

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 250401-029

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

WHEREAS, Oak Street between Cole and Baker streets is located on the Vision Zero High-Injury Network; and,

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

WHEREAS, The SFMTA is committed to creating a network of separated bikeways citywide; and,

WHEREAS, The Oak and Fell streets and Panhandle corridors serve as both crosstown arterial routes for vehicle traffic as well as a key segment on the San Francisco Bicycle Network, connecting westside neighborhoods with downtown and the regional transportation network; and,

WHEREAS, The Panhandle's northern shared-use path is crowded at peak times, resulting in conflicts between faster wheeled users and pedestrians; and,

WHEREAS, There is an existing westbound Class IV separated bikeway on Fell Street alongside the Panhandle, but no bikeway on Oak Street; and,

WHEREAS, Oak Street Quick-Build Project staff have engaged with institutional stakeholders, neighborhood organizations, and advocacy groups; and responded to public feedback; and,

WHEREAS, The SFMTA has proposed the installation of separated bikeways and parking and traffic modifications along John F. Kennedy, Jr. Drive, Oak Street, and Baker Street, as follows:

- A. ESTABLISH – CLASS IV BIKEWAY
 - i. Oak Street, eastbound, from John F. Kennedy Drive/Stanyan Street to Baker Street
 - ii. Baker Street, southbound, from Fell Street to Oak Street
- B. RESCIND – CLASS III BIKEWAY
 - Baker Street, southbound, from Fell Street to Oak Street
- C. ESTABLISH – NO TURN ON RED
 - Baker Street, northbound, approaching Oak Street

- D. ESTABLISH – SECOND LEFT-TURN LANE
Oak Street, eastbound, approaching Masonic Avenue
- E. RESCIND – ANGLED PARKING
ESTABLISH – PARALLEL PARKING
Baker Street, west side, between Oak Street and Fell Street
- F. ESTABLISH – TOWAWAY NO STOPPING AT ALL TIMES
- i. Oak Street, north side, from Cole Street west curb line to Cole Street east curb line
 - ii. Oak Street, north side, from Clayton Street west curb line to Clayton Street east curb line
 - iii. Oak Street, north side, from Ashbury Street west curb line to Ashbury Street east curb line
 - iv. Oak Street, north side, from Ashbury Street to Masonic Avenue
 - v. Oak Street, north side, from 15 feet west of Central Avenue to 50 feet easterly
 - vi. Oak Street, north side, from Lyon Street west curb line to Lyon Street east curb line
 - vii. Oak Street, north side, from Baker Street to 40 feet westerly
 - viii. Baker Street, west side, from Oak Street to 55 feet northerly
- G. ESTABLISH – YELLOW ZONE, 30-MINUTE COMMERCIAL LOADING, 9 AM TO 6 PM
Oak Street, north side, from Clayton Street to 40 feet easterly

WHEREAS, Although the City Traffic Engineer has the authority to approve C, D and G, the SFMTA Board is requested to approve all items as part of the Oak Street Quick-Build Project; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; 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 separated bikeways 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 proposed Oak Street Quick-Build Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right of way pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The Planning Department determined, on September 19, 2024, that the proposed Oak Street Quick-Build Project (Case Number 2024-007397ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; 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=2024-007397ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and, now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed Class IV bikeways and parking and traffic modifications associated with the Oak Street Quick-Build Project listed as Items A through G above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 1, 2025.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency