THIS PRINT COVERS CALENDAR ITEM NO. : 11

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

DIVISION: Sustainable Streets – Livable Streets

BRIEF DESCRIPTION:

Approving traffic and parking modifications associated with the Oak and Fell Pedestrian and Bicycle Safety Project.

SUMMARY:

- The Oak and Fell Pedestrian and Bicycle Safety Project will implement improvements for people who walk and ride a bicycle along Fell Street and Oak Street between Scott Street and Baker Street by installing bike lanes that are buffered from motor vehicle traffic as well as various pedestrian safety and neighborhood greening measures.
- The project area experiences some of the highest bicycling volumes in the city, yet bicyclists must ride in close proximity to large volumes of motor vehicle traffic.
- The SFMTA hosted a series of community meetings between July 2011 and May 2012 to establish project goals, explore design alternatives, and discuss potential tradeoffs with stakeholders.

ENCLOSURES:

1. SFMTAB Resolution
2. Attachment A – Oak and Fell Pedestrian and Bicycle Safety Project Area Map
3. Attachment B – Oak and Fell Pedestrian and Bicycle Safety Project Cross-Section Graphic
4. Attachment C – Oak and Fell Pedestrian and Bicycle Safety Typical Block Graphic
5. Attachment D – Justification for Determination of Exemption from Environmental Review

APPROVALS: **DATE**

DIRECTOR _____ 10/10/12

SECRETARY _____ 10/10/12

ASSIGNED SFMTAB CALENDAR DATE: October 16, 2012

PURPOSE

To approve traffic and parking modifications associated with the Oak and Fell Pedestrian and Bicycle Safety Project.

GOAL

This action supports the following SFMTA Strategic Plan Goals 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

The Oak and Fell Pedestrian and Bicycle Safety Project will improve the safety and comfort of walking and riding a bicycle along Oak Street and Fell Street between Scott Street and Baker Street by installing bike lanes that are buffered from motor vehicle traffic as well as various pedestrian safety and neighborhood greening measures.

Oak Street and Fell Street are essential pieces of San Francisco's transportation network. Each street has three lanes of one-way vehicle traffic and coordinated traffic signals that allow large volumes of traffic to flow relatively unimpeded. These two corridors are the most heavily used east-west traffic arterials in San Francisco, with each street carrying roughly 30,000 vehicles each day. Additionally, the three blocks that are the focus of this project are part of a vital link in the bicycle route network known as the "Wiggle" that connects Market Street to the Panhandle Path and western neighborhoods. Oak and Fell Streets are the flattest, most direct connection to the Panhandle bike path, and presently serve thousands of cyclists each day, and roughly one million cycling trips each year. However, many cyclists expressed that the existing bike lane on Fell Street is not comfortable and inviting due to its close proximity to a narrow parking lane and large volumes of swiftly moving cars. On Oak Street, cyclists are forced to ride in mixed flow traffic due to the lack of any bicycle facility. Additionally, pedestrian conditions are less than optimal for many people who live in this neighborhood or visit local businesses.

In the summer of 2011 the SFMTA began a community based planning process to identify ways to close this gap in the bicycle route network by making it safe and inviting for people with a range of cycling comfort levels and to increase the comfort and safety of walking in the neighborhood. SFMTA staff conferred extensively with local residents, neighborhood groups, and advocacy groups, including the San Francisco Bicycle Coalition, Walk San Francisco, and the Mayor's Disability Council to develop project goals and discuss the benefits and trade-off of various potential design concepts. These stakeholders expressed a strong desire to slow vehicle traffic, to increase overall safety for all street users, and to provide greening and other neighborhood beautification measures. Community members also articulated a desire to reduce the negative impacts of large volumes of cars on their neighborhood streets, and many expressed that implementing bikeways that provide a degree of physical separation between cyclists and moving cars would encourage more people to ride a bike and possibly reduce vehicle use

through this corridor. Some stakeholders also expressed concerns that the project should maintain the functionality of Oak Street and Fell Street as arterial streets, and that impacts to on-street parking should be minimized.

After a series of public workshops and focused meetings, the SFMTA developed a proposal to install buffered bike lanes that are adjacent to the curb and separate from motor vehicle traffic, corner bulbouts to shorten the pedestrian crossing distance, crosswalk enhancements and intersection "day lighting" to improve the visibility of pedestrians, and traffic signal changes to slow vehicles. The proposed project would improve access to driveways along the corridor by improving sight lines and the proposed intersection treatments would improve the predictability of cyclists and motorist behavior. These proposed safety improvements would improve safety for all street users, would promote walking and biking, and can be achieved without substantial increases in traffic congestion.

In order to accommodate wide protected buffered bike lanes and corner sidewalk extensions, the SFMTA will reallocate curbside space currently used for automobile parking along these three blocks of Oak Street and Fell Street. Tow-Away No Stopping Any Time regulations are proposed, which will mean that parking and loading would not be allowed adjacent to the curb or in the marked buffered area. The SFMTA proposes several measures to offset the proposed parking changes including increasing parking supply by implementing angled and perpendicular parking on nearby streets and consolidating bus stops at two locations on Hayes Street. The project will result in a net reduction of roughly 50 on-street parking spaces, or approximately six percent of the existing on-street parking supply within a one-block radius of the project area.

ALTERNATIVES CONSIDERED

Due to the limited right of way on Oak Street and Fell Street, creating buffered bike lanes requires reallocating space from either on-street parking or vehicle travel lanes. SFMTA staff studied the option of creating separated bikeways on Oak Street and Fell Street by removing a lane of vehicle traffic, but due to the existing high volumes of motor vehicle traffic this option would substantially increase congestion throughout most of the day. Significantly increased congestion throughout the day would likely lead to increased noise and air pollution and would likely cause traffic to spill over onto nearby parallel streets, degrading quality of life and delaying Muni on those streets.

SFMTA staff also analyzed whether parking could be allowed overnight to address concerns from local residents that removing on-street parking would cause a hardship for them. If a separated bikeway were permanently established adjacent to the curb and overnight parking were allowed in the first travel lane, the remaining two travel lanes would be sufficient to carry the lower volumes of traffic typically experienced at night. However, at times when parking is allowed, the resulting intersection design would not be intuitive for turning motorists and could potentially be dangerous for cyclists. Also, this design option would preclude the implementation of physical barriers in the buffer space.

Similarly, SFMTA staff analyzed an option to create a separated bikeway by restricting parking for part of the day but allowing curbside parking overnight. This option would result in no separated bikeways being available for part of the day, and would preclude the implementation

of physical barriers in the buffer space. This option would not meet the project goal of increasing the safety and comfort of bicycling to attract new cyclists and to close a vital gap in the bicycle route network.

A two-way bikeway on either Oak Street or Fell Street was also analyzed so that impacts to on-street parking could potentially be limited to only one street. Creating a two-way bikeway instead of two one-way bikeways would mean that the resulting design would designate less space for cyclists in each direction and would only allow for a narrow buffer space separating cyclists from motor vehicle traffic. Additionally, a two-way bikeway would increase the potential for conflicts with turning cars, so intersection turn restrictions or significant changes to traffic signal operations would need to be implemented which would disrupt circulation and increase congestion.

Finally, a proposal to not add separated bikeways to these three blocks of Oak Street and Fell Street and instead direct cyclists to use Page Street and Hayes Street to connect from Scott Street to the Panhandle Path was also considered. Page Street and Hayes Street are less desirable bike routes compared to Oak and Fell because they do not offer a direct connection to the Panhandle bike path and they require cyclists to encounter hills. Also, Page Street and Hayes Street have STOP signs at every intersection, while Oak and Fell have coordinated traffic signals. Cycling on Hayes Street instead of Fell Street takes about 20 percent longer, and riding on Page Street instead of Oak Street takes roughly 30 percent longer. Due to Oak and Fell being the flattest and most direction route, more than twice as many people choose to ride on Oak Street compared to Page Street and roughly fourteen times as many people prefer to ride on Fell Street compared to Hayes Street. Directing cyclists to use a less desirable route would not achieve the project goal of attracting people with a range of cycling comfort levels to ride more often.

FUNDING IMPACT

Funding for the Planning, Environmental Review, and Design phases of the buffered bike lanes was provided by a Prop K grant from Expenditure Plan 39. Funding for the design of curb changes and full Construction phase funding will be provided by Road Repaving & Street Safety Bond passed by voters as Proposition B in 2011. Due to the varied timelines for implementation of different pieces of the project and a desire to implement some safety improvements as soon as possible, funding for buffered bike lanes, crosswalk enhancements, traffic signal timing changes, and parking mitigation measures would come from the first sale of general obligation bonds in 2012. Construction of bulbouts and a concrete bike lane barrier would come from the second bond sale in 2013.

FUND	FY 11	FY 12	FY 13	FY 14	FY 15	TOTAL (Budget through FY17)
SFCTA-PropK-EP39	$165,000					$165,000
Prop B GO Bond		$425,000	$675,000			$1,100,000

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The Project is exempt from the California Environmental Quality Act ("CEQA") as a Class 1 (Existing Facilities) categorical exemption. The California Environmental Quality Act (CEQA) Guidelines Section 15301(c) or Class l(c), provides for exemption from environmental review for minor alterations to "existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities." Therefore, the proposed implementation of SFMTA's Fell and Oak Streets Bikeways project would be exempt under Class 1.

RECOMMENDATION

SFMTA staff recommends approval of the traffic and parking modifications associated with the Oak and Fell Pedestrian and Bicycle Safety Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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 feel 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, northwest corner (two-way bulb)
Oak Street, north side, at Broderick Street from 0 to 18 feet westerly
Broderick 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.

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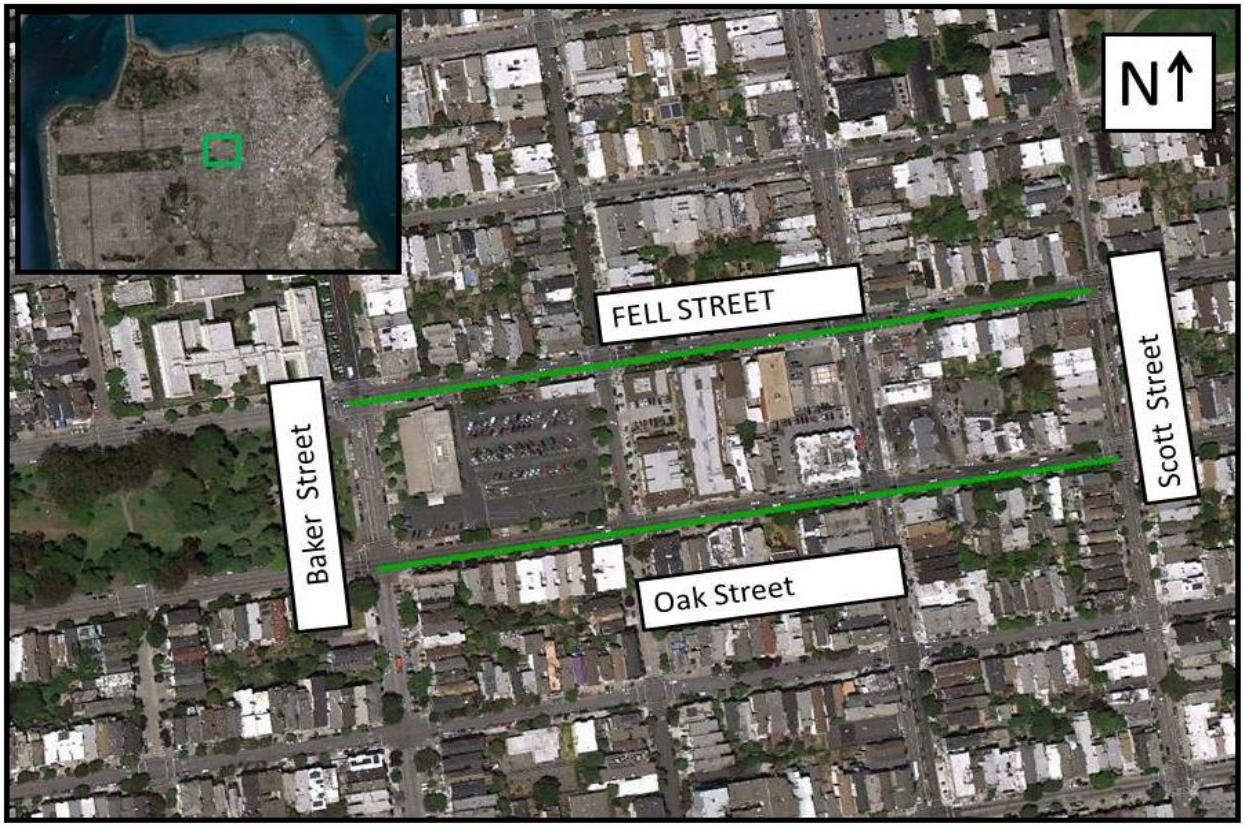
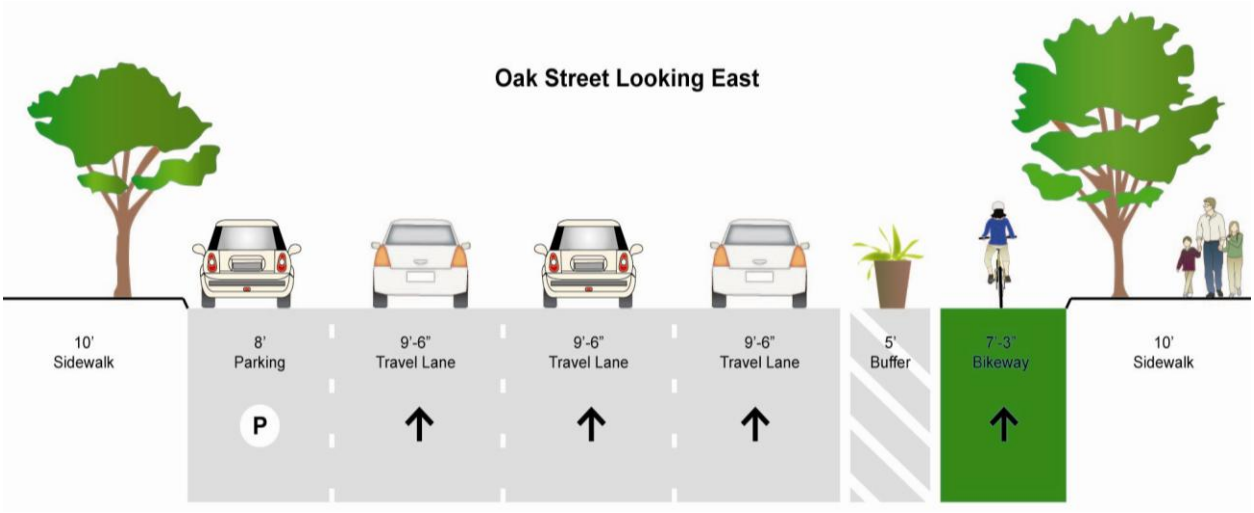
Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

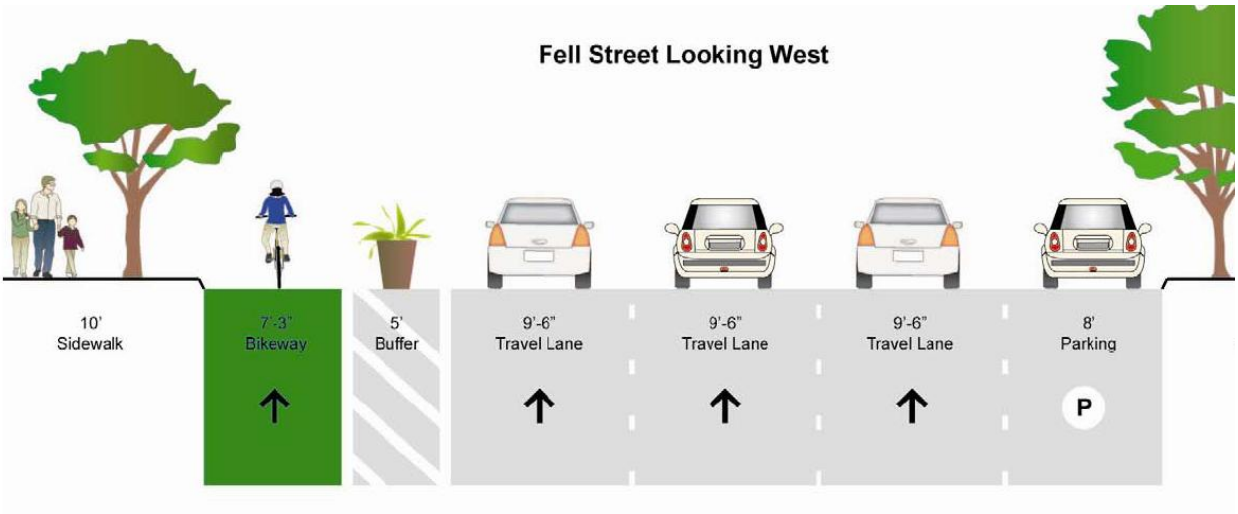
Attachment A – Oak and Fell Pedestrian and Bicycle Safety Project Area Map



Attachment B – Oak and Fell Pedestrian and Bicycle Safety Project Cross-Section Graphics:

