

**THIS PRINT COVERS CALENDAR ITEM NO.:** 10.3

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets – Transportation Engineering

**BRIEF DESCRIPTION:**

Approving various routine traffic and parking modifications.

**SUMMARY:**

- The Bayshore Boulevard Bicycle Lanes Southern Extension Project will implement improvements for bicyclists by installing Class II (and Class III bicycle facilities along: 1) Paul Avenue between San Bruno Avenue and Third Street; 2) San Bruno Avenue between Paul Avenue and westbound Mansell Street/southbound US-101 Off-ramp; and 3) Bayshore Boulevard between Paul Avenue and Augusta/Boutwell Streets.

**ENCLOSURES:**

- A. SFMTAB Resolution
- B. Addendum to the Final Bike Plan EIR
- C. Note to File regarding the Addendum to the Final Bike Plan EIR

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_ August 12, 2013

SECRETARY \_\_\_\_\_ August 12, 2013

**ASSIGNED SFMTAB CALENDAR DATE:** August 20, 2013

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### **PURPOSE**

To approve various routine traffic and parking modifications.

### **GOAL**

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

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

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

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

### **DESCRIPTION**

This project would add three new bike lane segments to the San Francisco Bicycle Network as follows:

#### **Segment I – Paul Avenue between San Bruno Avenue and Third Street**

Segment I would add a combination of Class II (bicycle lanes) and Class III (signed bike routes with shared lane markings) bicycle facilities on Paul Avenue between San Bruno Avenue and Third Street. This will be accomplished by narrowing the travel lanes between San Bruno Avenue and Third Street, as well as removing 50 parking spaces on the north side of Paul Avenue between Bayshore Boulevard and Third Street. Segment I will be implemented in two phases. Phase I will implement the portion of Paul Avenue between San Bruno Avenue and Bayshore Boulevard, at the same time that Segments II and III will be implemented. Phase II will implement the portion between Bayshore Boulevard and Third Street, and will be coordinated with a future paving project, currently anticipated for 2016.

#### **Segment II – San Bruno Avenue between Paul Avenue and westbound Mansell Street/southbound US-101 Off-ramp**

Segment II would extend the existing northbound bicycle lane on San Bruno Avenue between Mansell Street and Paul Avenue by adding Class III bicycle facilities on San Bruno Avenue in both directions from south eastbound Mansell Street to westbound Mansell Street/southbound US-101 off-ramp (approximately 100 feet). There is no parking removal proposed at this location.

#### **Segment III – Bayshore Boulevard between Paul Avenue and Augusta/Boutwell Streets**

Segment III would remove one travel lane in each direction on Bayshore Boulevard between Silver and Paul Avenues. The proposed project would add Class II bicycle facilities in both directions on this segment of Bayshore Boulevard. It would also remove one southbound lane and extend the

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existing southbound bicycle lane on Bayshore Boulevard from Augusta/Boutwell Streets to Silver Avenue. All existing left turn pockets would be maintained, and an additional left turn pocket would be added to the southbound lane approaching Fitzgerald Avenue. The proposed project would include a “Left Lane Must Turn Left” restriction for southbound Bayshore Boulevard approaching Boutwell/Augusta Streets, a “Right Lane Must Turn Right” restriction for northbound Bayshore Boulevard approaching Paul Avenue, and a “Right Lane Must Turn Right Except Muni” restriction on westbound Paul Avenue approaching Bayshore Boulevard. Additionally, the proposed project would restrict parking on the west side of Bayshore Boulevard, between Bacon Street and Paul Avenue resulting in the loss of 47 parking spaces. These parking spaces are adjacent to the freeway, have no commercial or residential frontage, and have very little to no parking demand based on recent field observations.

## **PUBLIC OUTREACH**

This project is supported by the SFBC and Muni transit operations. In general, we received very little feedback from the community, but the response we did get was generally supportive, and we received no opposition. One resident attended the public hearing but their comment was unrelated to the proposed bikeway or parking changes.

For Segment I (Paul Avenue), SFMTA staff contacted key neighborhood stakeholders that were recommended by Supervisor Cohen’s office. The proposed parking removal in Segment I fronts industrial businesses, all of which have ample off-street parking. Demand for these spaces is low based on field observations.

For Segment III (Bayshore Boulevard), an informational letter was sent to all fronting residences and businesses. The proposed parking removal in Segment III fronts the freeway and where parking demand is very low based on field observations.

## **ALTERNATIVES CONSIDERED**

This north-south bicycle route project was planned for San Bruno Avenue as part of the 2005 San Francisco Bicycle Plan. The 2009 San Francisco Bicycle Plan Environmental Impact Report analyzed the environmental impacts of bicycle lanes on San Bruno Avenue between Silver and Paul Avenues in Project 5-13. However, due to potential conflicts with planned MUNI improvements along San Bruno Avenue, the SFMTA has determined that the more appropriate north-south bicycle route between Paul and Silver Avenues would be Bayshore Boulevard. Not only does Bayshore Boulevard connect directly with existing bikeways north of Silver Avenue, a Bayshore bicycle route would not conflict with transit operations and provides the excess roadway capacity desired for the accommodation of bikeways. Staff now proposes that the bicycle route through this area be implemented on Bayshore Boulevard as an extension of Project 5-4 “Bayshore Boulevard Bicycle Lanes: Cesar Chavez Street to Silver Avenue,” which was also analyzed in the 2009 Bicycle Plan EIR and adopted by the Board of Directors in 2009.

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**FUNDING IMPACT**

Funding for the Planning, Environmental Review, and Design phases of the bicycle facilities was provided by the Road Repaving & Street Safety Bond passed by voters as Proposition B in 2011.

**OTHER APPROVALS RECEIVED**

Since adoption of the San Francisco Bicycle Plan Environmental Impact Report (EIR) and approval of the Bicycle Plan, SFMTA has revised the design of Project 5-4: Modified Option 2, as discussed above. An EIR Addendum was issued on June 20, 2013, which addresses the environmental review of the revised design proposed by SFMTA. The Planning Department concluded in the June 20, 2013 Addendum that the analyses conducted and the conclusions reached in the FEIR certified on June 25, 2009 remain valid, and that no supplemental environmental review is required for the proposed project modifications.

The Note to File, issued on July 25, 2013, further clarifies and amends the revised project as analyzed in the June 20, 2013 Addendum. The new project would remove all existing parking on the west side of Bayshore Boulevard, between Paul Avenue and Bacon Street. The Planning Department concluded there would be no new adverse effect as a result of this proposed revised project, and that no further environmental review is required.

**RECOMMENDATION**

SFMTA staff recommends approval of the traffic and bicycle facility modifications associated with the Bayshore Boulevard Bicycle Lanes Southern Extension Project.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for traffic modifications as follows:

- A. ESTABLISH – CLASS II BIKEWAY – Bayshore Boulevard, northbound, Paul Avenue to Silver Avenue; Bayshore Boulevard, southbound, Silver Avenue to Paul Avenue; Paul Avenue, westbound, 3<sup>rd</sup> Street to San Bruno Avenue; Paul Avenue, eastbound, San Bruno Avenue to 3<sup>rd</sup> Street; San Bruno Avenue, northbound, Mansell Street to Paul Avenue; and San Bruno Avenue, southbound, Paul Avenue to Mansell Street.
- B. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI – Bayshore Boulevard at Paul Avenue, northbound; and Paul Avenue at Bayshore Boulevard, westbound.
- C. ESTABLISH – LEFT LANE MUST TURN LEFT – Bayshore Boulevard at Augusta Street, southbound.
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Paul Avenue, north side, from Bayshore Boulevard to 3<sup>rd</sup> Street.
- E. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Bayshore Boulevard, west side, from Bacon Street to Paul Avenue.

WHEREAS, At its hearing on June 25, 2009, the Planning Commission certified by Motion No. 17912 a Final Environmental Impact Report ("FEIR") for the 2009 San Francisco Bicycle Plan pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) ("CEQA"), the CEQA Guidelines (14 Cal. Code Reg. Sections 15000 et seq.) and Chapter 31 of the Administrative Code, which certification was affirmed by the San Francisco Board of Supervisors on July 15, 2009 in Board of Supervisors' Motion M09-136; and,

WHEREAS, On June 26, 2009, the San Francisco Municipal Transportation Agency Board of Directors adopted in Motion 09-105 the 2009 Bicycle Plan, and approved, in Motion 09-106 the traffic changes necessary to implement 45 of the 60 proposed near-term improvements analyzed in the Bicycle Plan EIR, including Project 5-4 "Bayshore Boulevard Bicycle Lanes: Cesar Chavez Street to Silver Avenue;" and,

WHEREAS, On May 7, 2013, the SFMTA Board of Directors in Resolution 13-054, re-adopted the 2009 Bicycle Plan, re-approved the traffic changes approved in Resolution 09-106, and adopted modified findings, including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA, a copy of which is on file with the Secretary to the SFMTA Board of Directors and is incorporated in this Resolution by reference; and,

WHEREAS, The findings adopted in Resolution 13-054 related to Project 5-13 "San Bruno Avenue Bicycle Lanes, Paul Avenue to Silver Avenue," including findings related to significant impacts and the statement of overriding considerations, would no longer be applicable due to the changes contemplated to Project 5-4 herein; and,

WHEREAS, On June 20, 2013, Planning Department staff made available the Addendum to the FEIR for the Modified Project 5-4 ("Addendum"), a copy of which is on file with the Secretary to the SFMTA Board of Directors; and,

WHEREAS, On July 26, 2013, Planning Department staff made available a Note to File further clarifying the Addendum, a copy of which is on file with the Secretary to the SFMTA Board of Directors; and,

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; now, therefore, be it

RESOLVED, That in accordance with the actions contemplated herein, the SFMTA Board has reviewed the FEIR, the FEIR Addendum, and the Note to File, and adopts and incorporates by reference as though fully set forth herein the findings, including the statement of overriding considerations and mitigation monitoring and reporting program, adopted by the SFMTA Board of Directors in Resolution No. 13-054 on May 7, 2013, pursuant to CEQA; and, be it

FURTHER RESOLVED, Based upon this Commission's review of the FEIR, the Addendum to the Final EIR dated June 20, 2013, and the Note to File dated July 26, 2013, the Board further finds that (1) modifications incorporated into the project will not require important revisions to the FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) no substantial changes have occurred with respect to the circumstances under which the project will be undertaken which would require major revisions to the FEIR due to the involvement of new environmental effects, or a substantial increase in the severity of effects identified in the FEIR; and (3) no new information of substantial importance to the project has become available which would indicate (a) the project has significant effects not discussed in the FEIR, (b) significant environmental effects will be substantially more severe; (c) mitigation measures or alternatives found not feasible which would reduce one or more significant effects have become feasible; or (d) mitigation measures or alternatives which are considerably different from those in the FEIR would substantially reduce one or more significant effects on the environment; and, be it

FURTHER RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Director of Transportation and the Director of the Sustainable Streets Division approves the changes.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of August 20, 2013.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency