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MEMORANDUM

Date: April 6, 2016

To: Christopher Espiritu, San Francisco Planning Department

From: Tony Henderson, San Francisco Municipal Transportation Agency

Through: Erik Jaszewski, San Francisco Municipal Transportation Agency

Subject: Sloat Boulevard Pedestrian Improvements

The San Francisco Municipal Transportation Agency (SFMTA), in coordination with the California Department of Transportation (Caltrans), proposes a series of improvements along Sloat Boulevard between 19th Avenue and 36th Avenue.

The project would install one traffic signal at the intersection of Sloat Boulevard and El Mirasol Place.

Also, the project would install bus and pedestrian bulb-outs at:

- Sloat Boulevard/21st Avenue – pedestrian bulb on southwest corner, and bus bulb on northwest side (both extending into Sloat Boulevard)
- Sloat Boulevard/26th Avenue – pedestrian bulbs at northwest and southwest corners (both extending into Sloat Boulevard)
- Sloat Boulevard/El Mirasol Place – pedestrian bulbs on northeast corner (extending into both Sloat Boulevard and El Mirasol Place) and southeast corner (extending into Sloat Boulevard only)
- Sloat Boulevard/36th Avenue – pedestrian bulb on northwest corner (extending into 36th Avenue)

Furthermore, the project would install daylighting¹ at the following locations:

- 21st Avenue, east side, south of Sloat Boulevard
- 26st Avenue, east side, south of Sloat Boulevard
- Middlefield Drive, east side, south of Sloat Boulevard
- El Mirasol Place, west side, north of Sloat Boulevard
- Slyvan Place, east side, south of Sloat Boulevard
- Sloat Boulevard, north side, east of 36th Avenue


In order to construct the pedestrian bulb-outs, the project would relocate four Muni bus zones which are served by Muni Route 23. The bus zones would be relocated as follows

¹ Daylighting refers to “Red parking zones on approaches to crosswalks improve sight distance between pedestrians and approaching motorists and are recommended in the MUTCD for both controlled and uncontrolled intersections. In San Francisco, a 10 foot red zone can be painted on crosswalk approach legs. Longer red zones should be used at locations with a greater need for improved visibility due to unique sight distance, geometric, or other conditions.” (San Francisco Better Streets Plan)

- Sloat Boulevard/21st Avenue
 - Inbound (eastbound) bus zone, from nearside to farside at the same intersection
- Sloat Boulevard/26th Avenue
 - Inbound (eastbound) bus zone, from nearside to farside at the same intersection
 - Outbound (westbound) bus zone, from farside to nearside at the same intersection
- Sloat Boulevard/El Mirasol Place
 - Inbound (eastbound) bus zone, from within the intersection to nearside at the same intersection (between Middlefield Drive and El Mirasol Place)

The combination of bulb-outs, relocated bus zones, and daylighting would result in the net removal of approximately 23 parking spaces.

As Sloat Boulevard is designated as State Highway Route 35, these improvements would be constructed in conjunction with street repaving and other signal infrastructure work on Sloat Boulevard that is being led by Caltrans and/or San Francisco Public Works. The proposed project is intended to better improve pedestrian safety at the specified locations and therefore provides utility independent of Caltrans' and DPW's associated work on the corridor.

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|---|-----------|
| Categorically Exempt pursuant to CEQA as defined in CEQA Guidelines Section 15301 Class 1(c): Operation, repair, maintenance, or minor alteration of existing public facilities including existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities | |
|  | 4/6/2016 |
| Erik Jaszewski San Francisco Municipal Transportation Agency | Date |
| | 4/22/2016 |
| Christopher Espiritu San Francisco Planning Department | Date |





SAN FRANCISCO PLANNING DEPARTMENT

ENVIRONMENTAL EVALUATION APPLICATION COVER MEMO - PUBLIC PROJECTS ONLY

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.