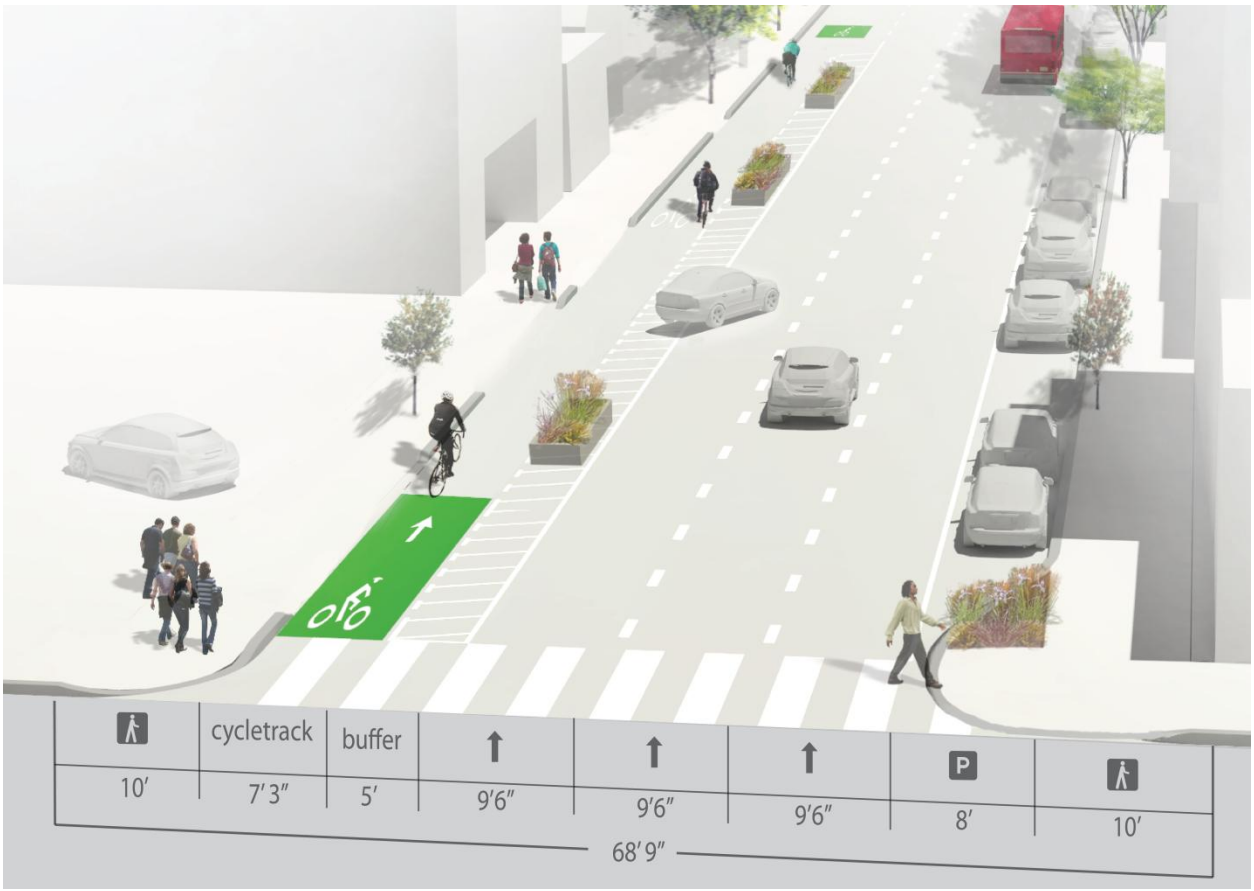
PROJECT PROPOSAL: ***TYPICAL CROSS SECTIONS***





Attachment C – Oak and Fell Pedestrian and Bicycle Safety Project Typical Block Graphic:

***PROJECT PROPOSAL:* TYPICAL BLOCK**



Attachment D – Justification for Determination of Exemption from Environmental Review

Case No.:	**2011.0836E**
Project Title:	**SFMTA Fell & Oak Streets Bikeways Project**
Project Location:	Fell & Oak Streets between Baker Street & Scott Street
Neighborhood:	Between Western Addition & Haight-Ashbury Districts
Project Sponsor:	San Francisco Municipal Transportation Agency
	Ellen Robinson – (415) 701-4322
	ellen.robinson@sfmta.com
Staff Contact:	Brett Bollinger – (415) 575-9024
	brett.bollinger@sfgov.org

Project Description:
The San Francisco Municipal Transportation Agency (SFMTA) proposes the implementation of new bikeways and pedestrian facility improvements along Fell Street and Oak Street between Baker Street and Scott Street at the border of the Western Addition and Haight-Ashbury neighborhoods. Currently, Fell Street is a three-lane, one-way westbound street with a Class II bike lane running along the south side of the street. Currently, Oak Street is a three-lane, one-way eastbound street with a 12-foot wide AM peak hour traffic lane (7AM-9AM tow-away lane) and at all other times a parking lane. The proposed Fell Street improvements would consist of removing the parking lane on the south side of the street and moving the bike lane adjacent to the southern Fell Street sidewalk, adding a new 5-foot buffer between the bike lane and southern most travel lane. The proposed Oak Street improvements would consist of removing the parking lane on the south side of Oak Street and replacing it with a protected bike lane with a 5-foot buffer. The Project would also rescind the 7AM-9AM tow-away restriction on the north side of Oak Street between Baker Street and Divisadero Street. Additionally, left-turn and right-turn pockets and bike boxes would be added to specific intersection approaches along both Fell and Oak Streets to provide additional space for queuing vehicles yielding to pedestrians. Corner bulbs and advance limit lines would also be added to various intersections. Implementation of the proposed improvements would result in a net loss of fifty-five (55) on-street parking spaces in the project area.

Exempt Status:
Categorical Exemption, Class 1 and Class 4 [State CEQA Guidelines Sections 15301(c) 15304(h)]

Determination:
I do hereby certify that the above determination has been made pursuant to State and Local requirements.

_____ _____

BILL WYCKO Date

Environmental Review Officer

cc: Ellen Robinson, SFMTA

Supervisor Olague, District 5

Project Description (CONT'D):

The Fell Street and Oak Street Bikeway project area includes the following roadway segments:

- Fell Street from Baker Street to Scott Street
- Oak Street from Baker Street to Scott Street
- Hayes Street from Baker Street to Scott Street
- Baker Street from Fell Street to Haight Street
- Broderick Street from Fell Street to Page Street
- Scott Street from Fell Street to Waller Street

FELL STREET

Currently, Fell Street is a three-lane, one-way westbound street with (from south side to north side) a 7'-3" wide parking lane, a 5' wide bike lane, three 9'-6" foot travel lanes, and an 8' wide parking lane (see **Figure 1**). The Project would upgrade the existing 5' wide, Class II bike lane on south side of the street to a curb-side, 7'-3" wide bike lane with a 5' wide striped buffer. On-street parking would be prohibited on the south side of Fell Street but motor vehicle access and egress from commercial and residential driveways would be preserved (i.e., motorists would be allowed to cross the buffer and bike lane to access driveways). At locations more than 10 feet from any driveways, raised, landscaped traffic islands would be installed in the buffer area to physically separate the bike lane from the motor vehicle travel lanes. The Project would result in (from south side to north side) a 7'3" wide bike lane, a 5' wide striped and landscaped buffer, three 9'-6" travel lanes, and an 8' parking lane (see **Figure 1**).

For the Fell Street approach to Divisadero Street, the striped buffer would terminate and the bike lane would shift from the curbside to the right side of the existing left-turn pocket. A green bike box would be installed in front of the left-turn pocket and bike lane at the intersection. (See **Figure 2**)

At the intersections of Fell Street with Broderick and Baker streets, left-turn pockets would be added. On the approach to the intersections, the new bikeway would merge with the left turn pocket and green-backed sharrow markings would indicate that cyclists should continue through the middle of the turn pocket to proceed straight through the intersection. Yield lines would indicate that drivers are required to yield to cyclists as they transition into the turn pocket. (See **Figures 3 and 4**)

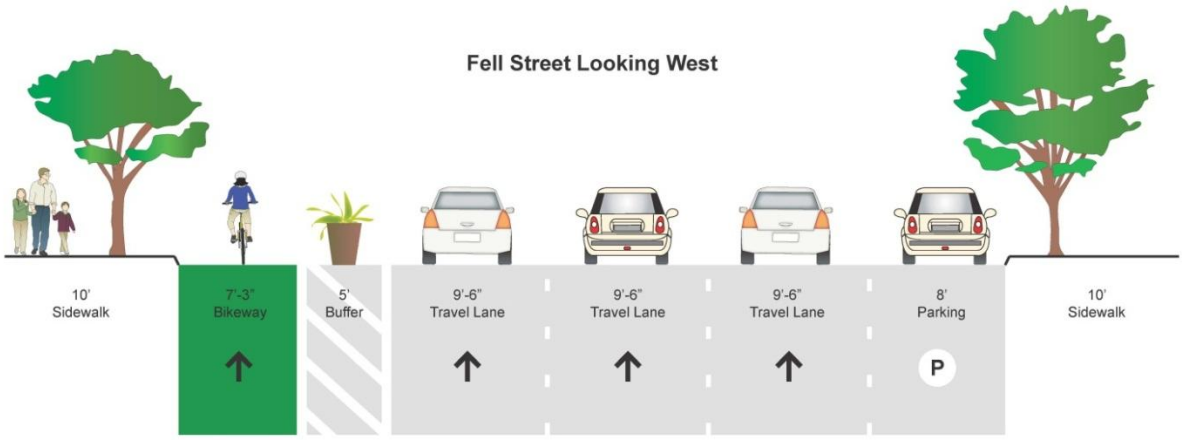
Advance limit lines,[1] 12"- or 24"-wide white lines placed at least 4 feet in advance of a crosswalk, would be installed across the Fell Street approaches to all intersections in the study area. All crosswalks on Fell Street between Scott and Baker Streets would be enhanced with continental "ladder" markings. No signal timing or phasing changes are proposed along Fell Street as part of the Project. Corner bulbouts would be installed at the intersections of Fell Street with Scott Street, Divisadero Street, Broderick Street and Baker Street. The specific locations of bulbouts are described on page 21 and in **Table 1** on page 22.

1 Standard limit lines are placed preferably between 4 and 20 feet in advance of marked crosswalks at signalized intersections to encourage motorists to stop farther away from the marked crosswalk. An advance limit line increase pedestrian visibility to vehicles and reduces the number of vehicles encroaching on the crosswalk.

