

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 feet 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. Pozner

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency