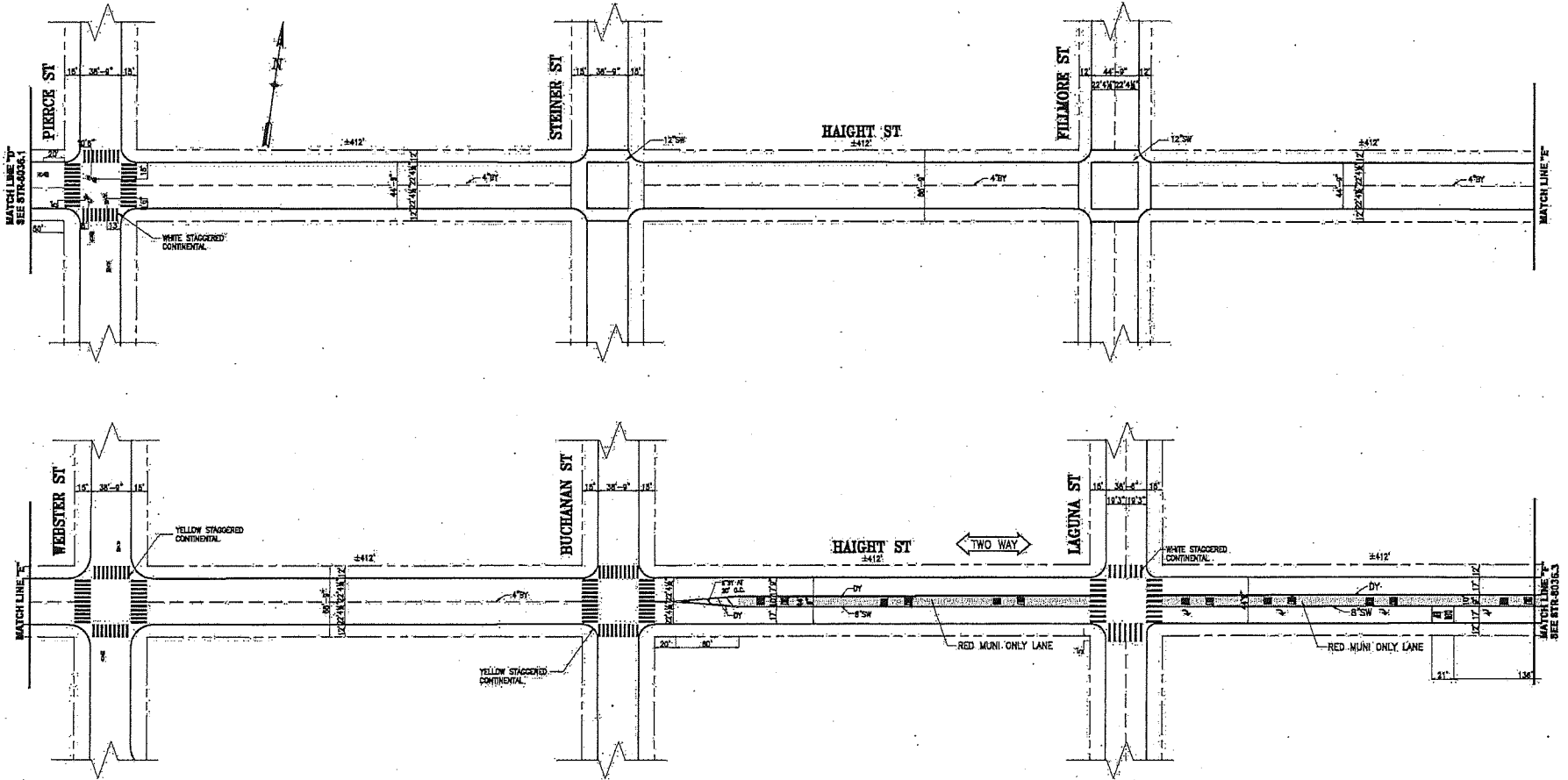


DRAWN:		DATE:		APPROVED:		SCALE:	
M.Y.LUC		9/2012		MIKE SALLABERRY	1/7/13	SENIOR ENGINEER	DATE
D.R.CURTIS		12/2012		RICARDO OLEA	1/7/13	CITY TRAFFIC ENGINEER	DATE

TRAFFIC STRIPING	
PAGE STREET SCOTT STREET TO BUCHANAN STREET	
CONTRACT NO. STR-7985.2	DRAWING NO. STR-7985.2
FILE NO.	REV. NO. 3

DATE: 1/7/13
 DRAWN: M.Y.LUC
 CHECKED: D.R.CURTIS
 SCALE: 1"=50'-0"
 SHEET/SHEETS: 1/1
 CONTRACT NO. STR-7985.2
 DRAWING NO. STR-7985.2
 FILE NO.
 REV. NO. 3
 DATE: 1/7/13
 DRAWN: M.Y.LUC
 CHECKED: D.R.CURTIS
 SCALE: 1"=50'-0"
 SHEET/SHEETS: 1/1
 CONTRACT NO. STR-7985.2
 DRAWING NO. STR-7985.2
 FILE NO.
 REV. NO. 3
 DATE: 1/7/13

3252



NO.	DATE	DESCRIPTION	BY	APP.
1	4/1/18	ADDED CHECKED SWANK CAPTION FOR T&E CONDITIONS AT WEBSTER	P.S.	G.D.
2	2/9/15	INSTALLED RED MUNI ONLY LANE BETWEEN BUCHANAN AND OCTAVIA	ONM	OLA
3		INSTALLED STAGGERED CONTINENTALS AND REMOVED CURB AT LAGUNA		

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



SFMTA
Municipal Transportation Agency



SUPERSEDES THE FOLLOWING STRIPS:
STR-2324, REV 14
STR-2324-1, REV 23
STR-4787

APPROVED	DATE	SCALE
BRIAN BOURSAULT	2/3/2015	1" = 50'
SENIOR ENGINEER		
RICARDO OJEA	2/3/2015	
CITY TRAFFIC ENGINEER		

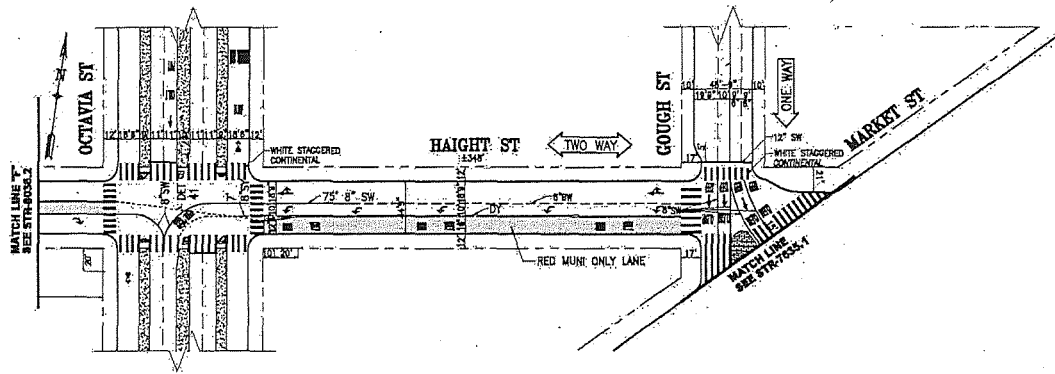
DRWN: DRP DATE: 01/14
CHECKED: AKW DATE: 01/14
SHEET/SHEETS: 3 OF 4

TRAFFIC STRIPING
HAIGHT STREET
PIERCE STREET TO OCTAVIA STREET

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

FILE NAME: C:\Users\jgarcia\OneDrive\Documents\3252.dwg
DATE: 01/14/2015 10:58:11 AM

3253



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

CITY AND COUNTY OF SAN FRANCISCO

SUPERSEDES THE FOLLOWING STRIPS:
 STR-2224, REV 14
 STR-2224-1, REV 23
 STR-6787

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

APPROVED
 BRIAN DUBREAVLT 2/3/2016
 SENIOR ENGINEER
 RICARDO OLZA 2/3/2016
 CITY TRAFFIC ENGINEER

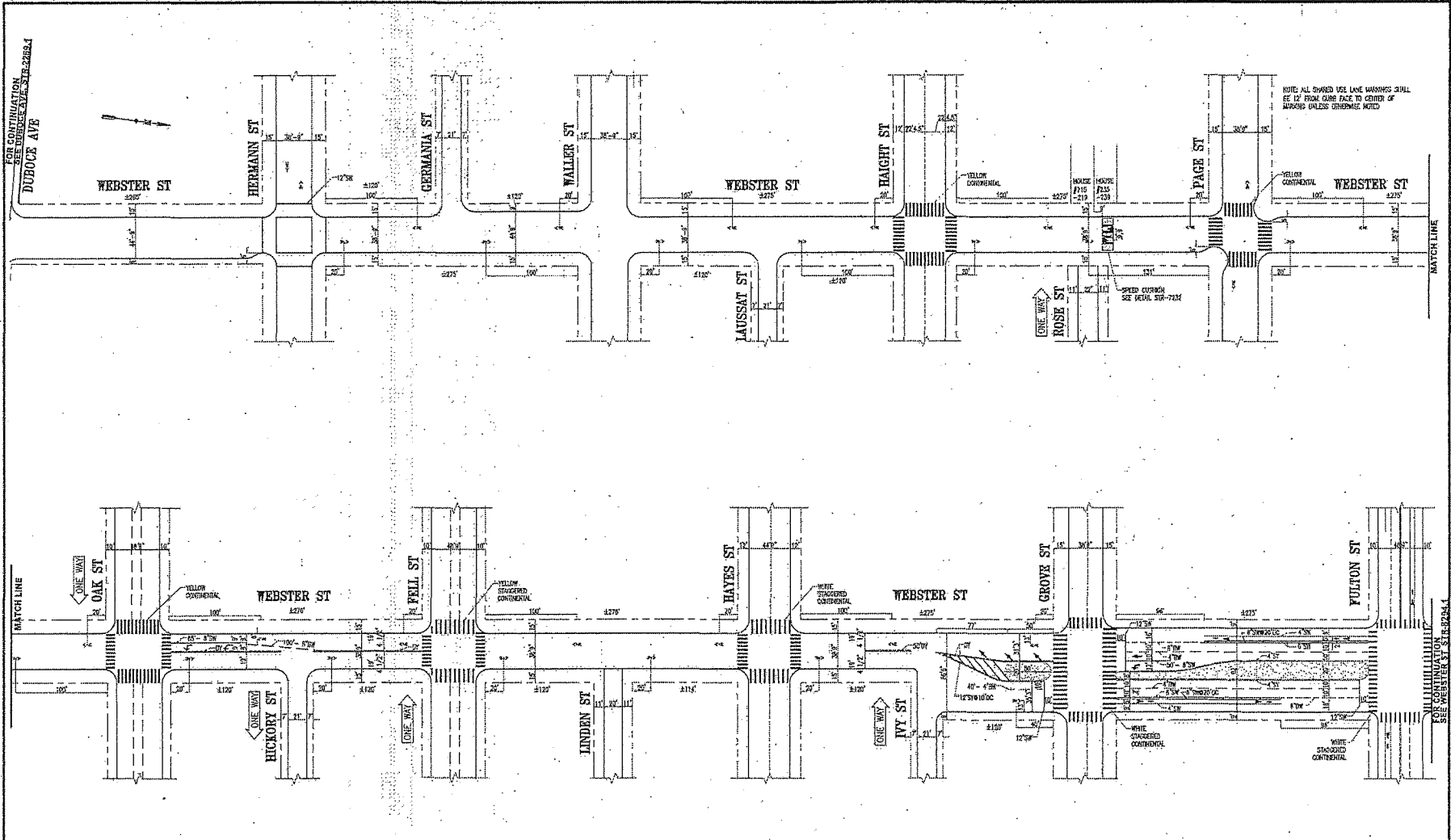
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TRAFFIC STRIPING
 HAIGHT STREET
 OCTAVIA STREET TO MARKET STREET

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 REV. NO. 1

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NAME D. MENDOZA	NAME P. STANIS	NAME P. STANIS	NAME [Signature]	
CHECKED	CHECKED	CITY TRAFFIC ENGINEER		

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

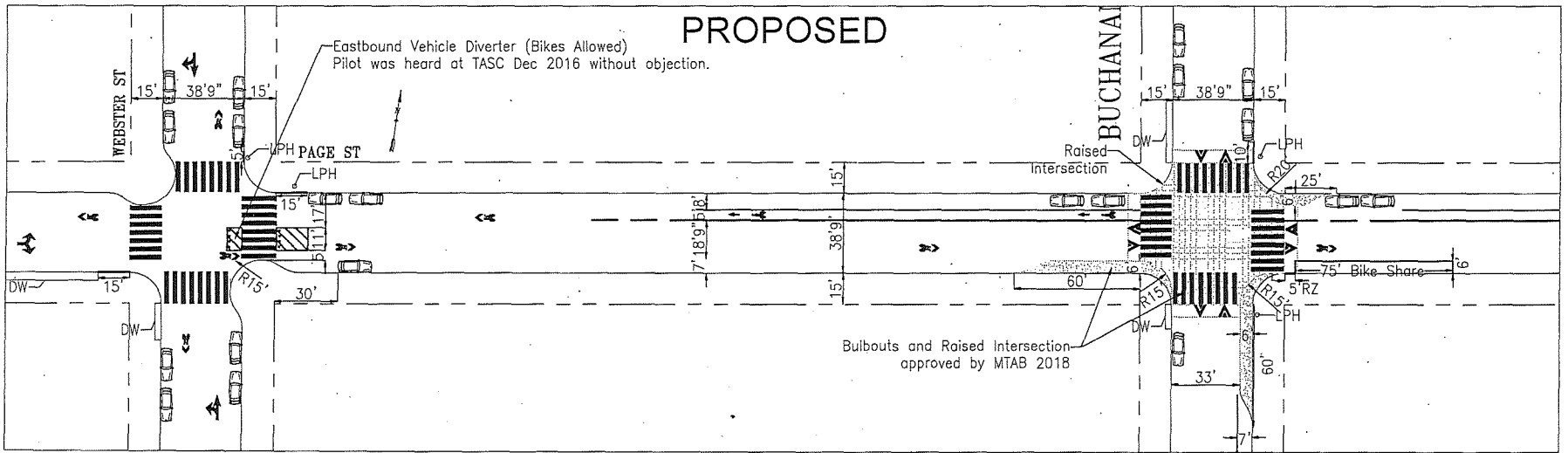
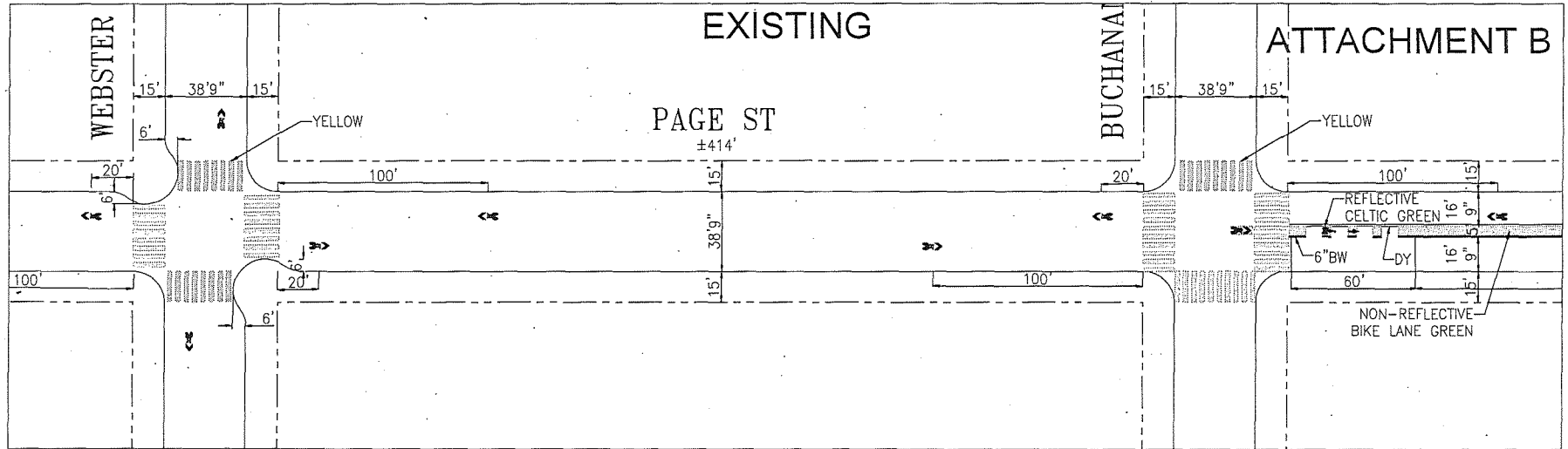
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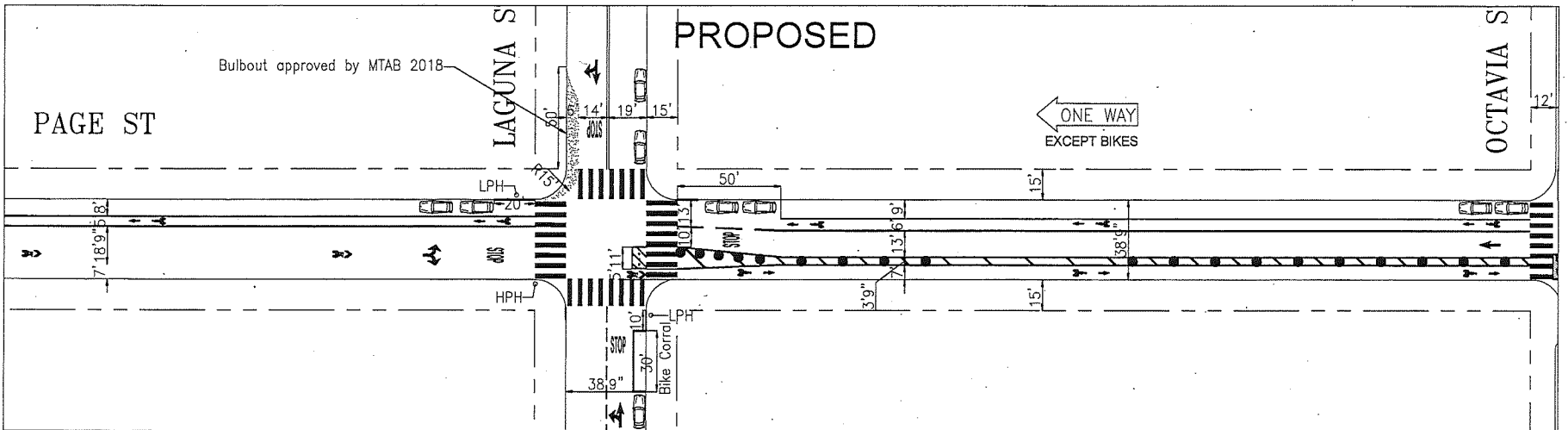
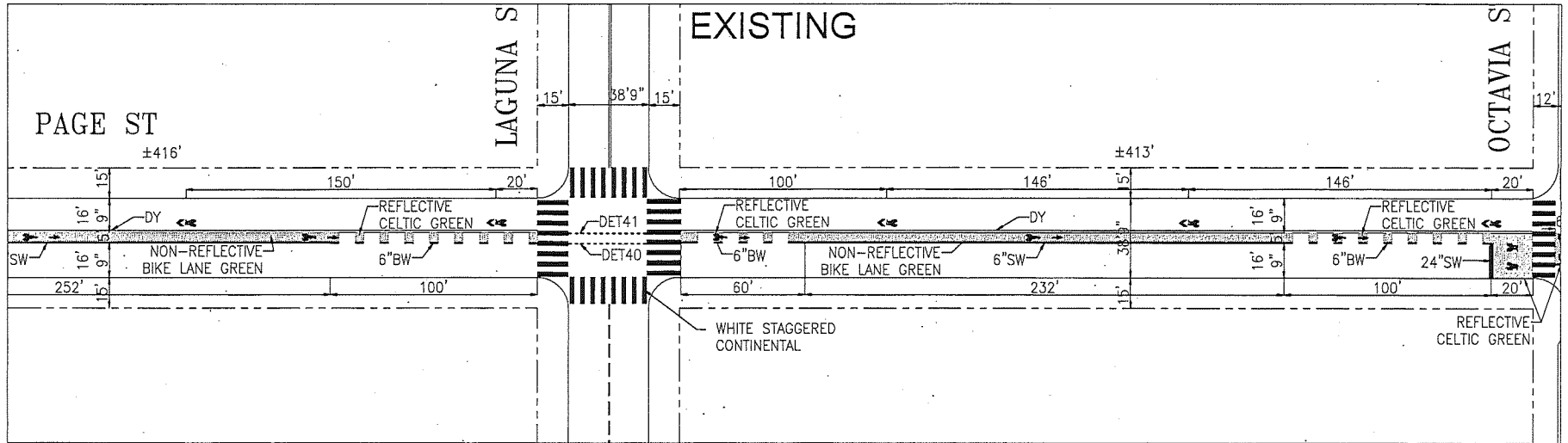
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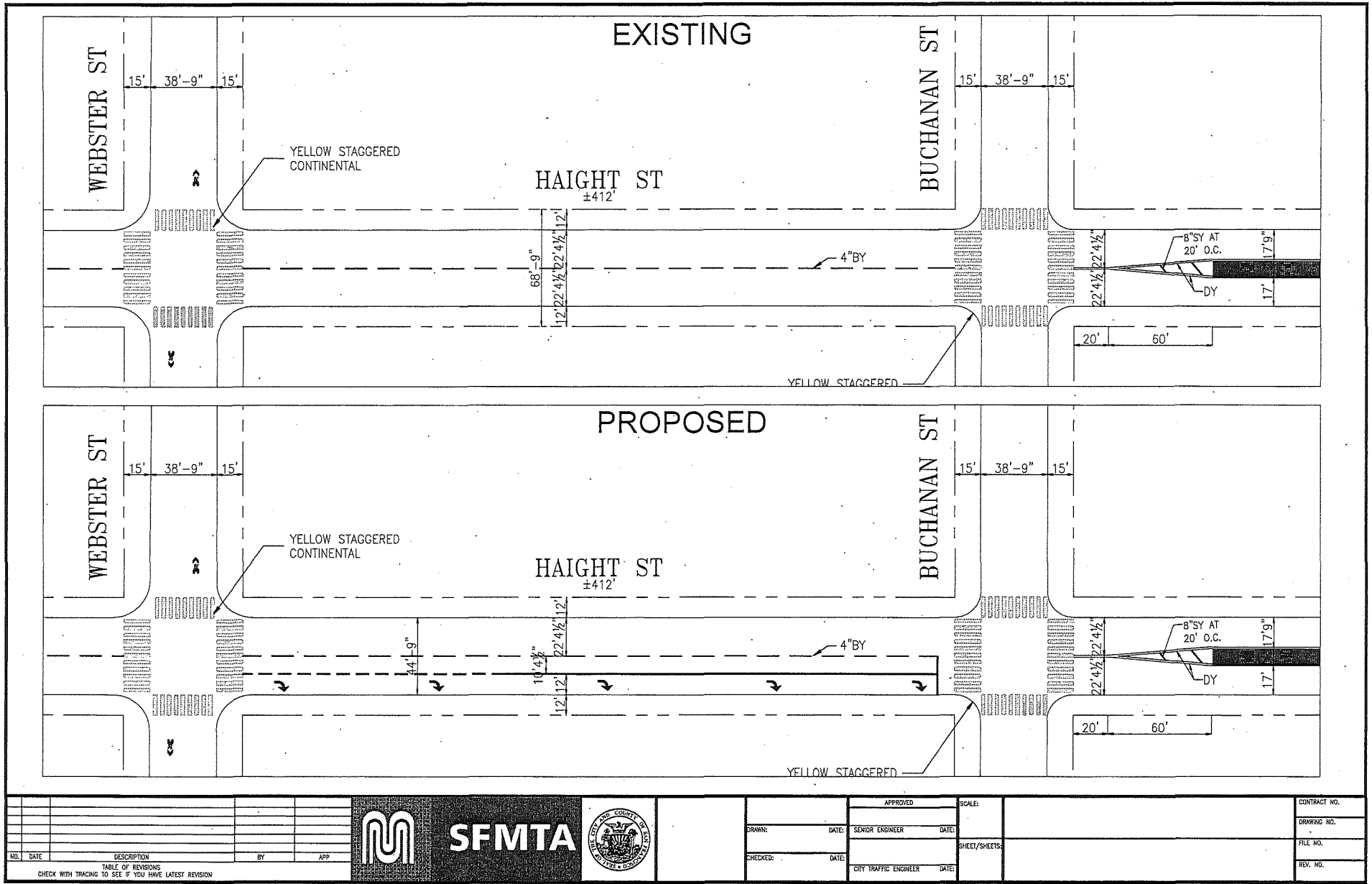
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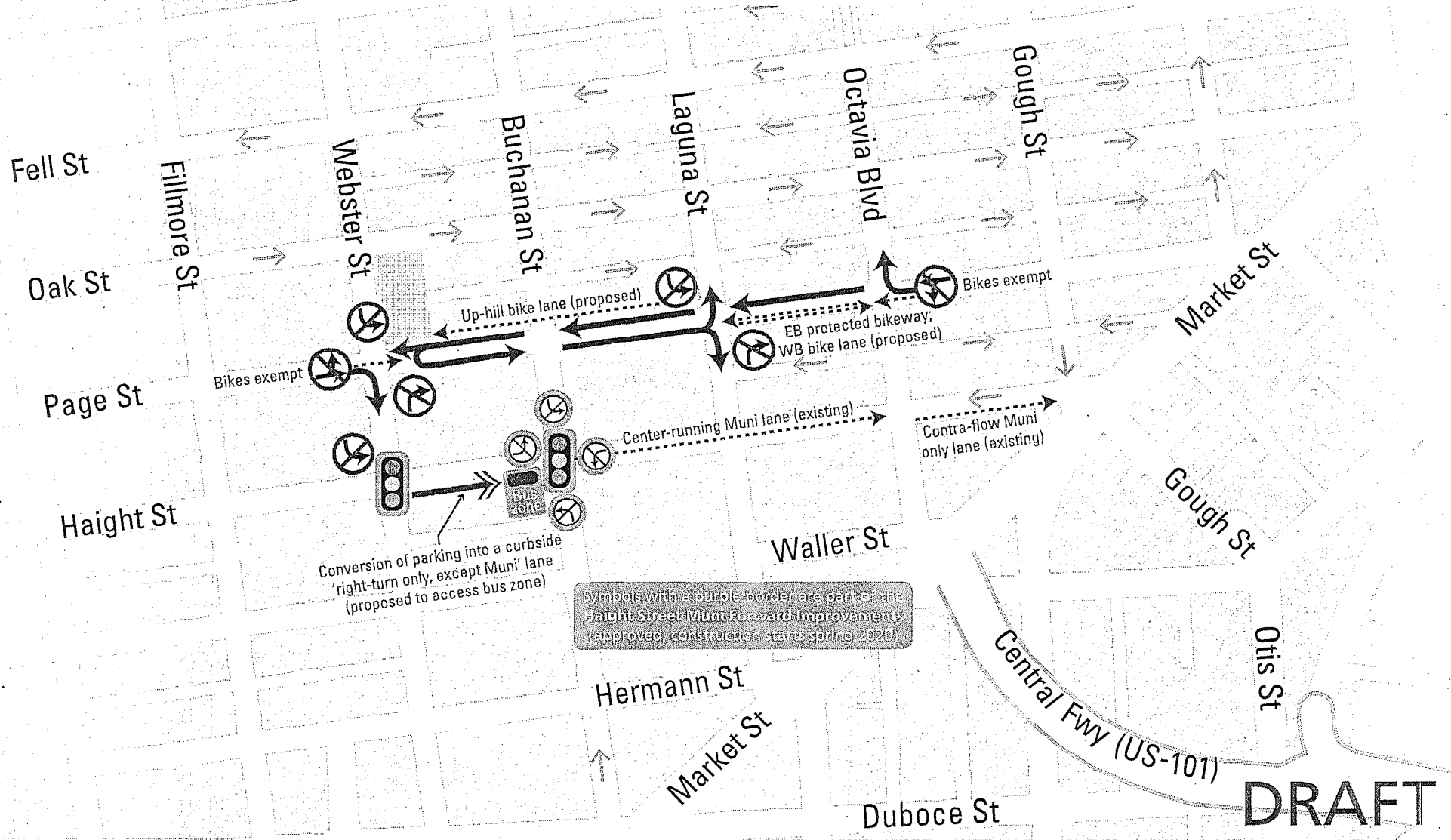


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REV. NO.

Circulation Changes - ATTACHMENT C

3259



DRAFT

EXHIBIT D

THIS PRINT COVERS CALENDAR ITEM NO.: 11

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving a 15-month pilot project, starting approximately February 1, 2020 and ending May 1, 2021, which includes turn restrictions on and adjacent to Page Street at Webster and Octavia streets, converting Page Street between Octavia Boulevard and Laguna Street to one-way westbound except for bicycles, establishing Class II, Class III and Class IV bicycle facilities on Page Street, adding a peak period right-turn only except Muni lane on Haight Street for one block, and approving related parking and traffic modifications to improve safety and livability.

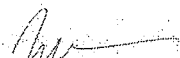
SUMMARY:

- The Page Street Bikeway Pilot Project will implement and evaluate temporary traffic restrictions, including turn restrictions, and bikeway upgrades on and adjacent to Page Street to improve safety for people bicycling, enhance neighborhood livability, and collect data over a 15-month period to inform potential permanent changes.
- The pilot also will remove 20 parking spaces on Page Street to establish Class II and IV bike lanes and will add peak period parking restrictions for nine parking spaces on Haight Street to implement a peak period curbside right-turn only except Muni lane.
- The pilot project was developed with neighborhood input between 2015 and 2019.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.
- Items I-L listed below are subject to Board of Supervisors review pursuant to Ordinance 127-18.

ENCLOSURES:

1. SFMTAB Resolution
2. SF Planning Department Letter of General Plan Consistency
3. Existing/Proposed Pilot Project Design Drawings

APPROVALS:

DIRECTOR  _____

SECRETARY  _____

DATE

November 12, 2019

November 8, 2019

ASSIGNED SFMTAB CALENDAR DATE: November 19, 2019

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PURPOSE

Approving a 15-month pilot project, starting approximately February 1, 2020 and ending May 1, 2021, which includes turn restrictions on and adjacent to Page Street at Webster and Octavia streets, converting Page Street between Octavia Boulevard and Laguna Street to one-way westbound except for bicycles, establishing Class II, Class III and Class IV bicycle facilities on Page Street, adding a peak period right-turn only except Muni lane on Haight Street for one block, and approving related parking and traffic modifications to improve safety and livability.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals and Objectives:

- Goal 1: Create a safer transportation experience for everyone.
Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.
Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.
- Goal 3: Improve the quality of life and environment in San Francisco and the region.
Objective 3.4: Provide environmental stewardship to improve air quality, enhance resource efficiency, and address climate change.

This action also supports the City's Transit First Policy with the following principles:

- 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.
- 10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

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DESCRIPTION

Background

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

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

In the project area, Page Street is a two-way street with one travel lane in each direction and parking generally permitted on both sides of the street. Average daily traffic (ADT) is approximately 5,200 vehicles on the block between Buchanan and Laguna streets, with 293 vehicles observed in the AM peak hour on eastbound Page Street approaching Octavia Boulevard. Page Street also serves as a major crosstown bicycle route and experiences very high bicycle volumes, particularly during the morning commute in the eastbound direction. There are often more people on bikes than in cars and the most recent observation recorded 363 bikes in the morning peak hour approaching Octavia Boulevard.

In 2016, the *Page Street/Octavia Boulevard Bicycle Spot Improvements Project* added an eastbound 'center-running' Class II bike lane on Page Street between Laguna Street and Octavia Boulevard to address 'right hook' collisions between vehicles on Page Street turning right onto Octavia Boulevard and people on bikes continuing straight towards Market Street. This center-running bike lane was extended to Buchanan Street in 2017. In 2018, the SFMTA Board approved parking changes as part of the *Page Street Neighborway Project* to support sidewalk bulbouts and other streetscape enhancements to Page Street between Webster and Gough streets. Construction of these elements is expected to begin in late 2020 or early 2021.

Despite these recent improvements and planned sidewalk extensions, traffic safety and chronic congestion issues remain on Page Street. Both the Page Street/Octavia Boulevard and Page Street/Gough Street intersections are located on the City's Vision Zero High-Injury Network, which is the 13% of streets where 75% of severe and fatal traffic injuries occur. While Page Street between Octavia Boulevard and Webster Street is not on the High-Injury Network, there were 16 reported collisions between 2014 and 2019; of these collisions, 11 involved a person bicycling and three involved one or more pedestrians (including one child struck while walking to school). Such a large concentration and percentage of overall collisions involving vulnerable users is not typical in San Francisco.

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To reduce the use of Page Street between Webster and Gough streets as a conduit for significant commuter traffic accessing the Central Freeway, to improve bicycle safety on a key corridor of the San Francisco bicycle network, and to calm traffic within the John Muir Elementary school zone, staff are proposing a 15-month Page Street Bikeway Improvements pilot project consisting of several traffic circulation changes and bikeway improvements on and around Page Street. This pilot project would allow an evaluation of the effects to traffic circulation, transit operations, traffic safety, and other metrics to determine the feasibility of permanent or modified traffic changes.

PROJECT ELEMENTS

Eastbound turn restrictions on Page Street at Webster Street

People driving eastbound on Page Street will be required to turn right (south) or left (north) at Webster Street. Northbound right-turns and southbound left-turns from Webster Street onto eastbound Page Street will also be prohibited.

Westbound vehicle travel on Page Street at Webster Street will be unchanged, and pedestrian and bicycle traffic will remain permitted in all directions. The block of Page Street between Webster and Buchanan streets will continue to be two-way with parking permitted on both sides of the street. People wishing to park on the south side of the street will make a U-turn at the west end of the block. For comparison, a similar design was recently installed on Scott Street at Fell Street with the *Wiggle Neighborhood Green Corridor* project.

These turn restrictions are intended to reduce vehicle volumes on Page Street for several blocks to the west of Octavia Boulevard to improve traffic safety for students of John Muir Elementary School. The primary school loading zone is located on the north side of Page Street between Webster and Buchanan streets, with westbound access to this loading zone unaffected by the proposed restrictions. Students also often walk along this block to Koshland Park for various school activities.

Westbound turn restrictions on Page Street at Octavia Boulevard

People driving westbound on Page Street will be required to turn right (north) at Octavia Boulevard. Access to the first block of Page Street west of Octavia Boulevard will be possible by turning right from southbound Octavia Boulevard. Pedestrian and bicycle traffic will remain permitted in all directions at the intersection of Page Street and Octavia Boulevard.

These restrictions are intended to discourage excessive congestion and traffic impacts on Page Street from drivers waiting to turn left (south) onto Octavia Boulevard, as well as reduce overall traffic volumes on Page Street. Currently, westbound vehicle queues regularly back up to Gough Street, affecting traffic on Gough Street and limiting the ability of people biking to travel safely westbound on Page Street.

Protected bikeway and one-way Page Street from Laguna Street to Octavia Boulevard

The block of Page Street between Octavia Boulevard and Laguna Street (currently a two-way street) will be converted into one-way westbound only for vehicles with a contra-flow (eastbound) Class IV protected bikeway and westbound (uphill) Class II bike lane. In order to implement these changes, 20 parking spaces on the south side of the street will be removed. On Page Street between Laguna and Buchanan streets, the existing eastbound 'center-running' Class II bike lane will be replaced by a new westbound Class II bike lane, which will also continue west for an additional block to provide a continuous uphill bike lane from Octavia to Webster streets. Eastbound Page Street from Buchanan to Laguna street will include Class III bicycle shared lane markings.

The proposed changes are intended to limit vehicular access to the Central Freeway from eastbound Page Street, add protection for the eastbound bikeway on one block, and add a dedicated bicycle lane up-hill (westbound) for three blocks. Combined with the previously discussed eastbound and westbound turn restrictions, vehicular traffic on Page Street between Webster Street and Octavia Boulevard is expected to be significantly reduced as a result.

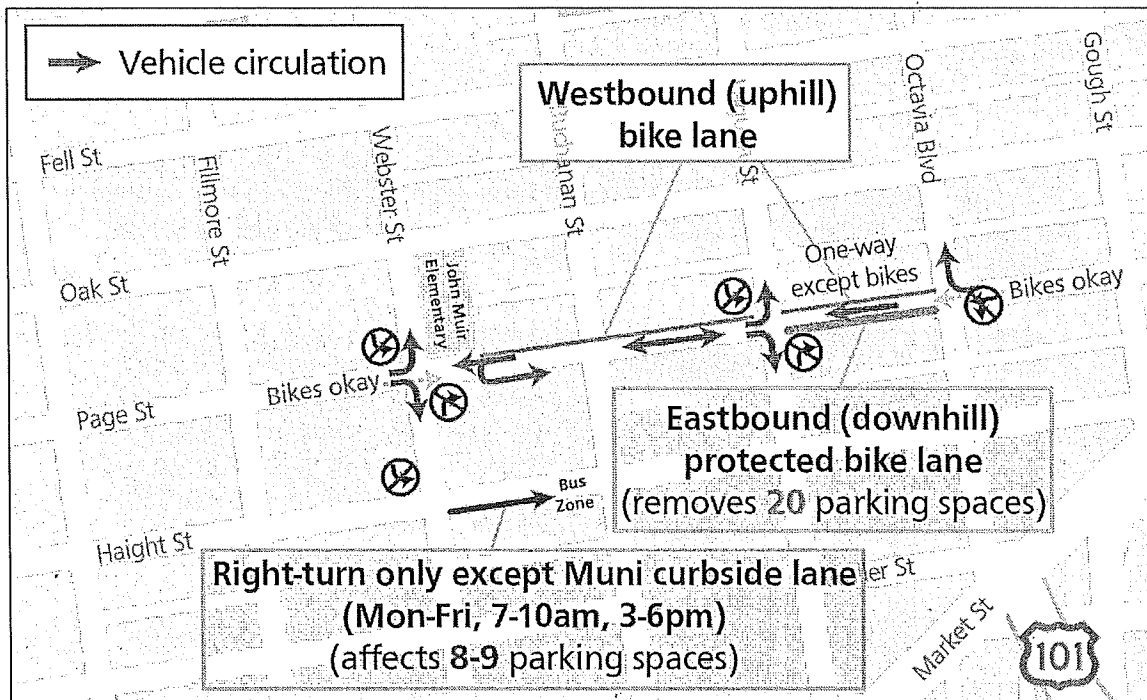


Figure 1. Page Street Bikeway Improvements Pilot Summary Graphic

Consistency with the San Francisco General Plan

Pursuant to California Vehicle Code section 21101(f), local authorities may adopt regulations to prohibit entry to, or exit from, or both, any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of a city's general plan. Consistent with this state statute, the Planning Department has determined that prohibiting entry onto Page Street in certain locations by motorized vehicles and other vehicular circulation changes are designed to implement Objectives 15 and 18 of the City's General Plan's Transportation Element:

Objective 15 of the City's General Plan provides:

“Encourage alternatives to the automobile and reduced traffic levels on residential streets that suffer from excessive traffic through the management of transportation systems and facilities.”

Within this objective, Policy 15.2 states specifically to “consider partial closure of certain residential streets to automobile traffic where the nature and level of automobile traffic impairs livability and safety, provided there is an abundance of alternative routes such that the closure will not create undue congestion on parallel streets.”

Objective 18 of the City's General Plan provides:

“Establish a street hierarchy system in which the function and design of each street are consistent with the character and use of adjacent land.”

Within this objective, Policy 18.1 states specifically that “wherever feasible, divert through automobile and commercial traffic from residential neighborhoods onto major and secondary arterials, and limit major arterials to nonresidential streets wherever possible.”

San Francisco's Better Streets Plan, adopted in 2010 and incorporated by reference to the San Francisco General Plan (see Table 2 under Objective 18) by of the Board of Supervisors, is a unified set of standards, guidelines, and implementation strategies intended to carry out the city's Better Streets Policy (Administrative Code Chapter 98). The Better Street Plan identifies a set of street ‘typologies’ to serve as the city's official street hierarchy system, which are based on existing land use and transportation designations in the Planning Code and San Francisco General Plan.

Pursuant to the Better Streets Plan, the portions of Page Street and Haight Street within the project area are classified as “Neighborhood Residential” and such streets should be “quieter residential streets with relatively low traffic volumes and speeds.” By comparison, the adjacent and parallel Oak Street is classified as a “Commercial Throughway” typology that should “move significant volumes of people across town in a variety of travel modes.”

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Restricted entry of vehicles onto a residential street such as Page Street, between Webster Street and Octavia Boulevard, allows the right of way to be allocated for other users of the street, thereby improving safety, prioritizing sustainable transportation modes, enhancing neighborhood livability, and supporting adjacent land uses. The Planning Department has submitted a letter to the SFMTA to this effect and a copy of it is on file with the Secretary to the SFMTA Board of Directors. Further, SFMTA staff has determined that restricting entry onto Page Street at select locations between Webster Street and Octavia Boulevard would provide for the health and safety of citizens due to the high number of vulnerable roadway users, including people bicycling to and from downtown as well as students attending John Muir Elementary School, and the corridor's history of collisions involving these users. The proposed turn restrictions on Page Street will substantially improve safety for pedestrian and cyclists by prioritizing their needs.

Class IV Protected Bikeway

As discussed above, an eastbound Class IV protected bikeway is proposed on Page Street from Laguna Street to Octavia Boulevard.

A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and vehicle traffic. The project would use plastic delineators as physical separation. Today, vehicular encroachment into the bike lane is a frequent occurrence and forces people who already are riding bikes in the center of the roadway (and exposed to both eastbound and westbound traffic) to make potentially unsafe passing and other maneuvers. The proposed protected bike lane will reduce the frequency of vehicles stopped in the bike lanes, improve safety, and provide a more inviting facility and greater sense of comfort for bicyclists.

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 protected bikeway on Page Street meets these three conditions. The alternative criteria for the 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 facility

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and greater sense of comfort for bicyclists, and provide a greater perception of safety for bicyclists. These alternative criteria will be adopted by SFMTA Board of Directors as 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 Page Street 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. It was also reviewed by the San Francisco Fire Department.

Turn restrictions and parking restrictions on Haight Street

By using signage, left-turns from southbound Webster Street onto eastbound Haight Street will be prohibited to discourage vehicles from turning onto Haight Street and affecting transit service.

To further address the potential for increased traffic onto Haight Street, the pilot project will also add peak period parking restrictions on the south side of Haight Street between Webster and Buchanan streets (affecting nine spaces¹) into a curbside 'right lane must turn right, except Muni' lane, which will allow Muni buses to bypass queued traffic to reach the inbound bus zone near-side of Buchanan Street. This new travel lane will only be in effect Monday-Friday, 7 AM – 10 AM and 3 PM - 6 PM, with evening/overnight and all-day weekend parking permitted. To ensure consistency with these weekday peak period parking restrictions, residential permit program (RPP) Area 'S' effective hours will be modified to exclude all parking during the tow-away hours.

¹ Parking would be removed on the south side of Haight Street from 154 feet west of Buchanan Street to Webster Street, amounting to approximately nine spaces (depending on size of vehicles). Of note, parking removal was previously legislated from Buchanan Street to 154 feet westerly as part of the Haight Street Muni Forward transit and signal improvements (three additional spaces).

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Proposed Traffic and Parking Modifications from approximately February 1, 2020 to May 1, 2021

- A. ESTABLISH – RIGHT OR LEFT TURNS ONLY, EXCEPT BICYCLES – Page Street, eastbound, at Webster Street
- B. ESTABLISH – RIGHT TURN ONLY, EXCEPT BICYCLES - Page Street, westbound, at Octavia Boulevard
- C. ESTABLISH – NO LEFT TURN - Webster Street, southbound, at Haight Street
- D. ESTABLISH – ONE-WAY STREET, EXCEPT BICYCLES - Page Street, westbound, from Octavia Boulevard to Laguna Street
- E. RESCIND – CLASS II BIKEWAY (BIKE LANE) - Page Street, eastbound, from Buchanan Street to Octavia Boulevard
- F. ESTABLISH – CLASS II BIKEWAY (BIKE LANE) - Page Street, westbound, from Octavia Boulevard to Webster Street
- G. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME - Page Street, south side, between Laguna Street and Octavia Boulevard (removes 20 residential permit parking spaces for protected bikeway)
- H. ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAY) - Page Street, eastbound, from Laguna Street to Octavia Boulevard
- I. ESTABLISH – CLASS III BIKEWAY (SHARED LANE) – Page Street, eastbound, from Buchanan Street to Laguna Street #
- J. ESTABLISH – TOW-AWAY, NO STOPPING, MONDAY TO FRIDAY, 7 AM – 10 AM AND 3 PM - 6 PM - Haight Street, south side, from 154 feet west of Buchanan Street to Webster Street #
RESCIND – 2-HOUR PARKING, 8 AM TO 9 PM, MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA S PERMITS - Haight Street, south side, from 154 feet west of Buchanan Street to Webster Street #
- K. ESTABLISH – 2-HOUR PARKING, 10 AM TO 3 PM AND 6 PM TO 9 PM,
- L. MONDAY THROUGH FRIDAY, EXCEPT VEHICLES WITH AREA S PERMITS - Haight Street, south side, from 154 feet west of Buchanan Street to Webster Street #

These proposed modifications will expire, and the streets reverted to pre-pilot conditions, by May 1, 2021 if not extended or permanently approved/modified by the SFMTA Board of Directors prior to this date.

PILOT PROJECT DATA COLLECTION

The 15-month pilot project will run from approximately February 1, 2020 to May 1, 2021, allowing for study of effects to circulation, transit performance, and traffic safety. Data collection for the pilot will be used to assess changes to conditions in the following categories:

1. Vehicle and bicycle volumes on Page Street

- To measure the project's primary goal of reducing vehicle volumes on Page Street east of Webster Street, and the extent to which the street becomes more attractive for bicycling

- Method: traffic counts (including breakdown by mode)
- 2. **Vehicle queuing on Oak and Haight streets**
 - To measure possible changes to vehicle queuing lengths and incidents of ‘blocking the box’ on Oak and Haight streets approaching Octavia Boulevard
 - Method: observations (in-person and video)
- 3. **Neighborhood traffic circulation**
 - To study changes in traffic patterns throughout the larger neighborhood street grid (i.e., how traffic is dispersed onto other streets)
 - Method: traffic counts (intersection movements and mid-block screen lines)
- 4. **Transit travel times on Haight Street**
 - To measure possible changes in transit travel times
 - Method: on-board Muni GPS data (bus stop to bus stop)
- 5. **Violations of Muni-only lane on Haight Street**
 - To measure possible changes in private vehicle violations of the eastbound Muni-only lane on Haight Street
 - Method: observations (in-person and video)
- 6. **Compliance with traffic modifications and turn restrictions**
 - To measure the effectiveness of the proposed pilot traffic restrictions
 - Method: traffic counts (intersection movements) and observations
- 7. **Disruptions to transit service on Haight Street during special events**
 - To study how transit is re-routed from Haight Street during special events
 - Method: analysis of disruption events before and during the pilot
- 8. **Safety on Page and Haight streets**
 - To study various metrics of safety, including ‘close calls’ between people driving and bicycling, passing events, and collisions
 - Methods: observations (in-person and video), collision records (including transit)
- 9. **Public perceptions**
 - To study the public’s perceptions of the modified traffic patterns
 - Method: public perception survey (including intercepting street users)

‘Baseline’ data will be collected prior to installation of the temporary turn restrictions, one-way conversion, and bikeway improvements (expected construction approximately February 1, 2020).

Two evaluation periods are proposed to compare against the ‘baseline’ data. The first evaluation period will occur before planned transit upgrades on Haight Street (new traffic signals and associated roadway changes between Webster and Buchanan streets). After data is available and assessed from this evaluation period, SFMTA staff will return to the SFMTA Board to review performance of the pilot project and consider potential ‘course corrections’ as needed. The second evaluation will occur after the Haight Street signal improvements have been constructed and once school is in back in session.

- **1st evaluation – spring 2020**
 - *Prior to traffic signal modifications on Haight Street, with school in session*

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- *Staff to brief SFMTA Board within four months of project implementation*
- **2nd evaluation – late summer / early fall 2020**
 - *After traffic signal modifications on Haight Street, with school in session*

The project team will return to the SFMTA Board of Directors with a report of findings by May 1, 2021 along with a recommendation of whether to continue, modify, or remove the pilot project's traffic restrictions, bikeway improvements, and parking changes.

STAKEHOLDER ENGAGEMENT

From 2015 through 2018, the SFMTA engaged the Hayes Valley and Lower Haight communities on traffic issues on and around Page Street as part of the *Octavia Boulevard Enhancement Project*, later evolving into the separate *Page Street/Octavia Boulevard Bicycle Spot Improvements* and *Page Street Neighborway* projects. The SFMTA held over a dozen public meetings and pop-up events where more than one hundred participants discussed community issues related to traffic safety, congestion and neighborhood livability.

SFMTA staff began distinct outreach for the *Page Street Bikeway Improvements Pilot* in summer 2019. Staff met with neighborhood groups including Hayes Valley Neighborhood Association (HVNA) and Lower Haight Merchants and Neighbors Association (LoHaMNA), institutions including the French American International School and the San Francisco Zen Center, merchants including Two Jacks Nik's Place, S&W Market, Mercury Café and Nick's Market, and neighbors on Page, Haight, and intersecting streets including Hayes Valley Apartments.

On August 27, 2019, SFMTA hosted an open house and public hearing at John Muir Elementary School, with over 150 attendees. SFMTA additionally tabled at Sunday Streets Western addition and performed door-to-door outreach to all addresses on Page Street and Haight Street within the project area.

The San Francisco Fire Department, San Francisco Police Department, and San Francisco Department of Public Works have reviewed the pilot project through the interagency Transportation Advisory Staff Committee (TASC). The office of District 5 Supervisor Vallie Brown also has been directly involved in development of this pilot project and has expressed support for the proposed changes.

Over the four years of public engagement focused on traffic safety for Page Street and surrounding streets, several hundred public comments were received at meetings or by direct correspondence. Preceding each outreach event, promotional materials were posted along Page Street, hand-delivered or mailed to project area residents and businesses, and otherwise communicated via SFMTA's online channels, electronic updates, and community channels.

Further, the pilot project is intended to serve as an extended phase of public outreach, with a public perception survey, continued engagement with neighborhood groups, and a dedicated project email address to facilitate ongoing feedback.

Summary of Public Feedback on the Proposed Changes

The following are major themes of feedback:

- General support for improved safety for people bicycling: The consensus among people who ride bikes on Page Street, particularly towards downtown in the morning commute, is that the proposed traffic circulation changes and bikeway improvements would greatly improve safety along the corridor. Further, many Page Street neighbors specifically mention the appeal of reduced vehicle volumes on their street.
- General support for the project overall: By a two-to-one margin, people who attended and commented at the August 27, 2019 open house were in favor of the pilot project (compared to those who expressed strong concern(s) about one or more project elements). Besides support for bicycle safety, many residents expressed frustrations with the status quo and the impacts of traffic on neighborhood livability (e.g., honking, air quality), and voiced interest in how the pilot might help improve school safety and generally change things for the better.
- Concerns with impact to Haight Street: A number of public comments, including a local resident petition and several business owners, have focused on the potential for additional freeway-bound traffic on Haight Street and the possible effects on safety, transit travel times, and overall livability. Some of these comments also focused on the original proposal for all-day (7am-7pm) parking restrictions on Haight Street and the effects it might have on local business and residential access. Overall, most of those concerned with Haight Street are not wholly opposed to the proposed pilot project on Page Street, but are concerned with existing traffic issues, are worried about spillover effects, and would like improvements to be made to Haight Street as well.
- Concerns with parking loss and availability: Some public comments have expressed concern with the proposed loss of residential permit parking spaces on both Page and Haight streets, with some fully opposed to the project and others empathetic to the project goals but otherwise frustrated with the continued erosion of available on-street residential parking in the neighborhood. Other community members expressed desire to see modifications to the existing Residential Permit Parking (RPP) regulations in the neighborhood to expand potential available parking near Page Street.
- Concerns with construction and other changes on Haight Street: Many merchants and residents are fatigued from years of utility upgrades and streetscape improvements on Haight Street, the most recent of which were substantially completed in 2018. With previously legislated traffic signals, turn restrictions, and relocated/lengthened bus zones (some involving parking loss) expected to start construction in 2020, many Haight Street residents and businesses have voiced concerns with additional construction and changes.

Project Modifications Based on Public Feedback

SFMTA's public outreach and engagement identified concerns among area residents and businesses that resulted in modifications to the project proposal. These include the following:

- In response to concerns that earlier proposals were insufficient for bicycle safety on Page Street, the project team expanded the scope of the turn restrictions on Page Street to include traffic approaching Octavia Boulevard from both the eastbound and westbound directions, as well as additional protected bike lane infrastructure.
- In response to merchants' and residents' concerns regarding parking removal on Haight Street, the project team reduced the effective hours of parking restrictions to support transit from all day (7am-7pm) on weekdays to peak periods only (7-10am, 3-6pm).
- The pilot project evaluation plan was expanded and refined based on public input. Specifically, vehicle queuing, crosswalk/intersection blocking, and other safety metrics will be studied on Haight Street in more detail than previously planned as part of the pilot proposal evaluation.
- Staff committed to greater enforcement activities intended to support the introduction of the pilot circulation changes and to address on-going traffic safety issues based on feedback from the community, including residents and merchants on Haight Street. The District 5 Supervisor Office has committed to assisting in the provision of SFPD enforcement resources at the start of the pilot, joining SFMTA parking/traffic control officers.
- The Page Street project team has met with the SFMTA Parking subdivision to consider modifications to the existing Residential Permit Parking regulations adjacent to Page Street (Areas S and Q).

ALTERNATIVES CONSIDERED

Only restricting eastbound traffic on Page Street at Webster Street: Staff have spent several years developing a proposal to restrict eastbound traffic at Webster Street without additional circulation changes, which would have maintained eastbound access to Octavia Boulevard and the Central Freeway on Page Street via Buchanan and Laguna streets. Upon further community discussions, including with District 5 Supervisor Brown's office, it was determined that there is support for a pilot of a more complete solution that fully restricts both the eastbound and westbound approaches to Octavia Boulevard on Page Street.

Implementing eastbound and westbound turn restrictions without the one-way street conversion: Staff considered whether to implement turn restrictions without converting the Octavia-Laguna block into a one-way westbound street for vehicle traffic and adding a protected bikeway (requiring the removal of 20 parking spaces). This alternative was rejected in order to fully protect cyclists that travel eastbound on Page Street.

Implementing a two-way protected bikeway on Page Street: Staff considered adding a two-way protected bikeway on the Octavia-Laguna block provided there is enough roadway width for such a design. However, this layout is only possible for one block without expanding project scope significantly on adjacent blocks and would result in irregular transitions into and out of the protected bikeway for westbound bike riders. This alternative is not recommended.

PAGE 14.

Implementing a protected bikeway westbound on Page Street: Staff considered a protected bicycle facility in the westbound direction from Laguna Street to Octavia Boulevard to complement the proposed eastbound protected facility. This would require the elimination of an additional twenty parking spaces on the block. Additionally, with the limited access for vehicles to Page Street, the anticipated low vehicle volumes meet national guidelines for 'bicycle boulevards' that do not require fully protected bicycle facilities.

Restricting vehicular access to Octavia Boulevard from Haight Street in one or both directions: In response to concerns regarding transit travel times and the effects of traffic on livability on Haight Street (either currently or with the proposed pilot project), a few stakeholders have raised the idea of undertaking a similar approach to turn restrictions on Haight Street. While staff do see this alternative as having potential merit, this potential action would require considerable additional public outreach and time to develop further. Given the magnitude of traffic circulation changes proposed for Page Street, and the opportunity for the pilot proposal to inform future potential changes on Haight Street, staff ultimately recommend moving forward with evaluation of the current pilot proposal before considering additional turn restrictions within the project study area.

No Project: Staff considered not proposing any improvements. However, given the importance of addressing collision patterns and improving the comfort of bicycling along Page Street, staff recommend a pilot to study the proposed traffic circulation changes and bikeway improvements.

FUNDING IMPACT

This project is funded by approximately \$350,000 in developer impact fee funds for transportation improvements within the Market-Octavia Plan Area.

ENVIRONMENTAL REVIEW

The proposed Page Street Bikeway Improvements Pilot Project is subject to the California Environmental Quality Act (CEQA) and CEQA provides a Class 6 categorical exemption for information collection including basic data collection, research, experimental management, and resource evaluation activities. On October 31, 2019, the Planning Department determined that the proposed Page Street Bikeway Pilot Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15306.

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

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

PAGE 15.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at:

https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

Only Items I-L listed above are subject to the Board of Supervisors review because all other parking modifications are directly related to the installation of Class II and Class IV bicycle facilities pursuant to Ordinance 127-18.

The City Attorney has reviewed this item.

RECOMMENDATION

SFMTA staff request that the SFMTA Board of Directors approve a 15-month Page Street Bikeway Improvement pilot project, starting approximately February 1, 2020 and ending on May 1, 2021, which includes implementing turn restrictions on and adjacent to Page Street at Webster and Octavia streets, converting Page Street between Octavia Boulevard and Laguna Street to one-way westbound except for bicycles, establishing Class II, Class III and Class IV bicycle facilities on Page Street, adding a peak period right-turn only except Muni lane on Haight Street for one block, and approving related parking and traffic modifications to improve safety and livability as set forth in Items A through L above.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PAGE 18.

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

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

WHEREAS, On October 31, 2019, the Planning Department determined that the proposed Page Street Bikeway Improvements Pilot Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15306; and,

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

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

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

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

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves a 15-month Page Street Bikeway Improvement pilot project, starting approximately February 1, 2020 and ending on May 1, 2021, which includes implementing turn restrictions on and adjacent to Page Street at Webster and Octavia streets, converting Page Street between Octavia Boulevard and Laguna Street to one-way westbound except for bicycles, establishing Class II, Class III and Class IV bicycle facilities on Page Street, adding a peak period right-turn only except Muni lane on Haight Street for one block; and, be it further

PAGE 19.

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

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2 – SF Planning Department Letter of General Plan Consistency



**SAN FRANCISCO
PLANNING DEPARTMENT**

MEMO

October 30, 2019

Tom Maguire
Acting Director of Transportation
San Francisco Municipal Transportation Agency
1 S Van Ness Ave, San Francisco, CA 94103

1625 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Telephone:
415.558.6376

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Information:
415.558.6377

RE: Page Street Neighborway Project

Dear Director Maguire,

The San Francisco Municipal Transportation Agency (SFMTA) recently requested the Planning Department (Planning) issue a determination whether the proposed traffic diversion components of the Page Street Neighborway Project help implement adopted policies in the San Francisco General Plan.

Planning understands that this documentation is needed to ensure compliance with section 21101(f) of the California Vehicle Code which provides that local authorities can adopt regulations by ordinance or resolution to "(p)rohibiting entry to, or exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of a general plan..."

The Planning Department has determined that Objectives 15 and 18 of the San Francisco General Plan's Transportation Element support the proposed traffic calming and traffic diversion measures being proposed by the SFMTA which include:

- Prohibiting eastbound traffic from entering page Street at Webster Street
- Prohibiting westbound through traffic and left turns on to Page Street at Octavia Boulevard
- Converting Page Street into a one-way street in the westbound direction between Laguna Street and Buchanan Street
- Adding a westbound bike lane on Page Street between Octavia Boulevard and Webster Street
- Adding a right-turn only except Muni lane on Haight Street between Webster and Buchanan
- Prohibiting left turns from Webster Street onto Haight Street

Objective 15 provides as follows:

Objective 15 -- Encourage alternatives to the automobile and reduced traffic levels on residential streets that suffer from excessive traffic through the management of transportation systems and facilities.

Within this objective, Policy 15.2 states specifically to "consider partial closure of certain residential streets to automobile traffic where the nature and level of automobile traffic impairs livability and safety, provided there is an abundance of alternative routes such that the closure will not create undue congestion on parallel streets."

www.sfplanning.org

Objective 18 provides as follows:

Objective 18 – Establish a street hierarchy system in which the function and design of each street are consistent with the character and use of adjacent land.

Within this objective, Policy 18.1 states specifically that "wherever feasible, divert through automobile and commercial traffic from residential neighborhoods onto major and secondary arterials, and limit major arterials to nonresidential streets wherever possible."

San Francisco's Better Streets Plan, adopted in 2010 and incorporated by reference to the San Francisco General Plan (see Table 2 under Objective 18) by of the Board of Supervisors, is a unified set of standards, guidelines, and implementation strategies intended to carry out the city's Better Streets Policy (Administrative Code Chapter 98). The Better Street Plan identifies a set of street typologies to serve as the city's official street hierarchy system, which are based on existing land use and transportation designations in the Planning Code and San Francisco's General Plan.

Pursuant to the Better Streets Plan, the portions of Page Street and Haight Street within the project area are classified as "Neighborhood Residential" and such streets should be "quieter residential streets with relatively low traffic volumes and speeds." By comparison, the adjacent and parallel Oak Street is classified as a "Residential Thoroughway" that should "move significant volumes of people across town in a variety of travel modes."


Prohibiting entry of vehicles onto a residential street such as Page Street, between Webster Street and Octavia Boulevard, allows the right of way to be allocated for other users of the street, thereby improving safety, prioritizing sustainable transportation modes, enhancing neighborhood livability, and supporting adjacent land uses.

The identified San Francisco General Plan policies are applicable to the Page Street Neighborway Project as well as similar traffic calming and/or traffic diversion projects the SFMTA might pursue in the future for Neighborhood Residential streets, where the SFMTA elects to:

- Prohibit entry onto a street in certain locations by motorized vehicles
- Install traffic calming features such as traffic circles, medians, islands, bulb-outs, diverters, speed humps, tabbed intersections etc. that slow vehicular traffic
- Install other vehicular circulation changes designed to implement Objectives 15 and 18 of the City's General Plan's Transportation Element.

In summary, the Planning Department finds the Page Street Neighborway Project furthers implementation of the San Francisco General Plan.

Best Regards,


John Rahaim
Director of Planning
San Francisco Planning Department
City and County of San Francisco

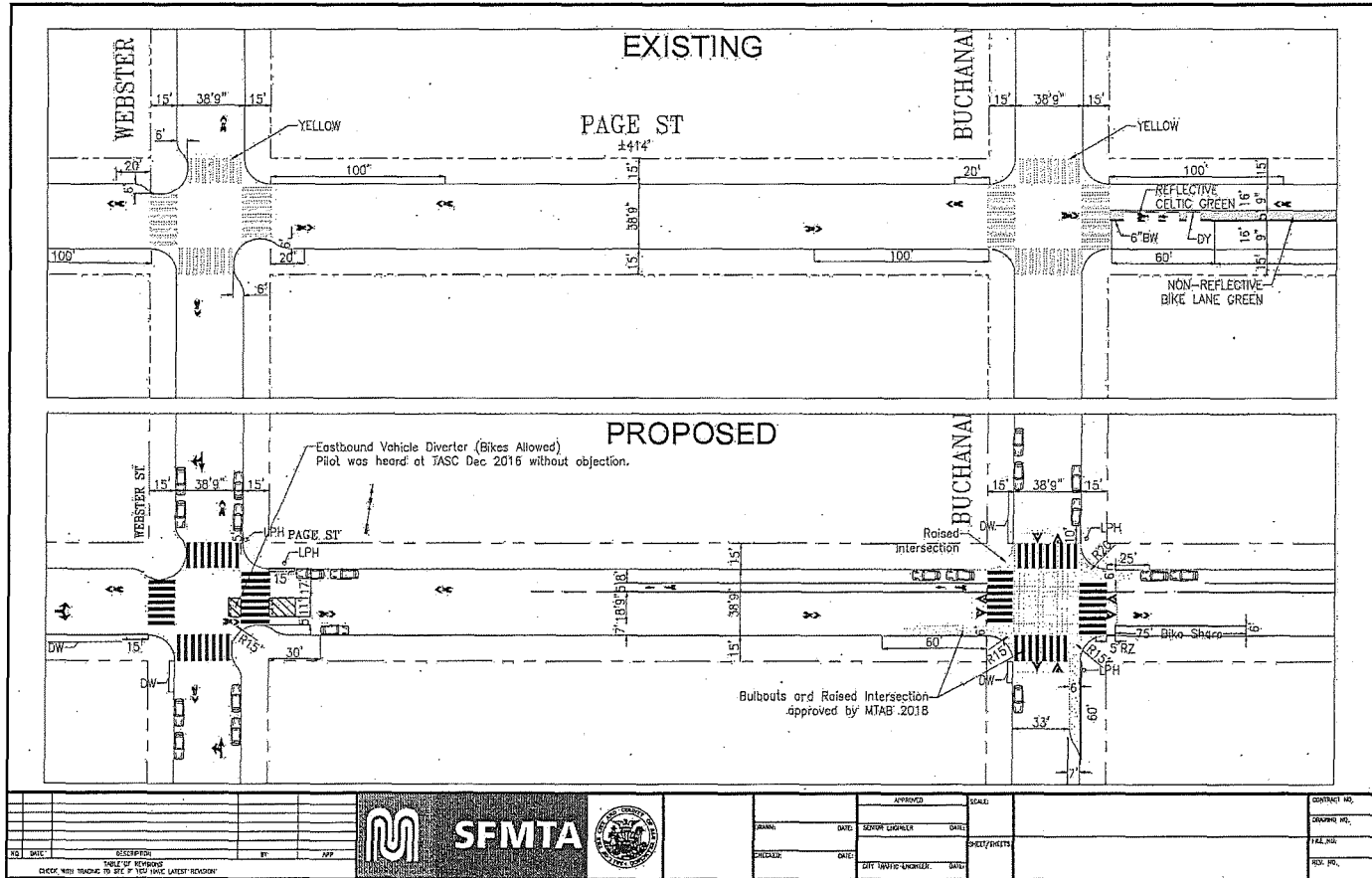
THE OFFICE OF
PLANNING DEPARTMENT

PAGE 22.

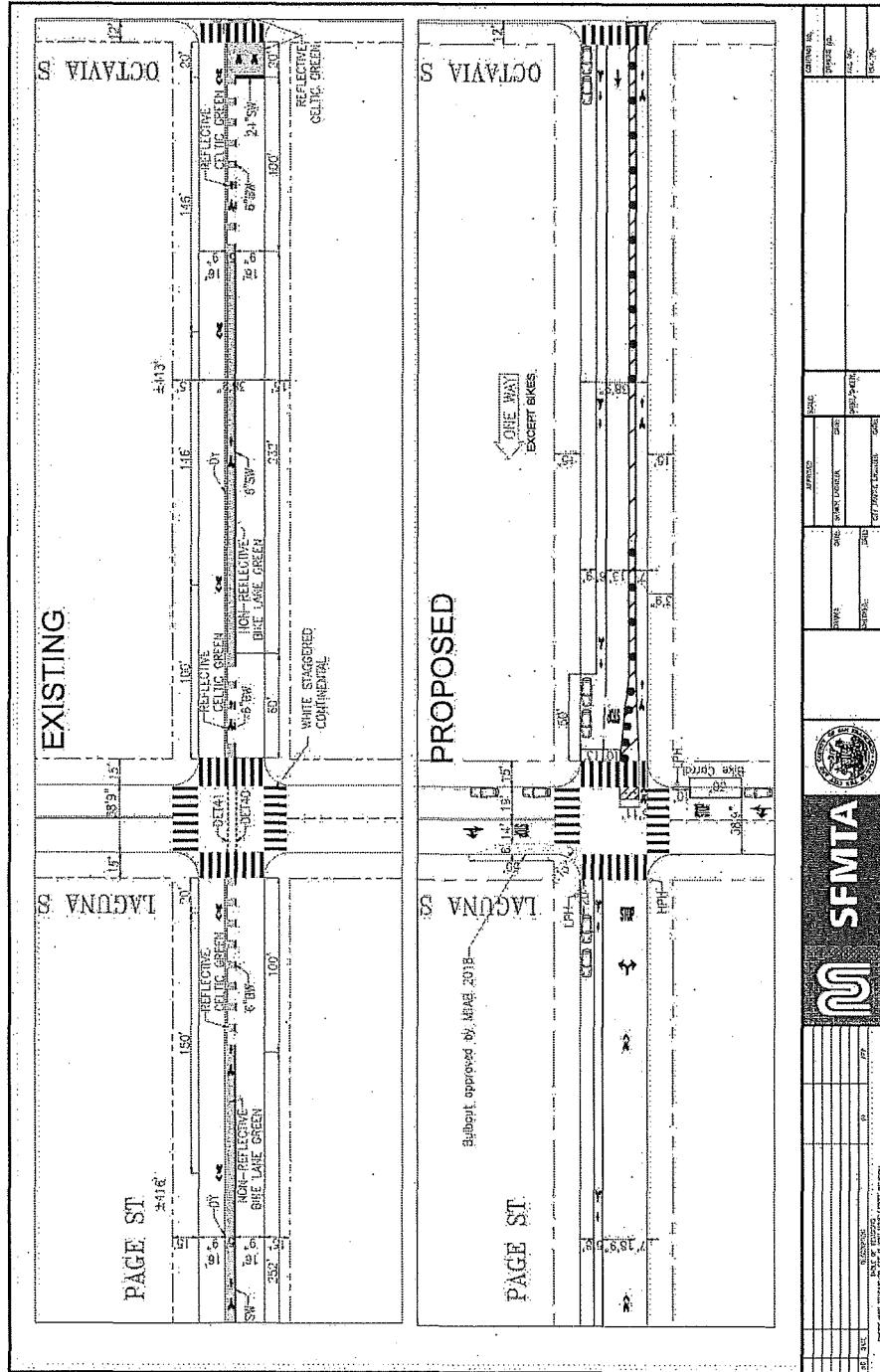
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Enclosure 3 - Existing/Proposed Pilot Project Design Drawings

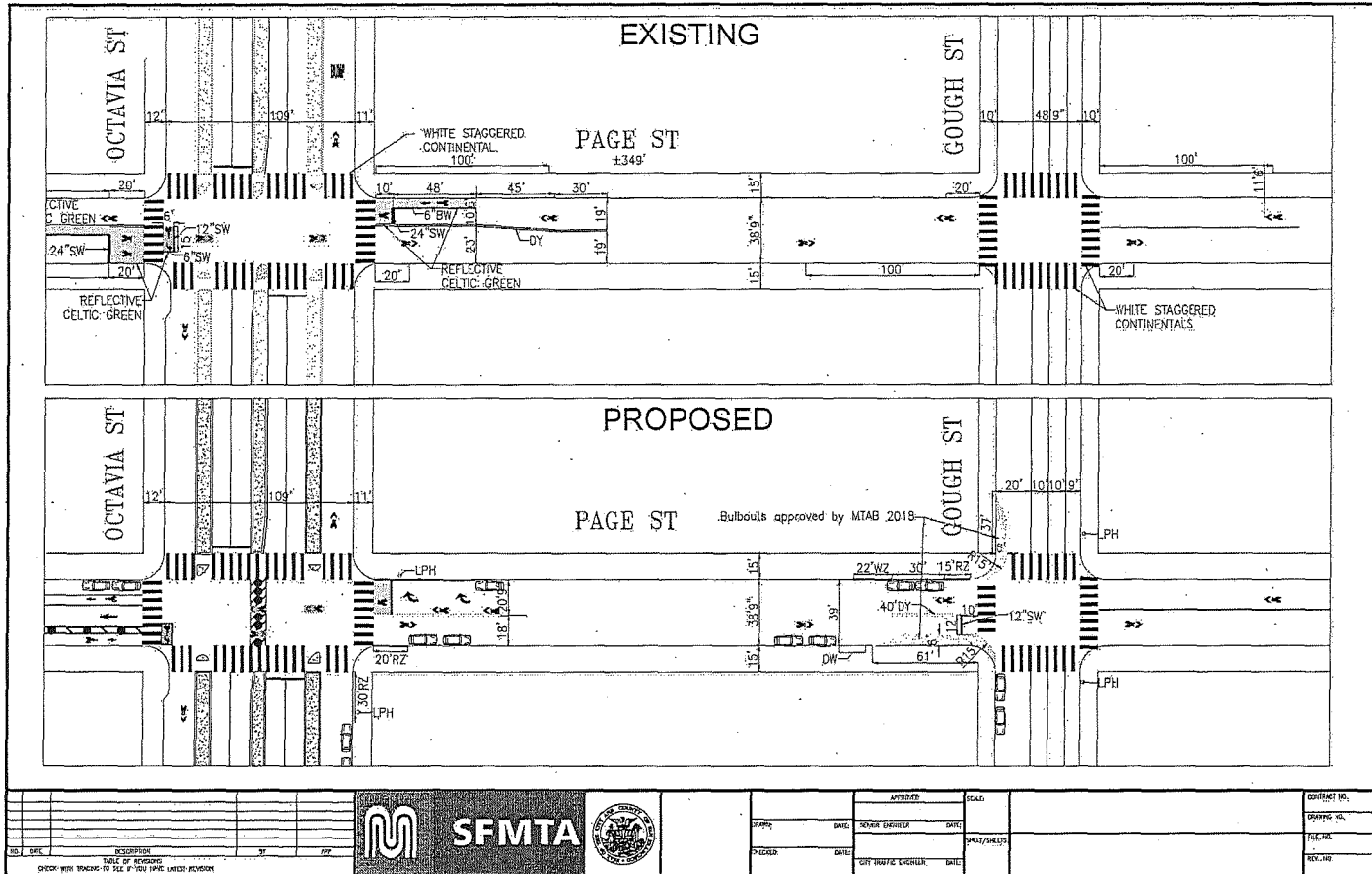
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DESIGNED: _____ DATE: _____	CHECKED: _____ DATE: _____	SUPERVISOR: _____ DATE: _____	ENGINEER: _____ DATE: _____			



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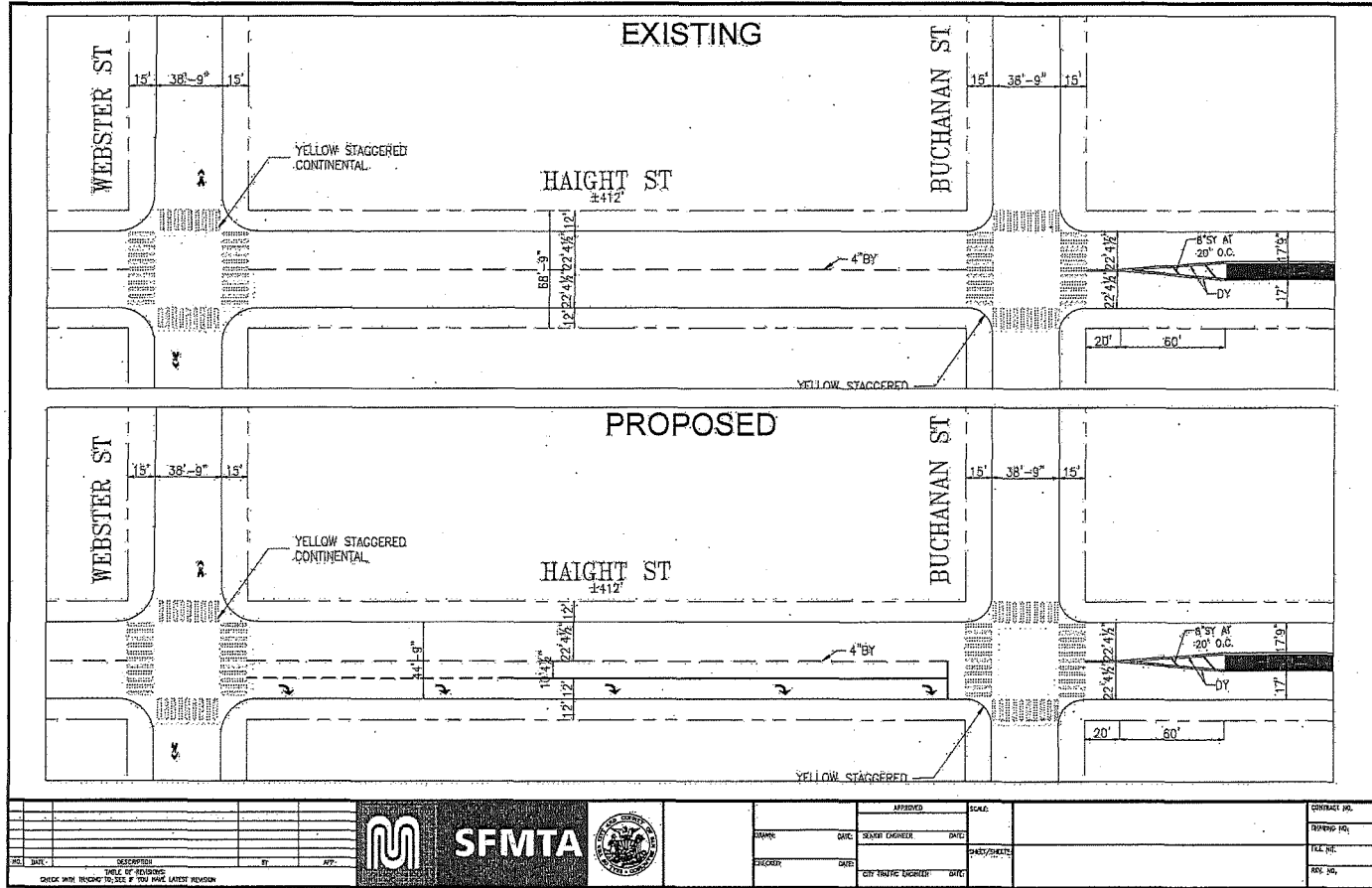


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DATE OF RECORDING: 11/12/18
 CHECK WITH DRAWING TO SEE IF YOU HAVE LATEST REVISION

3286



From: BOS Legislation, (BOS)
To: page364@earthlink.net
Cc: PEARSON, ANNE (CAT); STACY, KATE (CAT); JENSEN, KRISTEN (CAT); Rahaim, John (CPC); Teague, Corey (CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, Don (CPC); Varat, Adam (CPC); Sider, Dan (CPC); Lynch, Laura (CPC); Tumlin, Jeffrey (MTA); Martinsen, Janet (MTA); Breen, Kate (MTA); Ramos, Joel (MTA); Wise, Viktoriya (MTA); Dreger, Mark (MTA); Hue, Melinda (MTA); Boomer, Roberta (MTA); BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Somera, Alisha (BOS); Parks, Jamie (MTA); Kronenberg, Chava (MTA); Hildreth, Casey (MTA); Wietgreffe, Wade (CPC); RUIZ-ESQUIDE, ANDREA (CAT); BOS Legislation, (BOS)
Subject: CONTINUANCE OF HEARING: Appeal of CEQA Determination of Exemption from Environmental Review - Proposed SFMTA Page Street Bikeway Improvements Pilot Project - Appeal Hearing on January 28, 2020
Date: Tuesday, January 21, 2020 1:11:00 PM
Attachments: [image001.png](#)

Good afternoon,

On Wednesday, January 15, 2020, the Office of the Clerk of the Board distributed a public hearing notice that did not meet the required 14-day noticing mandate for the appeal of Categorical Exemption under the California Environmental Quality Act for the proposed Page Street Bikeway Improvements Pilot Project. Pursuant to Administrative Code, Section 31.16(b)(4), the Office of the Clerk of the Board is also required to schedule the initial hearing no less than 21 and no more than 45 days following the appeal filing deadline, and the original regularly scheduled meeting of January 28, 2020, fulfills that obligation.

This email is being sent to notify you that on January 28, 2020, the Board is anticipated to entertain a motion to continue this appeal hearing to the meeting of February 4, 2020, due to the improper noticing. If a motion is made to continue this matter on January 28, 2020, public comment will be taken on the *continuance* of the hearing; the full discussion and public comment for the appeal will be considered at the February 4, 2020, meeting.

Click on the following link to view the [Updated Hearing Notice](#) to reflect the anticipated motion to continue.

Please do not hesitate to contact our office with any questions, and I invite you to review the entire matter on our [Legislative Research Center](#) by following the link below:

[Board of Supervisors File No. 191309](#)

Regards,

Brent Jalipa

Legislative Clerk


Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

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

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

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

Disclosures: Personal information that is provided in communications to the Board of Supervisors is subject to disclosure under

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

From: Wong, Jocelyn (BOS) <jocelyn.wong@sfgov.org>

Sent: Wednesday, January 15, 2020 9:13 AM

To: page364@earthlink.net

Cc: PEARSON, ANNE (CAT) <Anne.Pearson@sfcityattv.org>; STACY, KATE (CAT) <Kate.Stacy@sfcityattv.org>; JENSEN, KRISTEN (CAT) <Kristen.Jensen@sfcityattv.org>; Rahaim, John (CPC) <john.rahaim@sfgov.org>; Teague, Corey (CPC) <corey.teague@sfgov.org>; Sanchez, Scott (CPC) <scott.sanchez@sfgov.org>; Gibson, Lisa (CPC) <lisa.gibson@sfgov.org>; Jain, Devyani (CPC) <devyani.jain@sfgov.org>; Navarrete, Joy (CPC) <joy.navarrete@sfgov.org>; Lewis, Don (CPC) <don.lewis@sfgov.org>; Varat, Adam (CPC) <adam.varat@sfgov.org>; Sider, Dan (CPC) <dan.sider@sfgov.org>; Lynch, Laura (CPC) <laura.lynch@sfgov.org>; Tumlin, Jeffrey (MTA) <Jeffrey.Tumlin@sfmta.com>; Martinsen, Janet (MTA) <Janet.Martinsen@sfmta.com>; Breen, Kate (MTA) <Kate.Breen@sfmta.com>; Ramos, Joel (MTA) <Joel.Ramos@sfmta.com>; Wise, Viktoriya (MTA) <Viktoriya.A.Wise@sfmta.com>; Dreger, Mark (MTA) <Mark.Dreger@sfmta.com>; Hue, Melinda (MTA) <Melinda.Hue@sfmta.com>; Boomer, Roberta (MTA) <Roberta.Boomer@sfmta.com>; BOS-Supervisors <bos-supervisors@sfgov.org>; BOS-Legislative Aides <bos-legislative_aides@sfgov.org>; Calvillo, Angela (BOS) <angela.calvillo@sfgov.org>; Somera, Alisa (BOS) <alisa.somera@sfgov.org>; BOS Legislation, (BOS) <bos.legislation@sfgov.org>
Subject: HEARING NOTICE: Appeal of CEQA Determination of Exemption from Environmental Review - Proposed SFMTA Page Street Bikeway Improvements Pilot Project - Appeal Hearing on January 28, 2020

Good morning,

The Office of the Clerk of the Board has scheduled a hearing for Special Order before the Board of Supervisors on **January 28, 2020, at 3:00 p.m.**, to hear an appeal of a Determination of Exemption from Environmental Review under the California Environmental Quality Act, for the proposed SFMTA Page Street Bikeway Improvements Pilot project.

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

[Public Hearing Notice – January 14, 2020](#)

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

[Board of Supervisors File No. 191309](#)

Thank you,
Jocelyn Wong
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T: 415.554.7702 | F: 415.554.5163
jocelyn.wong@sfgov.org | www.sfbos.org



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

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

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

BOARD of SUPERVISORS



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

NOTICE OF PUBLIC HEARING

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

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

NOTE: A motion may be entertained to continue this Hearing to the Board of Supervisors' meeting of February 4, 2020

Date: Tuesday, January 28, 2020

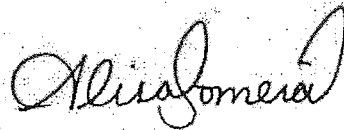
Time: 3:00 p.m.

Location: Legislative Chamber, City Hall, Room 250
1 Dr. Carlton B. Goodlett, Place, San Francisco, CA 94102

Subject: **File No. 191309.** Hearing of persons interested in or objecting to the determination of exemption from environmental review under the California Environmental Quality Act issued as a Categorical Exemption by the Planning Department on September 6, 2019, approved on November 19, 2019, for the San Francisco Municipal Transportation Agency's proposed Page Street Bikeway Improvements Pilot Project involving a 12-month pilot to study the effects of several traffic circulation changes to the area bounded by Fell Street to the north, Market, Gough, and Otis Streets to the south, Fillmore Street to the west, and Gough Street to the east; construction includes re-striping travel lanes and addition of signage located within the Western Addition neighborhood and the Hayes Valley Residential Historic District. (District 5) (Appellants: Mary Miles, on behalf of the Coalition for Adequate Review) (Filed December 18, 2019)

Continues on Next Page

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments to the City prior to the time the hearing begins. These comments will be made part of the official public record in this matter, and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102. Information relating to this matter can be found in the Legislative Research Center at sfgov.legistar.com/legislation. Meeting agenda information relating to this matter will be available for public review on Friday, January 24, 2020.



f Angela Calvillo
Clerk of the Board

From: Wong, Jocelyn (BOS)
To: page364@earthlink.net
Cc: PEARSON, ANNE (CAT); STACY, KATE (CAT); JENSEN, KRISTEN (CAT); Rahaim, John (CPC); Teague, Corey (CPC); Sanchez, Scott (CPC); Gibson, Lisa (CPC); Jain, Devyani (CPC); Navarrete, Joy (CPC); Lewis, Don (CPC); Varat, Adam (CPC); Sider, Dan (CPC); Lynch, Laura (CPC); Tumlin, Jeffrey (MTA); Martinsen, Janet (MTA); Breen, Kate (MTA); Ramos, Joel (MTA); Wise, Viktoriya (MTA); Dreger, Mark (MTA); Hue, Melinda (MTA); Boomer, Roberta (MTA); BOS-Supervisors; BOS-Legislative Aides; Calvillo, Angela (BOS); Somera, Alisa (BOS); BOS Legislation, (BOS)
Subject: HEARING NOTICE: Appeal of CEQA Determination of Exemption from Environmental Review - Proposed SFMTA Page Street Bikeway Improvements Pilot Project - Appeal Hearing on January 28, 2020
Date: Wednesday, January 15, 2020 9:12:53 AM
Attachments: image001.png

Good morning,

The Office of the Clerk of the Board has scheduled a hearing for Special Order before the Board of Supervisors on **January 28, 2020, at 3:00 p.m.**, to hear an appeal of a Determination of Exemption from Environmental Review under the California Environmental Quality Act, for the proposed SFMTA Page Street Bikeway Improvements Pilot project.

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

[Public Hearing Notice – January 14, 2020](#)

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

[Board of Supervisors File No. 191309](#)

Thank you,
Jocelyn Wong
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
T: 415.554.7702 | F: 415.554.5163
jocelyn.wong@sfgov.org | www.sfbos.org



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

The [Legislative Research Center](#) provides 24-hour access to Board of Supervisors legislation, and archived matters since August 1998.

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

BOARD of SUPERVISORS



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

NOTICE OF PUBLIC HEARING

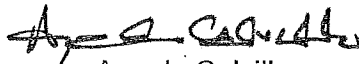
BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

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

- Date:** Tuesday, January 28, 2020
- Time:** 3:00 p.m.
- Location:** Legislative Chamber, City Hall, Room 250
1 Dr. Carlton B. Goodlett, Place, San Francisco, CA 94102
- Subject:** File No. 191309. Hearing of persons interested in or objecting to the determination of exemption from environmental review under the California Environmental Quality Act issued as a Categorical Exemption by the Planning Department on September 6, 2019, approved on November 19, 2019, for the San Francisco Municipal Transportation Agency's proposed Page Street Bikeway Improvements Pilot Project involving a 12-month pilot to study the effects of several traffic circulation changes to the area bounded by Fell Street to the north, Market, Gough, and Otis Streets to the south, Fillmore Street to the west, and Gough Street to the east; construction includes re-striping travel lanes and addition of signage located within the Western Addition neighborhood and the Hayes Valley Residential Historic District. (District 5) (Appellants: Mary Miles, on behalf of the Coalition for Adequate Review) (Filed December 18, 2019)

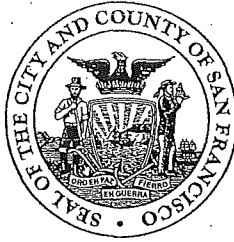
Continues on Next Page

In accordance with Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments to the City prior to the time the hearing begins. These comments will be made part of the official public record in this matter, and shall be brought to the attention of the Board of Supervisors. Written comments should be addressed to Angela Calvillo, Clerk of the Board, City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA, 94102. Information relating to this matter can be found in the Legislative Research Center at [sfgov.legistar.com/legislation](http://sfgov.gov/legistar.com/legislation). Meeting agenda information relating to this matter will be available for public review on Friday, January 24, 2020.



Angela Calvillo
Clerk of the Board

BOARD of SUPERVISORS



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

December 26, 2019

File Nos. 191309-191312

Planning Case No. 2019-015182ENV

Received from the Board of Supervisors Clerk's Office one cash payment and one check, each in the amount of Six Hundred Forty Dollars (\$640), representing the filing fee paid by Mary Miles, on behalf of Coalition for Adequate Review for the appeal of the Categorical Exemption under CEQA for the proposed SFMTA Page Street Bikeway Improvements Pilot Project:

Planning Department

By:

Tony Young
Print Name

[Signature] 12/27/19
Signature and Date

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO
2019 DEC 27 AM 11:00
BY [Signature]

From: [BOS Legislation, \(BOS\)](#)
To: [Mary Miles](#)
Cc: [GIVNER, JON \(CAT\)](#); [PEARSON, ANNE \(CAT\)](#); [STACY, KATE \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [Rahaim, John \(CPC\)](#); [Teague, Corey \(CPC\)](#); [Sanchez, Scott \(CPC\)](#); [Gibson, Lisa \(CPC\)](#); [Jain, Devyani \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lewis, Don \(CPC\)](#); [Varat, Adam \(CPC\)](#); [Sider, Dan \(CPC\)](#); [Starr, Aaron \(CPC\)](#); [Lynch, Laura \(CPC\)](#); [Tumlin, Jeffrey \(MTA\)](#); [Martinsen, Janet \(MTA\)](#); [Breen, Kate \(MTA\)](#); [Ramos, Joel \(MTA\)](#); [Wise, Viktoriya \(MTA\)](#); [Dreger, Mark \(MTA\)](#); [Hue, Melinda \(MTA\)](#); [Boomer, Roberta \(MTA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisha \(BOS\)](#); [BOS Legislation, \(BOS\)](#)
Subject: Appeal of Determination of Exemption from Environmental Review - Proposed SFMTA Page Street Bikeway Improvements Pilot Project - Appeal Hearing on January 28, 2020
Date: Thursday, December 26, 2019 2:10:29 PM
Attachments: [image001.png](#)

Good afternoon;

The Office of the Clerk of the Board has scheduled a hearing for Special Order before the Board of Supervisors on **January 28, 2020, at 3:00 p.m.**

Please find linked below a letter of appeal filed for the proposed SFMTA Page Street Bikeway Improvements Pilot Project, as well as direct links to the Planning Department's determination of timeliness for the appeal, and an informational letter from the Clerk of the Board.

[Appeal Letter - December 19, 2019](#)

[Planning Department Letter - December 23, 2019](#)

[Clerk of the Board Letter - December 24, 2019](#)

You are invited to review the entire matter on our [Legislative Research Center](#) by following the link below.

[Board of Supervisors File No. 191309](#)

Regards,

Brent Jalipa

Legislative Clerk

Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

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

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



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

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

and its committees—may appear on the Board of Supervisors' website or in other public documents that members of the public may inspect or copy.

BOARD of SUPERVISORS



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

December 24, 2019

Mary Miles
364 Page Street, #36
San Francisco, California 94102

**Subject: File No. 191309 - Appeal of CEQA Categorical Exemption
Determination - San Francisco Municipal Transportation Agency - Page
Street Bikeway Improvements Pilot Project**

Dear Ms. Miles:

The Office of the Clerk of the Board is in receipt of a memorandum dated December 23, 2019, from the Planning Department regarding their determination on the timely filing of appeal of the CEQA Categorical Exemption Determination for the proposed San Francisco Municipal Transportation Agency Page Street Bikeway Improvements Pilot Project.

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

Pursuant to Administrative Code, Section 31.16, a hearing date has been scheduled for **Tuesday, January 28, 2020, at 3:00 p.m.**, at the Board of Supervisors meeting to be held in City Hall, 1 Dr. Carlton B. Goodlett Place, Legislative Chamber, Room 250, San Francisco, CA 94102.

Please provide to the Clerk's Office by noon:

20 days prior to the hearing: names and addresses of interested parties to be notified of the hearing, in spreadsheet format; and

11 days prior to the hearing: any documentation which you may want available to the Board members prior to the hearing.

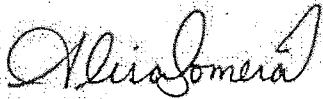
For the above, the Clerk's office requests one electronic file (sent to bos.legislation@sfgov.org) and two copies of the documentation for distribution.

Continues on next page

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

If you have any questions, please feel free to contact Legislative Clerks Brent Jalipa at (415) 554-7712, Lisa Lew at (415) 554-7718, or Jocelyn Wong at (415) 554-7720.

Very truly yours,



f Angela Calvillo
Clerk of the Board

- c: Jon Givner, Deputy City Attorney
- Anne Pearson, Deputy City Attorney
- Kate Stacy, Deputy City Attorney
- Kristen Jensen, Deputy City Attorney
- John Rahaim, Planning Director
- Corey Teague, Zoning Administrator, Planning Department
- Scott Sanchez, Acting Deputy Zoning Administrator, Planning Department
- Lisa Gibson, Environmental Review Officer, Planning Department
- Devyani Jain, Deputy Environmental Review Officer, Planning Department
- Joy Navarette, Environmental Planning, Planning Department
- Don Lewis, Environmental Planning, Planning Department
- Adam Varat, Acting Director of Citywide Planning, Planning Department
- Dan Sider, Director of Executive Programs, Planning Department
- Aaron Starr, Manager of Legislative Affairs, Planning Department
- Laura Lynch, Environmental Planning, Planning Department
- Jeffery Tumlin, Executive Director, Municipal Transportation Agency
- Janet Martensen, Local Government Affairs Liaison, Municipal Transportation Agency
- Kate Breen, Government Affairs Director, Municipal Transportation Agency
- Joel Ramos, Local Government Affairs Manager, Municipal Transportation Agency
- Viktoriya Wise, Chief of Staff, Sustainable Streets Division, Municipal Transportation Agency
- Mark Dreger, Municipal Transportation Agency
- Melinda Hue, Municipal Transportation Agency
- Roberta Boomer, Commission Secretary, Municipal Transportation Agency Board of Directors



Categorical Exemption Appeal Timeliness Determination

DATE: December 23, 2019

TO: Angela Calvillo, Clerk of the Board of Supervisors

FROM: Devyani Jain, Deputy Environmental Review Officer – (415) 575-9051

RE: Appeal Timeliness Determination – SFMTA - Page Street Bikeway Improvements Pilot Project Categorical Exemption; Planning Department Case No. 2019-015182ENV

On December 19, 2019, Mary Miles on behalf of the Coalition for Adequate Review (Appellant) filed an appeal with the Office of the Clerk of the Board of Supervisors of the Categorical Exemption for the proposed San Francisco Municipal Transportation Agency’s (SFMTA’s) Page Street Bikeway Improvements Pilot Project. As explained below, the appeal is timely.

Date of Approval Action	30 Days after Approval Action	Appeal Deadline (Must Be Day Clerk of Board’s Office Is Open)	Date of Appeal Filing	Timely?
Tuesday, November 19, 2019	Thursday, December 19, 2019	Thursday, December 19, 2019	Thursday, December 19, 2019	Yes

Approval Action: On October 31, 2019, the Planning Department issued a Categorical Exemption for the proposed project. The Approval Action for the project was the duly noticed hearing by the SFMTA’s Board of Directors, which occurred on November 19, 2019 (Date of the Approval Action).

Appeal Deadline: Sections 31.16(a) and (e) of the San Francisco Administrative Code state that any person or entity may appeal an exemption determination (including a categorical exemption) to the Board of Supervisors during the time period beginning with the date of the exemption determination (including a categorical exemption) and ending 30 days after the Date of the Approval Action. The 30th day after the Date of the Approval Action was Thursday, December 19, 2019 (Appeal Deadline).

Memo

Appeal Filing and Timeliness: The Appellant filed the appeal of the exemption determination on Thursday, December 19, 2019, prior to the end of the Appeal Deadline. Therefore, the appeal is timely.

From: [BOS Legislation, \(BOS\)](#)
To: [BOS Legislation, \(BOS\)](#); [Rahaim, John \(CPC\)](#)
Cc: [GIVNER, JON \(CAT\)](#); [STACY, KATE \(CAT\)](#); [JENSEN, KRISTEN \(CAT\)](#); [Teague, Corey \(CPC\)](#); [Sanchez, Scott \(CPC\)](#); [Gibson, Lisa \(CPC\)](#); [Jain, Devyani \(CPC\)](#); [Navarrete, Joy \(CPC\)](#); [Lynch, Laura \(CPC\)](#); [Varat, Adam \(CPC\)](#); [Sider, Dan \(CPC\)](#); [Starr, Aaron \(CPC\)](#); [Rosenberg, Julie \(BOA\)](#); [Sullivan, Katy \(BOA\)](#); [Longaway, Alec \(BOA\)](#); [BOS-Supervisors](#); [BOS-Legislative Aides](#); [Calvillo, Angela \(BOS\)](#); [Somera, Alisa \(BOS\)](#)
Subject: Appeal of CEQA Exemption Determination - Proposed SFMTA Page Street Bikeway Improvements Pilot Project
Date: Friday, December 20, 2019 12:35:05 PM
Attachments: [COB Ltr 122019.pdf](#)
[Appeal Ltr 121919.pdf](#)

Good morning, Director Rahaim:

The Office of the Clerk of the Board is in receipt of an appeal of the CEQA Categorical Exemption for the proposed Municipal Transportation Agency's Page Street Bikeway Improvements Pilot Project. The appeal was filed by Mary Miles for the Coalition for Adequate Review.

Please find the attached letter of appeal and timely filing determination request letter from the Clerk of the Board. Kindly review for timely filing determination. Thank you.

Regards,

Brent Jalipa

Legislative Clerk

Board of Supervisors - Clerk's Office

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, CA 94102

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

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

BOARD of SUPERVISORS



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

December 20, 2019

To: John Rahaim
Planning Director

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

Subject: **Appeal of California Environmental Quality Act (CEQA) Determination of Exemption from Environmental Review - SFMTA - Page Street Bikeway Improvements Pilot Project**

An appeal of the CEQA Determination of Exemption from Environmental Review for the proposed San Francisco Municipal Transportation Agency's Page Street Bikeway Improvements Pilot Project was filed with the Office of the Clerk of the Board on December 19, 2019, by Mary Miles for the Coalition for Adequate Review.

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

If you have any questions, please feel free to contact Legislative Clerks Brent Jalipa at (415) 554-7712, Lisa Lew at (415) 554-7718, or Jocelyn Wong at (415) 554-7702.

c: Jon Givner, Deputy City Attorney
Anne Pearson, Deputy City Attorney
Kate Stacy, Deputy City Attorney
Kristen Jensen, Deputy City Attorney
Corey Teague, Zoning Administrator, Planning Department
Scott Sanchez, Acting Deputy Zoning Administrator, Planning Department
Lisa Gibson, Environmental Review Officer, Planning Department
Devyani Jain, Deputy Environmental Review Officer, Planning Department
Joy Navarette, Environmental Planning, Planning Department
Don Lewis, Environmental Planning, Planning Department
Adam Varat, Acting Director of Citywide Planning, Planning Department
Dan Sider, Director of Executive Programs, Planning Department
Aaron Starr, Manager of Legislative Affairs, Planning Department
Julie Rosenberg, Executive Director, Board of Appeals
Katy Sullivan, Legal Assistant, Board of Appeals
Alec Longaway, Legal Process Clerk, Board of Appeals

Print Form

Introduction Form

By a Member of the Board of Supervisors or Mayor

Time stamp
or meeting date

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

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

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

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

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

Sponsor(s):

Clerk of the Board

Subject:

Hearing - Appeal of Determination of Exemption From Environmental Review - SFMTA Page Street Bikeway Improvements Pilot Project

The text is listed:

Hearing of persons interested in or objecting to the determination of exemption from environmental review under the California Environmental Quality Act issued as a Categorical Exemption by the Planning Department on September 6, 2019, approved on November 19, 2019, for the San Francisco Municipal Transportation Agency's proposed Page Street Bikeway Improvements Pilot Project involving a 12-month pilot to study the effects of several traffic circulation changes to the area bounded by Fell Street to the north, Market, Gough, and Otis Streets to the south, Fillmore Street to the west, and Gough Street to the east; construction includes re-stripping travel lanes and addition of signage located within the Western Addition neighborhood and the Hayes Valley Residential Historic District. (District 5) (Appellants: Mary Miles, on behalf of the Coalition for Adequate Review) (Filed December 18, 2019)

Signature of Sponsoring Supervisor: *Alisa Gomez*

For Clerk's Use Only

File No. 191309