Figure 1

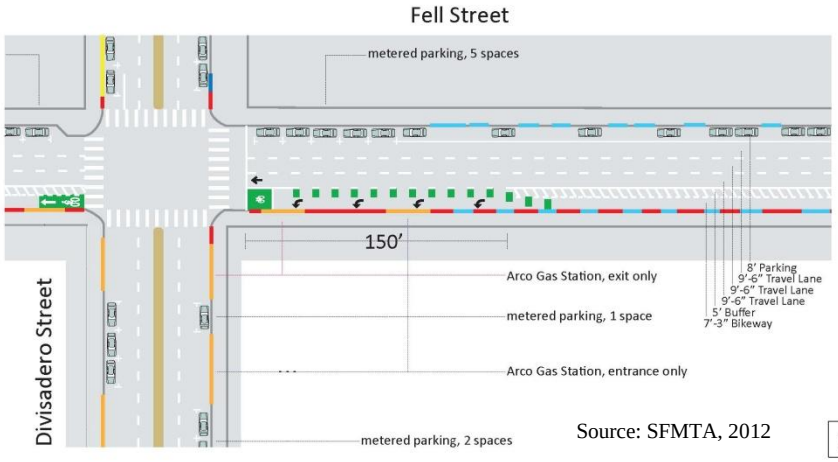
Existing Fell Street Cross Section

Proposed Fell Street Cross Section



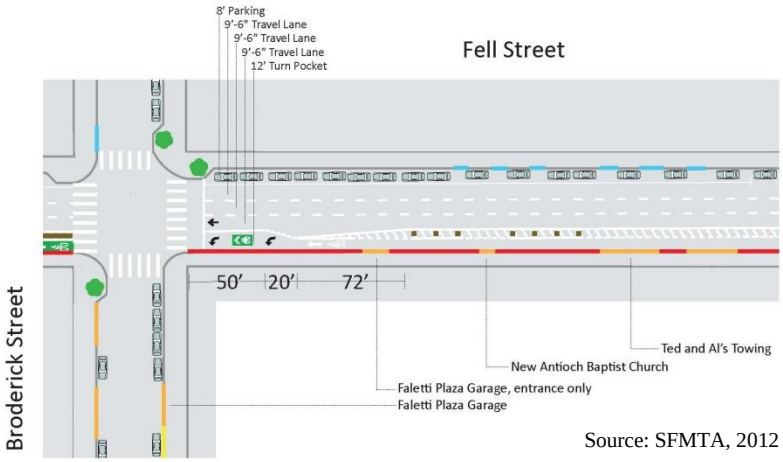
Source: SFMTA, 2012

Figure 2
Fell Street Approaching Divisadero Street



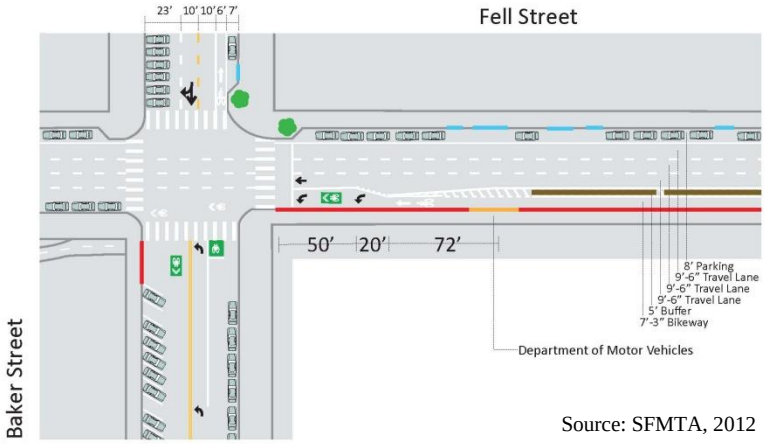
Source: SFMTA, 2012

Figure 3
Fell Street Approaching Broderick Street



Source: SFMTA, 2012

Figure 4
Fell Street Approaching Baker Street



Source: SFMTA, 2012

OAK STREET

Currently, Oak Street is a three-lane one-way eastbound street with (from south side to north side) an 8' 3" wide parking lane, three 9' 6" foot travel lanes, and a 12-foot wide AM peak hour (7AM-9AM) tow-away lane and at all other times a parking lane (see **Figure 5**). The Project would establish a curb-side, 7'-3" wide Class II bike lane with a 5' wide striped buffer on the south side of Oak Street. On-street parking would be prohibited on the south side of Oak Street but motor vehicle access and egress from commercial and residential driveways would be preserved. At locations more than 10 feet from any driveways, raised, planted traffic islands would be installed in the buffer area to physically separate the bike lane from the motor vehicle travel lanes. The existing AM peak hour tow-away restriction on the north side of Oak Street between Baker and Divisadero streets would be rescinded and a permanent 8' parking lane would be maintained. The removal of the tow-away lane would reduce the amount of travel lanes on this segment of Oak Street during the AM commute from four to three lanes. Implementation of the proposed Project would result in (from south side to north side) a 7'3" bike lane, a 5' striped and landscaped buffer, three 9' 6" travel lanes, and an 8' parking lane (see **Figure 5**).

At the intersection of Oak Street and Baker Street, an exclusive left-turn traffic signal phase would be added for cyclists and drivers turning left from southbound Baker Street to Oak Street. A bike box would be installed at the front of the turn pocket for cyclists to wait before turning left onto eastbound Oak Street. (**Figure 6**)

At the intersection of Oak Street and Broderick Street, a bicycle traffic signal would be installed to give eastbound cyclists in the bike lane on Oak Street a green light in advance of eastbound motor vehicles to reduce potential merging conflicts between through cyclists and right turning motorists further east on Oak Street at Divisadero Street. (**Figure 6**)

At the Oak Street approach to Divisadero Street, a right-turn pocket would be added. The design of the new right-turn lane, bike lane and bike box on this approach would be similar to the left-turn design at the Fell and Divisadero Streets intersection described above. (**Figure 7**)

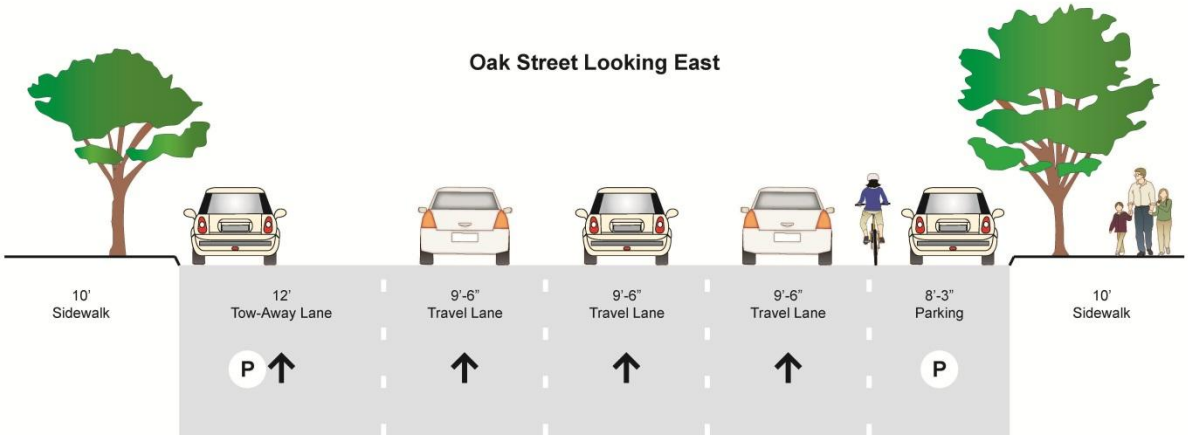
At the Oak Street approach to Scott Street, a right-turn pocket would be added. A green-backed sharrow and yield line would indicate that drivers should yield to cyclists as they merge into the turn lane, similar to the treatments at Fell and Baker streets and Fell and Broderick streets. (**Figure 8**)

Traffic signal timings and offsets would be adjusted at the intersections of Oak and Baker streets and Oak and Broderick streets. The signal timing at the Oak and Divisadero Streets intersection would be unchanged, as would the offset between this signal and the other signals along Divisadero Street.

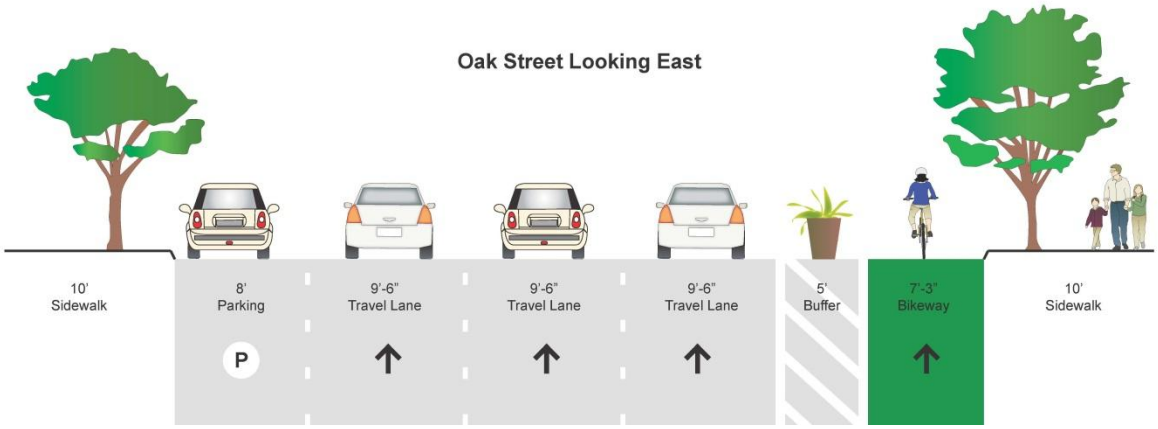
Advance limit lines, 12"- or 24"-wide white lines placed at least 4 feet in advance of a crosswalk, would be installed across the Oak Street approaches to all intersections in the study area. All crosswalks on Oak Street between Scott and Baker streets would be enhanced with continental "ladder" markings. Corner bulbouts would be installed at the intersections of Oak Street with Baker, Broderick and Scott streets. The specific locations of bulbouts are described on page 21 and in **Table 1** on page 22.

Figure 5

Existing Oak Street Cross Section

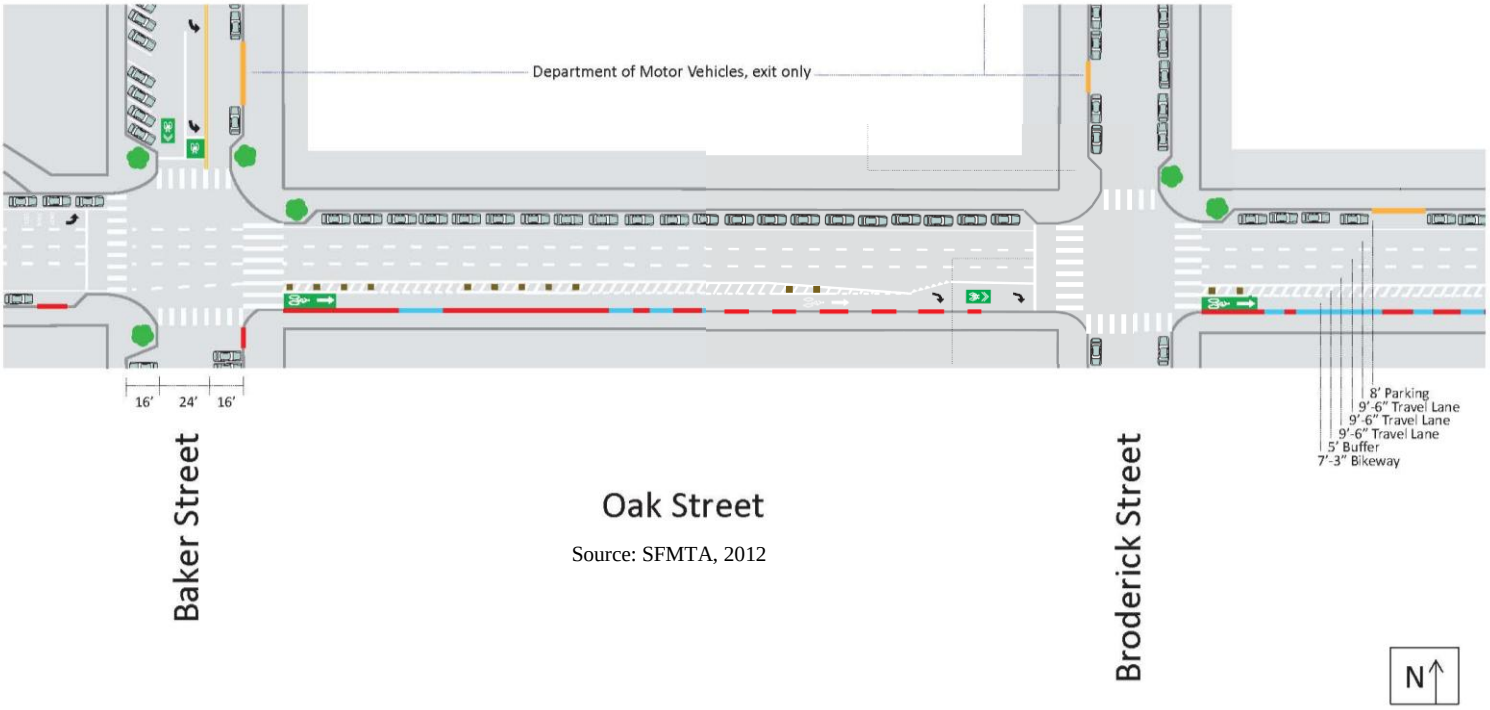


Proposed Oak Street Cross Section



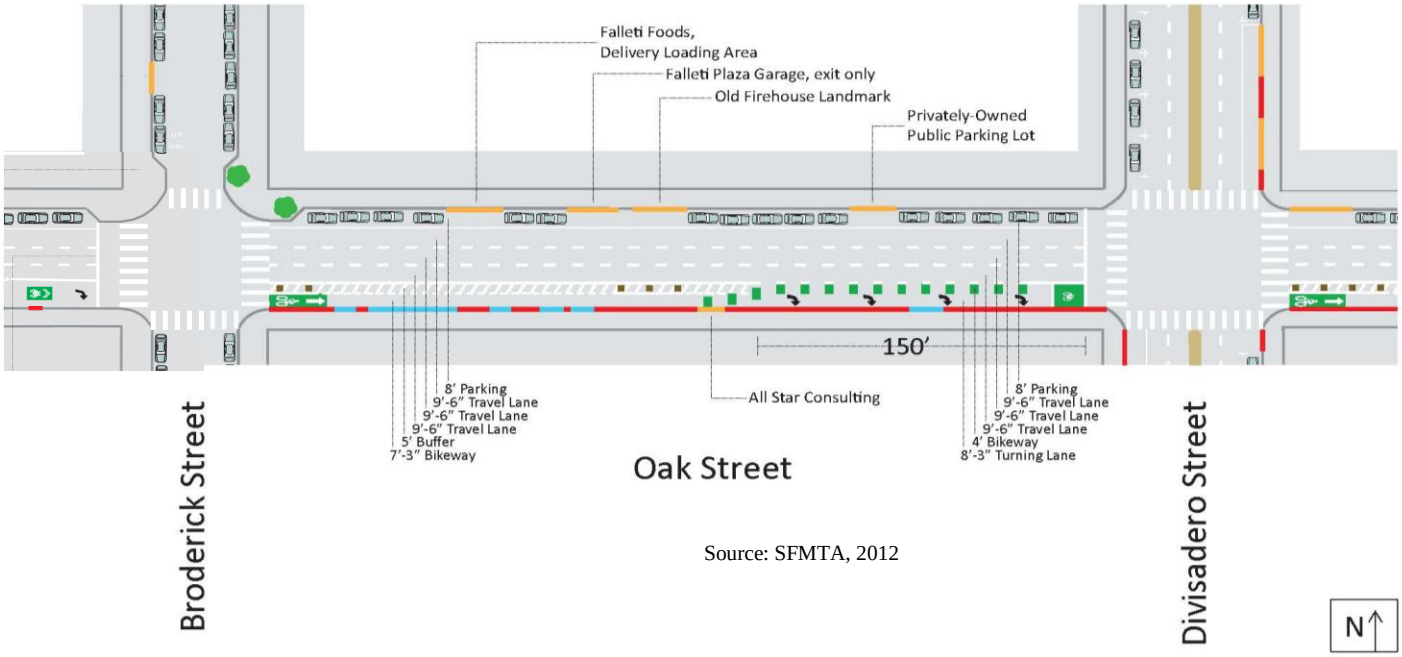
Source: SFMTA, 2012

Figure 6
Oak Street Approaching Broderick & Baker Streets



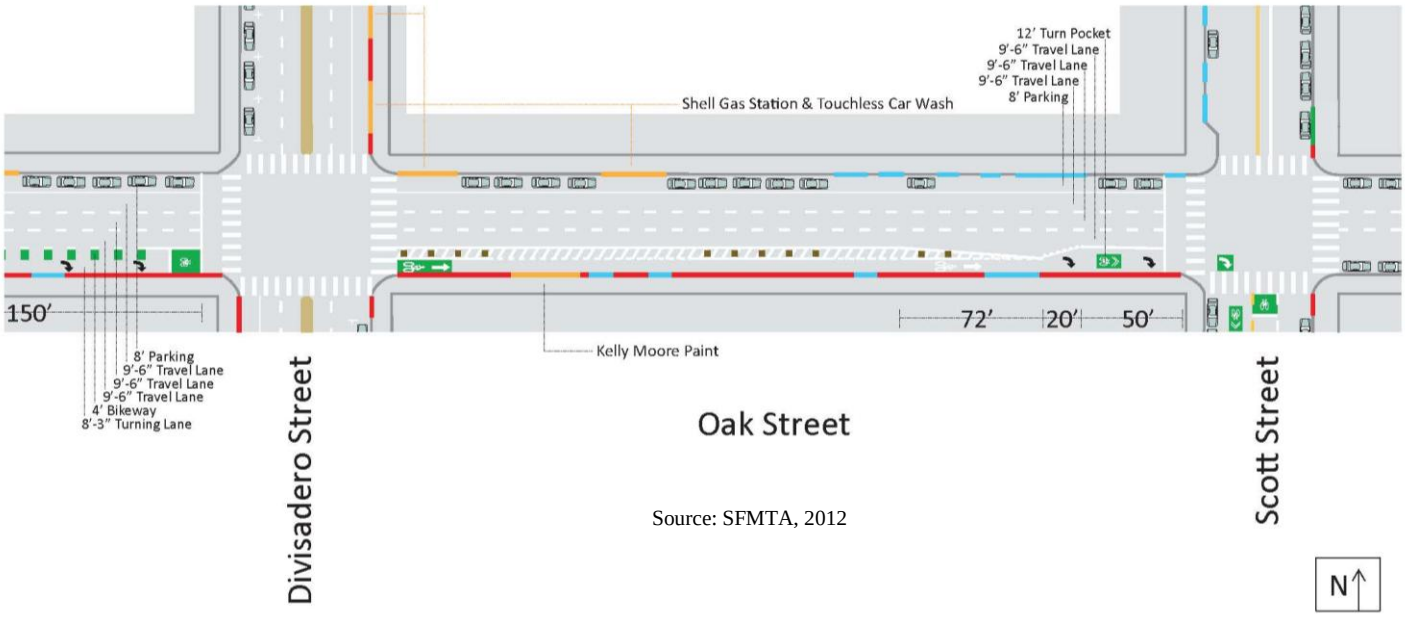
Source: SFMTA, 2012

Figure 7
Oak Street Approaching Divisadero & Broderick Streets



Source: SFMTA, 2012

Figure 8
Oak Street Approaching Scott Street



Source: SFMTA, 2012

PROJECT AREA PEDESTRIAN, TRANSIT, PARKING, & LANE CHANGES
The changes proposed by the Project would result in enhanced pedestrian facilities, the removal of traffic lanes, the removal of four bus stops, and a net loss of 55 parking spaces within the project area. These parking changes would affect Fell Street, Oak Street (described in the sections above), Baker Street, Broderick Street, Divisadero Street, Scott Street, and Hayes Street in the project area. No other streets would be affected. (See **Table 1** and **Figures 9, 10, & 11)**

Baker Street
Between Fell and Oak Streets, Baker Street would be reduced from two lanes in each direction to one through lane with exclusive left-turn pockets in each direction. The existing parallel on-street parking on the west side of Baker Street from Fell Street to Oak Street would be converted to back-in angled parking, and the existing parallel on-street parking on the west side of Baker Street from Oak Street to Haight Street would be converted to perpendicular parking. Existing southbound sharrow markings between Fell Street and Page Street would be relocated to the center of the travel lane adjacent to the new angled/perpendicular parking, approximately 22 feet from the curb, to avoid conflicts between bicyclists and motor vehicles backing into or out of parking spaces. (See **Figure 9**)

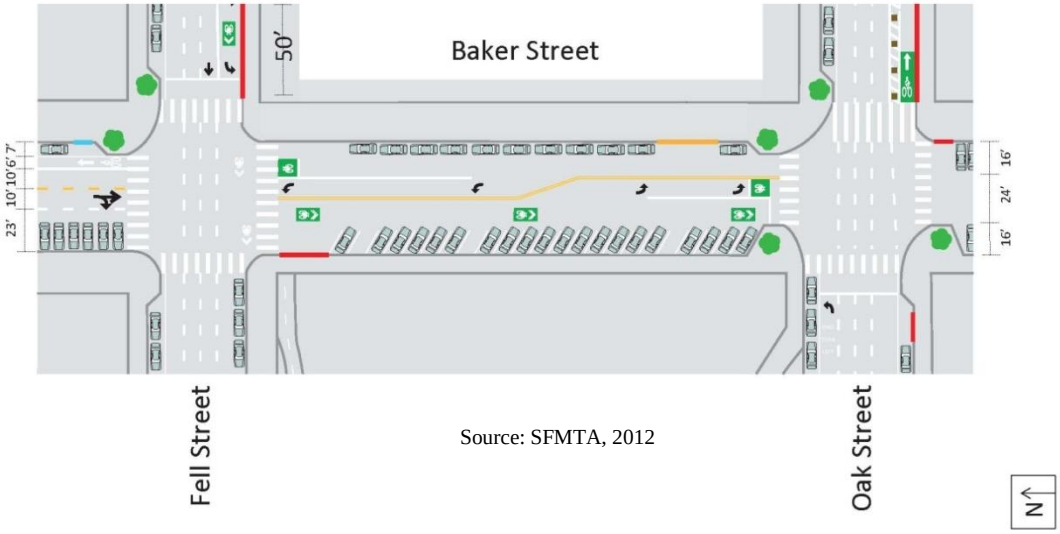
Broderick Street
No lane geometry changes are proposed for the Broderick Street approaches to Fell or Oak streets. On Oak Street at Broderick a bicycle lead phase would be added which would result in a shortened green timing phase for Broderick Street. Adequate pedestrian crossing time would be maintained.

Divisadero Street
No lane geometry changes are proposed for the Divisadero Street approaches to Fell or Oak streets and no signal timing changes are proposed.

Scott Street
Existing on-street parking on the east side of Scott Street between Haight and Waller Streets would be converted from parallel to perpendicular parking. No lane geometry or traffic signal timing changes are proposed for the Scott Street approaches to Fell or Oak streets. (See **Figure 10**)

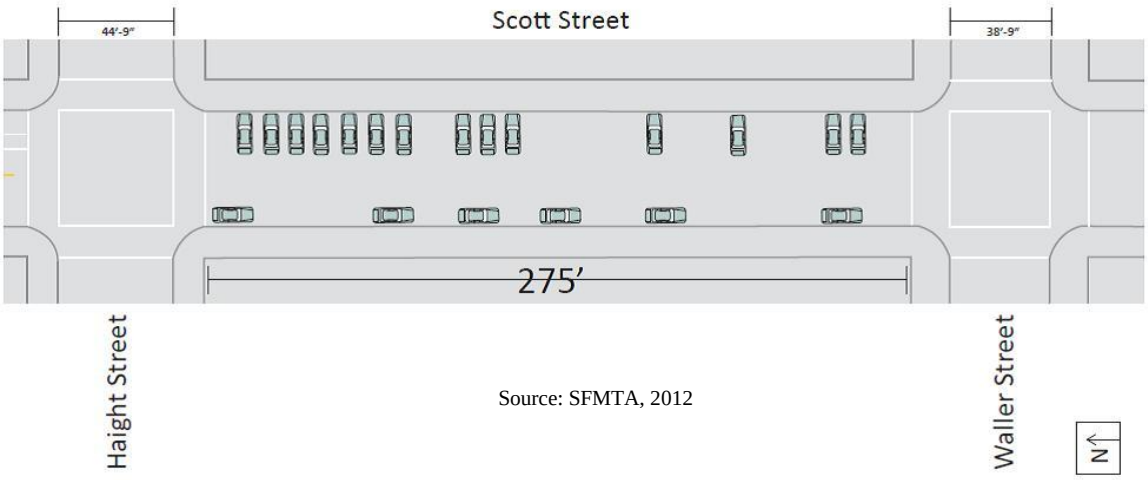
Hayes Street
The inbound and outbound 21 Hayes bus stops at Scott Street and Broderick Street would be converted to on-street parallel parking to offset parking losses nearby on Oak and Fell streets. The existing stops at Masonic Avenue, Central Avenue, Lyon Street, Baker Street Divisadero Street and Pierce Street would remain. Within the Project vicinity, the 21 Hayes route contains bus stops at every block, and the proposed removal of the bus stops are in locations where slopes/grades would not pose a problem for accessibility. The new stop spacings created as a result of the consolidations would be within the SFMTA's stop spacing guidelines. (See **Figure 11**)

Figure 9
Baker Street between Fell Street and Oak Street



Source: SFMTA, 2012

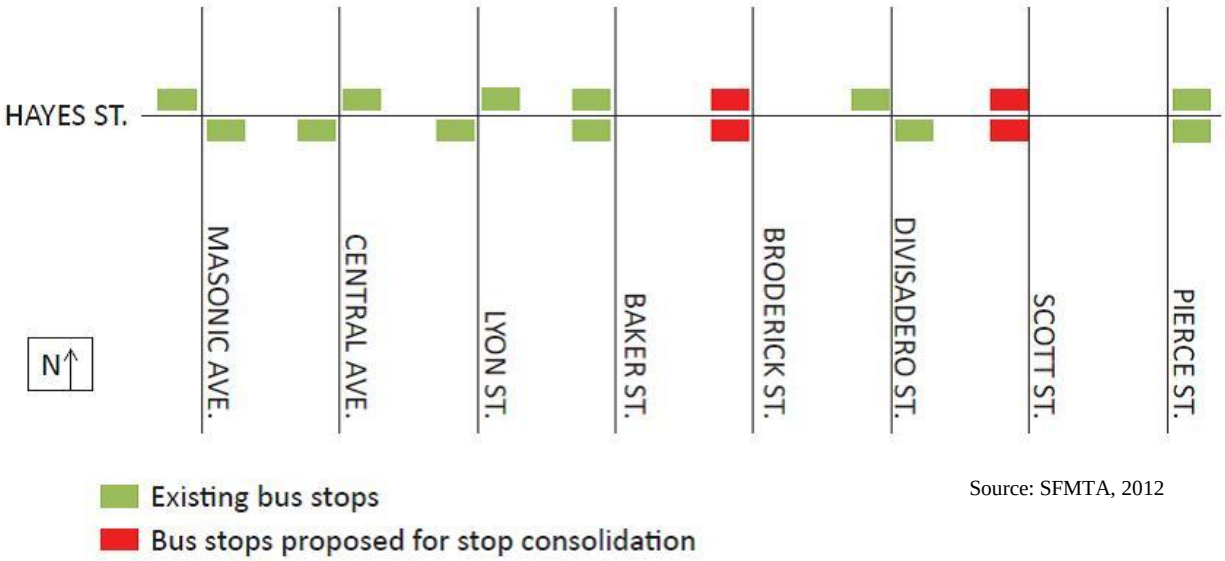
Figure 10
Scott Street between Waller Street and Haight Street



Source: SFMTA, 2012

Figure 11

Hayes Street Bus Stop Consolidation



Source: SFMTA, 2012

Pedestrian Improvements
Corner bulbs would be added at the following 13 locations:

- Fell Street and Scott Street, northwest corner (two-way bulb)
- Fell Street, at Divisadero, northwest corner (one-way bulb)
- Fell Street at Broderick Street, northwest corner (one-way bulb)
- Fell Street and Broderick Street, northeast corner (two-way bulb)
- Broderick Street at Fell Street, southwest corner (one-way bulb)
- Baker Street at Fell Street, northwest corner (one-way bulb)
- Fell Street and Baker Street, northeast corner (two-way bulb)
- Scott Street at Oak Street, northwest corner (one-way bulb)
- Oak Street and Broderick Street, northwest corner (two-way bulb)
- Oak Street and Broderick Street, northeast corner (two-way bulb)
- Oak Street and Baker Street, northeast corner (two-way bulb)
- Oak Street and Baker Street, southwest corner (two-way bulb)
- Baker Street at Oak Street, northwest corner (one-way bulb)

Overall, implementation of the Project as proposed would result in a net loss of 55 on-street parking spaces. Approximately 88 spaces would be removed along Oak and Fell Streets for installation of the curbside cycletracks, and an additional 13 spaces would be removed at Oak and Fell Street intersections to accommodate new corner bulbs. Approximately 33 spaces would be gained through the conversion of 34 existing parallel parking spaces on Baker and Scott Streets into 67 angled and perpendicular spaces. An additional 13 spaces would be gained on Hayes Street from the removal of four existing 21 Hayes bus stops. The existing on-street parking supply in area bounded by Scott, Hayes, Baker and Page streets is approximately 590 spaces. The Project does not include any changes to existing off-street parking or loading facilities. Changes to on-street parking conditions due to the proposed improvements are detailed in **Table 1**.

Table 1: Fell & Oak Bikeways Parking Changes

Project Element	Spaces Gained or Lost
Curbside cycletrack on Oak St. between Baker and Broderick, south side	-14
Curbside cycletrack on Oak St. between Broderick and Divisadero, south side	-12
Curbside cycletrack on Oak St. between Divisadero and Scott, south side	-17
Curbside cycletrack on Fell St. between Baker and Broderick, south side	-21
Curbside cycletrack on Fell St. between Broderick and Divisadero, south side	-14
Curbside cycletrack on Fell St. between Divisadero and Scott, south side	-10
Corner bulb at Oak St. and Baker St., southwest corner	-1
Corner bulb at Oak St. and Baker St., northeast corner	-1
Corner bulb at Oak St. and Broderick St., northeast corner	-2
Corner bulb at Oak St. and Broderick St., northwest corner	-1
Corner bulb at Fell St. and Baker St., northeast corner	-1
Corner bulb at Fell St. and Baker St., northwest corner	-2
Corner bulb at Fell St. and Broderick St., southwest corner	-1
Corner bulb at Fell St. and Broderick St., northwest corner	-1
Corner bulb at Fell St. and Broderick St., northeast corner	-2
Corner bulb at Fell St. and Divisadero St., northwest corner	-1
Back-in angled parking on Baker St. between Fell and Oak, west side	11
Perpendicular parking on Baker St. between Oak and Page, west side	11
Perpendicular parking on Baker St. between Page and Haight, west side	4
Perpendicular parking on Scott St. between Haight and Waller	7
Bus stop removal on Hayes St. between Baker and Broderick, south side	4
Bus stop removal on Hayes St. between Baker and Broderick, north side	4
Bus stop removal on Hayes St. between Divisadero and Scott, south side	4
Bus stop removal on Hayes St. between Divisadero and Scott, north side	1
Total Net Parking Space Change	**-55**

REMARKS:

Transportation

Traffic-Level of Service Analysis

OAK STREET

An intersection Level of Service (LOS) analysis was conducted for the intersections of Oak Street with Scott Street, Divisadero Street, Broderick Street and Baker Street for the AM peak hour (8AM-9AM). Since Oak Street is a one-way eastbound street, the Project analyzed the AM peak hour to capture the part of the day Oak Street experiences the highest amount of traffic volumes due to the eastbound AM commute times. The table below shows the AM peak our levels for the Oak Street intersections with and without the proposed Project under existing and cumulative conditions.

Table 2
Oak Street AM Peak Hour Intersections LOS Analysis/Average Delay (seconds)

Intersection	Existing Conditions	Existing Plus Project	2035 Cumulative No Project	2035 Cumulative Plus Project
Oak St /Scott St	LOS B /10 sec.	LOS A/9 sec.	LOS B/11 sec.	LOS B/10 sec.
Oak St/Divisadero St	LOS C/21 sec.	LOS C/23 sec.	LOS C/25 sec.	LOS C/27 sec.
Oak St/Broderick St	LOS A/6 sec.	LOS A/7 sec.	LOS A/6 sec.	LOS A/8 sec.
Oak St/Baker St	LOS A/9 sec.	LOS C/22 sec.	LOS B/12 sec.	LOS C/28 sec.

Source: SFMTA, 2012

Existing Conditions

Under Existing conditions, the intersection of Oak Street and Scott Street operates at LOS B, with an average of 10 seconds of delay for all vehicles. With implementation of the Project, this intersection would reduce average intersection delay by one (1) second, causing the intersection to operate at LOS A. The intersection LOS improvement is a result of adding an eastbound right-turn pocket. The intersection of Oak Street and Divisadero Street currently operates at LOS C with an average of 21 seconds of delay for all vehicles. With implementation of the Project, this intersection would continue to operate at LOS C, with an increase of two (2) seconds of average delay. The intersection of Oak Street and Broderick Street currently operates at LOS A with an average delay of six (6) seconds for all vehicles. With implementation of the Project, this intersection would continue to operate at LOS A, with an increase of one (1) second of average delay. The intersection of Oak Street and Baker Street currently operates at a LOS A, with an average delay of nine (9) seconds for all vehicles. The Project would increase the average delay by 13 seconds, causing the intersection to operate at LOS C.

The LOS calculations for Existing Plus Project volumes indicate that all intersections operate at acceptable LOS for the AM peak hour. Therefore, the proposed Project would not have any significant traffic impacts under Existing Plus Project conditions.

2035 Cumulative Conditions

Future year 2035 Cumulative traffic volumes were developed in order to assess local cumulative developments which result in increases in traffic volumes. For the future year 2035, cumulative

intersection traffic volumes for the AM peak hour were estimated based on growth rates developed for the study area from data taken from the City and County of San Francisco Transportation Authority (SFCTA) travel demand model for the weekday PM and AM peak hours. These 2035 cumulative traffic volumes account for growth due to cumulative development in the City and the entire Bay Area.

Under 2035 Cumulative No Project conditions, the intersection of Oak Street and Scott Street would operate at LOS B, with an average delay of ten (11) seconds for all vehicles. With implementation of the proposed project, this intersection would continue to operate at LOS B with a decrease in delay of one (1) second. The intersection of Oak Street and Divisadero Street under 2035 Cumulative No Project conditions would operate at LOS C with an average delay of 25 seconds for all vehicles. With implementation of the Project, this intersection would continue to operate at LOS C under 2035 Cumulative conditions, with an increase of two (2) seconds of average delay. The intersection of Oak Street and Broderick Street under 2035 Cumulative No Project conditions would operate at LOS A with an average delay of six (6) seconds for all vehicles. With implementation of the Project, this intersection would continue to operate at LOS A, with an increase of two (2) second of average delay. The intersection of Oak Street and Baker Street under 2035 No Project Cumulative conditions would operate at LOS B with an average delay of 12 seconds for all vehicles. Implementation of the proposed Project would result in a sixteen-second (16) increase in average vehicular delay, causing the intersection to operate at LOS C. All study intersections are expected to continue to operate acceptably under 2035 Cumulative Plus Project conditions (at LOS D or better), therefore, the proposed Project would not have any significant traffic impacts under cumulative conditions.

FELL STREET

An intersection Level of Service (LOS) analysis was conducted for the intersections of Fell Street with Scott Street, Divisadero Street, Broderick Street and Baker Street for the PM peak hour (5PM-6PM). Since Fell Street is a one-way westbound street, the Project analyzed the PM peak hour to capture the part of the day Fell Street experiences the highest amount of traffic volumes due to the westbound PM commute times. The table below shows the PM peak hour levels of service for the Fell Street intersections with and without the proposed Project under existing and cumulative conditions.

Table 3
Fell Street PM Peak Hour Intersections LOS Analysis/Average Delay (seconds)

Intersection	Existing Conditions	Existing Plus Project	2035 Cumulative No Project	2035 Cumulative Plus Project
Fell St/Scott St	LOS B/12 sec.	LOS B/12 sec.	LOS B/20 sec.	LOS B/20 sec.
Fell St/Divisadero St	LOS B/16 sec.	LOS B/16 sec.	LOS C/26 sec.	LOS C/26 sec.
Fell St/Broderick St	LOS A/8 sec.	LOS A/8sec.	LOS A/9 sec.	LOS A/8 sec.
Fell St/Baker St	LOS A/10 sec.	LOS A/9 sec.	LOS B/10 sec.	LOS B/10 sec.

Source: SFMTA, 2012

Existing Conditions

Under Existing conditions, the intersection of Fell Street and Scott Street currently operates at LOS B, with an average of 12 seconds of delay for all vehicles. With implementation of the Project, this intersection would continue to operate at LOS B, with no increase in delay. The

intersection of Fell Street and Divisadero Street currently operates at LOS B with an average of 16 seconds of delay for all vehicles. With implementation of the Project, the intersection would continue to operate at LOS B, with no increase in delay. The intersection of Fell Street and Broderick Street currently operates at LOS A with an average delay of eight (8) seconds for all vehicles. With implementation of the Project, this intersection would continue to operate at LOS A, with no increase in delay. The intersection of Fell Street and Baker Street currently operates at LOS A with an average delay of ten (10) seconds for all vehicles. With implementation of the Project, the average intersection delay would decrease by one (1) second as a result of adding a westbound left-turn pocket.

The LOS calculations for Existing Plus Project volumes indicate that all intersections operate at acceptable LOS A and B for the PM peak hour. Therefore, the proposed Project would not have any significant traffic impacts under Existing Plus Project conditions.

2035 Cumulative Conditions

Future year 2035 Cumulative traffic volumes were developed in order to assess local cumulative developments which result in increases in traffic volumes. For the future year 2035, cumulative intersection traffic volumes for the PM peak hour were estimated based on growth rates developed for the study area from data taken from the City and County of San Francisco Transportation Authority (SFCTA) travel demand model for the weekday PM and AM peak hours. These 2035 cumulative traffic volumes account for growth due to cumulative development in the City and the entire Bay Area.

Under 2035 Cumulative No Project conditions, the intersection of Fell Street and Scott Street would operate at LOS B, with an average delay of 20 seconds for all vehicles. With implementation of the proposed Project, this intersection would continue to operate at LOS B, with no change in delay. The intersection of Fell Street and Divisadero Street under 2035 Cumulative No Project conditions would operate at LOS C with an average delay of 26 seconds for all vehicles. With implementation of the Project, this intersection would continue to operate at LOS C, with no change in delay. The intersection of Fell Street and Broderick Street under 2035 Cumulative No Project conditions would operate at LOS A with an average delay of nine (9) seconds for all vehicles. Implementation of the proposed Project would result in a one-second (1) decrease in average vehicular delay and would continue to operate at LOS A. The intersection of Fell Street and Baker Street under 2035 Cumulative No Project conditions would operate at LOS B with an average delay of 10 seconds for all vehicles. With implementation of the proposed Project, this intersection would continue to operate at LOS B, with no change in delay. All study intersections are expected to continue to operate acceptably under 2035 Cumulative Plus Project conditions (at LOS C or better), therefore, the proposed Project would not have any significant traffic impacts under cumulative conditions.

Transit

Existing Conditions

With implementation of the Project, during the AM peak hour (8AM-9AM) the 16X bus line would encounter a decreased delay of one (1) second at the intersection of Oak Street and Scott Street, an increased delay of two (2) seconds at the intersection of Oak Street and Divisadero Street, an increased delay of one (1) second at the intersection of Oak Street and Broderick Street, and an increased delay of 13 seconds at the intersection of Oak Street and Baker Street, for a total average delay increase of 15 seconds along these segments of Oak Street. With implementation of the Project, during the PM peak commute (5PM-6PM) the 16X bus line would encounter no change in delay at the intersection of Fell Street and Scott Street, no change

in delay at the intersection of Fell Street and Divisadero Street, no change in delay at the intersection of Fell Street and Broderick Street, and a one (1) second decrease delay at the intersection of Fell Street and Baker Street, for a total average delay decrease of one (1) second along these segments of Fell Street. The total increase of average delay of 18 seconds on Oak Street and two (2) second of average delay decrease on Fell Street as a result of the proposed Project would not result in an unacceptable level of transit service or cause a substantial increase in delays or operating costs. Therefore, the proposed project would not have any significant transit impacts on the 16X route under Existing Plus Project conditions.

As stated previously, the inbound and outbound 21 Hayes bus stops at Scott Street and Broderick Street would be converted to on-street parallel parking to offset parking losses nearby on Oak and Fell streets. The proposed stop spacing for the 21 Hayes would fall within the SFMTA's stop spacing guidelines. The removal of two stops on either side of the street would improve bus running times under the Existing Plus Project conditions. Therefore, no significant transit impacts on the 21 Hayes route would occur.

2035 Cumulative Conditions

During the Cumulative Plus Project AM peak hour the 16X bus line would encounter a decreased delay of one (1) second at the intersection of Oak Street and Scott Street, an increased delay of two (2) seconds at the intersection of Oak Street and Divisadero Street, an increased delay of two (2) seconds at the intersection of Oak Street and Broderick Street, and an increased delay of 16 seconds at the intersection of Oak Street and Baker Street, for a total delay increase of 15 seconds along these segments of Oak Street. During the Cumulative Plus Project PM peak hour the 16X bus line would encounter no change in delay at the intersection of Fell Street and Scott Street, no change in delay at the intersection of Fell Street and Divisadero Street, a one (1) second decrease in delay at the intersection of Fell Street and Broderick Street, and no change in delay at the intersection of Fell Street and Baker Street. The total increase of average delay of 15 seconds on Oak Street and a decrease in average delay of one (1) second on Fell Street as a result of the proposed Project would not result in an unacceptable level of transit service or cause a substantial increase in delays or operating costs. Therefore, the proposed project would not have any significant transit impacts on the 16X route under cumulative conditions.

As stated previously, the inbound and outbound 21 Hayes bus stops at Scott Street and Broderick Street would be converted to on-street parallel parking to offset parking losses nearby on Oak and Fell streets. The proposed stop spacing for the 21 Hayes would fall within the SFMTA's stop spacing guidelines. The removal of two stops on either side of the street would improve bus running times under the Cumulative Plus Project conditions. Therefore, no significant transit impacts to the 21 Hayes route would occur.

Pedestrian

The proposed Project includes sidewalk bulb-outs, as well as enhanced continental ladder markings and advance limit lines at intersections at the majority of corners in the Project area. Through increased pedestrian visibility and shortened crossings at intersections, pedestrian conditions would improve. Therefore, no significant pedestrian impacts would occur.

Bicycle

As part of the Project, the striped buffer added between the existing bicycle lane on Fell Street and right-hand travel lane would provide more protection and improve safety for cyclists. Implementation of the 5' striped and landscaped buffer between the existing bicycle lane and traffic lanes on Fell Street and implementation of a new bicycle lane with a 5' striped and landscaped buffer on Oak Street, would improve bicycle conditions along both streets as part of

the proposed Project. Therefore, no significant bicycle impacts would occur.

Emergency Access

The proposed project would not close off any existing streets or entrances to public uses, and emergency vehicle access would not be impeded by the Project. Therefore, the proposed project would not result in a significant impact related to emergency access.

Construction

The proposed project would involve restriping, elimination of parking lanes, and installation of raised bulbouts. During construction, drivers would have to adjust to temporary lane reconfiguration along Fell Street, Oak Street, Baker Street, and Scott Street. Construction would be limited in duration, involving mostly restriping, and installation of raised bulbouts and the addition of right-turn and left-turn pockets at the Fell Street and Broderick Street, Oak Street and Divisadero Street, and Oak Street and Scott Street intersections. No sidewalk closures are anticipated. Because these potential impacts would be temporary, no significant construction impacts would occur.

Loading

The proposed project would eliminate five (5) loading spaces on Oak Street, three (3) on the southeast corner at the intersection of Divisadero Street and two (2) on the southwest corner. There are three existing loading spaces on Divisadero Street between Oak Street and Page Street, two (2) on the west side and one (1) on the east side of the street, all of which would be preserved. One block away on Divisadero Street between Fell Street and Hayes Street there are five (5) existing loading spaces being preserved, three (3) on the west side and two (2) on the east side. The Shell station and Touchless Car Wash on the northeast corner of Oak and Divisadero streets use existing on-site surface space for off street loading and circulation, and the Kelly Moore Paints on the southeast corner has its own small parking lot for customer and commercial loading. Because of the loading spaces nearby and the availability of off-street loading, no significant loading impacts would occur.

Parking

Overall, implementation of the Project as proposed would result in a net loss of 55 on-street parking spaces. Approximately 88 spaces would be removed along Oak and Fell streets for installation of the new curbside cycletracks, and an additional 13 spaces would be removed at the Oak Street and Fell Street intersections to accommodate new corner bulbs. Approximately 33 spaces would be gained through the conversion of 34 existing parallel parking spaces on Baker and Scott streets into 67 angled and perpendicular spaces. An additional 13 spaces would be gained on Hayes Street from the removal of four (4) existing 21 Hayes bus stops. The existing on-street parking supply in the area bounded by Scott, Hayes, Baker and Page streets is approximately 590 spaces. The Project does not include any changes to off-street parking or loading. Changes to on-street parking conditions due to the proposed improvements are detailed in **Table 1**.

San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision makers. Therefore, this report presents a parking analysis for information purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines §15131 (a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is available. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, reasonably addresses potential secondary effects.

In summary, changes in parking conditions are considered to be social impacts rather than impacts on the physical environment. Accordingly, the parking analysis presented in this study is for informational purposes only.

Conclusion

In summary, the proposed Fell and Oak Streets Bikeways project would not result in significant impacts on transportation network in the study area. The proposed Project is expected to improve bicycle operations along Fell Street, Oak Street and Baker Street. The proposed removal of parking lanes along Fell and Oak Streets, addition and enhancement of bicycle lanes with striped and landscaped buffers, and addition of turning pockets, would not result in significant individual or cumulative impacts.

The California Environmental Quality Act (CEQA) Guidelines Section 15301(c) or Class l(c), provides for exemption from environmental review for minor alterations to "existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities." Section 15304(h) or Class 4(h) provide for exemption from environmental review for creation of a new bicycle lane on existing rights-of-way along Oak Street. Therefore, the proposed implementation of SFMTA's Fell and Oak Streets Bikeways project would be exempt under Class 1 and Class 4.

CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity would have a significant effect on the environment due to unusual circumstances. As described above, the project would not have a significant effect on adjacent transportation facilities or modes. There are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant environmental effect. The project would be exempt under the above-cited classification.

For all of the above reasons, the proposed project is appropriately exempt from environmental review.