BOARD of SUPERVISORS

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November 5, 2012

To: Jon Givner
Deputy City Attorney

From: Madeleine Licavoli
Deputy Director

Subject: Appeal of the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors Action on the Approval of the Fell and Oak Streets Pedestrian and Bicycle Improvement Project and Planning Department's Categorical Exemption Determination from Environmental Review for SFMTA Fell and Oak Streets Bikeways Project

An appeal of the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors action on the approval of the Fell and Oak Streets Pedestrian and Bicycle Improvement Project and Planning Department's categorical exemption determination from environmental review for SFMTA Fell and Oak Streets Bikeways Project was filed with the Office of the Clerk of the Board on November 2, 2012, by Mark Brennan, Howard Chabner, and Ted Loewenberg.

Pursuant to the Interim Procedures of Appeals for Negative Declaration and Categorical Exemptions No. 5, I am forwarding this appeal, with attached documents, to the City Attorney's Office to determine if the appeal has been filed in a timely manner and if SFMTA Board of Directors action on the approval of the above mentioned project is appealable to the Board of Supervisors. The City Attorney's determination should be made within three (3) working days of receipt of this request.

If you have any questions, you can contact Joy Lamug at (415) 554-7712.

c: Angela Calvillo, Clerk of the Board
Kate Stacy, Deputy City Attorney
Marlena Byrne, Deputy City Attorney
Scott Sanchez, Zoning Administrator, Planning Department
Bill Wycko, Environmental Review Officer, Planning Department
AnMarie Rodgers, Planning Department
Tina Tam, Planning Department
Brett Bollinger, Planning Department
Linda Avery, Planning Commission Secretary
Ellen Robinson, Municipal Transportation Agency

FROM:

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

Bill Wycko, Environmental Review Officer
San Francisco Planning Department
1650 Mission St., 4th Floor
San Francisco, CA 94102

DATE: November 2, 2012

NOTICE OF APPEAL TO THE SAN FRANCISCO BOARD OF SUPERVISORS, REQUEST FOR STAY and REVERSAL OF IMPLEMENTATION, and REQUEST FOR REVIEW

This is a Notice of Appeal of the October 16, 2012 actions of the San Francisco Municipal Transportation Agency ("MTA") Board of Directors approving the Oak and Fell Pedestrian and Bicycle Safety Improvements project (the "Oak-Fell Project" or "the Project"). The approval of the Project was an abuse of discretion and a failure to proceed as required by the California Environmental Quality Act ("CEQA") (Pub. Res. Code §§21000 *et seq.*). This is also an appeal of the San Francisco Planning Department's October 4, 2012 Categorical Exemption of the Oak-Fell Project.

The Project is also a violation of the Americans with Disabilities Act, 42 USC Section 12101 *et seq* ("ADA") and California disability rights laws, including California Civil Code Sections 54 *et seq*. (The ADA and California disability rights laws are sometimes referred to collectively herein as the "Disability Rights Laws.")

This is also a Request for Review of the October 16, 2012 MTA Board actions pursuant to the San Francisco Charter §8A.102 (b)(7)(i).

Appellants request an immediate STAY of implementation of the Project and every part of it, pending final determination on this Appeal and Request for Review, and pending full compliance with CEQA and other applicable laws. Also, because MTA has already begun implementing the Project before the time to appeal the actions described in this Appeal and Request for Review has ended, appellants also demand REVERSAL of all implementation of the Project and restoration of pre-Project conditions on all affected streets and sidewalks.

Copies of the MTA Board's October 16, 2012 Resolution #12-129 and the Planning Department's October 4, 2012 Categorical Exemption (Exemption from Environmental Review for the SFMTA Fell & Oak Streets Bikeways Project - Case No. E011.0836E) are attached.

Grounds for this Appeal lie within, but are not limited to, CEQA, the Disability Rights Laws, and other applicable statutes, regulations, and ordinances that may apply, including the following.

1. The categorical exemptions invoked under 14 Cal. Code Regs. (the "Guidelines") Sections 15301(c) and 15304(h) do not apply to the Project, since the Project: (1) has the potential to degrade the quality of the environment; (2) has possible effects that are cumulatively considerable; and (3) will cause substantial adverse effects on human beings, either directly or indirectly. (Pub. Res.Code Section 21083(b).) Therefore the Project cannot be classified as "categorically exempt." There is evidence supporting a fair argument that the Project could cause direct, secondary, and cumulative impacts on parking, traffic, transit, loading, air quality, public safety, and emergency services. Among other things, the Project will cause substantial adverse effects on people who need to park near where they live or work.

2. The claimed mitigations do not effectively mitigate the Project's impacts, and, in any event, cannot be used to claim a categorical exemption.

3. The Oak-Fell Project is part of a larger project, the San Francisco Bicycle Plan (the "Bicycle Plan"). If it applies at all, a categorical exemption must apply to the whole Bicycle Plan project, not just the Oak-Fell segment. The Environmental Impact Report ("EIR") on the Bicycle Plan did not specifically analyze the Oak-Fell Project.

4. The Oak-Fell Project has not received specific environmental review as part of the larger Bicycle Plan or at any other time.

5. The Project does not qualify for an exemption under Guidelines Section15301(c), which consists of the "operation, repair, maintenance, permitting, leasing, licensing, **or minor alteration** of existing public or private structures, facilities, mechanical equipment, or topographical features, **involving negligible or no expansion of use beyond that existing at the time** of the lead agency's determination," (emphasis added) and (c) "Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities…".

The existing conditions are parking lanes, not Class I or Class II bicycle lanes. A parking lane, as defined in the California Streets & Highways Code Section 5871(c), is "a paved area adjacent to the curb which is used **exclusively for on-street parking. It does not include any portion of the street used for through traffic or as a bicycle lane**." (Emphasis added.) The "facility" does not meet this basic definition, since it would **completely remove the parking lane and change its use to a separated bicycle lane for exclusive use of bicyclists.** (S&H Code Section 890.4(a).) These definitions are mutually exclusive, and involve a complete change of use. The Project, therefore, does not fall within the existing facilities exemption under Guidelines Section 15301.

The Project does not consist of mere maintenance or minor alteration, but makes major changes by, among other things: (a) entirely removing the existing parking lanes on City streets; (b) removing around 100 existing parking spaces on Oak and Fell; (c) constructing concrete and other solid structures in the streets next to moving traffic (raised, landscaped traffic islands); (d) impeding visibility and access to driveways; (e) eliminating, reducing or making dangerous and more difficult streetside, emergency, and loading access to residences and businesses on Oak and Fell; (f) constructing numerous concrete bulbouts that impede traffic by making right turns difficult; (g) adjusting traffic signals to reduce traffic speed on a major East-West traffic corridor in San Francisco; (h) eliminating one traffic lane on Oak Street during morning commute hours; and (i) constructing bicycle lanes where they do not now exist.

6. For the same reasons, the Project does not qualify for an exemption under Guidelines Section 15304(h), which consists of "minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees, except for forestry and agricultural purposes," and "creation of bicycle lanes on **existing rights-of-way**." (Emphasis added.) There is no existing right-of-way in the parking lanes on Oak Street and Fell Street for bicycle lanes, since the right-of-way in parking lanes is exclusively for vehicles. (See S&H Code Section 5871(c).) Nor is the Project a "minor" alteration in the condition of land, water, and/or vegetation. Rather it is a major alteration and change of use from a parking lane for exclusive use of parking vehicles to a bicycle lane for exclusive use of riding bicycles.

7. The Project is an exception to any categorical exemption, because substantial evidence supports a fair argument that the Project will have significant impacts on parking, traffic, transit, loading, noise, air quality, public safety, emergency services, and human impacts on two major East-West traffic routes carrying a combined more than 60,000 vehicles per day. (And since many vehicles carry more than one person, the number of drivers and passengers affected will be

more than 60,000 per day.) (Guidelines Section 15300.2; and see Pub. Res. Code Section 21083(b).)

8. Impacts on humans require a mandatory finding of significance, including impeding access to streetside parking, affecting disabled people, seniors, children, families, workers, and emergency, maintenance, construction and delivery services. Loading impacts also affect commercial and passenger loading. The Project will also affect public safety by impairing visibility from driveways. Bulbouts also impair visibility and delay traffic by making right turns more difficult. Asserted mitigations do not mitigate the Project's impacts and cause more impacts that require analysis.

9. Cumulative impacts on parking, traffic, air quality, noise, public safety, and emergency services also exclude the Project from any categorical exemption.

10. The Disability Rights Laws prohibit discrimination on the basis of disability in, among other things, programs of local government, use of streets and sidewalks, and transportation. California Civil Code Section 54(a) provides that "Individuals with disabilities or medical conditions have the same right as the general public to the full and free use of the streets, highways, sidewalks, walkways... public facilities, and other public places." Title II of the ADA requires local governments to provide people with disabilities an equal opportunity to benefit from all of their programs, services and activities. Sidewalks, streets and parking are programs provided by ADA Title II entities, and therefore are subject to ADA requirements.

Although the loss of parking would be a hardship for the large numbers of people who live, visit and work in the neighborhood, it would disproportionately impact people with major mobility disabilities, such as wheelchair users and slow walkers. Many people with mobility disabilities rely heavily on private vehicles. Disabled people park in regular street parking spaces far more often than in designated accessible street parking spaces (blue zones). Many people who use wheelchairs or scooters rely on accessible minivans and vans that have ramps or lifts on the passenger side. In effect, all street parking spaces (except perpendicular and angled spaces, those on the driver's side of a one-way street, and, sometimes, those with sidewalk obstructions such as garbage cans or trees in the exact location of the ramp or lift) are accessible spaces.

The Project would remove all street parking on the South side of Oak, which means that all of the disabled accessible parking spaces would be eliminated for those three blocks. The parking spaces on the North side of Oak would remain, but it would be extremely dangerous for disabled people to use them because the ramp or lift would be deployed into the moving lane. The project includes mitigating the parking loss on Oak and Fell by converting parking spaces on some of the side streets, which are currently parallel parking, into perpendicular or angled parking spaces. This also would eliminate spaces that are currently usable by disabled people, thereby adding to the parking loss on Oak instead of mitigating it. Not only wheelchair and scooter users, but people who walk slowly and with difficulty would also be harmed by the loss of parking spaces on Oak and by the elimination of parallel parking on the side streets.

The Project would also make it more difficult, dangerous and stressful for disabled people, including wheelchair/scooter users and people who have difficulty walking, to be picked up and dropped off in this area, whether by private vehicle, taxi, paratransit or shuttle service.

These effects violate the Disability Rights Laws.

REQUEST FOR STAY and REVERSAL OF IMPLEMENTATION

This is also a Request for an immediate stay of implementation of the Project and any part of it pending final determination on this Appeal and Request for Review, and pending full compliance with CEQA and other applicable laws. Also, because MTA has already begun implementing the Project before the time to appeal the actions described in this Appeal and Request for Review has ended, appellants also demand REVERSAL of all implementation of the Project and restoration of pre-Project conditions on all affected streets and sidewalks.

REQUEST FOR REVIEW PURSUANT TO SAN FRANCISCO CHARTER SECTION 8A.102(b)(7)(i).

This is also a REQUEST FOR REVIEW pursuant to the San Francisco Charter Section 8A.102(b)(7)(i) of the MTA Board's Resolution #12-129 of October 16, 2012, approving the Oak-Fell Project. This Request for Review incorporates all of the grounds stated in the foregoing Appeal, and additionally requests Review by the Board of Supervisors of the City's substantive violations of CEQA, the Disability Rights Laws, and other statutes, regulations, and ordinances.

The Board's action was an abuse of discretion and a failure to proceed under CEQA, since it will cause significant impacts on the environment, including impacts on parking, loading, traffic, transit, and emergency services. The Project also affects accessibility and safety of people with disabilities, and is therefore contrary to the Disability Rights Laws.

The Project also creates public safety hazards by impairing the safety and visibility of drivers accessing driveways. The bulbouts also adversely affect visibility and safety by impairing visibility of oncoming traffic, bicyclists and pedestrians. Bulbouts also worsen congestion and delays.

REMEDIES REQUESTED

1. Set aside all approvals of the Oak-Fell Project, and the October 4, 2012 Categorical Exemption.

2. Declare that any future proposal to implement the same project must be preceded by an environmental impact report fully analyzing all impacts and proposing effective mitigations for each of the Project's possible impacts on parking, traffic, transit, noise, air quality, emergency services, public safety, and human impacts. Cumulative impacts must be analyzed taking into account all past, present, and reasonably foreseeable projects that will also affect traffic, transit, parking, noise, air quality, and public safety on Oak and Fell Streets and the entire area. Spillover and secondary impacts from removal of streetside parking must also be analyzed, along with any impacts caused by mitigations, including traffic congestion caused by signal timing. The analysis must include real-time on-ground traffic counts during AM and PM peak periods, taken at a variety of representative days of the week and times of the year.

3. The EIR must propose effective mitigations that eliminate each of the Project's impacts, including consideration of avoiding each impact altogether by not implementing the Project.

4. The City must implement effective mitigation before Project implementation.

5. The City must propose a plan to effectively comply with the Disability Rights Laws, provide an opportunity for meaningful input and comment on such plan, and incorporate such plan in a revised Project.

6. Further consideration of the Project must be stayed until City has complied with CEQA, the Disability Rights Laws and other applicable statutes and regulations.

7. Such other remedies as may be appropriate.

Appellants will submit more detailed comment and/or briefing in support of this Appeal, Request for Stay and Reversal of Implementation, and Request for Review at or before a hearing by the Board of Supervisors.

With this appeal, appellants do not waive the right to present any and all issues and other public comment in further proceedings on the Project.

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Continued on next page.

Please notify the undersigned of the date of the hearing, all actions on this Appeal, Request for Stay and Reversal of Implementation, and Request for Review, and all actions regarding the Project. Please schedule the hearing not earlier than 30 days from the date of this document.

DATE: November 2, 2012

Mark Brennan

Howard Chabner

Ted Loewenberg

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 12-129

WHEREAS, The San Francisco Municipal Transportation Agency has received numerous public requests to improve conditions for people walking and riding bicycles on Oak Street and Fell Street between Scott Street and Baker Street; and,

WHEREAS, There have been multiple reported pedestrian and bicycle injury collisions on Oak Street and Fell Street between Scott Street and Baker Street; and,

WHEREAS, Goal 1 of The San Francisco Municipal Transportation Agency Strategic Plan is to "Create a safer transportation experience for everyone"; and,

WHEREAS, Goal 2 of The San Francisco Municipal Transportation Agency Strategic Plan is to "Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel"; and,

WHEREAS, The San Francisco Board of Supervisors passed Resolution #10-1319 in 2010 encouraging departments and agencies of the City and County of San Francisco to adopt a goal of 20 percent of trips by bicycle by 2020; and,

WHEREAS, Oak Street, from Baker Street to Scott Street, does not currently have a bicycle facility but was identified in the 2009 San Francisco Bicycle Plan for bicycle improvements; and,

WHEREAS, Fell Street, from Scott Street to Baker Street, has an existing bike lane adjacent to heavy volumes of motor vehicle traffic that many people report feels unsafe; and,

WHEREAS, The San Francisco Municipal Transportation Agency led a comprehensive and inclusive planning process to identify pedestrian and bicycle safety improvements for Oak Street and Fell Street between Scott Street and Baker Street; and,

WHEREAS, The specific changes to the parking and traffic regulations would be as follows:

A. ESTABLISH – CLASS II BIKE LANE
   Oak Street, south side, from Baker to Scott Streets
B. RESCIND – TOW-AWAY, NO STOPPING, 7 AM – 9 AM, EXCEPT SATURDAYS AND SUNDAYS
   Oak Street, north side, from Baker to Divisadero Streets
C. RESCIND – TOW-AWAY LANE MUST TURN LEFT, 7 AM – 9 AM, EXCEPT SATURDAYS AND SUNDAYS
   Oak Street, eastbound left turn onto Divisadero Street
D. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

Fell Street, south side, from Baker to Scott Streets
Oak Street, south side, from Baker to Scott Streets

E. ESTABLISH – LEFT LANE MUST TURN LEFT
Eastbound Oak Street at Baker Street

F. ESTABLISH – NO PARKING ANYTIME
ESTABLISH – SIDEWALK WIDENING (6-FOOT WIDE SIDEWALK EXTENSION)
Fell Street and Scott Street, northwest corner (two-way bulb)
Fell Street, north side, at Scott from 0 to 18 feet westerly
Scott Street, west side, at Fell from 0 to 18 feet northerly
Fell Street, at Divisadero, northwest corner (one-way bulb)
Fell Street, north side, at Divisadero, from 0 to 18 feet westerly
Fell Street at Broderick Street, northwest corner (one-way bulb)
Fell Street, north side, at Broderick from 0 to 18 feet westerly
Fell Street at Broderick Street, northeast corner (two-way bulb)
Fell Street, north side, at Broderick from 0 to 18 feet easterly
Broderick Street, east side, at Fell Street from 0 to 18 feet northerly
Broderick Street at Fell Street, southwest corner (one-way bulb)
Broderick Street, west side, at Fell Street from 0 feet to 18 feet southerly
Fell Street and Baker Street, northwest corner (one-way bulb)
Baker Street, west side, at Fell Street from 0 to 30 feet northerly
Baker Street at Fell Street, northeast corner (two-way bulb)
Fell Street, north side, at Baker Street from 0 to 18 feet easterly
Baker Street, east side, at Fell Street from 0 to 18 feel northerly
Oak Street at Scott Street, northwest corner (one-way bulb)
Scott Street, west side, at Oak Street from 0 to 18 feet northerly
Oak Street and Broderick Street, northeast corner (two-way bulb)
Oak Street, north side, at Broderick Street from 0 to 18 feet easterly
Broderick Street, east side, at Oak Street from 0 to 18 feet northerly
Baker Street and Oak Street, northwest corner (one-way bulb)
Baker Street, west side, at Oak Street from 0 to 30 feet northerly
Oak Street and Baker Street, northeast corner (two-way bulb)
Oak Street, north side, from Baker to 18 feet easterly
Baker Street, east side, from Oak Street to 18 feet northerly
Oak Street and Baker Street, southwest corner (two-way bulb)
Oak Street, south side, at Baker Street from 0 to 18 feet westerly
Baker Street, west side, at Oak Street from 0 to 30 feet southerly

G. RESCIND – BUS STOP
Hayes Street at Broderick Street, north side, 0 feet to 75 feet west of Broderick Street (outbound 21 Hayes line)
Hayes Street at Broderick Street, south side, 0 feet to 75 feet west of Broderick Street (inbound 21 Hayes line)
Hayes Street at Scott Street, north side, 0 feet to 74 feet west of Scott Street (outbound 21 Hayes line)
Hayes Street at Scott Street, south side, 0 feet to 73 feet west of Scott Street (inbound 21 Hayes line)

H. ESTABLISH – 45 DEGREE ANGLED PARKING; BACK-IN

Baker Street, west side, from Fell to Oak Streets

I. ESTABLISH – PERPENDICULAR PARKING
Baker Street, west side, from Oak Street to Haight Street
Scott Street, east side, from Haight Street to Waller Street (existing RPP – Area S)

J. RESCIND – GREEN ZONE
1195 Oak Street, south side, from 19 feet to 38 feet east of Broderick Street (19-foot zone)

K. ESTABLISH – GREEN ZONE
1196 Oak Street, north side, from 0 feet to 19 feet east of Broderick Street (19-foot zone)

L. RESCIND – YELLOW ZONE
1101 Oak Street, south side, from 10 feet to 51 feet west of Divisadero Street (41-foot zone – removes yellow meter #1101 and 1103) (general meter #1105 removed with No Parking Anytime (NPAT) legislation)
1099 Oak Street, south side, from 0 feet to 62 feet east of Divisadero Street (62-foot zone – removes yellow meters #1085, 1087 & 1089)

M. RESCIND – WHITE ZONE
1153 Oak Street, south side, from 208 to 230 feet west of Divisadero (22-foot zone)
1221 Fell Street, from 191.5 to 216.5 feet east of Broderick Street (25-foot zone)

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

WHEREAS, The 2009 Bicycle Plan, which included a Long Term Project on Oak Street between Baker Street and Scott Street, was analyzed at a programmatic level in the 2009 Bicycle Plan Environmental Impact Report ("EIR"), the Bicycle Plan EIR was certified by the Planning Commission on June 25, 2009, and on June 26, 2009 in Resolution 09-105, the SFMTA adopted the 2009 Bicycle Plan and adopted findings under CEQA; and,

WHEREAS, The San Francisco Planning Department has reviewed the Oak and Fell Pedestrian and Bicycle Safety Improvements as proposed herein, and determined that the project is exempt from the California Environmental Quality Act ("CEQA") as a Class 1 (Existing Facilities) and Class 4 (Minor Alterations to Land) categorical exemption, and documentation of this finding is on file with Secretary of the Board of Directors; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Director of Transportation, approves the traffic and parking modifications associated with the Oak and Fell Pedestrian and Bicycle Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 16, 2012.

R. Boomer

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SAN FRANCISCO
PLANNING DEPARTMENT

Certificate of Determination
EXEMPTION FROM ENVIRONMENTAL REVIEW

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Information:
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Case No.:	**2011.0836E**
Project Title:	**SFMTA Fell & Oak Streets Bikeways Project**
Project Location:	Fell & Oak Streets between Baker Street & Scott Street
Neighborhood:	Between Western Addition & Haight-Ashbury Districts
Project Sponsor:	San Francisco Municipal Transportation Agency Ellen Robinson – (415) 701-4322 ellen.robinson@sfmta.com
Staff Contact:	Brett Bollinger – (415) 575-9024 brett.bollinger@sfgov.org

PROJECT DESCRIPTION:

The San Francisco Municipal Transportation Agency (SFMTA) proposes the implementation of new bikeways and pedestrian facility improvements along Fell Street and Oak Street between Baker Street and Scott Street at the border of the Western Addition and Haight-Ashbury neighborhoods. Currently, Fell Street is a three-lane, one-way westbound street with a Class II bike lane running along the south side of the street. Currently, Oak Street is a three-lane, one-way eastbound street with a 12-foot wide AM peak hour traffic lane (7AM-9AM tow-away lane) and at all other times a parking lane. The proposed Fell Street improvements would consist of removing the parking lane on the south side of the street and moving the bike lane adjacent to the southern Fell Street sidewalk, adding a new 5-foot buffer between the bike lane and southern most travel lane. The proposed Oak Street improvements would consist of removing the parking lane on the south side of Oak Street and replacing it with a protected bike lane with a 5-foot buffer. The Project would also rescind the 7AM-9AM tow-away restriction on the north side of Oak Street between Baker Street and Divisadero Street. Additionally, left-turn and right-turn pockets and bike boxes would be added to specific intersection approaches along both Fell and Oak Streets to provide additional space for queuing vehicles yielding to pedestrians. Corner bulbs and advance limit lines would also be added to various intersections. Implementation of the proposed improvements would result in a net loss of fifty-five (55) on-street parking spaces in the project area.

EXEMPT STATUS:

Categorical Exemption, Class 1 and Class 4 [State CEQA Guidelines Sections 15301(c) 15304(h)]

DETERMINATION:

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

BILL WYCKO
Environmental Review Officer

October 4, 2012
Date

cc: Ellen Robinson, SFMTA
Supervisor Olague, District 5

PROJECT DESCRIPTION (CONT'D):

The Fell Street and Oak Street Bikeway project area includes the following roadway segments:

- Fell Street from Baker Street to Scott Street
- Oak Street from Baker Street to Scott Street
- Hayes Street from Baker Street to Scott Street
- Baker Street from Fell Street to Haight Street
- Broderick Street from Fell Street to Page Street
- Scott Street from Fell Street to Waller Street

FELL STREET

Currently, Fell Street is a three-lane, one-way westbound street with (from south side to north side) a 7'-3" wide parking lane, a 5' wide bike lane, three 9'-6" foot travel lanes, and an 8' wide parking lane (see **Figure 1**). The Project would upgrade the existing 5' wide, Class II bike lane on south side of the street to a curb-side, 7'-3" wide Class I bike lane with a 5' wide striped buffer. On-street parking would be prohibited on the south side of Fell Street but motor vehicle access and egress from commercial and residential driveways would be preserved (i.e., motorists would be allowed to cross the buffer and bike lane to access driveways). At locations more than 10 feet from any driveways, raised, landscaped traffic islands would be installed in the buffer area to physically separate the bike lane from the motor vehicle travel lanes. The Project would result in (from south side to north side) a 7'3" wide bike lane, a 5' wide striped and landscaped buffer, three 9'-6" travel lanes, and an 8' parking lane (see **Figure 1**).

For the Fell Street approach to Divisadero Street, the striped buffer would terminate and the bike lane would shift from the curbside to the right side of the existing left-turn pocket. A green bike box would be installed in front of the left-turn pocket and bike lane at the intersection. (See **Figure 2**)

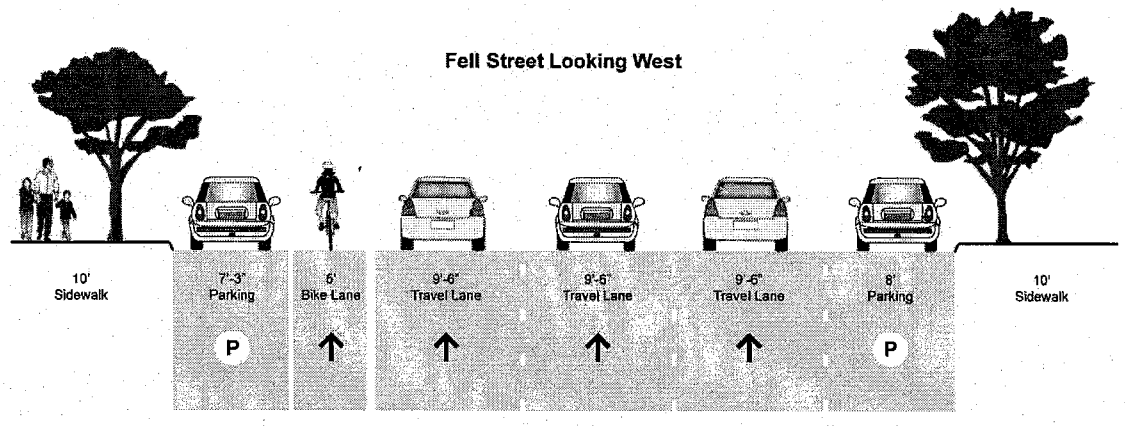
At the intersections of Fell Street with Broderick and Baker streets, left-turn pockets would be added. On the approach to the intersections, the new bikeway would merge with the left turn pocket and green-backed sharrow markings would indicate that cyclists should continue through the middle of the turn pocket to proceed straight through the intersection. Yield lines would indicate that drivers are required to yield to cyclists as they transition into the turn pocket. (See **Figures 3 and 4**)

Advance limit lines,[1] 12"- or 24"-wide white lines placed at least 4 feet in advance of a crosswalk, would be installed across the Fell Street approaches to all intersections in the study area. All crosswalks on Fell Street between Scott and Baker Streets would be enhanced with continental "ladder" markings. No signal timing or phasing changes are proposed along Fell Street as part of the Project. Corner bulbouts would be installed at the intersections of Fell Street with Scott Street, Divisadero Street, Broderick Street and Baker Street. The specific locations of bulbouts are described on page 10 and in **Table 1** on page 11.

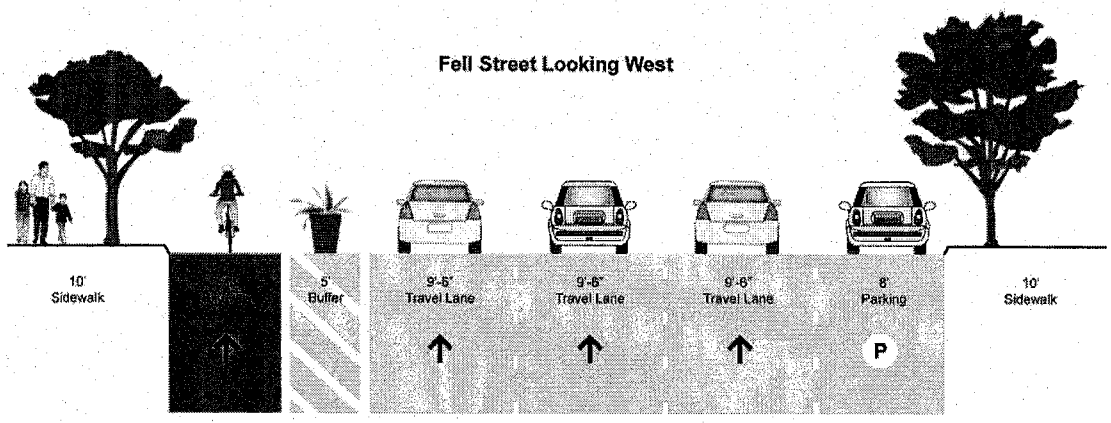
[1] Standard limit lines are placed preferably between 4 and 20 feet in advance of marked crosswalks at signalized intersections to encourage motorists to stop farther away from the marked crosswalk. An advance limit line increase pedestrian visibility to vehicles and reduces the number of vehicles encroaching on the crosswalk.

Figure 1

Existing Fell Street Cross Section

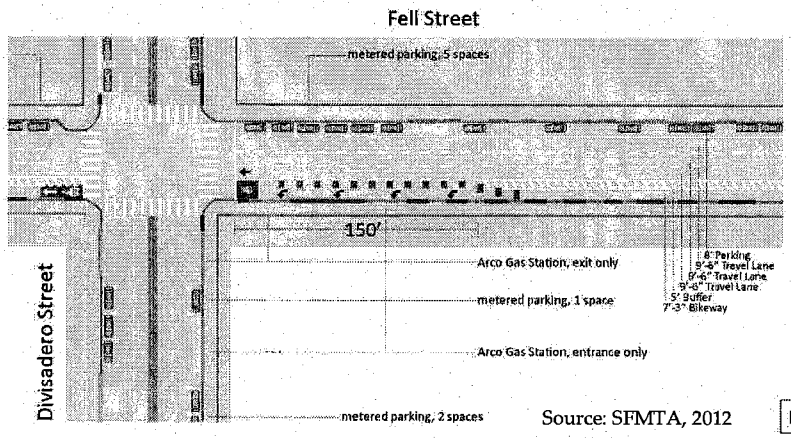


Proposed Fell Street Cross Section



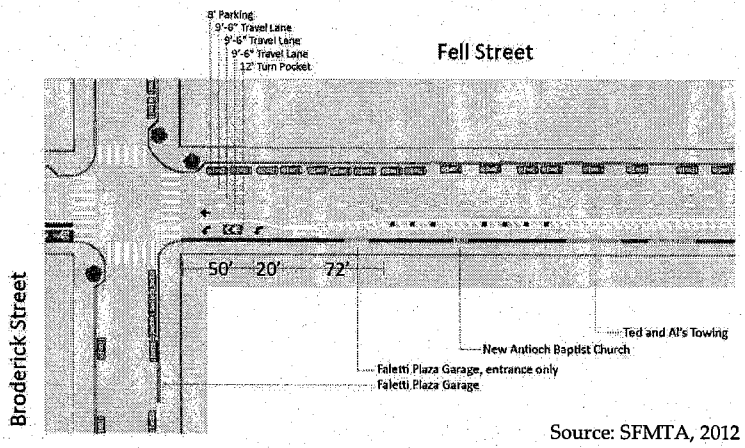
Source: SFMTA, 2012

Figure 2
Fell Street Approaching Divisadero Street



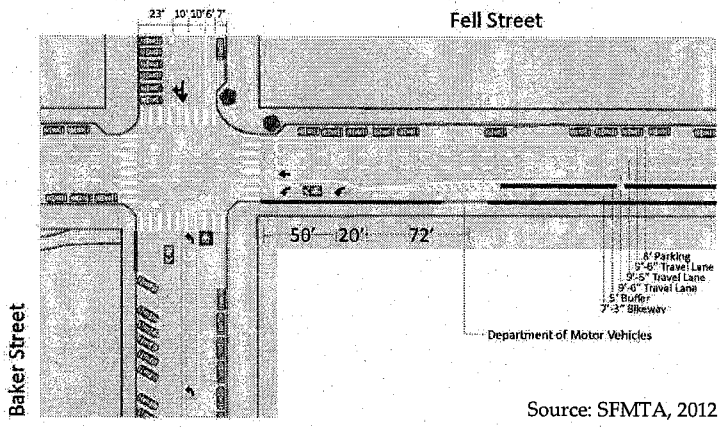
Source: SFMTA, 2012

Figure 3
Fell Street Approaching Broderick Street



Source: SFMTA, 2012

Figure 4
Fell Street Approaching Baker Street



Source: SFMTA, 2012

OAK STREET

Currently, Oak Street is a three-lane one-way eastbound street with (from south side to north side) an 8' 3" wide parking lane, three 9' 6" foot travel lanes, and a 12-foot wide AM peak hour (7AM-9AM) tow-away lane and at all other times a parking lane (see **Figure 5**). The Project would establish a curb-side, 7'-3" wide Class II bike lane with a 5' wide striped buffer on the south side of Oak Street. On-street parking would be prohibited on the south side of Oak Street but motor vehicle access and egress from commercial and residential driveways would be preserved. At locations more than 10 feet from any driveways, raised, planted traffic islands would be installed in the buffer area to physically separate the bike lane from the motor vehicle travel lanes. The existing AM peak hour tow-away restriction on the north side of Oak Street between Baker and Divisadero streets would be rescinded and a permanent 8' parking lane would be maintained. The removal of the tow-away lane would reduce the amount of travel lanes on this segment of Oak Street during the AM commute from four to three lanes. Implementation of the proposed Project would result in (from south side to north side) a 7'3" bike lane, a 5' striped and landscaped buffer, three 9' 6" travel lanes, and an 8' parking lane (see **Figure 5**).

At the intersection of Oak Street and Baker Street, an exclusive left-turn traffic signal phase would be added for cyclists and drivers turning left from southbound Baker Street to Oak Street. A bike box would be installed at the front of the turn pocket for cyclists to wait before turning left onto eastbound Oak Street. (**Figure 6**)

At the intersection of Oak Street and Broderick Street, a bicycle traffic signal would be installed to give eastbound cyclists in the bike lane on Oak Street a green light in advance of eastbound motor vehicles to reduce potential merging conflicts between through cyclists and right turning motorists further east on Oak Street at Divisadero Street. (**Figure 6**)

At the Oak Street approach to Divisadero Street, a right-turn pocket would be added. The design of the new right-turn lane, bike lane and bike box on this approach would be similar to the left-turn design at the Fell and Divisadero Streets intersection described above. (**Figure 7**)

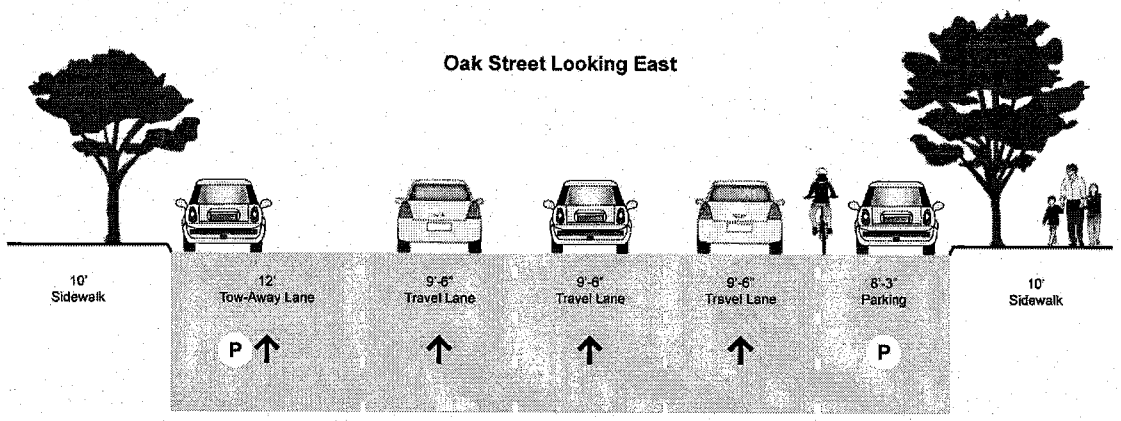
At the Oak Street approach to Scott Street, a right-turn pocket would be added. A green-backed sharrow and yield line would indicate that drivers should yield to cyclists as they merge into the turn lane, similar to the treatments at Fell and Baker streets and Fell and Broderick streets. (**Figure 8**)

Traffic signal timings and offsets would be adjusted at the intersections of Oak and Baker streets and Oak and Broderick streets. The signal timing at the Oak and Divisadero Streets intersection would be unchanged, as would the offset between this signal and the other signals along Divisadero Street.

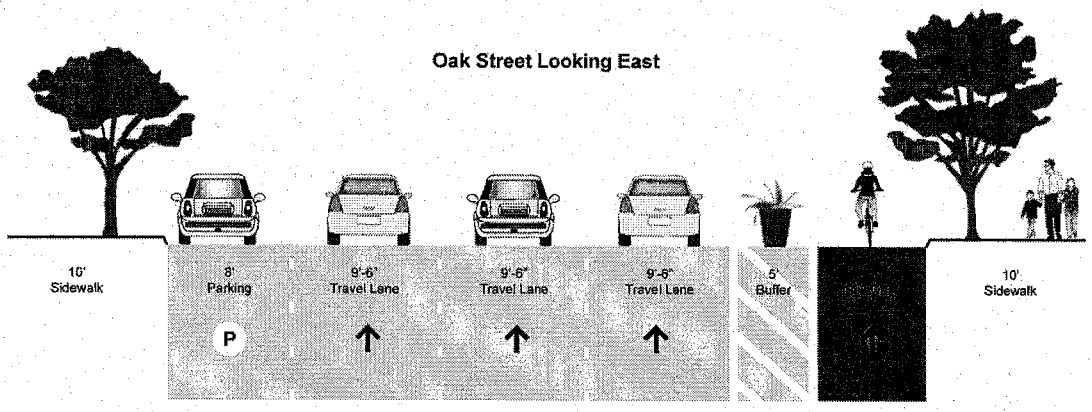
Advance limit lines, 12"- or 24"-wide white lines placed at least 4 feet in advance of a crosswalk, would be installed across the Oak Street approaches to all intersections in the study area. All crosswalks on Oak Street between Scott and Baker streets would be enhanced with continental "ladder" markings. Corner bulbouts would be installed at the intersections of Oak Street with Baker, Broderick and Scott streets. The specific locations of bulbouts are described on page 10 and in **Table 1** on page 11.

Figure 5

Existing Oak Street Cross Section

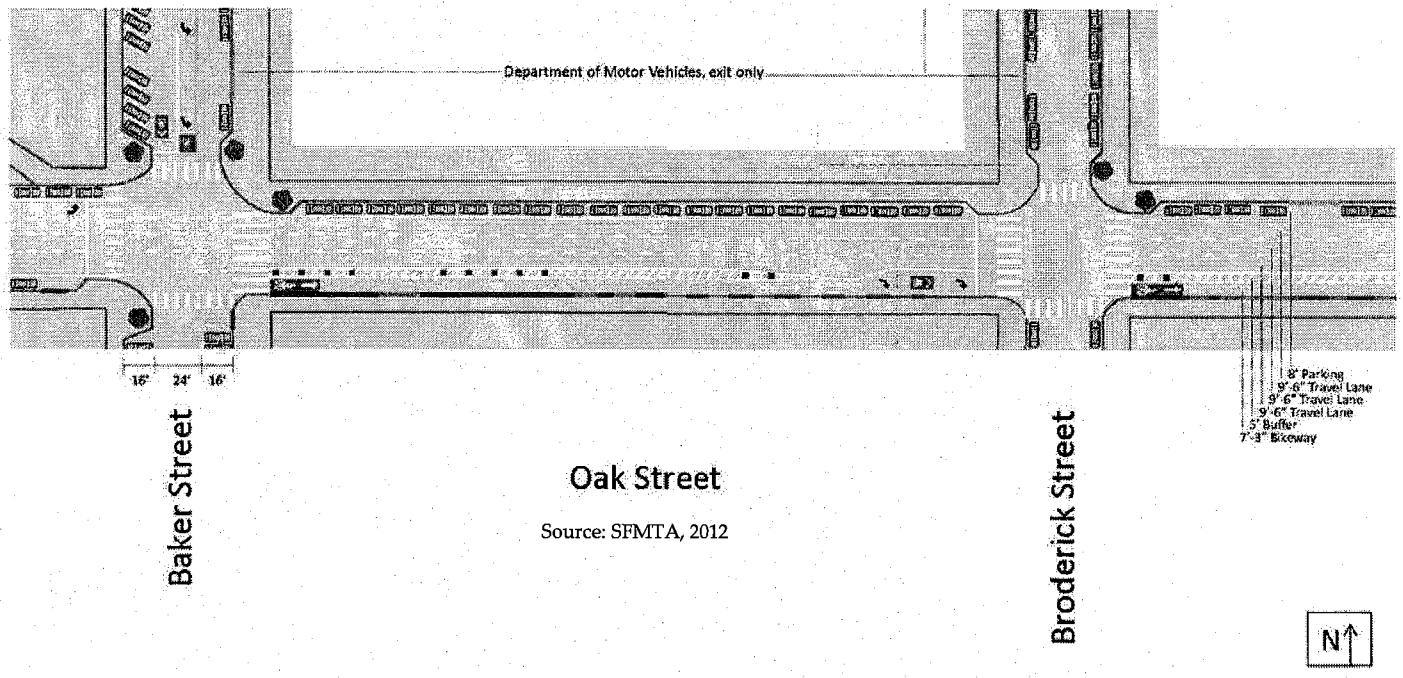


Proposed Oak Street Cross Section



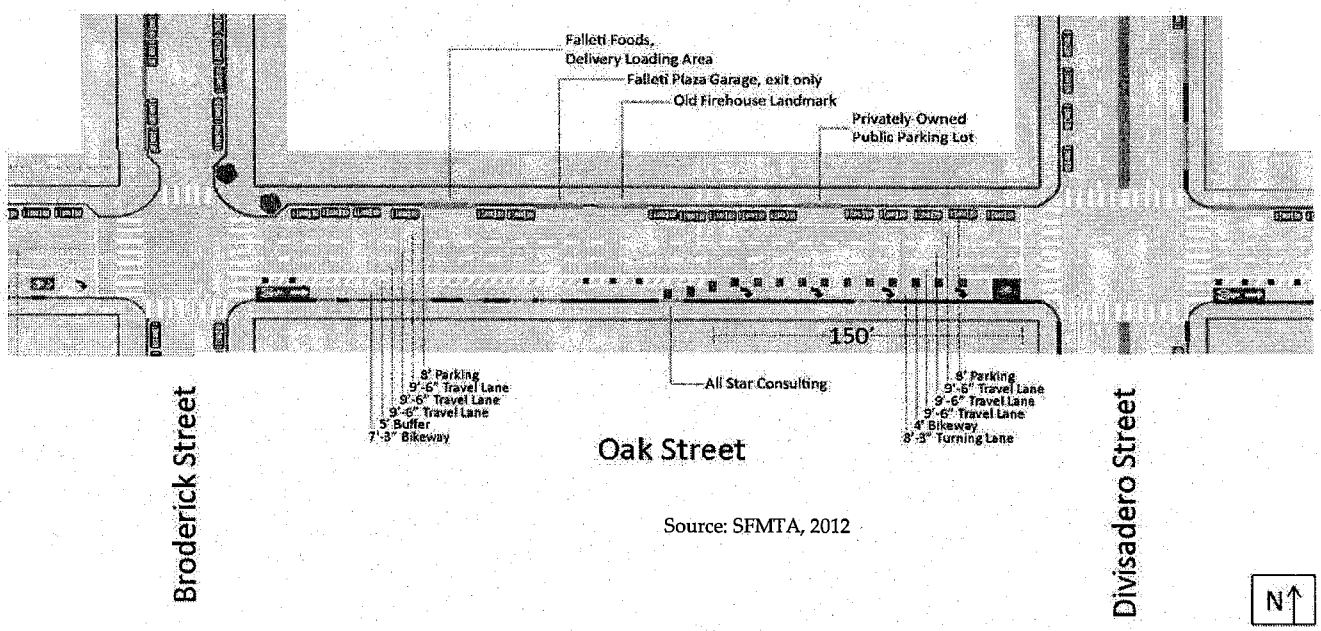
Source: SFMTA, 2012

Figure 6
Oak Street Approaching Broderick & Baker Streets



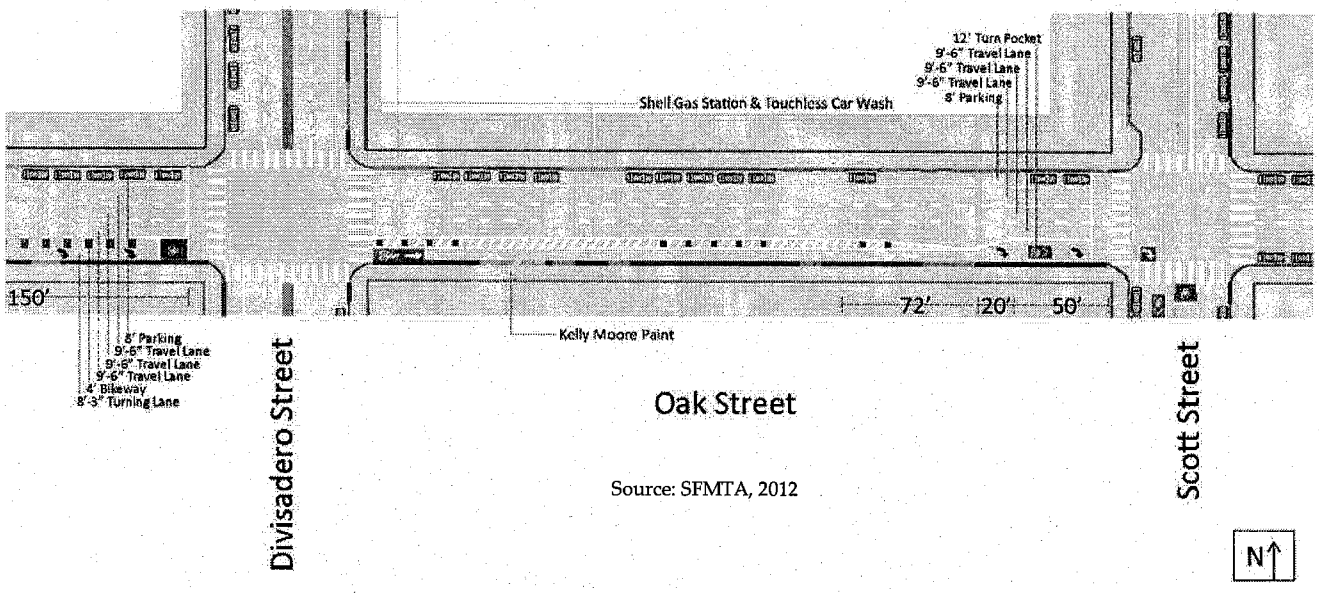
Source: SFMTA, 2012

Figure 7
Oak Street Approaching Divisadero & Broderick Streets



Source: SFMTA, 2012

Figure 8
Oak Street Approaching Scott Street



Source: SFMTA, 2012

PROJECT AREA PEDESTRIAN, TRANSIT, PARKING, & LANE CHANGES

The changes proposed by the Project would result in enhanced pedestrian facilities, the removal of traffic lanes, the removal of four bus stops, and a net loss of 55 parking spaces within the project area. These parking changes would affect Fell Street, Oak Street (described in the sections above), Baker Street, Broderick Street, Divisadero Street, Scott Street, and Hayes Street in the project area. No other streets would be affected. (See **Table 1** and **Figures 9, 10, & 11)**

Baker Street

Between Fell and Oak Streets, Baker Street would be reduced from two lanes in each direction to one through lane with exclusive left-turn pockets in each direction. The existing parallel on-street parking on the west side of Baker Street from Fell Street to Oak Street would be converted to back-in angled parking, and the existing parallel on-street parking on the west side of Baker Street from Oak Street to Haight Street would be converted to perpendicular parking. Existing southbound sharrow markings between Fell Street and Page Street would be relocated to the center of the travel lane adjacent to the new angled/perpendicular parking, approximately 22 feet from the curb, to avoid conflicts between bicyclists and motor vehicles backing into or out of parking spaces. (See **Figure 9**)

Broderick Street

No lane geometry changes are proposed for the Broderick Street approaches to Fell or Oak streets. On Oak Street at Broderick a bicycle lead phase would be added which would result in a shortened green timing phase for Broderick Street. Adequate pedestrian crossing time would be maintained.

Divisadero Street

No lane geometry changes are proposed for the Divisadero Street approaches to Fell or Oak streets and no signal timing changes are proposed.

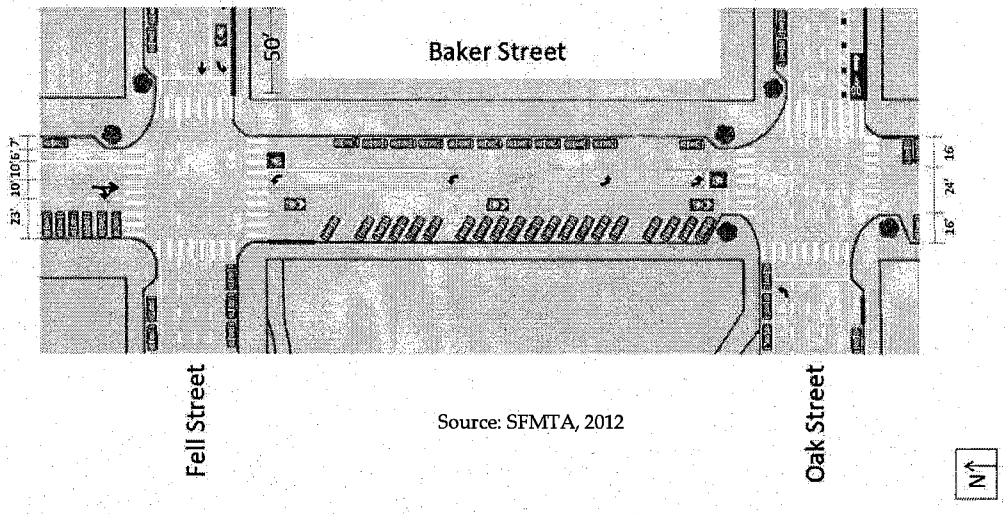
Scott Street

Existing on-street parking on the east side of Scott Street between Haight and Waller Streets would be converted from parallel to perpendicular parking. No lane geometry or traffic signal timing changes are proposed for the Scott Street approaches to Fell or Oak streets. (See **Figure 10**)

Hayes Street

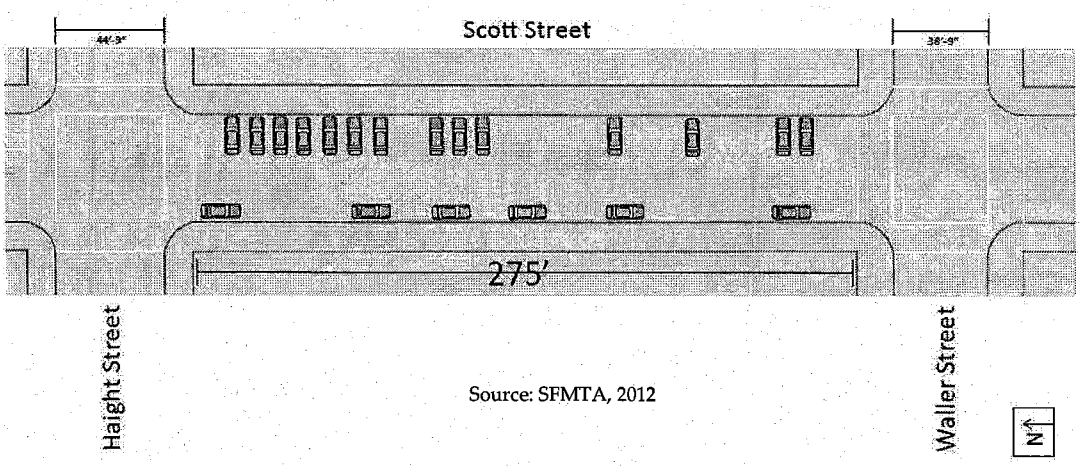
The inbound and outbound 21 Hayes bus stops at Scott Street and Broderick Street would be converted to on-street parallel parking to offset parking losses nearby on Oak and Fell streets. The existing stops at Masonic Avenue, Central Avenue, Lyon Street, Baker Street Divisadero Street and Pierce Street would remain. Within the Project vicinity, the 21 Hayes route contains bus stops at every block, and the proposed removal of the bus stops are in locations where slopes/grades would not pose a problem for accessibility. The new stop spacings created as a result of the consolidations would be within the SFMTA's stop spacing guidelines. (See **Figure 11**)

Figure 9
Baker Street between Fell Street and Oak Street



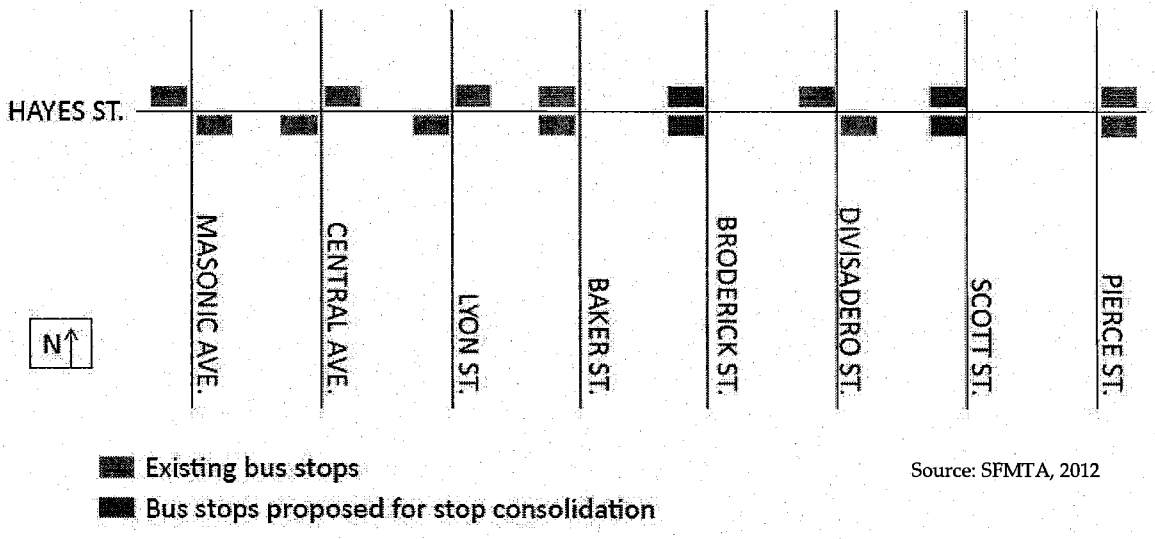
Source: SFMTA, 2012

Figure 10
Scott Street between Waller Street and Haight Street



Source: SFMTA, 2012

Figure 11
Hayes Street Bus Stop Consolidation



Source: SFMTA, 2012

Pedestrian Improvements
Corner bulbs would be added at the following 13 locations:

- Fell Street and Scott Street, northwest corner (two-way bulb)
- Fell Street, at Divisadero, northwest corner (one-way bulb)
- Fell Street at Broderick Street, northwest corner (one-way bulb)
- Fell Street and Broderick Street, northeast corner (two-way bulb)
- Broderick Street at Fell Street, southwest corner (one-way bulb)
- Baker Street at Fell Street, northwest corner (one-way bulb)
- Fell Street and Baker Street, northeast corner (two-way bulb)
- Scott Street at Oak Street, northwest corner (one-way bulb)
- Oak Street and Broderick Street, northwest corner (two-way bulb)
- Oak Street and Broderick Street, northeast corner (two-way bulb)
- Oak Street and Baker Street, northeast corner (two-way bulb)
- Oak Street and Baker Street, southwest corner (two-way bulb)
- Baker Street at Oak Street, northwest corner (one-way bulb)

Overall, implementation of the Project as proposed would result in a net loss of 55 on-street parking spaces. Approximately 88 spaces would be removed along Oak and Fell Streets for installation of the curbside cycletracks, and an additional 13 spaces would be removed at Oak and Fell Street intersections to accommodate new corner bulbs. Approximately 33 spaces would be gained through the conversion of 34 existing parallel parking spaces on Baker and Scott Streets into 67 angled and perpendicular spaces. An additional 13 spaces would be gained on Hayes Street from the removal of four existing 21 Hayes bus stops. The existing on-street parking supply in area bounded by Scott, Hayes, Baker and Page streets is approximately 590 spaces. The Project does not include any changes to existing off-street parking or loading facilities. Changes to on-street parking conditions due to the proposed improvements are detailed in **Table 1**.

Table 1: Fell & Oak Bikeways Parking Changes

Location	Project Element	Spaces Gained (Lost)
Oak St. between Baker and Broderick, south side	Curbside cycletrack	(14)
Oak St. between Broderick and Divisadero, south side	Curbside cycletrack	(12)
Oak St. between Divisadero and Scott, south side	Curbside cycletrack	(17)
Fell St. between Baker and Broderick, south side	Curbside cycletrack	(21)
Fell St. between Broderick and Divisadero, south side	Curbside cycletrack	(14)
Fell St. between Divisadero and Scott, south side	Curbside cycletrack	(10)
Total Spaces Removed for Cycletracks		*(88)*
Oak St. and Baker St., southwest corner	Corner bulb	(1)
Oak St. and Baker St., northeast corner	Corner bulb	(1)
Oak St. and Broderick St., northeast corner	Corner bulb	(2)
Oak St. and Broderick St., northwest corner	Corner bulb	(1)
Fell St. and Baker St., northeast corner	Corner bulb	(1)
Fell St. and Baker St., northwest corner	Corner bulb	(2)
Fell St. and Broderick St., southwest corner	Corner bulb	(1)
Fell St. and Broderick St., northwest corner	Corner bulb	(1)
Fell St.and Broderick St., northeast corner	Corner bulb	(2)
Fell St. and Divisadero St., northwest corner	Corner bulb	(1)
Total Spaces Removed for Corner Bulbs		*(13)*
Baker St. between Fell and Oak, west side	Back-in angled parking	11
Baker St. between Oak and Page, west side	Perpendicular parking	11
Baker St. between Page and Haight, west side	Perpendicular parking	4
Scott St. between Haight and Waller	Perpendicular parking	7
Total Spaces Added by Converting Parallel Parking to Angled		*33*
Hayes St. between Baker and Broderick, south side	Bus stop removal	4
Hayes St. between Baker and Broderick, north side	Bus stop removal	4
Hayes St. between Divisadero and Scott, south side	Bus stop removal	4
Hayes St. between Divisadero and Scott, north side	Bus stop removal	1
Total Spaces Added from Bus Stop Removal		*13*
Total Net Parking Space Gain (Loss)		**(55)**

REMARKS:

Transportation

Traffic-Level of Service Analysis

OAK STREET

An intersection Level of Service (LOS) analysis was conducted for the intersections of Oak Street with Scott Street, Divisadero Street, Broderick Street and Baker Street for the AM peak hour (8AM-9AM). Since Oak Street is a one-way eastbound street, the Project analyzed the AM peak hour to capture the part of the day Oak Street experiences the highest amount of traffic volumes due to the eastbound AM commute times. The table below shows the AM peak our levels for the Oak Street intersections with and without the proposed Project under existing and cumulative conditions.

Table 2
Oak Street Intersections LOS Analysis

	AM Peak Hour LOS/Average Delay/Seconds			
Intersection	Existing Conditions	Existing Plus Project	2035 Cumulative No Project	2035 Cumulative Plus Project
Oak St /Scott St	LOS B /10 sec.	LOS A/9 sec.	LOS B/11 sec.	LOS B/10 sec.
Oak St/Divisadero St	LOS C/21 sec.	LOS C/23 sec.	LOS C/25 sec.	LOS C/27 sec.
Oak St/Broderick St	LOS A/6 sec.	LOS A/7 sec.	LOS A/6 sec.	LOS A/8 sec.
Oak St/Baker St	LOS A/9 sec.	LOS C/22 sec.	LOS B/12 sec.	LOS C/28 sec.

Source: SFMTA, 2012

Existing Conditions

Under Existing conditions, the intersection of Oak Street and Scott Street operates at LOS B, with an average of 10 seconds of delay for all vehicles. With implementation of the Project, this intersection would reduce average intersection delay by one (1) second, causing the intersection to operate at LOS A. The intersection LOS improvement is a result of adding an eastbound right-turn pocket. The intersection of Oak Street and Divisadero Street currently operates at LOS C with an average of 21 seconds of delay for all vehicles. With implementation of the Project, this intersection would continue to operate at LOS C, with an increase of two (2) seconds of average delay. The intersection of Oak Street and Broderick Street currently operates at LOS A with an average delay of six (6) seconds for all vehicles. With implementation of the Project, this intersection would continue to operate at LOS A, with an increase of one (1) second of average delay. The intersection of Oak Street and Baker Street currently operates at a LOS A, with an average delay of nine (9) seconds for all vehicles. The Project would increase the average delay by 13 seconds, causing the intersection to operate at LOS C.

The LOS calculations for Existing Plus Project volumes indicate that all intersections operate at acceptable LOS for the AM peak hour. Therefore, the proposed Project would not have any significant traffic impacts under Existing Plus Project conditions.

2035 Cumulative Conditions

Future year 2035 Cumulative traffic volumes were developed in order to assess local cumulative developments which result in increases in traffic volumes. For the future year 2035, cumulative intersection traffic volumes for the AM peak hour were estimated based on growth rates developed for the study area from data taken from the City and County of San Francisco Transportation Authority

(SFCTA) travel demand model for the weekday PM and AM peak hours. These 2035 cumulative traffic volumes account for growth due to cumulative development in the City and the entire Bay Area.

Under 2035 Cumulative No Project conditions, the intersection of Oak Street and Scott Street would operate at LOS B, with an average delay of ten (11) seconds for all vehicles. With implementation of the proposed project, this intersection would continue to operate at LOS B with a decrease in delay of one (1) second. The intersection of Oak Street and Divisadero Street under 2035 Cumulative No Project conditions would operate at LOS C with an average delay of 25 seconds for all vehicles. With implementation of the Project, this intersection would continue to operate at LOS C under 2035 Cumulative conditions, with an increase of two (2) seconds of average delay. The intersection of Oak Street and Broderick Street under 2035 Cumulative No Project conditions would operate at LOS A with an average delay of six (6) seconds for all vehicles. With implementation of the Project, this intersection would continue to operate at LOS A, with an increase of two (2) second of average delay. The intersection of Oak Street and Baker Street under 2035 No Project Cumulative conditions would operate at LOS B with an average delay of 12 seconds for all vehicles. Implementation of the proposed Project would result in a sixteen-second (16) increase in average vehicular delay, causing the intersection to operate at LOS C. All study intersections are expected to continue to operate acceptably under 2035 Cumulative Plus Project conditions (at LOS D or better), therefore, the proposed Project would not have any significant traffic impacts under cumulative conditions.

FELL STREET

An intersection Level of Service (LOS) analysis was conducted for the intersections of Fell Street with Scott Street, Divisadero Street, Broderick Street and Baker Street for the PM peak hour (5PM-6PM). Since Fell Street is a one-way westbound street, the Project analyzed the PM peak hour to capture the part of the day Fell Street experiences the highest amount of traffic volumes due to the westbound PM commute times. The table below shows the PM peak hour levels of service for the Fell Street intersections with and without the proposed Project under existing and cumulative conditions.

Table 3
Fell Street Intersections LOS Analysis

	PM Peak Hour LOS/Average Delay (seconds)			
Intersection	Existing Conditions	Existing Plus Project	2035 Cumulative No Project	2035 Cumulative Plus Project
Fell St/Scott St	LOS B/12 sec.	LOS B/12 sec.	LOS B/20 sec.	LOS B/20 sec.
Fell St/Divisadero St	LOS B/16 sec.	LOS B/16 sec.	LOS C/26 sec.	LOS C/26 sec.
Fell St/Broderick St	LOS A/8 sec.	LOS A/8sec.	LOS A/9 sec.	LOS A/8 sec.
Fell St/Baker St	LOS A/10 sec.	LOS A/9 sec.	LOS B/10 sec.	LOS B/10 sec.

Source: SFMTA, 2012

Existing Conditions

Under Existing conditions, the intersection of Fell Street and Scott Street currently operates at LOS B, with an average of 12 seconds of delay for all vehicles. With implementation of the Project, this intersection would continue to operate at LOS B, with no increase in delay. The intersection of Fell Street and Divisadero Street currently operates at LOS B with an average of 16 seconds of delay for all vehicles. With implementation of the Project, the intersection would continue to operate at LOS B, with no increase in delay. The intersection of Fell Street and Broderick Street currently operates at LOS A with an average delay of eight (8) seconds for all vehicles. With implementation of the Project, this intersection would continue to operate at LOS A, with no increase in delay. The intersection of Fell Street and Baker Street

currently operates at LOS A with an average delay of ten (10) seconds for all vehicles. With implementation of the Project, the average intersection delay would decrease by one (1) second as a result of adding a westbound left-turn pocket.

The LOS calculations for Existing Plus Project volumes indicate that all intersections operate at acceptable LOS A and B for the PM peak hour. Therefore, the proposed Project would not have any significant traffic impacts under Existing Plus Project conditions.

2035 Cumulative Conditions

Future year 2035 Cumulative traffic volumes were developed in order to assess local cumulative developments which result in increases in traffic volumes. For the future year 2035, cumulative intersection traffic volumes for the PM peak hour were estimated based on growth rates developed for the study area from data taken from the City and County of San Francisco Transportation Authority (SFCTA) travel demand model for the weekday PM and AM peak hours. These 2035 cumulative traffic volumes account for growth due to cumulative development in the City and the entire Bay Area.

Under 2035 Cumulative No Project conditions, the intersection of Fell Street and Scott Street would operate at LOS B, with an average delay of 20 seconds for all vehicles. With implementation of the proposed Project, this intersection would continue to operate at LOS B, with no change in delay. The intersection of Fell Street and Divisadero Street under 2035 Cumulative No Project conditions would operate at LOS C with an average delay of 26 seconds for all vehicles. With implementation of the Project, this intersection would continue to operate at LOS C, with no change in delay. The intersection of Fell Street and Broderick Street under 2035 Cumulative No Project conditions would operate at LOS A with an average delay of nine (9) seconds for all vehicles. Implementation of the proposed Project would result in a one-second (1) decrease in average vehicular delay and would continue to operate at LOS A. The intersection of Fell Street and Baker Street under 2035 Cumulative No Project conditions would operate at LOS B with an average delay of 10 seconds for all vehicles. With implementation of the proposed Project, this intersection would continue to operate at LOS B, with no change in delay. All study intersections are expected to continue to operate acceptably under 2035 Cumulative Plus Project conditions (at LOS C or better), therefore, the proposed Project would not have any significant traffic impacts under cumulative conditions.

Transit

Existing Conditions

With implementation of the Project, during the AM peak hour (8AM-9AM) the 16X bus line would encounter a decreased delay of one (1) second at the intersection of Oak Street and Scott Street, an increased delay of two (2) seconds at the intersection of Oak Street and Divisadero Street, an increased delay of one (1) second at the intersection of Oak Street and Broderick Street, and an increased delay of 13 seconds at the intersection of Oak Street and Baker Street, for a total average delay increase of 15 seconds along these segments of Oak Street. With implementation of the Project, during the PM peak commute (5PM-6PM) the 16X bus line would encounter no change in delay at the intersection of Fell Street and Scott Street, no change in delay at the intersection of Fell Street and Divisadero Street, no change in delay at the intersection of Fell Street and Broderick Street, and a one (1) second decrease delay at the intersection of Fell Street and Baker Street, for a total average delay decrease of one (1) second along these segments of Fell Street. The total increase of average delay of 18 seconds on Oak Street and two (2) second of average delay decrease on Fell Street as a result of the proposed Project would not result in an unacceptable level of transit service or cause a substantial increase in delays or operating costs.

Therefore, the proposed project would not have any significant transit impacts on the 16X route under Existing Plus Project conditions.

As stated previously, the inbound and outbound 21 Hayes bus stops at Scott Street and Broderick Street would be converted to on-street parallel parking to offset parking losses nearby on Oak and Fell streets. The proposed stop spacing for the 21 Hayes would fall within the SFMTA's stop spacing guidelines. The removal of two stops on either side of the street would improve bus running times under the Existing Plus Project conditions. Therefore, no significant transit impacts on the 21 Hayes route would occur.

2035 Cumulative Conditions

During the Cumulative Plus Project AM peak hour the 16X bus line would encounter a decreased delay of one (1) second at the intersection of Oak Street and Scott Street, an increased delay of two (2) seconds at the intersection of Oak Street and Divisadero Street, an increased delay of two (2) seconds at the intersection of Oak Street and Broderick Street, and an increased delay of 16 seconds at the intersection of Oak Street and Baker Street, for a total delay increase of 15 seconds along these segments of Oak Street. During the Cumulative Plus Project PM peak hour the 16X bus line would encounter no change in delay at the intersection of Fell Street and Scott Street, no change in delay at the intersection of Fell Street and Divisadero Street, a one (1) second decrease in delay at the intersection of Fell Street and Broderick Street, and no change in delay at the intersection of Fell Street and Baker Street. The total increase of average delay of 15 seconds on Oak Street and a decrease in average delay of one (1) second on Fell Street as a result of the proposed Project would not result in an unacceptable level of transit service or cause a substantial increase in delays or operating costs. Therefore, the proposed project would not have any significant transit impacts on the 16X route under cumulative conditions.

As stated previously, the inbound and outbound 21 Hayes bus stops at Scott Street and Broderick Street would be converted to on-street parallel parking to offset parking losses nearby on Oak and Fell streets. The proposed stop spacing for the 21 Hayes would fall within the SFMTA's stop spacing guidelines. The removal of two stops on either side of the street would improve bus running times under the Cumulative Plus Project conditions. Therefore, no significant transit impacts to the 21 Hayes route would occur.

Pedestrian

The proposed Project includes sidewalk bulb-outs, as well as enhanced continental ladder markings and advance limit lines at intersections at the majority of corners in the Project area. Through increased pedestrian visibility and shortened crossings at intersections, pedestrian conditions would improve. Therefore, no significant pedestrian impacts would occur.

Bicycle

As part of the Project, the striped buffer added between the existing bicycle lane on Fell Street and right-hand travel lane would provide more protection and improve safety for cyclists. Implementation of the 5' striped and landscaped buffer between the existing bicycle lane and traffic lanes on Fell Street and implementation of a new bicycle lane with a 5' striped and landscaped buffer on Oak Street, would improve bicycle conditions along both streets as part of the proposed Project. Therefore, no significant bicycle impacts would occur.

Emergency Access

The proposed project would not close off any existing streets or entrances to public uses, and emergency vehicle access would not be impeded by the Project. Therefore, the proposed project would not result in a significant impact related to emergency access.

Construction

The proposed project would involve restriping, elimination of parking lanes, and installation of raised bulbouts. During construction, drivers would have to adjust to temporary lane reconfiguration along Fell Street, Oak Street, Baker Street, and Scott Street. Construction would be limited in duration, involving mostly restriping, and installation of raised bulbouts and the addition of right-turn and left-turn pockets at the Fell Street and Broderick Street, Oak Street and Divisadero Street, and Oak Street and Scott Street intersections. No sidewalk closures are anticipated. Because these potential impacts would be temporary, no significant construction impacts would occur.

Loading

The proposed project would eliminate five (5) loading spaces on Oak Street, three (3) on the southeast corner at the intersection of Divisadero Street and two (2) on the southwest corner. There are three existing loading spaces on Divisadero Street between Oak Street and Page Street, two (2) on the west side and one (1) on the east side of the street, all of which would be preserved. One block away on Divisadero Street between Fell Street and Hayes Street there are five (5) existing loading spaces being preserved, three (3) on the west side and two (2) on the east side. The Shell station and Touchless Car Wash on the northeast corner of Oak and Divisadero streets use existing on-site surface space for off street loading and circulation, and the Kelly Moore Paints on the southeast corner has its own small parking lot for customer and commercial loading. Because of the loading spaces nearby and the availability of off-street loading, no significant loading impacts would occur.

Parking

Overall, implementation of the Project as proposed would result in a net loss of 55 on-street parking spaces. Approximately 88 spaces would be removed along Oak and Fell streets for installation of the new curbside cycletracks, and an additional 13 spaces would be removed at the Oak Street and Fell Street intersections to accommodate new corner bulbs. Approximately 33 spaces would be gained through the conversion of 34 existing parallel parking spaces on Baker and Scott streets into 67 angled and perpendicular spaces. An additional 13 spaces would be gained on Hayes Street from the removal of four (4) existing 21 Hayes bus stops. The existing on-street parking supply in the area bounded by Scott, Hayes, Baker and Page streets is approximately 590 spaces. The Project does not include any changes to off-street parking or loading. Changes to on-street parking conditions due to the proposed improvements are detailed in **Table 1.**

San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision makers. Therefore, this report presents a parking analysis for information purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts

that could be triggered by a social impact (CEQA Guidelines §15131 (a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is available. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, reasonably addresses potential secondary effects.

In summary, changes in parking conditions are considered to be social impacts rather than impacts on the physical environment. Accordingly, the parking analysis presented in this study is for informational purposes only.

Conclusion

In summary, the proposed Fell and Oak Streets Bikeways project would not result in significant impacts on transportation network in the study area. The proposed Project is expected to improve bicycle operations along Fell Street, Oak Street and Baker Street. The proposed removal of parking lanes along Fell and Oak Streets, addition and enhancement of bicycle lanes with striped and landscaped buffers, and addition of turning pockets, would not result in significant individual or cumulative impacts.

The California Environmental Quality Act (CEQA) Guidelines Section 15301(c) or Class l(c), provides for exemption from environmental review for minor alterations to "existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities." Section 15304(h) or Class 4(h) provide for exemption from environmental review for creation of a new bicycle lane on existing rights-of-way along Oak Street. Therefore, the proposed implementation of SFMTA's Fell and Oak Streets Bikeways project would be exempt under Class 1 and Class 4.

CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity would have a significant effect on the environment due to unusual circumstances. As described above, the project would not have a significant effect on adjacent transportation facilities or modes. There are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant environmental effect. The project would be exempt under the above-cited classification.

For all of the above reasons, the proposed project is appropriately exempt from environmental review.