

THIS PRINT COVERS CALENDAR ITEM NO. : _____

**MUNICIPAL TRANSPORTATION AGENCY
City and County of San Francisco**

DIVISION: Transportation Planning and Development Division

BRIEF DESCRIPTION:

MTA staff is seeking MTA Board of Directors' endorsement, for purposes of environmental review only, of the Bicycle Plan, comprised of the Policy Framework and Network Improvement documents and specific bicycle routes, facilities, and improvements (collectively, the "Bicycle Plan Projects"); approval of the scope of work for the environmental review of the Bicycle Plan Projects; and authorization for the Executive Director/CEO to approve an agreement for services related to that environmental review. Upon completion of the required environmental documentation for the Bicycle Plan Projects, staff will return to the MTA Board for approval of these Projects. The proposed scope of work for the environmental review is set forth in Section II of the attached Request for Proposals.

SUMMARY:

- In June 2005, the City adopted the "Policy Framework" component of the updated San Francisco Bicycle Plan.
- In November 2006, the San Francisco County Superior Court enjoined the implementation of the Plan until environmental review under the California Environmental Quality Act (CEQA) is completed.
- The MTA staff, with the assistance of the Controller's Office, prepared a Request-For-Proposals (RFP) to select a consultant from among the Controller's pre-qualified consultants list to perform services related to the environmental review of the Bicycle Plan Projects. The RFP was issued on January 5, 2007.
- MTA staff is seeking the MTA Board of Directors' endorsement of the Bicycle Plan Projects for purposes of environmental review and approval of the proposed scope of the environmental review for these Projects.
- Additionally, MTA staff is seeking authority for the Executive Director/CEO to approve an agreement for services related to the environmental review of the Project.

ENCLOSURES:

1. MTAB Resolution
2. Request for Proposals (RFP) for environmental review of the San Francisco Bicycle Plan Projects
3. Map

APPROVALS:

DIRECTOR OF DIVISION
PREPARING ITEM

DATE

FINANCE

EXECUTIVE DIRECTOR/CEO

SECRETARY

ADOPTED RESOLUTION
BE RETURNED TO

ASSIGNED MTAB CALENDAR DATE: _____

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EXPLANATION:

MTA recently updated the Bicycle Plan Policy Framework. Both the MTA and the Board of Supervisors approved this Policy Framework, the first of two components of the Bicycle Plan, after an extensive outreach process in which thousands of comments were collected. Since then, a non-profit group filed a lawsuit challenging the adequacy of the environmental review of the Bicycle Plan. The San Francisco County Superior Court upheld plaintiff's challenge to implementation of the Bike Plan. The Court also determined that the San Francisco Bicycle Plan consisted of both the "Policy Framework" **and** the draft "Network Improvement Document," and ordered the City to review both of these documents as a single "Project." Future references to the "Bicycle Plan" refer to both of these documents. Future references to "Bicycle Plan Projects" include the Bicycle Plan and the specific bicycle route and facility improvements outlined in the attached scope of work. The City is soliciting proposals from consultants that the Controller's Office pre-qualified in a competitive process to perform services as specified in the RFP scope of work for the Bicycle Plan Project.

The MTA staff selected the specific route and facility improvements and wrote the RFP through a collaborative effort between the Planning Department's Major Environmental Analysis Section, the San Francisco County Transportation Authority, and the Controller's Office. On January 5, 2007 the Controller's Office released the RFP to pre-qualified consultants. Currently, the implementation of all bicycle facility projects is on hold until this environmental review is completed. The use of the Controller's Office pre-qualified consultants is atypical for MTA, but MTA staff determined that this procurement procedure was the most expeditious way of commencing the Court-mandated environmental review.

The scope of work for CEQA review includes two main components. First, it includes an overall programmatic environmental clearance for the City-wide network of bicycle routes, facilities, and improvements and the Policy Framework and Network Improvement Document. This analysis will include certain bicycle route treatments such as signage, pavement markings (shared roadway markings -- "sharrows" -- or bike lanes), and separated paths.

Second, it includes project level environmental clearance for specific projects. These projects include all Bicycle Plan projects that were legislated and implemented between June 7, 2005 – the date on which the Board of Supervisors approved the Bicycle Plan -- and June 16, 2006 – the date on which the Superior Court first enjoined implementation of the Plan. They also include a number of projects that staff (with input from the Transportation Authority) concluded would best advance the overall goals of the Bicycle Plan in the years immediately after certification of the environmental impact report ("EIR"). Completion and certification of the Bicycle Plan Project EIR will enable the MTA to immediately proceed to legislate, implement and/or install select bicycle projects without further environmental review, potentially including:

1. 2nd Street bike lane, Market Street to King Street;
2. 5th Street bike lane, Market Street to Townsend Street;

3. 7th Avenue, bike lane between Lawton Street and Judah Street, lane redesign/shared roadway markings from Judah Street to Lincoln Way;
4. 7th Avenue at Lincoln Way, traffic signal and timing modification to allow bicycle movement;
5. 14th Street bike lane, Market to Dolores Streets;
6. 16th Street bike lane, 3rd Street to Illinois Street;
7. 17th Street bike lane, Corbett Avenue to Kansas Street;
8. 19th Avenue mixed-use path, Buckingham Way to Holloway Avenue;
9. 23rd Street bike lane, Kansas Street to Potrero Avenue;
10. Alemany Boulevard bike lane, San Jose Avenue to Rousseau Street;
11. Alemany Boulevard bike lane, Rousseau Street to Bayshore Boulevard;
12. Bayshore Boulevard bike lane, Cesar Chavez Street to Paul Avenue;
13. Bayshore Boulevard southbound bike lane, Industrial Street to Silver Avenue;
14. Beale Street southbound bike lane, Folsom Street to Bryant Street;
15. Broadway Tunnel sign;
16. Broadway bike lane, Polk Street to Webster Street;
17. Buckingham Way, 19th Avenue to 20th Avenue;
18. Cargo Way bike lane, Jennings Street to Amador Street;
19. Cesar Chavez/26th Streets corridor bike lane, US 101 to Sanchez Street;
20. Cesar Chavez Street bike lane, US 101 to I-280;
21. Claremont Boulevard bike lane, Portola Drive to Dewey Boulevard;
22. Clipper Street bike lane, Diamond Heights Boulevard to Douglass Street;
23. Division Street bike lane, 9th Street to 11th Street;
24. Fell Street and Masonic Avenue signal changes;
25. Fremont Street southbound bike lane, Howard Street to Harrison Street;
26. Glen Park area bike lane, east-west between San Jose Avenue bike lane and Monterey Boulevard/Circular Avenue, and north-south between San Jose Avenue bike lane and Alemany Boulevard at Lyell Street;
27. Holloway Avenue bicycle boulevard, Lee Avenue to Varela Avenue;
28. Howard Street westbound bike lane, The Embarcadero to Fremont Street;
29. Howard Street westbound bike lane, short extension at 9th Street;
30. Illinois Street bike lane, 16th Street to Islais Creek;
31. Innes Avenue bike lane, Donahue Street to Hunters Point Boulevard;
32. John F. Kennedy Drive bike lane, Kezar Drive to Transverse Drive;
33. John Muir Drive bike lane, Lake Merced Blvd to about 1,000' south of Skyline Boulevard;
34. Kansas Street bike lane, 26th Street to 23rd Street;
35. Kirkham Street bike lane, 6th Avenue to Great Highway;
36. Laguna Honda Boulevard bike lane, Woodside Avenue to Portola Drive;
37. Laguna Honda Boulevard bike lane, Plaza to Woodside Avenue;
38. Market Street bike lane, Van Ness Avenue to Octavia Boulevard;
39. Market Street bike lane, Octavia Boulevard to 17th Street;
40. Market Street at Valencia Street intersection/signal modification to accommodate left turn movements for cyclists;
41. Masonic Avenue bike lane, Fell Street to Geary Boulevard;
42. McAllister Street bike lane, Market Street to Masonic Avenue;

43. McCoppin Street westbound bike lane, Gough Street to Valencia Street;
44. McCoppin Street bike path, Market Street to Valencia Street;
45. Mississippi Street bike lane, Mariposa Street to 16th Street;
46. North Point Street bike lane, Van Ness Avenue to The Embarcadero;
47. Ocean Avenue bike lane, Alemany Boulevard to San Jose Avenue;
48. Otis Street westbound bike lane, South Van Ness Avenue to Gough Street;
49. Page/Stanyan Streets traffic signal “bicycle heads” and other bicycle amenities;
50. Phelan Avenue bike lane, Ocean Avenue to Judson Avenue;
51. Point Lobos Avenue bike lane, Great Highway to El Camino del Mar;
52. Polk Street contraflow bike lane, Market Street to McAllister Street;
53. Portola Drive bike lane, O’Shaughnessy Boulevard to Sloat Boulevard;
54. Portola Drive bike lane, O’Shaughnessy Blvd to Corbett Avenue;
55. Potrero Avenue bike lane, 17th Street to Division Street;
56. Potrero Avenue/Bayshore Boulevard bike lane, south of 25th Street;
57. Sagamore Street/Sickles Avenue bike lane, Brotherhood Way to Alemany Boulevard;
58. Scott Street northbound left turn bike lane, Oak Street to Fell Street;
59. Sloat Boulevard bike lane, The Great Highway to Skyline Boulevard;
60. “The Wiggle” (Route 30 between Market Street/Duboce Avenue and Fell Street/Baker Street) improvements;
61. Townsend Street bike lane, The Embarcadero to 8th Street; and
62. Various shared roadway marking (“sharrow”) projects.

The attached map identifies the projects enumerated above.

Through the attached resolution, staff is seeking MTA Board endorsement of the Bicycle Plan Projects for purposes of environmental review, approval of the proposed scope of review of the Bicycle Plan Project, and authorization to allow the Executive Director/CEO to approve an agreement to complete environmental review of the Bicycle Plan Projects.

Next Steps:

- Enter into an agreement for environmental review services by late February/early March 2007.
- Complete a draft EIR for the San Francisco Bicycle Plan in a timely manner with an early 2008 target.
- Updates the MTA Board periodically on the status of environmental review and planning related to the Bicycle Plan Projects.
- After Planning Commission certification of the Final EIR, seek MTA Board approval of the Bicycle Plan and specific bicycle projects (anticipated by late 2008).

The City Attorney's Office has reviewed this item.

MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. _____

WHEREAS, The Municipal Transportation Agency (MTA) adopted a Bicycle Plan Policy Framework in 2005 that included the overall goal of making “bicycling an integral part of daily life in San Francisco”; and,

WHEREAS, The Bicycle Plan Policy Framework recommended the completion of a Bicycle Plan Network Improvement Document to “refine and expand the existing bicycle network”; and,

WHEREAS, On November 7, 2006, the San Francisco County Superior Court issued a peremptory writ of mandate enjoining the City and County of San Francisco from implementing the San Francisco Bicycle Plan until environmental review in compliance with the California Environmental Quality Act (CEQA) is completed on the entire Bicycle Plan; and,

WHEREAS, The Court determined that the San Francisco Bicycle Plan consisted of the “Policy Framework and the draft “Network Improvement Document,” and that environmental review must include review of both these documents as a single “Project” under CEQA; and,

WHEREAS, The MTA intends to satisfy the requirements of CEQA by obtaining programmatic environmental clearance for the Bicycle Plan Policy Framework and Network Improvement documents (“the Bicycle Plan”), obtaining project level environmental clearance for Bicycle Plan projects legislated and implemented between June 7, 2005 and June 16, 2006, and by obtaining project level environmental clearance for selected specific Bicycle Plan projects to be implemented within the next several years (the Bicycle Plan and these specific projects are referred to collectively as the "Bicycle Plan Projects"); and

WHEREAS, The Controller's Office, in consultation with MTA staff, the Planning Department's Major Environmental Analysis Section, and the San Francisco County Transportation Authority issued a Request for Proposals on January 5, 2007 soliciting proposals from pre-qualified consultants for the performance of environmental review services for the Bicycle Plan Projects. The Bicycle Plan Projects are delineated in the Request for Proposal's scope of work; now therefore, be it

RESOLVED, That the Municipal Transportation Agency Board of Directors endorses the Bicycle Plan Projects only for purposes of initiating environmental review, approves the proposed scope of work for the environmental review of the Bicycle Plan Projects, and authorizes the Executive Director/CEO to approve an agreement to perform environmental review services for the Bicycle Plan Projects; and, be it

FURTHER RESOLVED, That the Board of Directors authorizes the Executive Director/CEO to make any necessary modifications to the Bicycle Plan to reflect the Bicycle Plan Projects that will be the subject of environmental review and to return to the Board of Directors after certification of the Final EIR for the Bicycle Plan Projects to seek approval of the Bicycle Plan and specific bicycle projects.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at its meeting of _____.

Secretary, Municipal Transportation Agency Board

MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 07-012

WHEREAS, The Municipal Transportation Agency (MTA) adopted a Bicycle Plan Policy Framework in 2005 that included the overall goal of making "bicycling an integral part of daily life in San Francisco"; and,

WHEREAS, The Bicycle Plan Policy Framework recommended the completion of a Bicycle Plan Network Improvement Document to "refine and expand the existing bicycle network"; and,

WHEREAS, On November 7, 2006, the San Francisco County Superior Court issued a peremptory writ of mandate enjoining the City and County of San Francisco from implementing the San Francisco Bicycle Plan until environmental review in compliance with the California Environmental Quality Act (CEQA) is completed on the entire Bicycle Plan; and,

WHEREAS, The Court determined that the San Francisco Bicycle Plan consisted of the "Policy Framework and the draft "Network Improvement Document," and that environmental review must include review of both these documents as a single "Project" under CEQA; and,

WHEREAS, The MTA intends to satisfy the requirements of CEQA by obtaining programmatic environmental clearance for the Bicycle Plan Policy Framework and Network Improvement documents ("the Bicycle Plan"), obtaining project level environmental clearance for Bicycle Plan projects legislated and implemented between June 7, 2005 and June 16, 2006, and by obtaining project level environmental clearance for selected specific Bicycle Plan projects to be implemented within the next several years (the Bicycle Plan and these specific projects are referred to collectively as the "Bicycle Plan Projects"); and

WHEREAS, The Controller's Office, in consultation with MTA staff, the Planning Department's Major Environmental Analysis Section, and the San Francisco County Transportation Authority issued a Request for Proposals on January 5, 2007 soliciting proposals from pre-qualified consultants for the performance of environmental review services for the Bicycle Plan Projects. The Bicycle Plan Projects are delineated in the Request for Proposal's scope of work; now therefore, be it

RESOLVED, That the Municipal Transportation Agency Board of Directors endorses the Bicycle Plan Projects only for purposes of initiating environmental review, approves the proposed scope of work for the environmental review of the Bicycle Plan Projects, and authorizes the Executive Director/CEO to approve an agreement to perform environmental review services for the Bicycle Plan Projects; and, be it

FURTHER RESOLVED, That the Board of Directors authorizes the Executive Director/CEO to make any necessary modifications to the Bicycle Plan to reflect the Bicycle Plan Projects that will be the subject of environmental review and to return to the Board of Directors after certification of the Final EIR for the Bicycle Plan Projects to seek approval of the Bicycle Plan and specific bicycle projects.

I certify that the foregoing resolution was adopted by the Municipal Transportation Agency Board of Directors at its meeting of JAN 30 2007.

R. Boomer

Secretary, Municipal Transportation Agency Board