Please attach this memo along with all necessary materials to the Environmental Evaluation Application.

| | |
|---|---|
| Project Address and/or Title: | Sloat Boulevard Pedestrian Improvements |
| Project Approval Action: | SFMTA Board |
| Will the approval action be taken at a noticed public hearing? <input checked="" type="checkbox"/> YES* <input type="checkbox"/> NO | |
| * If YES is checked, please see below. | |

IF APPROVAL ACTION IS TAKEN AT A NOTICED PUBLIC HEARING, INCLUDE THE FOLLOWING CALENDAR LANGUAGE:

End of Calendar: CEQA Appeal Rights under Chapter 31 of the San Francisco Administrative Code If the Commission approves an action identified by an exemption or negative declaration as the Approval Action (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13), then the CEQA decision prepared in support of that Approval Action is thereafter subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action. For information on filing an appeal under Chapter 31, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. If the Department’s Environmental Review Officer has deemed a project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained on-line at <http://sf-planning.org/index.aspx?page=3447>. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

Individual calendar items: This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

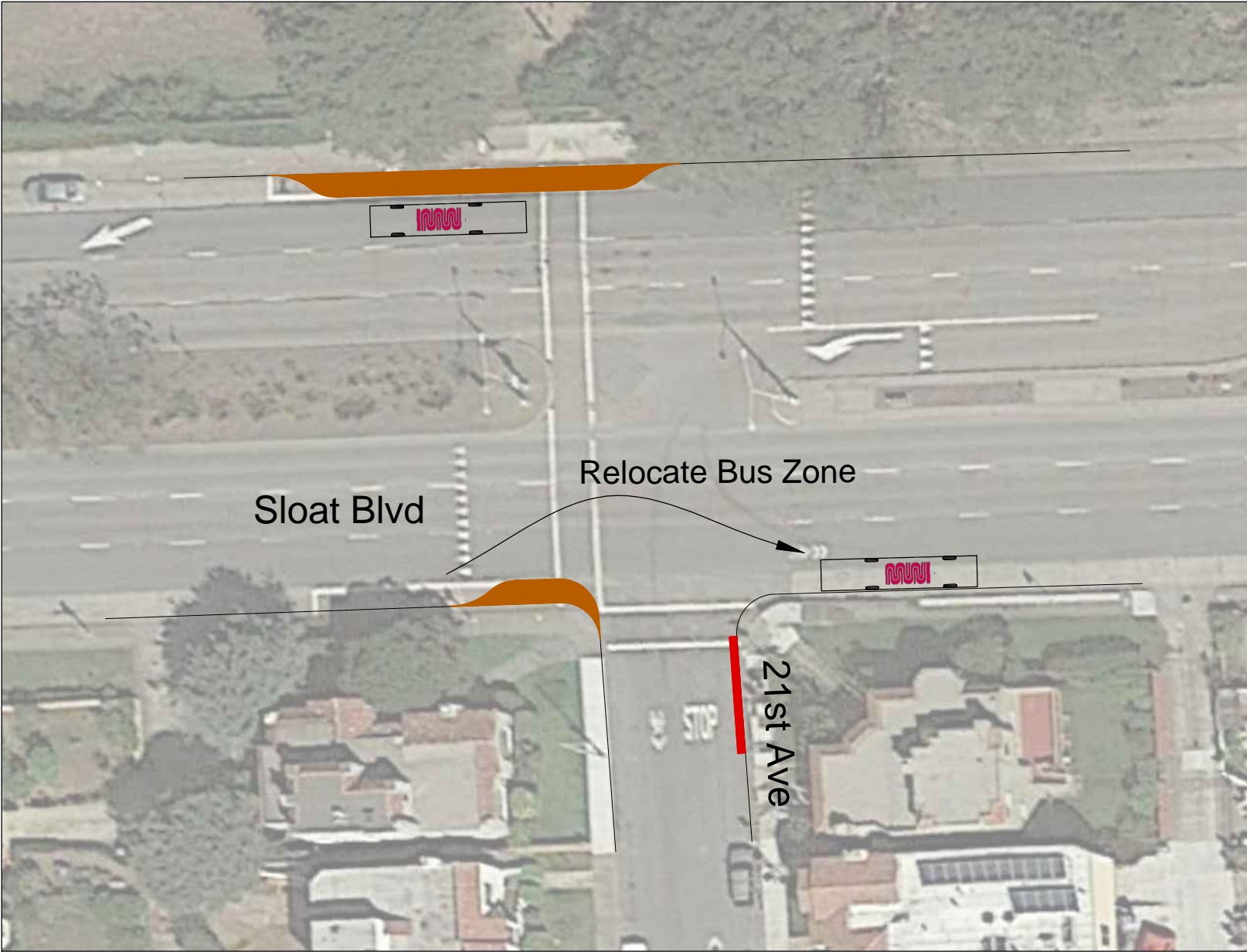
THE FOLLOWING MATERIALS ARE INCLUDED:

- 2 sets of plans (11x17)
- Project description
- Photos of proposed work areas/project site
- Necessary background reports (specified in EEA)
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APPENDIX A
Plan Drawings

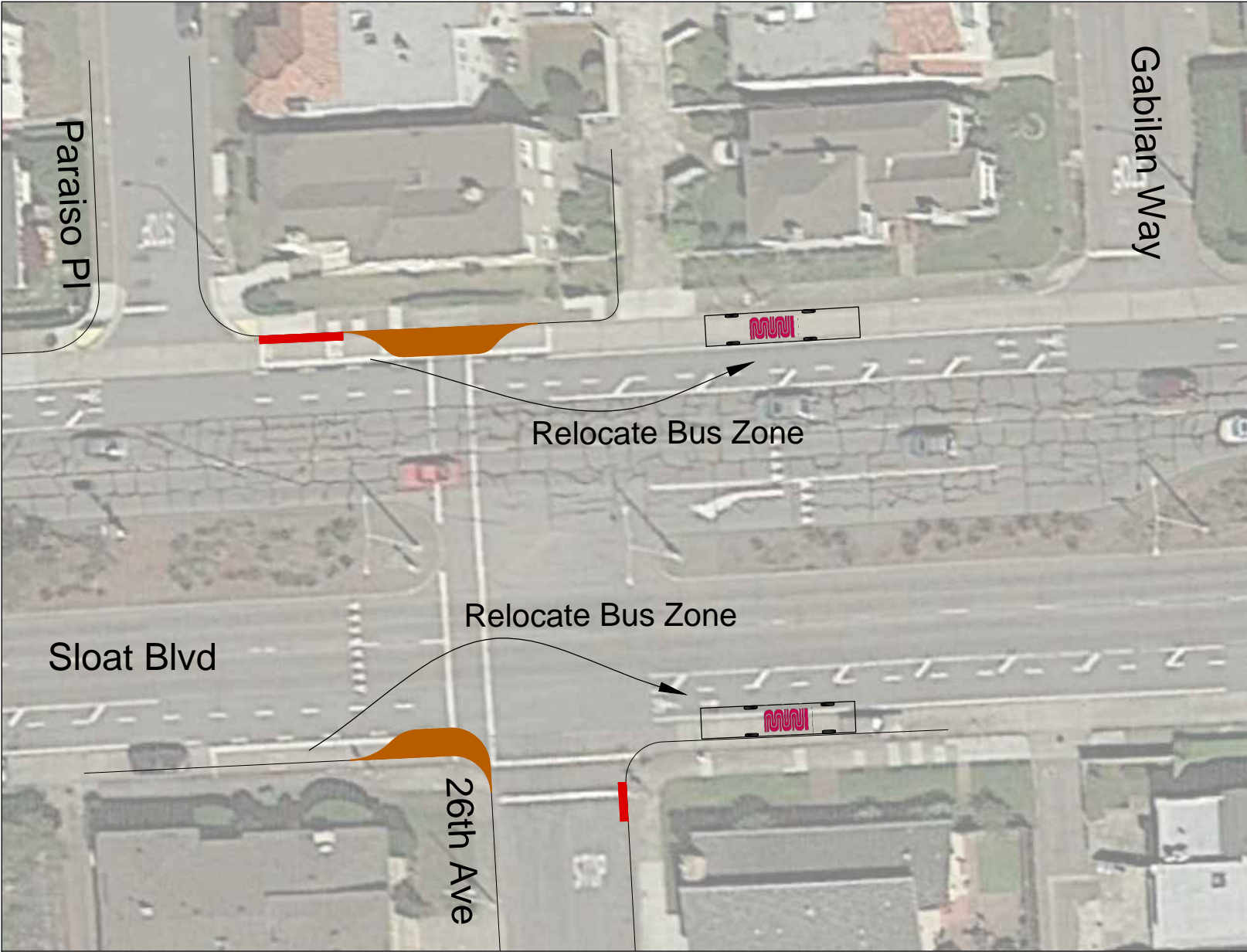


Sloat Boulevard Pedestrian Improvement Project Draft Conceptual Design



Not to Scale

Sloat Boulevard Pedestrian Improvement Project
Draft Conceptual Design



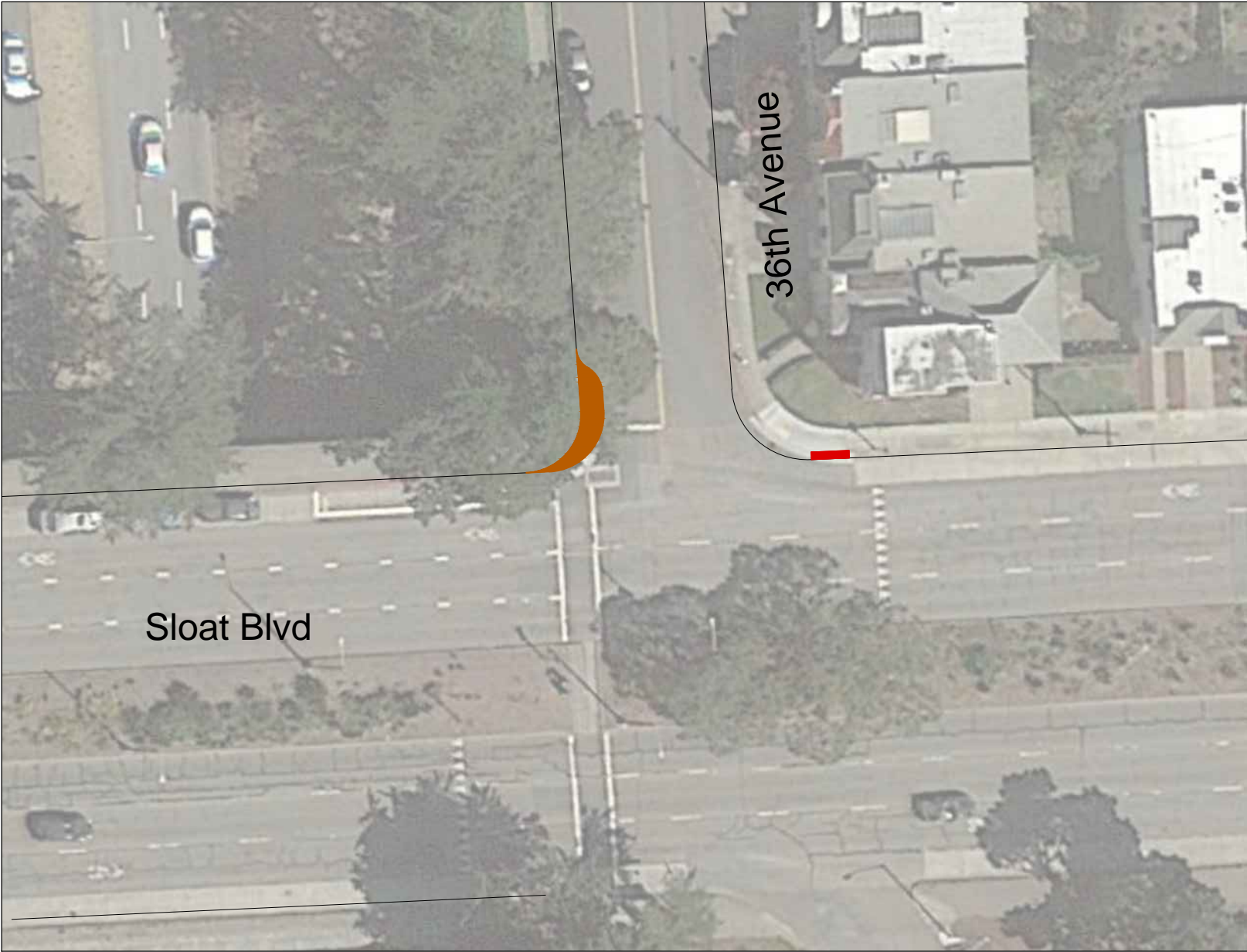
Not to Scale

Sloat Boulevard Pedestrian Improvement Project Draft Conceptual Design



Not to Scale

Sloat Boulevard Pedestrian Improvement Project
Draft Conceptual Design



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