

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 230117-010

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

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving the Vision Zero goal of eliminating transportation related fatalities; and

WHEREAS, Page Street between Filmore and Laguna streets is located on the Vision Zero High-Injury Network; and,

WHEREAS, In response to traffic safety and neighborhood livability concerns, the SFMTA approved and installed freeway-access and other vehicle restrictions on Page Street, from Webster Street to Octavia Boulevard, as a pilot project; and,

WHEREAS, In response to the COVID-19 Emergency, the SFMTA implemented COVID-Response Slow Streets program measures for Page Street to create additional space for socially distanced essential travel and exercise; and,

WHEREAS, Page Slow Street Project staff have evaluated temporary and other previously implemented changes along the corridor and finds that these measures provide for the health and safety of citizens due to the high number of vulnerable roadway users accessing their homes, schools, parks, transit, and adjacent commercial corridors; and,

WHEREAS, Page Slow Street Project elements have been thoroughly tested and supported by community members over a two-year evaluation period; and,

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

- A. ESTABLISH – NO LEFT TURN – Divisadero Street, southbound, at Page Street;
Divisadero Street, northbound, at Page Street
- B. ESTABLISH – RIGHT TURN ONLY, EXCEPT BICYCLES – Page Street, westbound,
at Divisadero Street; Page Street, eastbound, at Divisadero Street
- C. ESTABLISH – RIGHT OR LEFT TURN ONLY, EXCEPT BICYCLES – Page Street,
eastbound, at Webster Street
- D. ESTABLISH – NO RIGHT TURN, EXCEPT BICYCLES – Webster Street, northbound,
at Page Street
- E. ESTABLISH – NO LEFT TURN, EXCEPT BICYCLES – Webster Street, southbound,
at Page Street
- F. ESTABLISH – RIGHT TURN ONLY, EXCEPT BICYCLES – Page Street, westbound,
at Octavia Boulevard
- G. ESTABLISH – ONE-WAY STREET, EXCEPT BICYCLES – Page Street, westbound,

from Octavia Boulevard to Laguna Street

- H. ESTABLISH – CLASS IV BIKEWAY (PROTECTED BIKEWAY) – Page Street, eastbound, from Laguna Street to Octavia Boulevard
- I. ESTABLISH – CLASS II BIKEWAY (BIKE LANE) – Page Street, westbound, from Octavia Boulevard to Webster Street
- J. ESTABLISH – CLASS III BIKEWAY (SHARED LANE) – Page Street, eastbound, from Buchanan Street to Laguna Street
- K. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Page Street, south side, between Laguna Street and Octavia Boulevard

WHEREAS, Although the City Traffic Engineer has the authority to approve Items A through F and Item H, the SFMTA Board is requested to approve all items as part of the Page Slow Street Project; and

WHEREAS, the proposed traffic and parking modifications along Page Street will leave a sufficient portion of the streets in the surrounding area for other public uses, including vehicular, pedestrian, and bicycle traffic, and are necessary for the safety and protection of persons who are to use the street; and

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

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

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

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

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

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

WHEREAS, The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review for pedestrian and bicycle facilities, including new facilities, and projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, On December 20th, 2022, the Planning Department determined that the proposed Page Slow Street Project (Case Number 2021-006572ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, In 2020, the Legislature adopted Senate Bill (SB) 288, which created new Public Resources Code (PRC) Section 21080.25 which, among other things, exempts bicycle and pedestrian facilities and customer information and wayfinding from the California Environmental Quality Act (CEQA). While SB 288 will sunset on January 1, 2023, the Legislature recently adopted Senate Bill (SB) 922, which extended the exemption to January 1, 2030. PRC Section 21080.25 remains effective, and the definitions of pedestrian and bicycle facilities and customer information and wayfinding projects under that section, for which the proposed Page Street Project qualifies, have not materially changed; and,

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

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2021-006572ENV> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference; and,

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Item J listed above is subject to the Board of Supervisors review; and,

WHEREAS, Addition of Page Street to the citywide Slow Streets Program will make a significant contribution to creating citywide network of streets that are safe and comfortable for bicycling and other forms of active transportation, Page Street has an Average Daily Traffic of under 1,000 vehicles, and the street is anticipated to not exceed a target of 50 percent of vehicles travelling 15 miles per hour or more following installation of appropriate Traffic Control Devices; and, now, therefore, be it

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

RESOLVED, That the SFMTA Board of Directors designates Page Street as part of the citywide Slow Streets Program; and, be it further

RESOLVED, That the SFMTA Board of Directors approves the Page Slow Street Project, including implementation of turn and through-traffic restrictions on Page Street between Stanyan Street and Octavia Boulevard, converting Page Street between Octavia Boulevard and Laguna Street to one-way westbound except for bicycles, establishing a Class II bikeway westbound on Page Street from Octavia Boulevard to Webster Street, a Class III bikeway eastbound on Page Street from Buchanan Street to Laguna Street, and a Class IV bikeway eastbound on Page Street from Laguna Street to Octavia Boulevard, and approving related parking and traffic modifications as set forth in Items A through K above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting on January 17, 2022.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency