

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 170103-003

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 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 long-term parking and traffic modifications associated with the Arguello Boulevard Safety Project:

- A. ESTABLISH – MEDIAN ISLAND - Arguello Boulevard, from south-side crosswalk at McAllister Street to 58 feet northerly (6-foot wide center median); Arguello Boulevard, from south-side crosswalk at McAllister Street to 20 feet southerly (6-foot wide pedestrian refuge island); Arguello Boulevard, from north-side crosswalk at Cabrillo Street to 20 feet northerly (6-foot wide pedestrian refuge island); Arguello Boulevard, from south-side crosswalk at Golden Gate Avenue to 20 feet southerly (6-foot wide pedestrian refuge island)
- B. ESTABLISH – SIDEWALK WIDENING - Arguello Boulevard, west side, from Cabrillo Street to 23 feet northerly (6 foot wide corner bulbout)
- C. ESTABLISH – SIDEWALK WIDENING AND NO PARKING ANYTIME - Cabrillo Street, north side, from Arguello Boulevard to 23 feet westerly (removes 1 unmetered parking space, bulbout); Arguello Boulevard, east side, from north-side crosswalk at Cabrillo Street to 23 feet northerly (6-foot wide bulbout); Arguello Boulevard, east side, from north-side crosswalk at Cabrillo Street to 23 feet southerly (6-foot wide bulbout)
- D. ESTABLISH – RAPID RECTANGULAR FLASHING BEACON - Arguello Boulevard at Cabrillo Street, north-side crosswalk (RRFB two-way beacon on center median island in north-side crosswalk, RRFB one-way beacons on east and west sides of north-side crosswalk)
- E. ESTABLISH – RED ZONE - Arguello Boulevard, west side, from Cabrillo Street to 21 feet southerly (removes 1 unmetered parking space, daylighting and truck turn accommodation)
- F. RESCIND – MEDIAN ISLAND - Turk Street, from Arguello Boulevard to 20 feet easterly (lane reconfiguration, bike lane extension)
- G. ESTABLISH – CLASS II BIKE LANE - Turk Street, westbound, from 200 feet east of Arguello Boulevard to Arguello Boulevard; and,

WHEREAS, The proposed Arguello Boulevard Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for 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 (Case Number 2016-006612ENV) that the proposed Arguello Boulevard Safety Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304. On September 27, 2016, the Planning Department determined that the long-term improvements did not constitute a substantial modification and no further environmental review is necessary.

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,

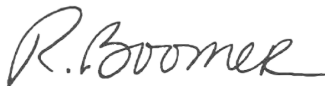
WHEREAS, The public has been notified about the proposed Arguello Boulevard Safety Project near- and long-term improvements via two open community meetings and was been given the opportunity to comment on near-term modifications through an SFMTA Engineering Public Hearing on June 17, 2016; and,

WHEREAS, The SFMTA Board approved the near-term improvements for the Arguello Boulevard Safety Project at the August 16, 2016 SFMTA Board Meeting and the SFMTA implemented the paint-only improvements in September 2016, working with the community to ensure a smooth transition; and,

WHEREAS, The public was given the chance to comment on the long-term improvements for Arguello Boulevard Safety Project at an SFMTA Engineering Public Hearing on September 30, 2016; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors approves the long-term parking and traffic modifications 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 January 3, 2017.



---

Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency