

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 16-105

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is the project sponsor of the Arguello Boulevard Safety Project with the goal of improving safety on Arguello Boulevard for people walking and riding bikes; and,

WHEREAS, Arguello Boulevard between Fulton Street and Sacramento Street is designated a Cyclist High Injury Corridor by the San Francisco Department of Public Health and the Arguello Boulevard Safety Project supports the City's Vision Zero Goal of eliminating all traffic fatalities in San Francisco by 2024; and,

WHEREAS, The Livable Streets Subdivision of the SFMTA conducted a comprehensive public outreach process for the Arguello Boulevard Safety Project, including holding two community walkthroughs, multiple stakeholder interviews, and meetings with local business and schools; and,

WHEREAS, Based on community input and an analysis of collision records and conditions in the field, SFMTA staff have proposed the following parking and traffic modifications associated with the Arguello Boulevard Safety Project:

- A. ESTABLISH – RED ZONE – Arguello Boulevard, east side, from McAllister Street to 27 feet southerly (removes one unmetered parking space, daylighting); Arguello Boulevard, west side, Euclid Avenue to 27 feet northerly (removes one unmetered parking space north of north crosswalk at T-intersection of Euclid Avenue, daylighting); Arguello Boulevard, east side, from 7 feet to 27 feet south of Sacramento Street (removes one unmetered parking space, daylighting); Arguello Boulevard, west side, from south-side Sacramento Street crosswalk to 14 feet northerly (daylighting north of south-side crosswalk at T-intersection with Sacramento Street, closes gap between white passenger loading zone and crosswalk); Washington Street, north side, from Arguello Boulevard to 22 feet easterly (removes one unmetered parking space, daylighting)
- B. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Arguello Boulevard, west side, from south-side Euclid Avenue crosswalk to 18 feet northerly (prohibits parking across driveway, two-stage left-turn box north of south crosswalk at T-intersection of Euclid Avenue); Arguello Boulevard, west side, from south side McAllister Street crosswalk to 22 feet northerly (prohibits parking across driveway north of crosswalk at Arguello Boulevard and McAllister Street, daylighting); Arguello Boulevard, west side, from Cabrillo Street to 16 feet northerly (prohibits parking across driveway, daylighting)
- C. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Arguello Boulevard, west side, from Fulton Street to 100 feet northerly (right-turn pocket except bikes); Fulton Street, south side, from Arguello Boulevard to 100 feet westerly (removes three unmetered parking spaces, shift travel lanes on eastbound approach to Arguello); Arguello Boulevard, east side, from Anza Street to 150 feet southerly (removes seven unmetered parking spaces, right-turn pocket except bikes)

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- D. ESTABLISH – RIGHT TURN LANE MUST TURN RIGHT EXCEPT BICYCLES – Arguello Boulevard, west side, from Fulton Street to 100 feet northerly (right-turn only except bikes); Arguello Boulevard, west side, from Clement Street to 100 feet northerly (right-turn only except bikes); Arguello Boulevard, west side, from Lake Street to 100 feet northerly (right-turn only except bikes); Arguello Boulevard, east side, from Sacramento Street to 100 feet southerly (right-turn only except bikes)
- E. ESTABLISH – RIGHT TURN LANE MUST TURN RIGHT EXCEPT BICYCLES AND MUNI – Arguello Boulevard, east side, from Euclid Avenue to 100 feet southerly (right-turn only except bikes and Muni)
- F. RESCIND - TOW-AWAY NO STOPPING EXCEPT PERMITTED CITY CAR SHARE VEHICLES – McAllister Street, north side, from Arguello Boulevard to 18 feet easterly (shifts City Car Share pod one space to east, daylighting)
- G. ESTABLISH - TOW-AWAY NO STOPPING EXCEPT PERMITTED CITY CAR SHARE VEHICLES – McAllister Street, north side, from 10 feet to 28 feet east of Arguello Boulevard (shifts City Car Share pod 10 feet to east, daylighting)
- H. RESCIND - YELLOW COMMERCIAL LOADING ZONE; MON-SAT, 7AM-7PM – Arguello Boulevard, east side, from 78 feet to 102 feet north of McAllister Street (relocating and lengthening 24-foot yellow zone)
- I. ESTABLISH – YELLOW COMMERCIAL LOADING ZONE; MON-SAT, 7AM-7PM = Arguello Boulevard, east side, from 12 feet north of McAllister Street to 56 feet northerly (relocates yellow loading zone, lengthen yellow zone to 44 feet to reduce double parking)
- J. ESTABLISH – BUS ZONE – Arguello Boulevard, east side, from Fulton Street to 158 feet northerly (removes two unmetered parking spaces, replaces flag stop, lengthen zone to allow bus to pull to curb); Turk Boulevard, south side, from 60 feet to 80 feet east of Arguello Boulevard (remove one unmetered parking space, extends bus zone 20 feet)
- K. ESTABLISH – NO LEFT TURN – Arguello Boulevard, southbound, at McAllister Street; Fulton Street, westbound, at Arguello Boulevard (to allow for lagging left for east-bound left turns)
- L. ESTABLISH NO RIGHT TURN ON RED EXCEPT BICYCLES – Arguello Boulevard, northbound, at Sacramento Street (NB bike box, large vehicle encroachment on northbound right turns)
- M. ESTABLISH – RIGHT TURN ONLY – McAllister Street, westbound, at Arguello Boulevard (painted median on Arguello Blvd); and,

WHEREAS, The proposed Arguello Boulevard Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review minor alteration of existing public facilities and minor public alterations in the condition of the land as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304; and,

WHEREAS, On May 19, 2016, the Planning Department determined that the proposed Arguello Boulevard Safety Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Sections 15301 and 15304; the proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

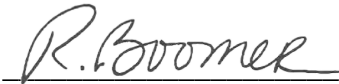
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WHEREAS, A copy of the CEQA determination (Case Number 2016-006612ENV) is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed modifications via two open community meetings and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the parking and traffic modifications listed in items A-M above associated with the Arguello Boulevard Safety Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 16, 2016.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency