

**City and County of San Francisco
Department of Public Works
TABULATION OF BIDS**

SOURCING ID: 0000006630
 CONTRACT TITLE: PW 5 FULTON TRANSIT IMPR
 FULL TITLE: PW 5 Fulton Transit Improvements

BIDS RECEIVED: May 1, 2024

<u>BIDDERS (in the order received & opened):</u>	<u>LBE Status Claimed</u>	<u>Total Bid Price</u>
Ronan Construction, Inc.	Small-LBE 10%	\$3,119,884.00
R&S Construction Management, Inc.	Micro-LBE 10%	\$3,038,570.00
Bauman Landscape & Construction, Inc.	Small-LBE 10%	\$3,240,535.00
Mitchell Engineering	N/A	\$3,615,121.00

Average Bid:	\$3,253,527.50
Engineer's Estimate:	\$2,700,000.00
% of Engineer's Estimate:	121%
% of Engineer's Estimate vs. Low Bid Received	113%

cc:	Ellen Wong	Carla Short	Albert Ko
	Iqbalbhai Dhapa	Au Bui	K2 Systems
	Ed Yee	Patrick Rivera	Nicolas Huff
	Queenena Chen	Cyril Velasquez	All Bidders

For complete subcontractor listings, check: <https://bidopportunities.apps.sfdpw.org/CaseLoad/Details/2505>

Sourcing ID: 000006630
 Contract Title: PW 5 FULTON TRANSIT IMPR
 Full Title: PW 5 Fulton Transit Improvements
 Bid Date: May 1, 2024

BID ITEMS	QUANTITIES	UNIT	UNIT PRICE	Ronan	UNIT PRICE	R&S Construction	UNIT PRICE	Bauman Landscape	UNIT PRICE	Mitchell Engineering
				Construction, Inc.		Management, Inc.		& Construction, Inc.		EXTENSION
R-1	37,600	SF	0.30	\$11,280.00	0.50	\$18,800.00	0.50	\$18,800.00	0.59	\$22,184.00
R-2	476	TON	400.00	\$190,400.00	450.00	\$214,200.00	300.00	\$142,800.00	326.00	\$155,176.00
R-3	26,807	SF	22.00	\$589,754.00	20.00	\$536,140.00	30.00	\$804,210.00	23.00	\$616,561.00
R-4	253	LF	50.00	\$12,650.00	50.00	\$12,650.00	65.00	\$16,445.00	50.00	\$12,650.00
R-5	476	LF	90.00	\$42,840.00	88.00	\$41,888.00	85.00	\$40,460.00	86.00	\$40,936.00
R-6	316	LF	50.00	\$15,800.00	\$25.00	\$7,900.00	100.00	\$31,600.00	\$48.00	\$15,168.00
R-7	376	LF	100.00	\$37,600.00	\$30.00	\$11,280.00	140.00	\$52,640.00	\$52.00	\$19,552.00
R-8	1,130	SF	12.00	\$13,560.00	\$20.00	\$22,600.00	40.00	\$45,200.00	\$20.00	\$22,600.00
R-9	19,734	SF	13.00	\$256,542.00	\$18.00	\$355,212.00	20.00	\$394,680.00	\$16.00	\$315,744.00
R-10	6,226	SF	38.00	\$236,588.00	\$30.00	\$186,780.00	50.00	\$311,300.00	\$30.00	\$186,780.00
R-11	231	CY	200.00	\$46,200.00	\$100.00	\$23,100.00	100.00	\$23,100.00	\$100.00	\$23,100.00
R-12	15	EA	4000.00	\$60,000.00	\$5,000.00	\$75,000.00	2,600.00	\$39,000.00	\$4,500.00	\$67,500.00
R-13	35	SF	200.00	\$7,000.00	\$100.00	\$3,500.00	50.00	\$1,750.00	\$100.00	\$3,500.00
R-14	12	EA	200.00	\$2,400.00	\$100.00	\$1,200.00	100.00	\$1,200.00	\$500.00	\$6,000.00
R-15	9	EA	250.00	\$2,250.00	\$100.00	\$900.00	500.00	\$4,500.00	\$550.00	\$4,950.00
R-16	20	EA	10.00	\$200.00	\$50.00	\$1,000.00	100.00	\$2,000.00	\$116.00	\$2,320.00
R-17	20	EA	50.00	\$1,000.00	\$50.00	\$1,000.00	800.00	\$16,000.00	\$280.00	\$5,600.00
R-18	10	EA	500.00	\$5,000.00	\$100.00	\$1,000.00	100.00	\$1,000.00	\$100.00	\$1,000.00
R-19	10,000	LF	1.00	\$10,000.00	\$0.20	\$2,000.00	1.00	\$10,000.00	\$0.55	\$5,500.00
R-20	400	EA	7.00	\$2,800.00	\$0.75	\$300.00	\$1.00	\$400.00	\$50.00	\$20,000.00
R-21	83	CY	1300.00	\$107,900.00	\$500.00	\$41,500.00	\$750.00	\$62,250.00	\$500.00	\$41,500.00
ET-1	15	EA	1800.00	\$27,000.00	\$1,600.00	\$24,000.00	\$1,500.00	\$22,500.00	\$1,500.00	\$22,500.00
ET-2	8	EA	1500.00	\$12,000.00	\$1,400.00	\$11,200.00	\$1,500.00	\$12,000.00	\$1,300.00	\$10,400.00
ET-3	1	EA	1500.00	\$1,500.00	\$1,400.00	\$1,400.00	\$1,500.00	\$1,500.00	\$1,300.00	\$1,300.00
ET-4	1	EA	1200.00	\$1,200.00	\$1,100.00	\$1,100.00	\$1,500.00	\$1,500.00	\$1,000.00	\$1,000.00
ET-5	4	EA	500.00	\$2,000.00	\$330.00	\$1,320.00	\$350.00	\$1,400.00	\$300.00	\$1,200.00
ET-6	9	EA	1200.00	\$10,800.00	\$1,100.00	\$9,900.00	\$1,000.00	\$9,000.00	\$1,000.00	\$9,000.00
ET-7	9	EA	500.00	\$4,500.00	\$440.00	\$3,960.00	\$600.00	\$5,400.00	\$400.00	\$3,600.00
ET-8	1	EA	1500.00	\$1,500.00	\$1,300.00	\$1,300.00	\$1,200.00	\$1,200.00	\$1,200.00	\$1,200.00
ET-9	8	EA	1500.00	\$12,000.00	\$1,400.00	\$11,200.00	\$1,200.00	\$9,600.00	\$1,300.00	\$10,400.00
ET-10	1	EA	4700.00	\$4,700.00	\$4,300.00	\$4,300.00	\$5,000.00	\$5,000.00	\$3,900.00	\$3,900.00
ET-11	8	EA	4800.00	\$38,400.00	\$4,400.00	\$35,200.00	\$6,000.00	\$48,000.00	\$4,000.00	\$32,000.00
ET-12	4	EA	29000.00	\$116,000.00	\$26,500.00	\$106,000.00	\$19,000.00	\$76,000.00	\$24,000.00	\$96,000.00
ET-13	8	EA	1800.00	\$14,400.00	\$1,500.00	\$12,000.00	\$2,000.00	\$16,000.00	\$1,500.00	\$12,000.00
ET-14	1	EA	2600.00	\$2,600.00	\$2,200.00	\$2,200.00	\$3,000.00	\$3,000.00	\$2,200.00	\$2,200.00
ET-15	270	LF	300.00	\$81,000.00	\$130.00	\$35,100.00	\$120.00	\$32,400.00	\$120.00	\$32,400.00
ET-16	20	LF	300.00	\$6,000.00	\$145.00	\$2,900.00	\$200.00	\$4,000.00	\$135.00	\$2,700.00
ET-17	---	LS	---	\$2,400.00	---	\$2,200.00	---	\$3,000.00	---	\$2,000.00
ET-18	---	LS	---	\$1,200.00	---	\$1,100.00	---	\$1,500.00	---	\$1,000.00
ET-19	---	LS	---	\$36,000.00	---	\$33,000.00	---	\$90,000.00	---	\$30,000.00
ET-20	---	LS	---	\$12,000.00	---	\$12,000.00	---	\$9,000.00	---	\$19,000.00
AW-1	---	LS	---	\$18,000.00	---	\$13,500.00	---	\$12,000.00	---	\$20,000.00
S-1	2	EA	12000.00	\$24,000.00	\$15,000.00	\$30,000.00	\$3,000.00	\$6,000.00	\$12,000.00	\$24,000.00
S-2	1	EA	15000.00	\$15,000.00	\$16,000.00	\$16,000.00	\$3,600.00	\$3,600.00	\$15,000.00	\$15,000.00
SW-1	---	LS	---	\$15,000.00	---	\$13,500.00	---	\$12,500.00	---	\$32,000.00
SW-2	176	LF	660.00	\$116,160.00	\$600.00	\$105,600.00	\$550.00	\$96,800.00	\$400.00	\$70,400.00
SW-3	5	EA	10800.00	\$54,000.00	\$10,000.00	\$50,000.00	\$9,000.00	\$45,000.00	\$10,000.00	\$50,000.00
SW-4	1	EA	18000.00	\$18,000.00	\$16,500.00	\$16,500.00	\$15,000.00	\$15,000.00	\$5,000.00	\$5,000.00
SW-5	12	LF	270.00	\$3,240.00	\$245.00	\$2,940.00	\$225.00	\$2,700.00	\$350.00	\$4,200.00
SW-6	2	EA	300.00	\$600.00	\$250.00	\$500.00	\$250.00	\$500.00	\$400.00	\$800.00
SW-7	7	EA	60.00	\$420.00	\$50.00	\$350.00	\$50.00	\$350.00	\$400.00	\$2,800.00
SW-8	10	CY	750.00	\$7,500.00	\$635.00	\$6,350.00	\$635.00	\$6,350.00	\$500.00	\$5,000.00
SW-9	---	AL	---	\$2,000.00	---	\$2,000.00	---	\$2,000.00	---	\$2,000.00
OV-1	---	LS	---	\$145,000.00	---	\$35,000.00	---	\$130,000.00	---	\$130,000.00
OV-2	---	LS	---	\$80,000.00	---	\$35,000.00	---	\$70,000.00	---	\$70,000.00
OV-3	12.00	EA	2000.00	\$24,000.00	\$1,000.00	\$12,000.00	\$1,200.00	\$14,400.00	\$900.00	\$10,800.00
OV-4	5.00	DAY	15000.00	\$75,000.00	\$1,000.00	\$5,000.00	\$1,200.00	\$6,000.00	\$12,000.00	\$60,000.00
OV-5	---	AL	---	\$50,000.00	---	\$50,000.00	---	\$50,000.00	---	\$50,000.00
G-1	---	---	---	\$248,000.00	---	\$595,000.00	---	\$180,000.00	---	\$700,000.00
G-2	---	LS	---	\$55,000.00	---	\$60,000.00	---	\$110,000.00	---	\$90,000.00
G-3	---	LS	---	\$28,000.00	---	\$18,000.00	---	\$4,000.00	---	\$1,000.00
G-4	---	AL	---	\$15,000.00	---	\$15,000.00	---	\$15,000.00	---	\$15,000.00
G-5	---	AL	---	\$36,000.00	---	\$36,000.00	---	\$36,000.00	---	\$36,000.00
G-6	---	AL	---	\$31,000.00	---	\$31,000.00	---	\$31,000.00	---	\$31,000.00
G-7	---	AL	---	\$20,000.00	---	\$20,000.00	---	\$20,000.00	---	\$20,000.00
				\$3,119,884.00		\$3,038,570.00		\$3,240,535.00		\$3,615,121.00



MEMORANDUM

Date: June 5, 2024

To: Ellen Lai, Public Works
Ben Washington, Public Works

From: Queena Chen, Contract Monitoring Division

Subject: CMD Recommendation Memo: Sourcing Event: 0000006630 - PW 5 Fulton Transit Improvements

The Contract Monitoring Division (“CMD”) has reviewed the bids submitted for the above referenced project and determined responsiveness to the Chapter 14B pre-award requirements. An LBE subcontracting participation requirement of 25% was established for this project. Below is a summary of CMD’s review.

Four (4) firms submitted bids:

Bidder	LBE Status	Base Bid	LBE Bid Discount	Adjusted Bid with Bid Discount
R&S Construction Management, Inc	SF LBE - MBE (Micro)	\$ 3,038,570.00	10%	\$ 2,734,713.00
Ronan Construction, Inc	SF LBE - OBE (Small)	\$ 3,119,884.00	10%	\$ 2,807,895.60
Bauman Landscape & Construction, Inc	SF LBE - OBE (Small)	\$ 3,284,135.00	10%	\$2,955,721.50
Mitchell Engineering	N/A	\$ 3,615,121.00	0%	\$3,253,608.90

R&S Construction Management, Inc. (“R&S”) was the apparent lowest bidder, however, R&S was deemed non-responsive because R&S failed to meet LBE subcontracting participation for listing subcontractors for allowance and contingency items. Therefore, CMD reviewed the second lowest bid, Ronan Construction, Inc. (“Ronan”).

Ronan Construction, Inc., a certified Small LBE, is deemed the responsive bidder. Ronan satisfied the Good Faith Outreach requirement by counting its own self-performed work on the project to exceed the subcontractor participation requirement by at least 35%.

Ronan met the 25% LBE subcontracting requirement by listing the following LBE firms:

LBE Subcontractor	Scope of Work	Status	Percent LBE	Listed Amount	Amount Credited	Percent of Work
Crana Trucking, LLC	Trucking	SF LBE - OBE (Micro)	100%	\$20,000.00	\$20,000.00	0.64%
DR Traffic Control, LLC	Traffic Control	SF LBE - MBE (Micro)	100%	\$10,000.00	\$10,000.00	0.32%
JDB & Sons Construction, Inc	Sewer and R-21	SF LBE - OBE (Micro)	100%	\$255,000.00	\$245,800.00*	7.88%
Reliance Engineering, Inc	OV items (Partial)	SF LBE - MBE (Micro)	100%	\$260,000.00	\$200,000.00*	6.41%
Bay Tech Engineering, Inc	Electrical & Traffic Signal	SF LBE - MBE (Micro)	100%	\$310,800.00	\$310,800.00	9.96%
Total				\$855,800.00	\$786,600.00	25.21%

* Allowance and contingency items listed for JDB & Sons Construction, Inc and Reliance Engineering, Inc were deducted.

Based on the foregoing, CMD has determined that Ronan Construction has complied with the Chapter 14B pre-award requirements.

DPW Submittal of CMD Forms

Per Edward Yee, Construction Information Bulletin (CIB) 2023-05 CMD Forms 7, 8, and 9 for payments: The DPW CM Team or Project Controls submits the completed progress payment package with a copy of CMD Form 7 via email to Accounting and a carbon copy to the CMD Contract Compliance Office assigned to this contract. CMD Compliance Officer emails the CM Team or Project Controls and Accounting when CMD can confirm the contractor has confirmed payment and entered invoice and payment data into the Peoplesoft system, and a copy of CMD Form 7 is no longer needed. **Please send CMD Form 7 information to Queena at queena.chen@sfgov.org.**

Should you have any questions, or if I can be of further assistance, please email me at queena.chen@sfgov.org.



SAN FRANCISCO PLANNING DEPARTMENT

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ABBREVIATED CEQA CHECKLIST
For Transit Effectiveness Project (TEP) Improvements
(Renamed to Muni Forward)
Subsequent to Certification of the TEP EIR
Planning Department Case Number: 2011.0558E

I. Project Information			
Agency (Project Sponsor):	SFMTA	Date Submitted: 6/29/2020	Issued: 7/6/2020
Primary Project Contact (SFMTA Project Manager):	Steven Boland and Anna Harkman		
Secondary Contact (responsible for TEP Abbreviated CEQA Checklist completion): (SFMTA Staff name, phone, email, address)	Forrest Chamberlain 415-646-2898 Forrest.Chamberlain@sfmta.com		
Project Name and Identifier from the TEP EIR (i.e. OWE.6, TTRP.M, or Service Improvement 35 Eureka):	TTRP.5 for the 5 Fulton corridor		
	<input type="checkbox"/> Service Improvement or Service Variant <input type="checkbox"/> Service-related Capital Improvement <input checked="" type="checkbox"/> TTRP or TTRP Variant		
Is this a Modification of a Project Covered at a Project level in TEP EIR?	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N		
Has this project received subsequent environmental review since EIR certification? If yes, provide date(s), document types, and specify project segment based on prior submittals.	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N See project description <i>If yes – Date / Document type:</i> attached. Segment:		
For Project-level TTRPs, identify if proposed project is closer to the Moderate or Expanded Alternative.	<input type="checkbox"/> Moderate <input checked="" type="checkbox"/> Expanded <input type="checkbox"/> Not Applicable		
Project Location, specify limits especially if only one segment of the corridor is proposed for modification (i.e. Identify the TTRP Corridor primary streets, inbound/outbound, and segment limits. For Service-related Capital Improvements, identify the Route/Line and project area. For Service Improvements identify Route/Line, inbound/outbound, and general limits for proposed changes.)	Fulton Street between Stanyan and La Playa Streets		
Timeline for construction/ implementation	November 2020, over an approximate one-year time period.		
Project Approval(s) (List all – include others besides SFMTA Board)	Work order contract approved by the City Engineer		
Other Anticipated Hearing Date(s) (Engineering Public Hearing; ISCOTT etc.)	Engineering Public Hearing July 17, 2020		

II. PURPOSE

On March 27, 2014, the San Francisco Planning Commission certified a Final Environmental Impact Report for the Transit Effectiveness Project (TEP EIR). This Program and Project EIR analyzed the impacts of all components of the TEP comprised of a Service Policy Framework, Service Improvements and Service Variants, Service-related Capital Improvements, and Travel Time Reduction Proposals (TTRP) for the City of San Francisco's (San Francisco) Rapid Network within the transit system.

The EIR prepared for the TEP was both a Program EIR and Project EIR. This written checklist, pursuant to CEQA Guidelines Section 15168(c), Use With Later Activities, serves to evaluate whether the environmental effects of the proposed project based on a review of the site(s) and the activity or activities proposed now were covered in the TEP EIR. This checklist will be utilized to ascertain whether the impacts of TEP proposals identified at a conceptual level in the EIR (program level) and/or modifications to project-level components were sufficiently addressed in the TEP EIR. Based on a review of the project described herein and Section 15162(a), the San Francisco Planning Department, as the lead agency for CEQA, would assess whether the activity or activities is/are within the scope of the project covered by the Transit Effectiveness Project EIR (TEP EIR), a Program and Project EIR, such that project approval(s) may be considered by the City of San Francisco (San Francisco).

III. TEP EIR Project Characteristics

The TEP EIR contains a full description of all project components beginning on p. 2-1. The TEP project overview is provided on pp. 2-7 to 2-15. Specific details for the project components including the Service Policy Framework, the Service Improvements and Service Variants, the Service-related Capital Improvements, and the Travel Time Reduction Proposals (TTRPs) are provided on the following TEP EIR pages, respectively. Please use these TEP EIR references to provide a narrative project description that presents the current proposal in the context of what was analyzed in the TEP EIR.

Program level:

- Service Policy Framework is described on TEP EIR pp. 2-19 to 2-23.
- Program-level Service-related Capital Improvement Projects are described on TEP EIR pp. 2-11 and 2-23 and in Figure 2 on TEP EIR p. 2-12.
- TPS Toolkit Categories and Elements as applied to the Muni Rapid Corridors are listed in Table 3 on TEP EIR p. 2-14. The complete project description and figures illustrating each TPS Toolkit element are found on TEP EIR pp. 2-23 to 2-51.
- Program level TTRPs are described in Table 4 on TEP EIR pp. 2-17 to 2-18. In addition, these program level TTRP corridors are described on p. 2-51, and pp. 2-54 to 2-56. Specifically on the following TEP EIR pages:

Program TTRP Corridor: TEP EIR Page References	Program TTRP Corridor: TEP EIR Page References
TTRP.K: pp. 2-55 to 2-56	TTRP.22_2: p. 2-54
TTRP.M: p. 2-56	TTRP.28_2: p. 2-55
TTRP.1: p. 2-54	TTRP.30_2: p. 2-55

Project level:

- Service Improvements and Service Variants are described on TEP EIR pp. 2-57 to 2-102, including Tables 6, 7, and 8. In addition, the Service Improvements and Service Variants are illustrated on the route maps provided in Appendix 2 to the TEP EIR.
- Project-level Service-related Capital Improvement Projects are described on TEP EIR pp. 2-102 to 2-110 and the locations are shown on Figure 2 on TEP EIR p. 2-12.
- Project-level TTRPs are described in Table 4 on TEP EIR pp. 2-17 to 2-18. In addition, a Moderate and an Expanded Alternative for the project-level TTRP corridors are described on TEP EIR pp. 2-110 to 2-162 and illustrated with graphics as appropriate. TEP EIR pages references for the individual corridors are as follows:

Project TTRP Corridor: TEP EIR Page References	Project TTRP Corridor: TEP EIR Page References	Project TTRP Corridor: TEP EIR Page References	Project TTRP Corridor: TEP EIR Page References
TTRP.J: pp. 2-212 to 2-118	TTRP.5: p. 2-121 to 128	TTRP.14: p. 2-2-135 to 2-147	TTRP.30_1: p. 2-156 to 2-160
TTRP.L: pp. 2-117 to 2-118h	TTRP.8X: p. 2-126 to 135	TTRP.22_1: p. 2-144 to 153	TTRP.71: p. 2-159 to 2-160e
TTRP.N : pp. 2-117 to 2-122	TTRP.9: p. 2-135 to 2-135i	TTRP.28_1: p. 2-152 to 2-156	

Provide a complete Narrative Project Description, including TPS Toolkit Element dimensions, if applicable, and a comparison of the modified project with the applicable TEP EIR project description. If the current project is a TTRP project, please use the template provided by EP, organize project changes by TPS Toolkit Category, and note whether or not overall the current project or project segment is closer to the Moderate Alternative or to the Expanded Alternative. Please also include any elements (curb color, parking spaces, etc.) that will be specifically described in the SFMTA Board packet for the approval hearing.

[Insert Project Description or provide as an attachment.]

Please see memorandum with project description attached.

IV. Project Screening - Topic Areas Addressed in the TEP EIR [Parts A (Transportation), B (Noise) and C (Air Quality)]

IV.A. Transportation and Circulation

Instructions – Review the analysis sections cited below for the TEP component being reviewed. For example, a change to the project design for TTRP.5 requires review of the Project level TTRPs discussion. In addition, should the proposed project introduce a TPS Toolkit Element not previously analyzed for the TTRP.5, then review the analysis for the TPS Toolkit Category/Elements to complete this form.

IV.A.1. Transit

Project component	Project-level Analysis <i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided.]</i>	Program-level Analysis <i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided]</i>	Cumulative Analysis <i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided]</i>	Are the potential impacts covered or disclosed in the TEP EIR?	If no, briefly describe how the potential impact(s) would differ.	Notes – To be used by the Environmental Planner
Service Improvements and/or Service Variants	Impact TR-18: pp. 4.2-121 to 4.2-141 (LTS Impact).	N/A	Impact C-TR-1: pp. 4.2-267 to 4.2-271. (S/U cumulative impact on the Mission Corridor) Impact C-TR-4: pp. 4.2-276 to 4.2-278. (LTS impact on regional transit.)	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A		Mitigation measure C-M-TR-1: SFMTA Monitoring of Muni Service is applicable to the cumulative transit Impact C-TR-1 for the Service Improvements and Service Variants.
Service-related Capital Improvements	Impact TR-19: pp. 4.2-163 to 4.2-164. (LTS impact)	Impact TR-12: pp. 4.2-97 to 4.2-98 (LTS impact).	N/A	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A		
Travel Time Reduction Proposals (TTRPs)	Moderate TTRP Alternatives TTRP.J, L, N, 5, 8X,	All TPS Toolkit categories implemented along the program level	Moderate Alternative Impact C-TR-2: pp. 4.2-272 to 4.2-273 plus	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	<i>[Insert Comments on Next Page]</i>	Mitigation measure C-M-TR-1: SFMTA Monitoring of Muni

	<p>9, 14, 22_1, 28_1, 30_1, or 71:</p> <p>Impact TR-20: pp. 4.2-169 to 4.2-174 plus Tables 12 and 13 on pp. 4.2-122 to 4.2-135, (LTS Impact); and</p> <p>Expanded TTRP Alternatives</p> <p>TTRP.J, L, N, 5, 8X, 9, 14, 22_1, 28_1, 30_1, or 71:</p> <p>Impact TR-21: pp. 4.2-174 to 4.2-177 plus Tables 12 and 13 on pp. 4.2-122 to 4.2-135, and Tables 14 and 15 on pp. 4.2-172 to 4.2-173 (LTS Impact).</p>	<p>TTRPs:</p> <p>Impact TR-13: pp. 4.2-103 to 4.2-105 (LTS impact).</p>	<p>Tables 20 and 21 on pp. 4.2-268 to 4.2-269. (S/U cumulative impact on the Fulton/Hayes & Mission corridors)</p> <p>Impact C-TR-5: p. 4.2-278, (LTS impact)</p> <p>Expanded Alternative</p> <p>Impact C-TR-3: pp. 4.2-273 to 4.2-276 plus Tables 20 and 21 on pp. 4.2-268 to 4.2-269. (S/U cumulative impact on the Fulton/Hayes & Mission corridors)</p> <p>Impact C-TR-6: p. 4.2-278, (LTS impact)</p>			<p>Service is applicable to the cumulative transit Impact C-TR-2 for the Moderate Alternative; and Impact C-TR-3 for the Expanded Alternative.</p>
<p>TPS Toolkit Categories and Elements on the Muni Rapid Network Corridors</p>	<p>N/A</p>	<p>All TPS Toolkit categories: Impact TR-7: pp. 4.2-81 to 4.2-83 (LTS impact)</p>	<p>Moderate Alternative</p> <p>Impact C-TR-2: pp. 4.2-272 to 4.2-273 plus Tables 20 and 21 on pp. 4.2-268 to 4.2-269. (S/U cumulative impact)</p> <p>Impact C-TR-5: p. 4.2-278, (LTS impact).</p> <p>Expanded Alternative</p> <p>Impact C-TR-3: pp. 4.2-273 to 4.2-276 plus Tables 20 and 21 on pp. 4.2-268 to 4.2-269</p>	<p><input checked="" type="checkbox"/> Y</p> <p><input type="checkbox"/> N</p> <p><input type="checkbox"/> N/A</p>		<p>Mitigation measure C-M-TR-1: SFMTA Monitoring of Muni Service is applicable to the cumulative transit Impact C-TR-2 for the Moderate Alternative; and Impact C-TR-3 for the Expanded Alternative.</p>

			(S/U cumulative impact on the Fulton/Hayes & Mission corridors) Impact C-TR-6: p. 4.2-278, (LTS impact).			
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Section Instructions:

For Service Improvements or Service Variant, complete questions 1, 2, 3, and 4. Question 5 is not applicable (N/A).

For TTRPs or their variants, please complete question 5. Other questions are not applicable (N/A). Note that if stop consolidation or stop optimization are not part of the project modification, then question 5 is not applicable to the project change.

The only relevant question for the Service-related Capital Improvements is most likely question 5, but it depends on project description. Please consult EP staff if uncertain.

1. Would the proposed project result in an increase in transit service hours greater than the 12 percent annual increase in service hours analyzed in the TEP EIR? [Note: This question only applies to changes resulting from Service Improvements and Service Variants]

Y N N/A

If yes, please consult EP.

2. Would the proposed project remove transit service from a street or street segment(s) not analyzed in the TEP EIR?

Y N N/A

If so, provide information regarding the closest alternate transit service to this existing service.

3. Would the proposed project add transit service to a street or street segment(s) not analyzed in the TEP EIR?

Y N N/A

If so, specify route and/or line number(s), identify street segment(s), and provide peak period and midday frequencies.

4. For service added to new streets or street segments, please confirm that new transit stop locations meet the Stop Spacing Guidelines.

Y N N/A

If No, then provide additional information regarding the deviation from the Stop Spacing Guidelines.

5. If the proposed project or project modification includes the removal or consolidation of transit stops, or the optimization of transit stops (nearside or farside), do those changes meet the current Stop Spacing Guidelines?

Y N

If No, then please provide additional information regarding the deviation from the Stop Spacing Guidelines.

N/A- The Project does not include the removal, consolidation, or optimization of transit stops.

IV.A.2. Traffic Operations [Refer to Attachment(s) to this TEP Abbreviated Checklist if supplemental documentation is required.]

Senate Bill 743 – Automobile Delay and Vehicle Miles Traveled

CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that promote the “reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised CEQA Guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*¹ (proposed transportation impact guidelines) recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. VMT measures the amount and distance that a project might cause people to drive, accounting for the number of passengers within a vehicle.

OPR’s proposed transportation impact guidelines provides substantial evidence that VMT is an appropriate standard to use in analyzing transportation impacts to protect environmental quality and a better indicator of greenhouse gas, air quality, and energy impacts than automobile delay. Acknowledging this, San Francisco Planning Commission Resolution 19579, adopted on March 3, 2016:

- Found that automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, shall no longer be considered a significant impact on the environment pursuant to CEQA, because it does not measure environmental impacts and therefore it does not protect environmental quality.
- Directed the Environmental Review Officer to remove automobile delay as a factor in determining significant impacts pursuant to CEQA for all guidelines, criteria, and list of exemptions, and to update the Transportation Impact Analysis Guidelines for Environmental Review and Categorical Exemptions from CEQA to reflect this change.
- Directed the Environmental Planning Division and Environmental Review Officer to replace automobile delay with VMT criteria which promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses; and consistent with proposed and forthcoming changes to the CEQA Guidelines by OPR.

Planning Commission Resolution 19579 became effective immediately for all projects in the City and County of San Francisco that have not received a CEQA determination and all projects that have previously received CEQA determinations, but require additional environmental analysis. Therefore, impacts and mitigation measures from the TEP EIR associated with automobile delay are not discussed in this checklist. Instead, a VMT and induced automobile travel impact analysis is provided in the Traffic section, as applicable.

¹ This document is available online at: https://www.opr.ca.gov/s_sb743.php.

Induced Automobile Travel Analysis

Transportation projects may substantially induce additional automobile travel. The following identifies thresholds of significance and screening criteria used to determine if transportation projects would result significant impacts by inducing substantial additional automobile travel.

Pursuant to OPR's proposed transportation impact guidelines, a transportation project would substantially induce automobile travel if it would generate more than 2,075,220 VMT per year. This threshold is based on the fair share VMT allocated to transportation projects required to achieve California's long-term greenhouse gas emissions reduction goal of 40 percent below 1990 levels by 2030.

OPR's proposed transportation impact guidelines includes a list of transportation project types that would not likely lead to a substantial or measureable increase in VMT. If a project fits within the general types of projects (including combinations of types) described below, then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required. Accordingly, the TEP projects would not result in a substantial increase in VMT because these projects would include the following components and features:

- Active Transportation, Rightsizing (a.k.a. Road Diet), and Transit Projects:
 - Reduction in number of through lanes
 - Infrastructure projects, including safety and accessibility improvements, for people walking or bicycling
 - Installation or reconfiguration of traffic calming devices
 - Creation of new or expansion of existing transit service
 - Creation of new or conversion of existing general purpose lanes (including vehicle ramps) to transit lanes
- Other Minor Transportation Projects:
 - Rehabilitation, maintenance, replacement and repair projects designed to improve the condition of existing transportation assets (e.g., highways, roadways, bridges, culverts, tunnels, transit systems, and bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
 - Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or emergency breakdown lanes that are not used as through lanes
 - Conversion of existing general purpose lanes (including vehicle ramps) to managed lanes (e.g., HOV, HOT, or trucks) or transit lanes
 - Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g. HOV, HOT, or trucks) from general vehicles
 - Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
 - Traffic metering systems

- Timing of signals to optimize vehicle, bicycle or pedestrian flow on local or collector streets
- Installation of roundabouts
- Addition of transportation wayfinding signage
- Removal of off- or on-street parking spaces
- Adoption, removal, or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)

Accordingly, the intersection level of service traffic analysis in the TEP EIR is for informational purposes and is removed from this checklist.

If the proposed project modification would alter trip distribution in the project vicinity, please describe the changes and discuss the potential for conflicts and hazardous conditions.

The Project would not result in any lane modifications or turn restrictions. The project features improvements that would not result in a substantial increase in VMT, consistent with examples provided in the Induced Automobile Travel Analysis section of the TEP Checklist.

IV.A.3. Pedestrian and Bicycles						
Project component	Project-level Analysis <i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided.]</i>	Program-level Analysis <i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided]</i>	Cumulative Analysis <i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided]</i>	Are the potential impacts covered or disclosed in the TEP EIR?	If no, briefly describe how the potential impact(s) would differ.	Notes – To be used by the Environmental Planner.
Service Improvements and/or Service Variants	Impact TR-18: Pedestrians and Bicycles, pp. 4.2-154 to 4.2-162 (LTS Impact).	N/A	Impact C-TR-40: Pedestrians, 4.2-298 to 4.2-300; Bicycles, 4.2-300 to 4.2-302 (LTS Impact). Service Improvements plus Moderate TTRPs Impact C-TR-41: Pedestrians, 4.2-302 to 4.2-303; Bicycles, 4.2-304 to 4.2-305 (LTS Impact). Service Improvements plus Expanded TTRPs Impact C-TR-42: Pedestrians, 4.2-305 to 4.2-306; Bicycles, 4.2-306 to 4.2-307 (LTS Impact).	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A		
Service-related Capital Improvements	Impact TR-19: Pedestrians, pp. 4.2-165 to 4.2-166, and Bicycles, pp. 4.2-166 to 4.2-167 (LTS	Impact TR-12: Pedestrians, p. 4.2-99, and Bicycles, pp. 4.2-99 to 4.2-100.	Service Improvements plus Moderate TTRPs Impact C-TR-41: Pedestrians, 4.2-302 to 4.2-303; Bicycles, 4.2-304	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A		

	Impact).		to 4.2-305 (LTS Impact). Service Improvements plus Expanded TTRPs Impact C-TR-42: Pedestrians, 4.2-305 to 4.2-306; Bicycles, 4.2-306 to 4.2-307 (LTS Impact).			
Travel Time Reduction Proposals (TTRPs)	<p>All TTRP Moderate Alternatives:</p> <p>Impact TR-44, Pedestrians and Bicycles, pp. 4.2-205 to 4.2-213 (LTS Impact).</p> <p>All TTRP Expanded Alternatives:</p> <p>Impact TR-45, Pedestrians and Bicycles, pp. 4.2-213 to 4.2-225 (LTS Impact).</p>	<p>All TPS Toolkit Categories on the Rapid Network</p> <p>Impact TR-13: Pedestrians, pp. 4.2-105 to 4.2-107; and Bicycles, pp. 4.2-107 to 4.2-108 (LTS Impact).</p>	<p>Service Improvements plus Moderate TTRPs</p> <p>Impact C-TR-41: Pedestrians, 4.2-302 to 4.2-303; Bicycles, 4.2-304 to 4.2-305(LTS Impact).</p> <p>Service Improvements plus Expanded TTRPs</p> <p>Impact C-TR-42: Pedestrians, 4.2-305 to 4.2-306; Bicycles, 4.2-306 to 4.2-307 (LTS Impact).</p>	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A		
TPS Toolkit Categories and Elements on the Muni Rapid Network Corridors	N/A	<p>All TPS Toolkit Categories</p> <p>Impact TR-7: Pedestrians, pp. 4.2-83 to 4.2-85, LTS; and Bicycles, pp. 4.2-85 to 4.2-87 (LTS Impact).</p>	<p>Impact C-TR-40: Pedestrians, 4.2-298 to 4.2-300; Bicycles, 4.2-300 to 4.2-302 (LTS Impact).</p>	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A		

Section Instructions:

For Service Improvements or Service Variant, the questions in this section are likely not applicable (N/A).

For TTRPs or their variants, please complete questions 6 and 7, if applicable.

The questions below are most likely not applicable to the Service-related Capital Improvements, but it depends on the project description. Consult EP if uncertain.

6. Would the proposed project involve changes to signal phases and timing?

Y N N/A

If yes, please describe and confirm that these changes would meet the minimum crossing time requirements in the CA MUTCD.

There would be minor signal timing adjustments in compliance with time requirements in the CA MUTCD.

7. Would the project changes occur along a designated Bicycle Route?

Y N N/A

If yes, list the bicycle route number and any existing facilities in the project area (bicycle lanes, bicycle racks, etc.).

The SFMTA no longer refers to bicycle facilities within the city as numbered bicycle routes. A portion of the modified project would relocate the class 3 designated travel lanes shared with bicycles and vehicles from 23rd Avenue from Cabrillo Street to Fulton Street and on Fulton Street from 22nd Avenue to 23rd Avenue to 10th Avenue from Cabrillo Street to Fulton Street and on 22nd Avenue from Cabrillo Street to Fulton Street. This change would result in changes to striping the travel lane to reflect the new designated routes. Pursuant to California Vehicle Code, bicycles are permitted on any street.

IV.A.4. Passenger and Commercial Loading						
Project component	Project-level Analysis <i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided.]</i>	Program-level Analysis <i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided]</i>	Cumulative Analysis <i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided]</i>	Are the potential impacts covered or disclosed in the TEP EIR?	If no, briefly describe how the potential impact(s) would differ.	Notes – To be used by the Environmental Planner.
Service Improvements and/or Service Variants	Impact TR-18: pp. 4.2-141 to 4.2-154 (LTS Impact).	N/A	Impact C-TR-46: pp. 4.2-309 to 4.2-310 (LTS Impact).	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A		
Service-related Capital Improvements	Impact TR-19: p. 4.2-167 (LTS Impact).	Impact TR-12: All loading, pp. 4.2-100 to 4.2-101 (LTS Impact).	Impact C-TR-46: pp. 4.2-309 to 4.2-310 (LTS Impact).	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A		
Travel Time Reduction Proposals (TTRPs)	Moderate Alternative: TTRP.J, L, N, 5, 8X, 9, 22_1, or 28_1, 71 Impact TR-46: Commercial Loading, pp. 4.2-225 to 4.2-227 (LTS Impact); and TTRP.14 and Variants 1 and 2 Impacts TR-48 and TR-	Transit Stop Changes, Lane Modifications, and Pedestrian Improvements Impact TR-16: Commercial loading, pp. 4.2-115 to 4.2-116 SU With Mitigation); and Traffic Signal and Stop Sign Changes Impact TR-17: Loading,	TTRP Moderate Alternative (J, L, N, 5, 8X, 9, 22_1, 28_1, and 71): Impact C-TR-47: p. 4.2-310 (LTS Impact) Moderate Alternative TTRP 14 and Variants and TTRP.30_1: Impact C-TR-44: pp. 4.2-308 to 4.2-309 (SU	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A		Mitigation measure M-TR-10 Provision of Replacement Commercial Loading Facilities is applicable to Impacts TR-16, C-TR-43. M-TR-48 Enforcement of

	<p>49, pp. 4.2-230 to 4.2-233 (SU impact with mitigation on the Mission corridor);</p> <p>TTRP.30_1</p> <p>Impact TR-51, pp. 4.2-235 to 4.2-236 (SU impact with mitigation on the Stockton corridor);</p> <p>Expanded Alternative:</p> <p>TTRP.J, L, N, 5, 8X, 9, 22_1 and Variants 1 and 2, 28_1, or 71</p> <p>Impact TR-47, Commercial Loading, pp. 4.2-227 to 4.2-230 (LTS Impact);</p> <p>TTRP.14</p> <p>Impact TR-50, pp. 4.2-234 to 4.2-235 (SU impact with mitigation on the Mission Corridor);</p> <p>TTRP.30_1 and Variants 1 and 2</p> <p>Impacts TR-52 to TR-54, pp. 4.2-236 to 4.2-238 (SU impacts with mitigation on the Stockton corridor).</p>	<p>p. 4.2-116 (LTS Impact).</p>	<p>with mitigation on the Mission and Stockton corridors);</p> <p>TTRP Expanded Alternative (J, L, N, 5, 8X, 9, 22_1, 28_1, and 71):</p> <p>Impact C-TR-48: pp. 4.2-310 to 4.2-311 (LTS Impact).</p> <p>Expanded Alternative TTRP.14 and TTRP.30_1 and Variants:</p> <p>Impact C-TR-45: p. 4.2-309 (SU impact with mitigation on the Mission and Stockton corridors);</p>			<p>Parking Violations</p> <p>Mitigation measure M-TR-48 is applicable to:</p> <p>Moderate and Expanded TTRP.14 and Variants for Impacts TR-48, TR-49, and TR-50</p> <p>Moderate and Expanded TTRP.30_1 and Variants for impacts TR-51, TR-52, TR-53, and TR-54.</p>
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<p>TPS Toolkit Categories and Elements on the Muni Rapid Network Corridors</p>	<p>N/A</p>	<p>All TPS Toolkit Categories</p> <p>Impact TR-7: Passenger loading, pp. 4.2-87 to 4.2-88 (LTS Impact);</p> <p>TPS Toolkit Categories: Transit Stop Changes, Lane Modifications, Parking and Turn Restrictions, and Pedestrian Improvements</p> <p>Impact TR-10: Commercial loading, pp. 4.2-95 to 4.2-96 (SU impact with mitigation); and</p> <p>TPS Toolkit Categories: Traffic Signal and Stop Sign Changes</p> <p>Impact TR-11: Commercial loading, pp. 4.2-96 to 4.2-97 (LTS Impact).</p>	<p>TPS Toolkit Categories: Transit Stop Changes, Lane Modifications, Parking and Turn restrictions, and Pedestrian Improvements along Program level TTRPs</p> <p>–</p> <p>Impact C-TR-43: pp. 4.2-307 to 4.2-308 (SU with mitigation).</p> <p>TPS Toolkit Categories: Traffic Signal and Stop Sign Changes</p> <p>Impact C-TR-46: Commercial loading, pp. 4.2-309 to 4.2-310 (LTS Impact).</p>	<p><input type="checkbox"/> Y</p> <p><input type="checkbox"/> N</p> <p><input checked="" type="checkbox"/> N/A</p>		<p>For Impacts TR-10 and C-TR-43, mitigation measure M-TR-10 Provision of Replacement Commercial Loading Facilities is applicable when implementing TPS Toolkit categories - Transit Stop Changes, Lane Modifications, Parking and Turn Restrictions, and Pedestrian Improvements unless project-level analysis demonstrates no significant impact.</p>
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Section Instructions:

For Service Improvements or Service Variant, the question in this section is likely not applicable (N/A).

For TTRPs or their variants, please complete question 8, if applicable.

The question below is not likely applicable to the Service-related Capital Improvements, but it depends on the project description. Complete this if any loading spaces are affected by the project change. Please consult EP if uncertain.

8. Would the project remove or relocate any commercial loading spaces not analyzed in the TEP EIR?

Y N

If yes, specify approximate number of commercial loading spaces removed, the approximate location(s), and occupancy, if known.

Please provide information regarding potential for relocation of the existing commercial loading space(s) proposed for removal within a reasonable distance (i.e. 250 feet of the existing commercial loading space location).

The project would not alter any loading facilities.

IV.A.5. Emergency Vehicle Access					
Project component	Project-level Analysis <i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided.]</i>	Program-level Analysis <i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided]</i>	Are the potential impacts covered or disclosed in the TEP EIR?	If no, briefly describe how the potential impact(s) would differ.	Notes – To be used by the Environmental Planner.
Service Improvements and/or Service Variants	Impact TR-18: pp. 4.2-141 to 4.2-154 (LTS Impact).	N/A	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A		
Service-related Capital Improvements	Impact TR-19: pp. 4.2-167 to 4.2-168 (LTS Impact).	Impact TR-12: p. 4.2-101 (LTS Impact).	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A		
Travel Time Reduction Proposals (TTRPs)	TTRP Moderate Alternative(All): Impact TR-55, pp. 4.2-238 to 4.2-240 (LTS Impact); and TTRP Expanded Alternative (All): Impact TR-56: pp. 4.2-240 to 4.2-241 (LTS Impact).	Impact TR-13: pp. 4.2-108 to 4.2-109 (LTS Impact).	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A		

TPS Toolkit Categories and Elements on the Muni Rapid Network Corridors	N/A	Impact TR-7: pp. 4.2-88 to 4.2-89 (LTS Impact).	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A		
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As specified in the TEP EIR in the sections referenced provided above, the proposed project components would be designed to meet the SFPW and SFFD standards and/or the California Manual of Uniform Traffic Control Devices (CA MUTCD) specifications. In addition, the San Francisco Fire Department (SFFD) along with other city agencies participates in the review of changes to the public right-of-way through the Transportation Advisory Staff Committee (TASC), which would address any safety issues including emergency vehicle access related to project design.

IV.A.6. Parking						
Project component	Project-level Analysis	Program-level Analysis	Cumulative Analysis	Are the potential impacts covered or disclosed in the TEP EIR?	If no, briefly describe how the potential impact(s) would differ.	Notes – To be used by the Environmental Planner
	<i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided.]</i>	<i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided]</i>	<i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided]</i>			
Service Improvements and/or Service Variants	Impact TR-18: pp. 4.2-141 to 4.2-154 (LTS Impact).	N/A	Impact C-TR-50: pp. 4.2-313 to 4.2-315 (LTS Impact).	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A		

Service-related Capital Improvements	Impact TR-19: p. 4.2-168 (LTS Impact).	Impact TR-12: p. 4.2-102 (LTS Impact).	Impact C-TR-50: pp. 4.2-313 to 4.2-315 (LTS Impact).	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A		
Travel Time Reduction Proposals (TTRPs)	<p>TTRP Moderate Alternative (All):</p> <p>Impact TR-57, pp. 4.2-242 to 4.2-254 (LTS impact); and</p> <p>TTRP Expanded Alternative (All):</p> <p>Impact TR-58: pp. 4.2-254 to 4.2-265 (LTS impact).</p>	Impact TR-13: pp. 4.2-109 to 4.2-110 (LTS Impact).	<p>TTRP Moderate Alternative (J, L, N, 5, 8X, 9, 22_1, 28_1, 30_1, and 71):</p> <p>Impact C-TR-51: pp. 4.2-315 to 4.2-316 (LTS impact)</p> <p>TTRP.14 Moderate Alternative and Variants:</p> <p>Impact C-TR-52: pp. 4.2-316 to 4.2-319 (S/U impact on the 14 corridor)</p> <p>TTRP Expanded Alternative (J, L, N, 5, 8X, 9, 14, 28_1, 30_1, and 71):</p> <p>Impact C-TR-53: pp. 4.2-319 to 4.2-320 (LTS impact).</p> <p>TTRP.22_1 Expanded Alternative:</p> <p>Impact C-TR-54: pp. 4.2-320 to 4.2-322 (SU impact on</p>	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A		<p>Mitigation measure M-C-TR-49 is applicable to Moderate TTRP.14 Variants as well as Expanded TTRP.22 and Variants for cumulative parking impacts Impact C-TR-52 and Impact C-TR-54.</p> <p>M-C-TR-49 Explore Implementation of Parking Management Strategies.</p>

			the 22 corridor)			
TPS Toolkit Categories and Elements on the Muni Rapid Network Corridors	N/A	<p>TPS Toolkit Categories: Transit Stop Changes, Lane Modifications, Parking and Turn restrictions, Traffic Signal and Stop Sign Changes, and Pedestrian Improvements</p> <p>Impact TR-7: pp. 4.2-89 to 4.2-91 (LTS Impact)</p>	<p>TPS Toolkit Categories: Lane Modifications, Parking and Turn Restrictions, Pedestrian Improvements along Program level TTRPs</p> <p>Impact C-TR-49: pp. 4.2-311 to 4.2-313 (SU with Mitigation).</p> <p>TPS Toolkit Categories: Transit Stop Changes, Traffic Signal and Stop Sign Changes, Pedestrian Improvements along Program level TTRPs</p> <p>Impact C-TR-50: pp. 4.2-313 to 4.2-315 (LTS Impact)</p>	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A		<p>Mitigation measure M-C-TR-49 is applicable to implementation of TPS Toolkit Categories: Lane Modifications, Parking and Turn Restrictions, Pedestrian Improvements along Program level TTRPs for cumulative parking impacts unless project level analysis demonstrates that there would be no significant parking impact.</p> <p>M-C-TR-49 Explore the implementation of Parking Management Strategies</p>

Section Instructions: This section should be completed for all project components. Confirm that there are no changes to parking removal numbers compared to what was analyzed in the TEP EIR.

9. Would the proposed project remove or restrict the use of parking spaces not previously analyzed in the TEP EIR?

Y N

If yes, please provide the approximate number of parking spaces removed and the general location(s), and/ provide information regarding parking restrictions including the location and hours (i.e. change restriction to no parking between 7:00 am to 7:00 pm, etc.), as applicable. How would these numbers and/or times differ from the analysis in the TEP EIR for the affected area(s) [i.e. only for the area(s) where changes are being proposed.]?

At 6th Avenue at Fulton Street in the inbound direction, three on-street parking spaces and three on-street motorcycle parking spaces would be removed in total. Two accessible on-street parking spaces would be relocated to 7th Avenue and Fulton Street in the inbound direction, approximately 300 feet from their existing location. Parking would be removed for daylighting, as specified in attached project description.

IV.A.7. Transportation-related Construction					
Project component	Project-level Analysis <i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided.]</i>	Program-level Analysis <i>[Please review the Impact discussion referenced below to respond to applicable questions; TEP EIR Page References provided]</i>	Are the potential impacts covered or disclosed in the TEP EIR? (Is there anything regarding the construction of this change that would differ from that anticipated for this proposal?)	If no, briefly describe how the potential impact(s) would differ.	Notes – To be used by the Environmental Planner
Service Improvements and/or Service Variants	Impact TR-1 – pp. 4.2-66 to 4.2-71 (LTS Impact)	N/A	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A		Improvement Measure I-TR-1 is applicable to any
Service-related Capital Improvements	Impact TR-1 – pp. 4.2-66 to 4.2-71 (LTS Impact)	Impact TR-1 – pp. 4.2-66 to 4.2-71 (LTS Impact)	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A		Improvement Measure I-TR-1 is applicable to any TEP construction.

Travel Time Reduction Proposals (TTRPs)	Impact TR-1 – pp. 4.2-66 to 4.2-71 (LTS Impact)	Impact TR-1 – pp. 4.2-66 to 4.2-71 (LTS Impact)	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A		Improvement Measure I-TR-1 is applicable to any TEP construction.
TPS Toolkit Categories and Elements on the Muni Rapid Network Corridors	N/A	Impact TR-1 – pp. 4.2-66 to 4.2-71 (LTS Impact)	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A		Improvement Measure I-TR-1 is applicable to any TEP construction.

Provide any additional information relevant for the environmental review.

Project construction would include new transit bulbs and traffic signals, consistent with construction activities covered in TEP EIR. Other work related to daylighting and the relocation of shared lane markings for a class 3 bicycle facility would involve painting the curb red in multiple locations and painting and striping limited street segments for shared lanes. The scope of the most intensive construction activities does not exceed the maximum construction scenario for a two-block segment as analyzed in the TEP EIR and described below under air quality.

IV.B. Project Screening for Noise and Vibration

Noise and Vibration impacts as a result of the TEP are discussed on TEP EIR pp. 4.3-1 to 4.3-54. As described on p 4.3-1, the noise and vibration analysis provided in the TEP EIR addresses the effects from all of the TEP components (program level and project level), except for the E Line Independent Terminal (TTPI.3).

IV.B.1. Construction Noise and Vibration

Pursuant to the discussion on TEP EIR p. 4.3-26, construction directly associated with the Service Improvements and Service Variants would be limited to installation of curb ramps and striping for transit zones and/or parking. Therefore, construction noise and vibration as a result of the TEP would result from construction of the Service-related Capital Improvements, such as installation of overhead wires, and from construction of the TTRPs and TTRP Variants. ***This section is not applicable to Service Improvements and Service Variants.***

		(DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER ASSESSMENT ONLY) EP Planner to confirm Yes or No with Applicable Comments
<p>IV.B.1.a. Construction noise is addressed under Impact NO-1 on TEP EIR pp. 4.3-25 to 4.3-32.</p> <p>Potential Impacts for this proposal are covered or disclosed in the TEP EIR?</p> <p>If yes, no further environmental analysis is needed.</p>	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	<p>N/A for Service Improvements or Service Variants</p> <p>Construction activities within the scope of those analyzed in the TEP EIR.</p>
<p>IV.B.1.b. Construction vibration is addressed under Impact NO-2 on TEP EIR pp. 4.3-32 to 4.3-35.</p> <p>Potential Impacts for this proposal are covered or disclosed in the TEP EIR?</p> <p>If yes, no further environmental analysis is needed.</p>	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	<p>N/A for Service Improvements or Service Variants</p> <p>Construction activities within the scope of those analyzed in the TEP EIR.</p>

IV.B.2. Operational Noise and Vibration

Pursuant to the discussion on TEP EIR p. 4.3-35, once the Service-related Capital Improvements and Transit Travel Time Reduction Proposals (TTRPs) have been constructed, there would be no operational noise or vibration impacts as a result of these components. The operational noise and vibration impacts of the TEP would result from the transit service provided by the Service Improvements and Service Variants. ***This section is not applicable to Service-related Capital Improvements or TTRPs.***

For Service Improvements or Service Variants, or modifications to same, please include proposed frequencies, if different from information in the TEP EIR. Attach a modified route map should changes in alignment be proposed.

<p>IV.B.2.a. Operational noise is addressed under Impact NO-3 on TEP EIR pp. 4.3-35 to 4.3-48.</p> <p>Potential Impacts for this proposal are covered or disclosed in the TEP EIR?</p> <p>If yes, no further environmental analysis is needed.</p>	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A	<p>If project is a Service Improvement or Service Variant and proposes a substantial increase in service frequency, then provide the ambient noise level for the affected area(s): _____</p>
<p>IV.B.2.b. Operational vibration is addressed under Impact NO-4 on TEP EIR pp. 4.3-48 to 4.3-51.</p> <p>Potential Impacts for this proposal are covered or disclosed in the TEP EIR?</p> <p>If yes, no further environmental analysis is needed.</p>	<input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A	<p>The modified project improvements install infrastructure and would not have operational noise or vibration impacts as discussed in the TEP EIR.</p>
<p>IV.B.2.c. Cumulative Noise and Vibration is addressed under Impact C-NO-1 on TEP EIR pp. 4.3-51 to 4.3-54.</p> <p>Potential Impacts are covered or disclosed in the TEP EIR?</p> <p>If yes, no further environmental analysis is needed.</p>	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	<p>Construction activities within the scope of those analyzed in the TEP EIR.</p>

IV.C. Project Screening for Air Quality

Air Quality impacts that would result from the TEP are discussed on TEP EIR pp. 4.4-1 to 4.4-55. As described on TEP EIR p 4.4-1 to 4.4-2, the air quality analysis provided in the TEP EIR addresses the effects from all of the TEP components (program level and project level), except for the E Line Independent Terminal (TTPI.3).

IV.C.1. Construction Air Quality Impacts

The TEP EIR construction air quality analysis identified two worst-case or maximum construction scenario(s). TEP Components that would include fewer construction activities within a two-block street segment would not exceed the construction air quality impacts identified for the maximum construction scenario(s), which were found to be less than significant. TEP EIR p. 4.4-38 describes that construction directly associated with the Service Improvements and Service Variants would be limited to installation of curb ramps and striping for transit zones and/or parking. Therefore, construction air quality impacts as a result of the TEP would result from construction of the Service-related Capital Improvements, such as installation of overhead wires, or from the implementation of TTRPs and TTRP Variants. ***This section (IV.C.1.) is not applicable to Service Improvements or Service Variants.***

For TTRPs, please identify the two-block segment proposed (or proposed for modification) with the greatest amount of construction. For Service-related Capital improvement projects, identify the construction activities. Generally, describe the TPS Toolkit Elements including number of TPS Toolkit types (i.e. four pedestrian bulbs) as well as the approximate dimension for those elements that are within the identified two-block segment or project area.

Compare the above information with the maximum construction scenarios in the EIR pp. 4.4-34 to 4.4-36a. Would the proposed project or proposed modification result in greater construction activity than the worst case scenarios in the EIR?

Y N If yes, then please attach a completed AQ Worksheet for evaluation.

<p>The construction activities for the modified project would not exceed the intensity/magnitude of the maximum construction scenarios in the TEP EIR, and therefore, there would not be a new significant air quality impact.</p>	<p>(DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER ASSESSMENT ONLY)</p> <p>Confirm Yes or No with Applicable Comments</p>	
<p>IV.C.1.a. Construction criteria pollutant emissions impacts are addressed in Impact AQ-1 on TEP EIR pp. 4.4-38 to 4.4-41.</p> <p>Potential Impacts are covered or disclosed in the TEP EIR?</p> <p>If yes, no further environmental analysis is needed.</p>	<p><input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A</p>	<p>Construction activities within the scope of those analyzed in the TEP EIR.</p>
<p>IV.C.1.b. Construction health risks and hazard air quality impacts are addressed in Impact AQ-2 on TEP EIR pp. 4.4-41 to 4.4-43.</p> <p>Potential Impacts for this proposal are covered or disclosed in the TEP EIR?</p> <p>If yes, no further environmental analysis is needed.</p>	<p><input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A</p>	<p>Construction activities within the scope of those analyzed in the TEP EIR.</p>
<p>IV.C.2. Operational Air Quality Impacts. The TEP EIR operational air quality analysis identified that an increase in emissions would result from the Service Improvements (or Service Variants) because the number of transit trips, including diesel motor coach trips within San Francisco, would increase as a consequence of the additional 380,000 yearly service hours. Implementation of the TEP proposals is expected to result in a travel mode shift to public transit by providing a more efficient transit system, which would reduce emissions of criteria pollutants and ozone precursors from privately-owned vehicles. Implementation of some TPS Toolkit elements as part of the TTRPs, such as the introduction of new transit-only lanes, has the potential to result in an increase in non-transit vehicle congestion that could cause an increase in criteria pollutant and ozone precursor emissions due to longer idle times at intersections.</p> <p>Sections IV.C.2.a. and IV.C.2.b. are not applicable to Service-related capital Improvements or TTRPs.</p>		
<p>IV.C.2.a. Operational air quality impacts are addressed in Impact AQ-3 on TEP EIR pp. 4.4-43 to 4.4-47.</p> <p>Potential Impacts are covered or disclosed in the TEP EIR?</p> <p>If yes, no further environmental analysis is needed.</p>	<p><input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/> N/A</p>	<p>The modified project improvements install infrastructure and would not have operational air quality impacts as discussed in the TEP EIR.</p>

<p>IV.C.2.b. Operational health risks and hazard air quality impacts are addressed in Impact AQ-4 on TEP EIR pp. 4.4-47 to 4.4-49.</p> <p>Potential Impacts for this proposal are covered or disclosed in the TEP EIR?</p> <p>If yes, no further environmental analysis is needed.</p>	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	<p>The modified project improvements install infrastructure and would not have operational noise or vibration impacts as discussed in the TEP EIR.</p>
<p>IV.C.2.c. Compliance with 2010 Clean Air Plan is discussed in Impact AQ-5 on TEP EIR pp. 4.4-49 to 4.4-52.</p> <p>Potential Impacts for this proposal are covered or disclosed in the TEP EIR?</p> <p>If yes, no further environmental analysis is needed</p>	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	<p>The modified project is within the scope of activities analyzed for air quality in the TEP EIR.</p>
<p>IV.C.3. Cumulative Air Quality Impacts</p>		
<p>As stated in TEP EIR Impact C-AQ-1, regional air pollution is by its very nature largely a cumulative impact and the project-level thresholds used in the TEP EIR are based on levels below which new sources of air pollution are not anticipated to contribute to an air quality violation or result in a cumulatively considerable net increase in criteria air pollutants. Because the TEP EIR found construction criteria air pollutant emissions to be below the project-level significance thresholds, individual TEP projects would not make a considerable contribution to regional air quality impacts. TEP EIR Impact C-AQ-2 addresses health risks from construction activities undertaken to implement the TEP. As explained on page 4.4-54, the air district considers projects that result in an excess cancer risk of less than 10 per one million or an annual average PM_{2.5} concentration less than 0.3 µg/m³ to not contribute considerably to cumulatively significant health risks. The largest of the modeled TEP projects would result in a cancer risk of 1.4 per one million persons exposed and PM_{2.5} levels of 0.083 µg/m³. In conclusion individual TEP projects that are covered by this checklist (IV.C.1.a, IV.C.1.b, IV.C.2.a, IV.C.2.b) would not result in cumulative air quality impacts not disclosed in the TEP EIR.</p>		
<p>IV.C.3.a. Cumulative Criteria Air Pollutant Air Quality impacts are addressed under Impact C-AQ-1 on TEP EIR p. 4.4-52.</p> <p>Potential Impacts for this proposal are covered or disclosed in the TEP EIR?</p> <p>If yes, no further environmental analysis is needed</p>	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	<p>The modified project is within the scope of activities analyzed for air quality in the TEP EIR.</p>
<p>IV.C.3.b. Cumulative health risks and hazard air quality impacts are addressed under Impact C-AQ-2 on TEP EIR pp. 4.4-52 to 4.4-52 to 4.4-55.</p> <p>Potential Impacts for this proposal are covered or disclosed in the TEP EIR?</p> <p>If yes, no further environmental analysis is needed</p>	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	<p>The modified project is within the scope of activities analyzed for air quality in the TEP EIR.</p>

<p>V- Project Screening – Topic Areas Addressed in the TEP Initial Study (TEP IS)</p> <p>The TEP Initial Study was issued January 23, 2013 and is Appendix 2 of the TEP EIR.</p>		
<p>V.1. Less than Significant Impacts</p> <p>The TEP Initial Study (TEP IS) determined that the program-level and project-level TEP Components (all project components) would result in less than significant impacts with respect to the topics below as analyzed on the referenced TEP IS pages. Therefore, no mitigation is required for any of these topics.</p> <p>Land Use and Land Use Planning (TEP IS pp. 176 – 183), Aesthetics (TEP IS pp. 184 – 194), Population and Housing (TEP IS pp. 195 – 200), Greenhouse Gas Emissions (TEP IS pp. 237 – 256), Wind and Shadow (TEP IS pp. 260 – 266), Recreation (TEP IS pp. 257 – 260), Utilities and Service Systems (TEP IS pp. 266 – 276), Public Services (TEP IS pp. 276 – 284), Biological Resources (TEP IS pp. 284 – 291), Geology and Soils (TEP IS pp. 292 – 303), Hydrology and Water Quality (TEP IS pp. 303 – 320), Mineral and Energy Resources (TEP IS pp. 335 – 340), and Agricultural and Forest Resources (TEP IS pp. 341 – 343).</p> <p>Are the potential Impacts for the proposal TEP EIR disclosed in the TEP Initial Study?</p> <p>If yes, no further environmental analysis is needed .</p>	<p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p>	
<p>V.2. Less than Significant Impacts with Mitigation Incorporated.</p> <p>The TEP Initial Study (TEP IS) determined that the TEP Components (all project components) would result in less than significant impacts with mitigation implemented with respect to Cultural and Paleontological Resources (TEP IS pp. 201-230) and Hazards and Hazardous Materials (TEP IS pp. 321 –</p>		

<p>334). These topics are addressed on the above referenced pages in the TEP Initial Study, Appendix 2 to the TEP EIR.</p> <p>Are the potential Impacts for the proposal disclosed in the TEP Initial Study?</p> <p>If yes, no further environmental analysis is needed</p> <p>Mitigation identified in the TEP IS would be applicable to this project component.</p> <p>If yes, see Applicable Mitigation Measures Section VII. below.</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	
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10. Would the proposed project involve removal of streets trees or significant trees?
 Yes No

If yes, confirm that SFPW tree removal and replacement procedures and permitting requirements would be complied with. Yes No

11. What is the maximum depth of excavation for the proposed project or project modification – indicate feature requiring this depth?

15 Feet, traffic signals

VI. Project Screening – Identify known public projects within project vicinity (particularly within ROW). By completing this section, SFMTA is confirming that a search was conducted to identify such projects.		
Project Name and Responsible Agency	Approximate location and Date of Implementation	Notes: EP Planner to evaluate if any additional analysis or documentation is needed based on the potential for combined or cumulative effects.
See attached project description		As described in the attached project description memorandum, there is no potential for a new or more severe significant cumulative impact than disclosed in the TEP EIR.

VII. Applicable Mitigation Measures and Improvement Measures identified in the TEP EIR and TEP IS.

Provide draft MMRP with mitigation measure text applicable to the proposal for Environmental Planning review.

Mitigation or Improvement Measure [No. and Title – For details see the TEP MMRP.]	Applicable to the proposed project or project modification [Yes, if checked.]	Notes – For use by the Environmental Planner
Mitigation Measure M-CP-2a: Accidental Discovery of Archeological Resources	<input checked="" type="checkbox"/>	Applicable to all TEP construction activities.
Mitigation Measure M-CP-2b: Archaeological Monitoring	<input type="checkbox"/>	Once engineering design details for the identified projects (OWE.1, OWE.1 Variant, SCI.2, TTRP.9 and TTRP.22_2) and other projects in archaeologically sensitive areas, as identified by the Environmental Review Officer, are known, the project sponsor shall consult with the Planning Department archeologist regarding a determination of the specific aspects of these proposals that would require archeological monitoring.
Mitigation Measure M-CP-3: Paleontological Resources Accidental Discovery	<input type="checkbox"/>	Applicable to all TEP construction activities.
Mitigation Measure M-HZ-1: Hazardous Materials Soil Testing	<input type="checkbox"/>	Applicable to all TEP construction activities.
Mitigation Measure M-TR-8: Optimization of Intersection Operations	<input type="checkbox"/>	Applicable if the final design of program-level TTRPs includes TPS Toolkit Elements from the Lane Modifications and Pedestrian Improvements categories.
Mitigation Measure M-TR-10: Provision of Replacement Commercial Loading Spaces	<input type="checkbox"/>	Applicable if the final design of program-level TTRPs or project modification would remove commercial loading spaces.
Mitigation Measure M-TR-48: Enforcement of Parking Violations	<input type="checkbox"/>	On streets where the implementation of TTRPs would result in a net reduction of on-street commercial loading spaces that results in a significant commercial loading impact.
Mitigation Measure M-C-TR-1: SFMTA Monitoring of Muni Service	<input type="checkbox"/>	Ongoing

Mitigation Measure M-C-TR-49: Explore the Implementation of Parking Management Strategies.	<input type="checkbox"/>	Ongoing, along the TTRP corridors where greater amount of parking is being removed and a significant cumulative parking impact is identified.
Improvement Measure I-TR-1: Construction Measures	<input checked="" type="checkbox"/>	Applicable to all TEP Construction activities.

VIII. EVALUATION SUMMARY. This section is to be completed by an EP Planner.

Enclosed information and documentation:

- Existing and Proposed Graphics or Site Plan provided, if available, or upon request.
- Supplemental Transportation Analysis provided, if applicable, and reviewed by EP Planner.
- Air Quality Worksheet, if applicable, and reviewed by EP Planner.
- Noise topic adequately addressed.
- Other, please specify.

CEQA Review
<p>The proposed project is within the scope of the TEP EIR. No new significant effects have been identified and no new mitigation is required for the project, pursuant to CEQA Section 15168:</p> <p><input checked="" type="checkbox"/> Note to file (no additional documentation required)</p> <p>Proposed project is not within the scope of the TEP EIR and requires subsequent environmental review anticipated to be:</p> <p><input type="checkbox"/> Addendum</p> <p><input type="checkbox"/> Supplemental Focused EIR or Focused MND</p> <p>NOTES:</p> <p>The project includes new or extended transit bulbs, new traffic signals and daylighting that modify improvements analyzed in TTRP.5 in the TEP EIR. New transit bulbs are proposed in locations that were previously analyzed as bus zones. A Class 3 bicycle route would be relocated as indicated in project description and consists of paint to demark shared travel lanes. Daylighting would consist of parking removal and curb paint. Construction-related activities are within the scope of the types of construction addressed in the TEP EIR. In addition, the project would comply with Mitigation Measure M-CP-2a: Accidental Discovery of Archeological Resources and Improvement measure I-TR-1 for Construction Measures. No new or more severe adverse effects would result as a result of the modified project.</p>

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TRANSIT EFFECTIVENESS PROJECT - Fulton Street Safety and Transit Project

MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
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MITIGATION MEASURES AGREED TO BY SFMTA

Cultural and Paleontological Resources

Mitigation Measure M-CP-2a: Accidental Discovery of Archeological Resources

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archaeological and paleontological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to any utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

SFMTA and project contractors

Prior to soils disturbance activities

SFMTA to distribute Planning Department "ALERT" sheet and provide signed affidavit from project contractor, subcontractor(s) and utilities firm(s) stating that all field personnel have received copies of the "ALERT" sheet.

ERO to receive signed affidavit.

Prior to any soil disturbing activities.

Following distribution of "ALERT" sheet but prior to any soils disturbing activities.

MITIGATION MONITORING AND REPORTING PROGRAM (continued)

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Should any indication of an archaeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.	SFMTA and project contractor's Head Foreman	During soils disturbance activities	SFMTA and project contractor's Head Foreman to inform ERO and suspend soils disturbing activities.	ERO to determine if additional measures are necessary	During soils disturbance activities
<p>If the ERO determines that an archaeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archaeological consultant shall advise the ERO as to whether the discovery is an archaeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archaeological resource is present, the archaeological consultant shall identify and evaluate the archaeological resource. The archaeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ of the archaeological resource, an archaeological monitoring program, or an archaeological testing program. If an archaeological monitoring program or archaeological testing program is required, it shall be consistent with the Environmental Planning division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk from vandalism, looting, or other damaging actions.</p>	SFMTA and project archaeological consultant	When determined necessary by the ERO	<p>If required, SFMTA to retain an archaeological consultant from the pool of qualified archaeological consultants.</p> <p>Project archaeological consultant to advise ERO regarding the status of the archeological resource.</p> <p>ERO to determine whether the need for an archaeological monitoring program, an archaeological testing program, or site security program is needed.</p>	ERO to determine if additional measures are necessary to implement	

MITIGATION MONITORING AND REPORTING PROGRAM (continued)

MONITORING AND REPORTING PROGRAM					
Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>The project archaeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describing the archaeological and historical research methods employed in the archaeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound copy, one unbound copy, and one unlocked searchable Portable Document Format (PDF) copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the NRHP/CRHR. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>	SFMTA and project archaeological consultant	When determined necessary by the ERO	SFMTA and project archaeological consultant to prepare draft and final FARR	ERO to review and approve final FARR	

MITIGATION MONITORING AND REPORTING PROGRAM (continued)

MONITORING AND REPORTING PROGRAM

IMPROVEMENT MEASURES FOR THE TRANSIT EFFECTIVENESS PROJECT

<p>Improvement Measure I-TR-1: Construction Measures During the construction of all TEP projects, the SFMTA shall require the following: 1) Construction contractors shall be prohibited from scheduling any truck trips, such as concrete mixers, heavy construction equipment and materials delivery, etc., to the construction sites during the a.m. (7 to 9 a.m.) and p.m. (4 to 6 p.m.) peak commute periods. 2) All construction activities shall adhere to the provisions in the City of San Francisco's Regulations for Working in San Francisco Streets (Blue Book), including those addressing sidewalk and lane closures. To minimize construction impacts on nearby businesses and residents, the SFMTA shall alert motorists, bicyclists, and nearby property owners of upcoming construction through its existing website and other available means, such as distribution of flyers, emails, and portable message or informational signs. Information provided shall include contact name(s) for the SFMTA project manager, public information officer, and/or the SFMTA General Enforcement Division contact number (311). 3) Construction contractors shall encourage construction workers to use carpooling and transit to the construction site in order to minimize parking demand.</p>	<p>SFMTA and project construction contractor(s)</p>	<p>Throughout the construction duration for any TEP component requiring construction.</p>	<p>SFMTA and project construction contractor(s) to coordinate construction related activities with DPW, the Fire Department, the Planning Department, and any other City agencies.</p>	<p>SFMTA</p>	<p>Considered complete after completion of construction activities.</p>
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Date: July 6, 2020
To: Laura Lynch, San Francisco Planning Department
From: Steve Boland and Anna Harkman, San Francisco Municipal Transportation Agency
Through: Forrest Chamberlain, San Francisco Municipal Transportation Agency
Re: Fulton Street Safety and Transit Project (formerly Fulton MUNI Forward Improvements or Modified TTRP.5), on Fulton Street between Stanyan Street and La Playa Street
Case Number: 2011.0558E, Transit Effectiveness Project (TEP) Final EIR

BACKGROUND

On March 27, 2014, the San Francisco Planning Commission certified the Final Environmental Impact Report for the SFMTA's Transit Effectiveness Project (TEP EIR). The TEP EIR provided project-level environmental clearance for transit travel time reduction improvements for the 5 Fulton and 5R Fulton Rapid routes¹ along the Fulton and McAllister corridors (TTRP.5 Expanded Alternative). The inbound direction for this route is east towards downtown and the Financial District, and the outbound direction is west towards Ocean Beach. This memorandum addresses modifications to the segment of the TTRP.5 project corridor on Fulton Street between Stanyan Street and La Playa Street, herein referred to as the Modified Project.

TTRP.5 EXPANDED ALTERNATIVE IN THE TEP EIR

The TTRP.5 project evaluated in the TEP EIR included a Moderate and Expanded Alternative. TPS Toolkit elements in the Moderate Alternative included transit stop changes, pedestrian improvements, parking and turn restrictions, and traffic signal and stop sign changes. The Expanded Alternative primarily included the same transit stop changes, pedestrian improvements, parking and turn restrictions, and traffic signal and stop sign changes as the Moderate Alternative except that certain intersections on Fulton Street included traffic calming improvements instead of traffic signals. Additional and modified elements in the Expanded Alternative included travel lane removal between Stanyan Street and Baker Street.

¹ The 5R or 5 Fulton Rapid was previously called the 5L or 5 Fulton Limited and makes fewer stops than the 5 Fulton local service.

TTRP.5 - SUBSEQUENT TO CERTIFICATION OF THE TEP EIR

Subsequent to certification of the TEP EIR in 2014, the following changes were made to this corridor. Minor modifications were made to the Transit Travel Time Reduction Proposal for the 5/5L Fulton/Fulton Limited1 (TTRP.5) at the intersection of Divisadero and McAllister Streets in June 2014. In March 2015, additional modifications were proposed on McAllister Street between Van Ness Avenue and Baker Street. These changes were found to be within the scope of the environmental analysis in the TEP EIR as described in an Abbreviated TEP CEQA Checklist prepared on March 20, 2015. In addition, an addendum to the TEP EIR was issued on June 12, 2015 to modify the configuration of the intersection of McAllister Street and Van Ness Avenue in the TTRP.5 and further minor modifications were made to that intersection and evaluated in a Note to File on June 1, 2016.

Subsequent to that, SFMTA implemented portions of the corridor, including stop optimization (moving transit stops from nearside to farside) and stop consolidation (removing some stops) along McAllister and Fulton Streets. In some locations where the proposals studied in the EIR would install transit bulbs, the SFMTA installed bus zones as an interim phase of project implementation. In summer of 2016 SFMTA determined that adjustments to the length of certain bus zones was warranted for improved transit operations, and these were made at certain bus stops on Fulton Street from 6th Avenue to 30th Avenue. This interim implementation was reviewed in a July 20, 2016 memorandum as the Interim Modified TTRP.5 Fulton Street, Segment from 6th Avenue to 30th Avenue, and found to be within the scope of the environmental analysis in the TEP EIR. Construction of interim improvements were completed in 2018, and no further TEP improvements have been implemented on the corridor since.

MODIFIED PROJECT

The Modified Project would alter several improvements analyzed in the TEP EIR for the segment of the Fulton Street from Stanyan Street to La Playa Street as described below to address transit reliability as well as pedestrian and bicycle safety for this corridor.

Transit Bulbs:

At Sixth Avenue on Fulton Street in the inbound direction, the Modified Project would implement a 230-foot long transit bulb necessitating the removal of three on-street parking spaces, three on-street motorcycle parking spaces, and two accessible on-street parking spaces, all on Fulton Street. The accessible parking spaces would be relocated from the south side of Fulton Street to the north side of Seventh Avenue, approximately 300 feet from their existing location. Relocated accessible on-street parking spaces would result in the removal of three on-street parking spaces on the north side of Seventh Avenue. In contrast,

the TEP EIR analyzed a 130-foot inbound bulb (rather than 230 foot) and no parking removal at Seventh Avenue and Fulton Street.

The Modified Project would add one 100-foot outbound transit bulb at the corner of Fulton Street and Eighth Avenue, rather than the 65-foot outbound transit bulb analyzed in the TEP EIR at the same location.

Two transit bulbs would be added at the intersection of Fulton Street and 10th Avenue - the outbound bulb measuring 100 feet in length and the inbound bulb measuring 94 feet in length. The TEP EIR analyzed the extension of existing bus zones in these locations and not the installation of new transit bulbs.

Traffic Signals:

Existing traffic signals would be upgraded at four intersections within the Modified Project boundaries (Fulton Street at Sixth Avenue, Eighth Avenue, and 10th Avenue, and at Arguello Boulevard). Upgrades would consist of signal timing modifications and the installation of new vehicular signals, pedestrian countdown signals, signal poles, mast arm poles, underground conduit, pull boxes, and controller cabinets. All signal poles would be City Standard poles.² Final pole location would be determined through the design phase of the project. All potential pole locations at each intersection have been considered in this evaluation.

The following list describes the number of new signal poles to be installed per intersection.

- Sixth Avenue and Fulton Street: five new poles
- Eighth Avenue and Fulton Street: five new poles
- 10th Avenue and Fulton Street: seven new poles
- Arguello Boulevard and Fulton Street: two new poles

Daylighting:

Intersection daylighting (expanding existing red curbs or adding red painted curbs at intersection approaches to improve visibility for all road users) would be implemented along Fulton Street between Stanyan Street and La Playa Street. Intersection daylighting was not analyzed as a programmatic treatment in the TEP EIR, but typically results in minimal physical change to the environment. A length of curb approaching the intersection would be painted red and one to two parking spaces may be removed at each location. Installation or expansion of daylighting would not result in ground disturbance. In total, proposed intersection daylighting on Fulton Street between Stanyan Street and La Playa Street would remove approximately 40 unmetered parking spaces as discussed below.

² Please refer to Attachment C - 2015 Standard Plan ES-7A.

At Willard Street and Fulton Street, one 15-foot red zone would be placed on the north side of Fulton Street extending in the eastbound direction, and one 44-foot red zone would be installed on the south side of Fulton Street extending in the westbound direction.

At Fulton Street and Second Avenue, one 20-foot red zone would be placed on the north and the south sides of Fulton Street extending in the eastbound and westbound directions, and one existing red zone on the south side of Fulton Street would be expanded by five-feet westbound (20 to 25 feet). At Fulton Street and Fourth Avenue, existing red zones would be expanded by four-feet eastbound on the north side (20 to 24 feet) and by five feet westbound on the south side (20 to 25 feet) of Fulton Street, and one 20-foot red zone would be placed on the south side of Fulton Street extending westbound. One 24-foot red zone and one four-foot red zone would be placed on the south side of Fulton Street and Fifth Avenue extending westbound. One existing red zone would be widened by 10-feet westbound on the south side of Fulton Street at Eighth Avenue.

At Fulton Street at 10th Avenue, existing red zones would be expanded by 9-feet eastbound on the north side (11 to 20 feet) and by 16-feet westbound on the south side (4 to 20 feet) of Fulton Street. One 20-foot red zone would be placed on the north side of Fulton Street at 11th Avenue extending eastbound. At Fulton Street and 12th Avenue, existing red zones would be expanded by 16-feet eastbound on the north side (10 to 26 feet) and by 21-feet westbound on the south side of Fulton Street (19 to 40 feet). One existing red zone would be expanded by 15 -feet eastbound on the north side of Fulton Street at Funston Avenue.

At Fulton Street and 16th Avenue, two existing red zones would be expanded westbound on the south side of Fulton Street, one by 20-feet (20 to 40 feet) and one by 9 feet (20 to 29 feet). One 20-foot red zone would be placed on the north side of Fulton Street at 17th Avenue extending eastbound. At Fulton Street and 18th Avenue, two 20-foot red zones would be placed on the north and south sides of Fulton Street extending eastbound and westbound, and one 20-foot red zone would be placed on the west side of 18th Avenue extending northbound. At Fulton Street and 19th Avenue one 20-foot red zone would be placed on the north side of Fulton Street extending eastbound. One 20-foot red zone would be placed on the south side of Fulton Street at 20th Avenue extending eastbound. One 15-foot red zone would be placed on the north side of Fulton Street at 21st Avenue extending eastbound.

At Fulton Street and 22nd Avenue, one existing red zone would be expanded by eight-feet eastbound on the north side of Fulton Street (12 to 20 feet) and one 15-foot red zone would be placed on the west side of 22nd Avenue extending northbound. One 20-foot red zone would be on the south side of Fulton Street extending westbound from 25th Avenue. At Fulton Street and 26th Avenue, existing red zones would be expanded by 25-feet eastbound on the north side (13 to 38 feet) and by 20-feet westbound (20 to 40 feet) on the south side of Fulton Street.

At Fulton Street and 28th Avenue, one existing red zone would be expanded by four-feet eastbound on the north side (3 to 12 feet) of Fulton Street, one 20-foot red zone extending

westbound would be placed on the south side of Fulton Street, and one 15-foot red zone would extend northbound on the western side of 28th Avenue.

One 20-foot red zone would be placed on the west side of 30th Avenue extending northbound. One 20-foot red zone would be placed on the south side of Fulton Street at 32nd Avenue extending eastbound. At Fulton Street at 34th Avenue, an existing red zone on the north side of Fulton Street would be extended eastbound by 19-feet (12 to 31 feet), and one new 20-foot red zone would be placed on the south side of Fulton Street. One 20-foot red zone would be placed on the west side of 36th Avenue extended northbound. Two 20-foot red zones would be placed at Fulton and 44th Avenue on the north and south sides of the Fulton Street, extending in the westbound and eastbound directions. At Fulton and 46th Avenue, one 20-foot red zone would be placed on the north side of Fulton Street extending in the eastbound direction, and two 20-foot red zones would be placed on the southside of Fulton Street, extending in the eastbound and westbound directions.

One 10-foot red zone would be placed on the south side of Fulton Street at 47th Avenue extending in the westbound direction. One 20-foot red zone would be placed on the south side of Fulton Street at La Playa Street extending in the westbound direction. No parking restrictions would be implemented on the south side of Fulton Street between the eastern and western crosswalks at La Playa Street.

Parking:

As a result of the construction of the transit bulb on Fulton Street and Sixth Avenue, two accessible parking spaces would be relocated from the south side of Fulton Street to the north side removing three unmetered on-street parking spaces and three unmetered on-street motorcycle spaces.

In total, proposed intersection daylighting on Fulton Street between Sanyan Street and La Playa Street would remove approximately 40 unmetered on-street parking spaces, 60 percent of which would occur on the south side of Fulton Street. The remaining 40 percent would occur on the north side of Fulton Street or at the southbound approach to Fulton Street from an intersecting avenue.

The Muni Forward 5 Fulton project analyzed in the TEP EIR resulted in the removal of 110 parking spaces for which the majority of spaces removed were located on McAllister Street between Larkin Street and Central Avenue was not considered substantial and resulted in a less than significant impact. The removal of an additional approximately 40 parking spaces along the segment of the Muni Forward 5 Fulton between Sanyan and La Playa Streets in addition to the 110 parking spaces removed under the project analyzed in the TEP would not be considered substantial given the length of the corridor and would not result in hazardous conditions or significant delays in travel for other modes.

At 37th Avenue and Fulton Street, one existing car share station would be relocated approximately 15-feet from its original location on the north side of Fulton Street as a result of expanded red zones.

Bicycle Facilities:

Based on public outreach and to improve safety for bicyclists, existing Class 3 facilities (bicycle route - shared marked lane with vehicles) located on 22nd and 23rd Avenues would be relocated. Class 3 bicycle facilities would be rescinded on Fulton Street from 22nd Avenue to 23rd Avenue, and on 23rd Avenue from Cabrillo Street to Fulton Street. New Class 3 bicycle facilities would be placed on 10th Avenue from Cabrillo Street to Fulton Street and on 22nd Avenue from Cabrillo Street to Fulton Street.

Construction

The proposed work would occur over an approximate one-year time period and would be carried out by a licensed contractor managed by San Francisco Public Works with funding and oversight from SFMTA. The maximum depth of excavation would be 15 feet for the signal pole foundations, two feet for the cabinet foundations, three feet for the underground conduits and pull boxes, and two feet for curb ramps.

The contractor would be required to comply with Public Works' the Standard Environmental Procedures 01-35-49, 01-35-50, and 01-35-51. For excavation-related activities, the project would be required to implement TEP Mitigation Measure M-CP-2a (Accidental Discovery of Archeological Resources)

Accidental discovery would include distribution of the San Francisco Planning Department archaeological resource "ALERT" notice to all prime and sub-contractors involved in excavation.

PROJECTS IN NEARBY AREAS

Central Richmond Traffic Safety Project

The Central Richmond Traffic Safety Project would implement a variety of traffic calming and safety improvements throughout the area bounded by Fulton Street, 15th Avenue, Lake Street, and 25th Avenue. Proposed improvements would include leading pedestrian intervals at signalized intersections, advanced limit lines and yield teeth, high visibility continental crosswalks, daylighting for increased visibility, pedestrian refuge islands, and speed humps. The Modified Project is located outside of the boundaries of the Central Richmond Traffic Safety Project.

Eighth Avenue Neighborway Project

The Eighth Avenue Neighborway Project would implement traffic calming and safety improvements on Eighth Avenue in the Inner Richmond, including at the intersection of Eighth Avenue at Fulton Street. Proposed improvement would include speed humps and cushions, advanced limit lines and yield teeth, high visibility crosswalks, pedestrian refuge islands, and turn restrictions. At Eighth Avenue and Fulton Street, proposed improvements would include speed cushions (two between Cabrillo and Fulton streets) and restricted left turns from eastbound Fulton Street onto northbound 8th Avenue. These improvements would not conflict with the Modified Project and would not result in a potential for significant cumulative impacts.

ATTACHMENT A

Existing Striping Diagrams

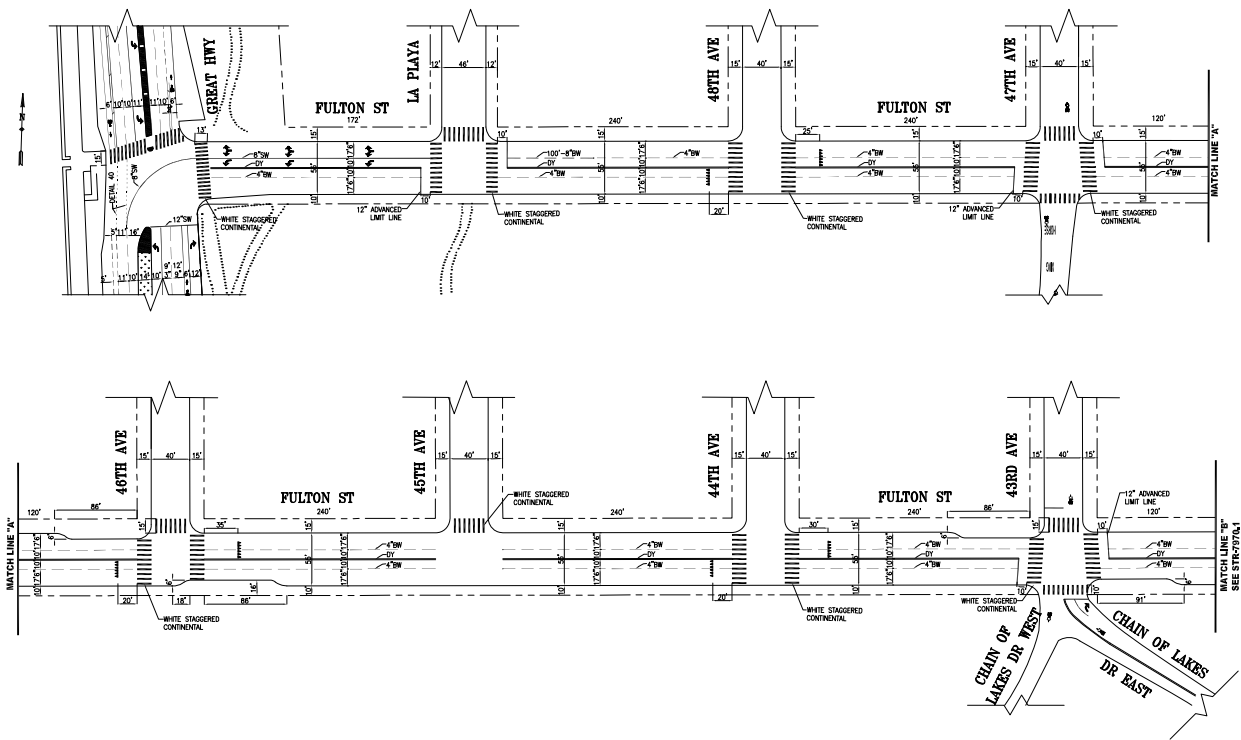
ATTACHMENT B

Proposed Plans/Drawings/Diagrams

ATTACHMENT C

2015 Standard Plan ES-7A for City Standard Signal Pole.

Attachment A - Existing Striping Diagrams



NO.	DATE	DESCRIPTION	BY	APP
1	10/28/14	ADDED SHARROWS ON CHAIN OF LAKES	J.CHIMENTO	D.B.CURTIS
2	12/28/14	ADDED SHARROWS ON 47TH AVENUE	J.CHIMENTO	D.B.CURTIS
3	02/05/15	REMOVED BIKE STENCILS AT 43RD BULBOUS AT 44TH & 43RD	J.CHIMENTO	D.B.CURTIS
4	02/05/15	ADDED ADVANCED LIMIT LINES AT LA PLAYA, 47TH, 43RD, 45TH	L.YEE	C.HUI
5	02/05/15	ADDED BIKE OR B-SHIPPED YIELD LINES AT 46TH, 44TH, 42ND	L.YEE	C.HUI
6	02/05/15	UPGRADED TO WHITE STAG. CONT. FROM LA PLAYA TO 43RD	L.YEE	C.HUI

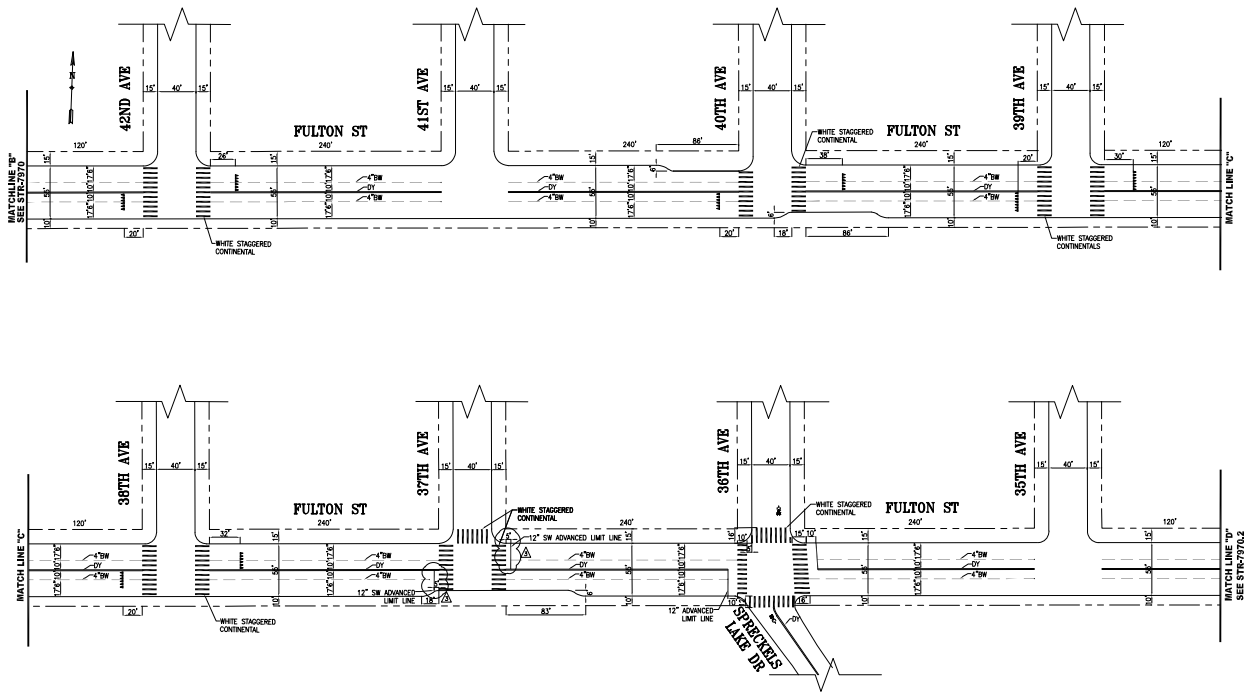
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CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SUPERSEDES:	STR-2243 REV	APPROVED:	BRIAN RUSSAULT 12/18/14	SCALE:	1" = 50'
DRAWN:	A.WONG	DATE:	10/20/14	ENGINEER:	BRIAN RUSSAULT 12/18/14
CHECKED:	D.CHAN	DATE:	10/20/14	DATE:	10/20/14
					01 OF 09

STRIPING DRAWING		CONTRACT NO.	
FULTON STREET GREAT HWY TO 42ND AVENUE		DRAWING NO.	STR-7970
REV. NO.	4	FILE NO.	

FILE NAME: _____
DATE: _____



NO.	DATE	DESCRIPTION	BY	APP.
1	10/21/14	ADD YIELD SIGN AND WHITE STAGGERED CONTINENTALS @ 34TH AVE.	J.WONG	M.SALLABERRY
2	11/20/14	ADD 12\"/>		



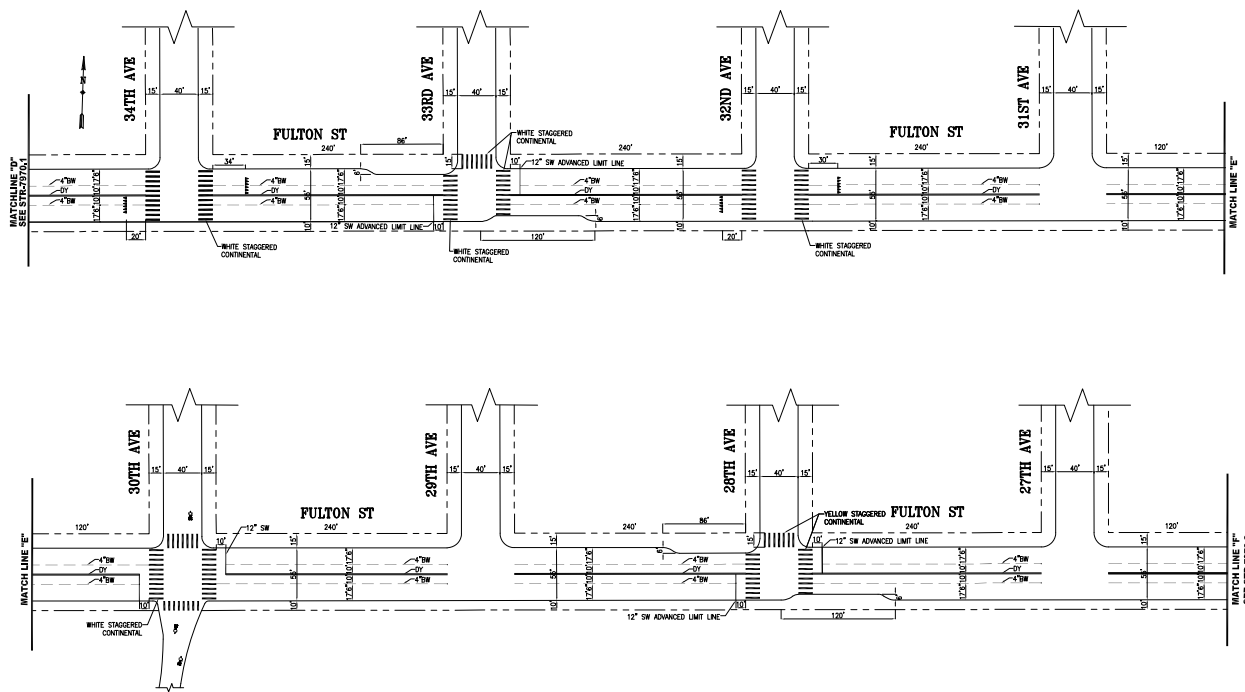
SFMTA
 Municipal Transportation Agency



SUPERCEDES STR-2243.1, REV 11		APPROVED BRIAN RUSSAULT 12/12/14 SENIOR ENGINEER (DATE)		SCALE: 1" = 50'
DRAWN: A.WONG	DATE: 10/20/14	CHECKED: D.CHAN	DATE: 10/20/14	SHEET/SHEETS 02 OF 09

STRIPING DRAWING		CONTRACT NO.
FULTON STREET		DRAWING NO. STR-7970.1
42ND AVENUE TO 34TH AVENUE		FILE NO.
		REV. NO. 3

FILE NAME: _____
 DATE: _____



11/30/11	ADD NORTH CW. ROAD YIELD LINES & ADD ADV LIMIT LINES @ 34TH AVE	A SCALES	G.DE LEON
12/30/11	ADD WEST CW. & SHIFD YIELD LINE AT 34TH, 32ND, 28TH AVE, 27TH AVE	L YVES	C.HUI
02/20/12	ADD YIELD LINE @ 30TH AVE, ADD ADV. LIMIT LINE @ 30TH, 28TH AVE	C.SKEBERT	B.WOOD
02/20/12	REMOVE THE SIGNAL & WORKSHOP TO SIGNAL POINT AT 30TH AVE	BT	APP
02/20/12	ADD ADV. LIMIT LINES ON FULTON @ 30TH AVE		

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SFMTA
Metropolitan Transportation Agency



CITY OF SAN FRANCISCO
OFFICE OF THE CITY ENGINEER

SUPERSEDES
STR-2234-1, REV 11

DESIGNER:
A. WONG

CHECKED:
D.CHAN

APPROVED:
BRIAN RUSSAULT 12/12/14
SENIOR ENGINEER

DATE:
10/2014

SCALE:
1" = 50'

SHEET/SHEETS:
03 OF 09

TRAFFIC STRIPING

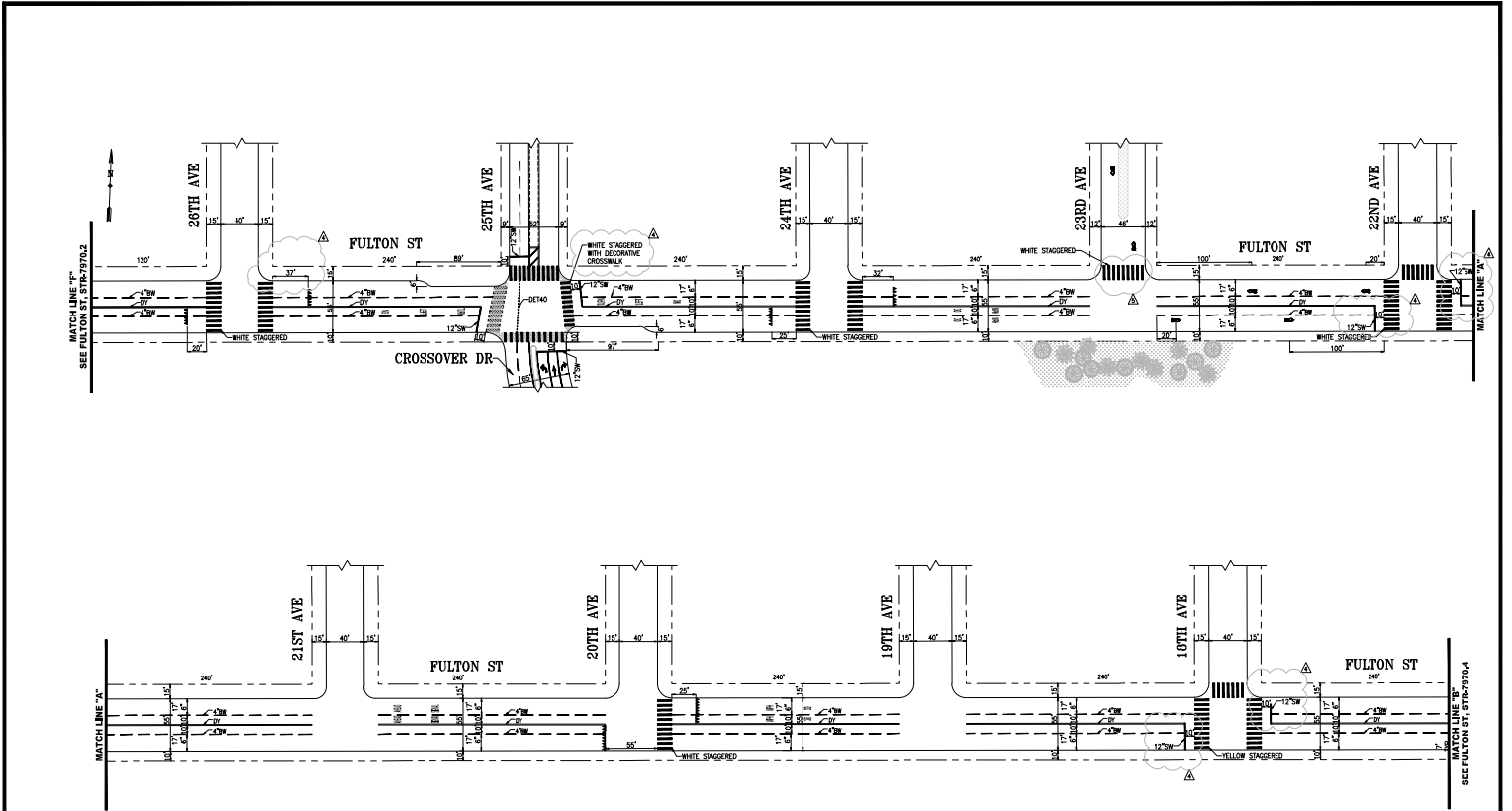
FULTON STREET
34TH AVENUE TO 26TH AVENUE

CONTRACT NO.
STR-7970.2

FILE NO.

REV. NO.
4

FILE NAME:
DATE:



ADD WHITE STAGGERED CROSSWALK @ 23RD AVE	P. LOUJE	D.R. CURTIS
RELOCATE WHITE STAGGERED CROSSWALK @ 25TH AVE	A. MATHEWS	M. SALLABERRY
ADD WHITE STAGGERED CROSSWALK @ 26TH AVE	L. YER	C. HUI
ADD WHITE STAGGERED CROSSWALK @ 24TH AVE	D. YELUNG	B. WOOD
ADD WHITE STAGGERED CROSSWALK @ 23RD AVE	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

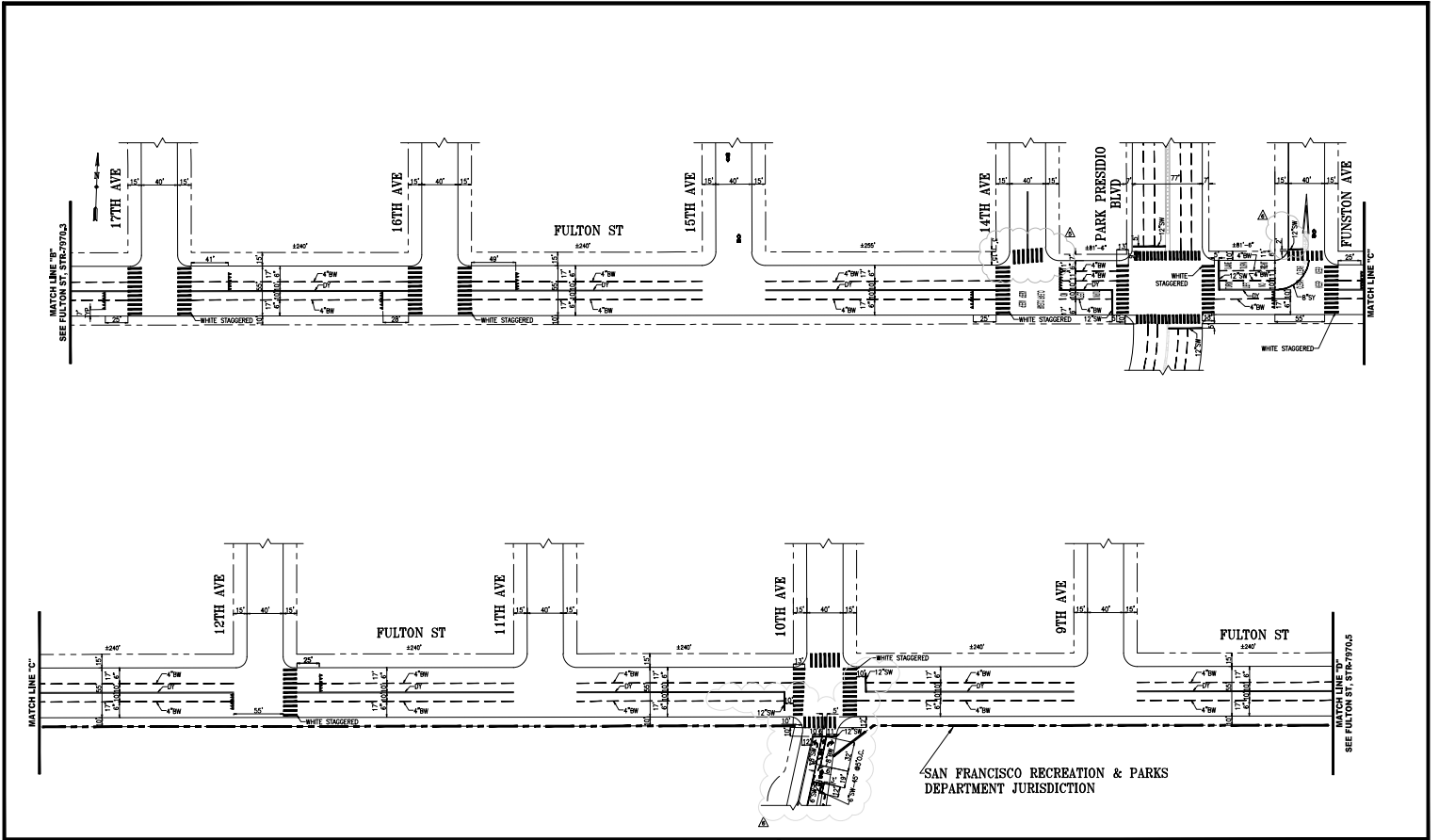


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DRAWN L. STONEHILL/M.LUC 09/2012	DATE 09/20/12	SHEET/SHEETS 04 OF 09
CHECKED D.V. SCHWENK	DATE 09/20/12	DATE 09/20/12

CONTRACT NO. STR-7970.3
DRAWING NO. STR-7970.3
FILE NO.
REV. NO. 5

TRAFFIC STRIPING
FULTON STREET
26TH AVENUE TO 18TH AVENUE

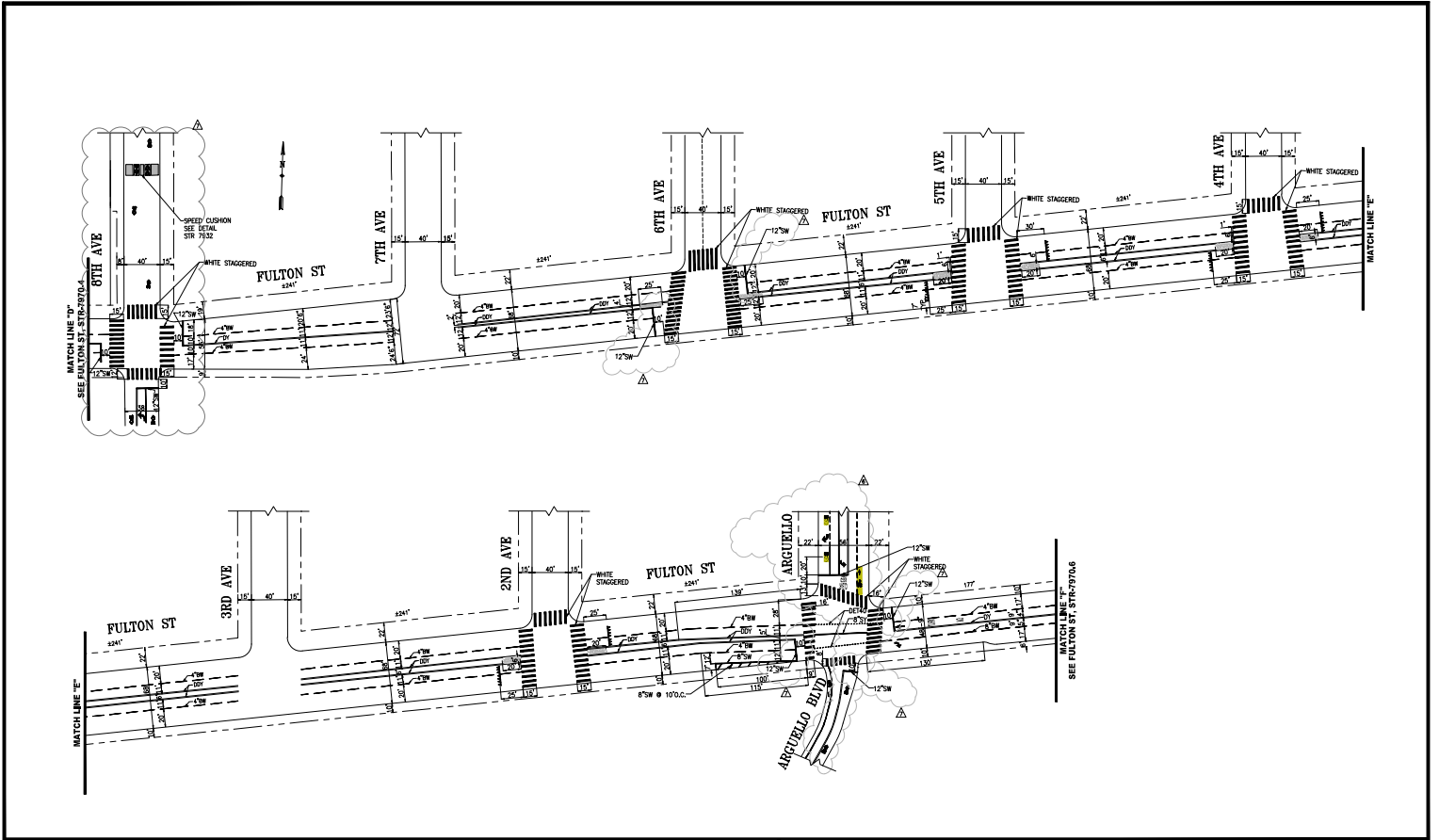
FILE NAME
DATE



ROAD AND LANE LINES, STRIPING & SIGN STRIPING, SIGNING, YIELD TEETH, BNC STENCILS, REMOVED NO LEFT TURN MESSAGE ON 10TH AVE REE FIELD STRIPING AND LIGHT SIGN ON FULFORD AVE 05/22/19 WHITE STAGGERED CONT CROSSING 14TH AVE 06/27/16 UPDATED YIELD TEETH AT 12TH PER FIELD CONDITIONS		AMATHEWS S.DOSICK K.E.LEUNG M.SALLABERRY APP	M.SALLABERRY B.WOO M.SALLABERRY APP			SUPERSEDES STR-2243.S, REV 13 DATE: 6/2012 DESIGNER: D.VALLE-SCHWENK DATE: 9/2012	APPROVED: MIKE SALLABERRY 09/07/12 SENIOR ENGINEER DATE: 09/07/12 SHEET/SHEETS: 05 OF 09	SCALE: 1" = 50' TRAFFIC STRIPING FULTON STREET 18TH AVENUE TO 8TH AVENUE	CONTRACT NO. STR-7970.4 DRAWING NO. FILE NO. REV. NO. 6
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TABLE OF REVISIONS
 CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

FILE NAME:
 DATE: 7-7-12



NO.	DATE	DESCRIPTION	BY	APP.
1		ADDED ADV LIMIT LINES ON 8TH AVE, 6TH AVE & ARGUELLO BLVD	A.MATHEWS	M.SALLABERRY
2	09/29/19	PER FIELD SURVEY AND SPEED CUSHION ON 8TH AVE	C.BECK	M.SALLABERRY
3	10/29/19	CONVERTS GREEN BACK SHIMMERS, GREEN BIKE LANE, ADDED	C.BECK	M.SALLABERRY
4	10/29/19	NOV LIMIT LINE, PER FIELD SURVEY SHIMMER AT ARGUELLO BLVD	C.BECK	M.SALLABERRY
5	10/29/19	ADJUSTED LINE LINES, ADDED TO THE MESSAGE & PROBLEMS	C.BECK	M.SALLABERRY
6	10/29/19	ADDED DETAIL 40 FOOT ROUND AT ARGUELLO BLVD	T.ABDULLAH	B.WOOD



SFMTA

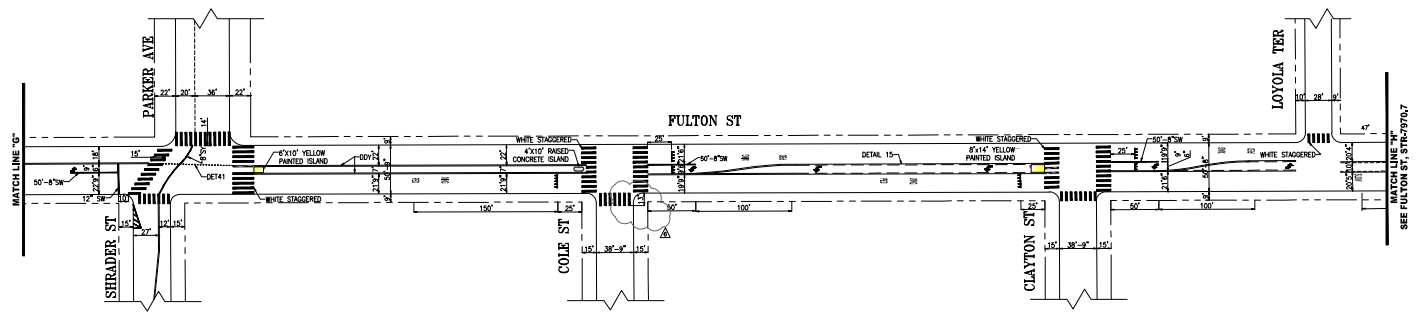
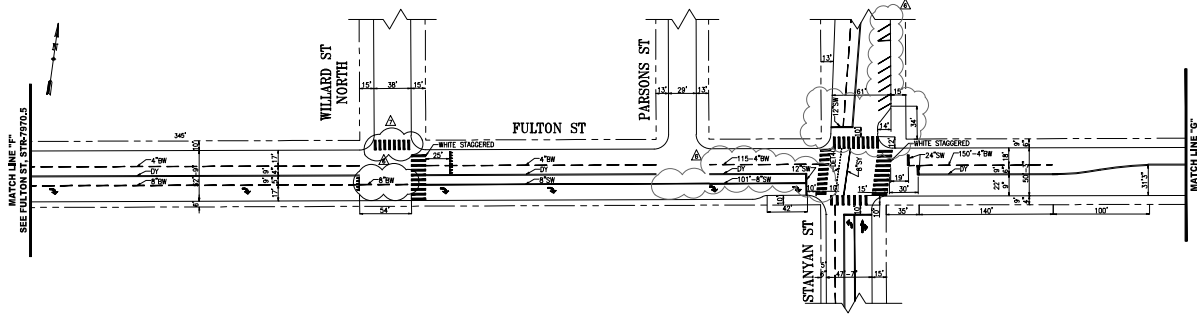


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CHECKED: D.VALLE-SCHWENK 09/20/12	DATE: 9/20/12	
DESIGNED: RICARDO OLEA 9/20/12	DATE: 9/20/12	
CITY TRAFFIC ENGINEER		

TRAFFIC STRIPING	CONTRACT NO.
FULTON AVENUE 8TH AVE TO ARGUELLO BOULEVARD	STR-7970.5
	REV. NO. 7

DATE: 9/7/12
SCALE: 1" = 50'
SHEET/SHEETS: 06 OF 09

SEE NEXT SHEET



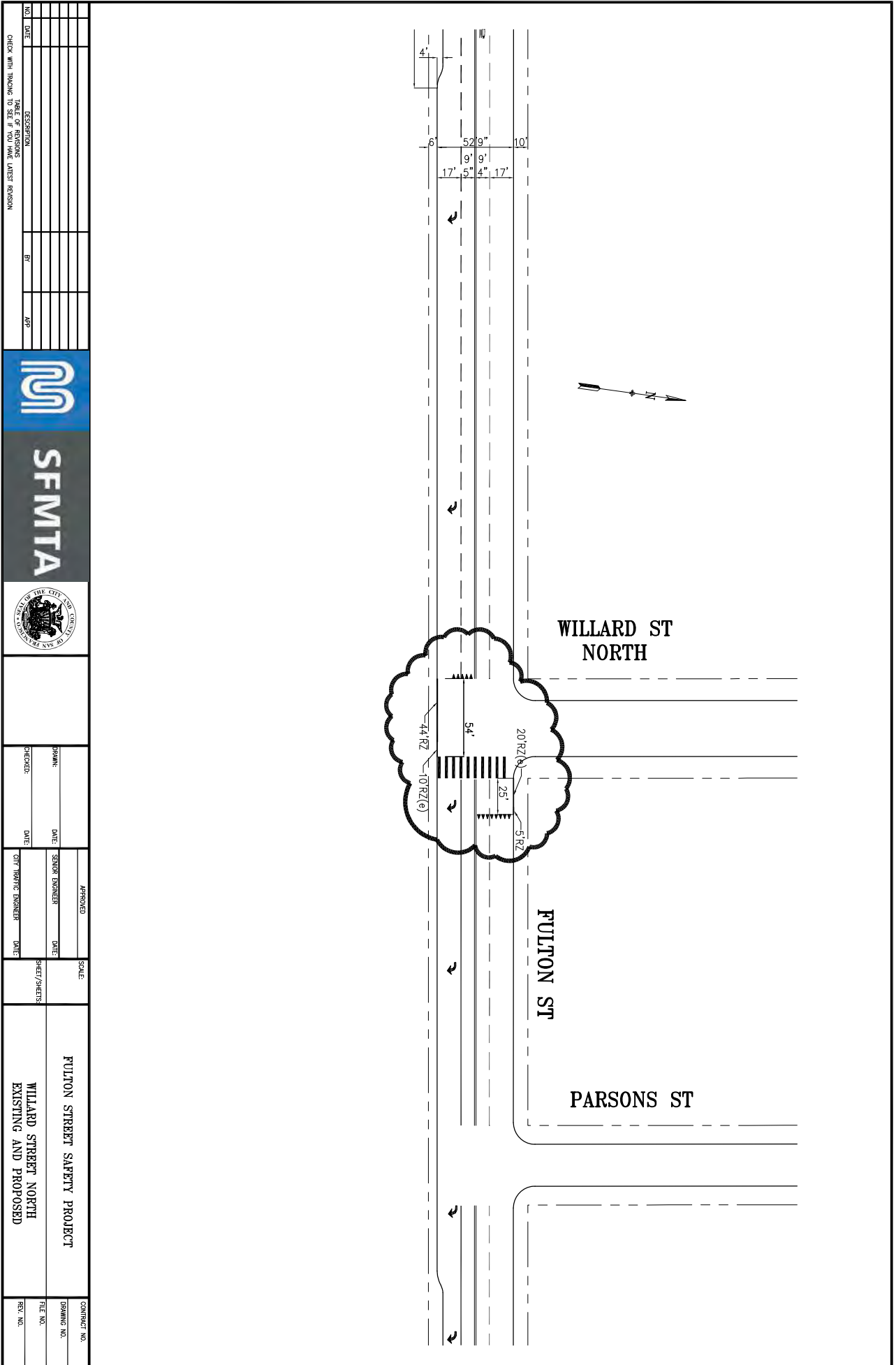
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1	10/22/04	ADDED 1/2" CROSSMARK AT WILLARD NORTH	D.A. SINDEL	B. WOOD
2	10/22/04	ADDED ADV. LANE LINE AT STANYAN PER FIELD LAYOUTS. DIMS ON ADV. LANE LINE, 4' SW, 8' SW ON STANYAN. CONTS. DIMS ON STANYAN	C. COLLIERA	M. SALLABERRY
3	10/22/04	ADDED PARKING STRIPINGS ON STANYAN, 8' SW AT WILLARD ST N	E. OROZCO	C. WONG
4	10/24/17	ADDED 1/2" CROSSMARK, SHIFTS TRD 1/2" AND 1/2" ANCHOR @ COLE	S. KONALA	B. WOOD
5	10/24/17	ADDED 1/2" CROSSMARK, SHIFTS TRD 1/2" AND 1/2" ANCHOR @ COLE	S. KONALA	B. WOOD







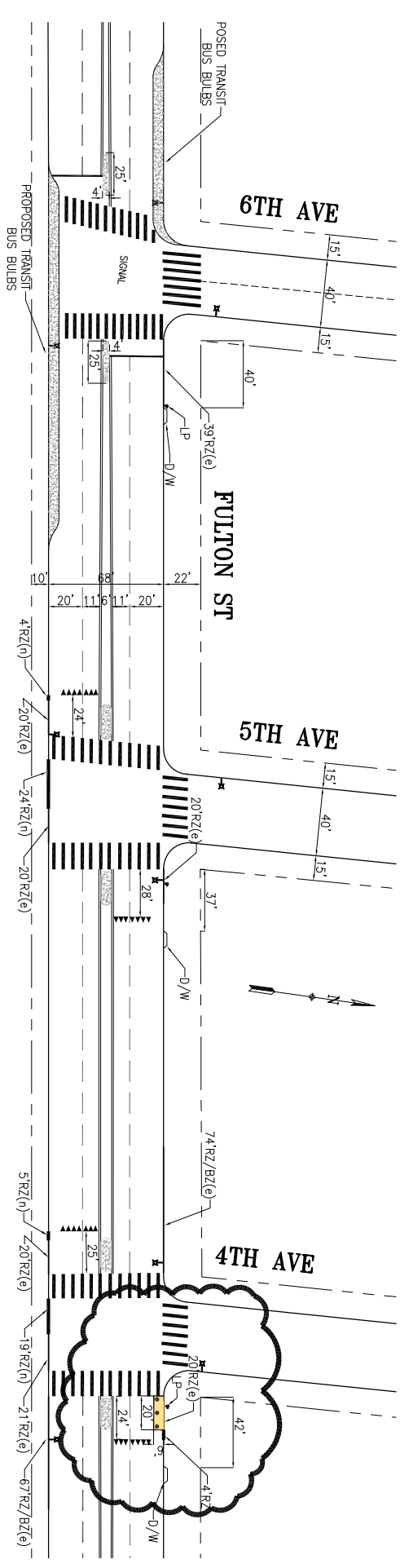
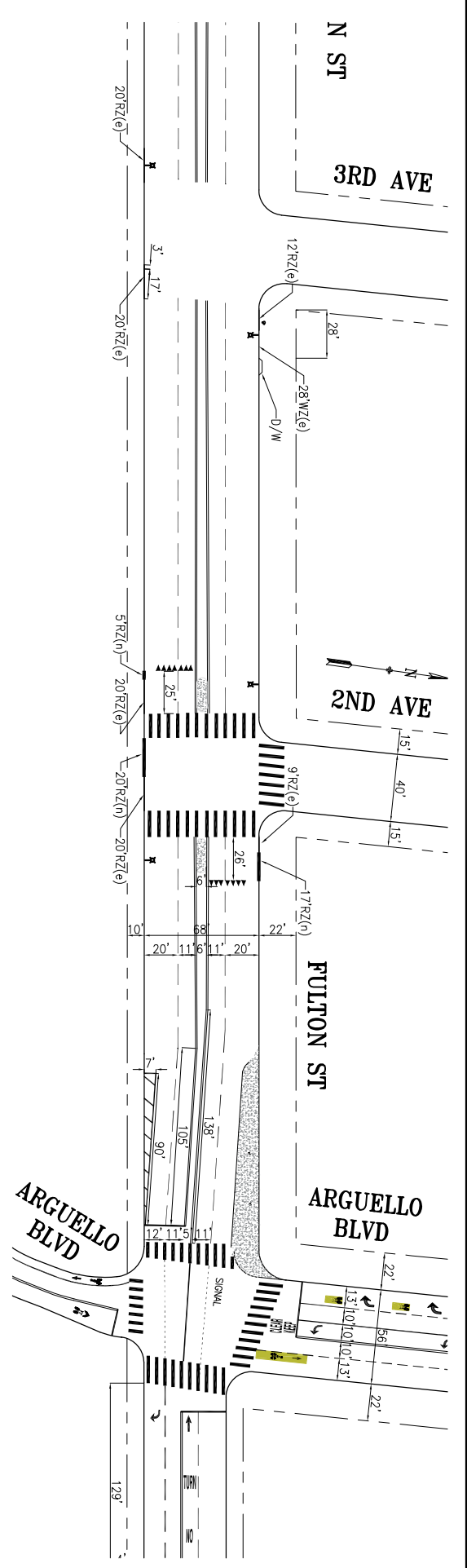
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SHEET/SHEETS 7 OF 9			FILE NO. 7
PROJECT: FULTON STREET ARGUELLO BOULEVARD TO LOYOLA TERRACE			REV. NO. 7

FILE NAME:
DATE: 10/24/18

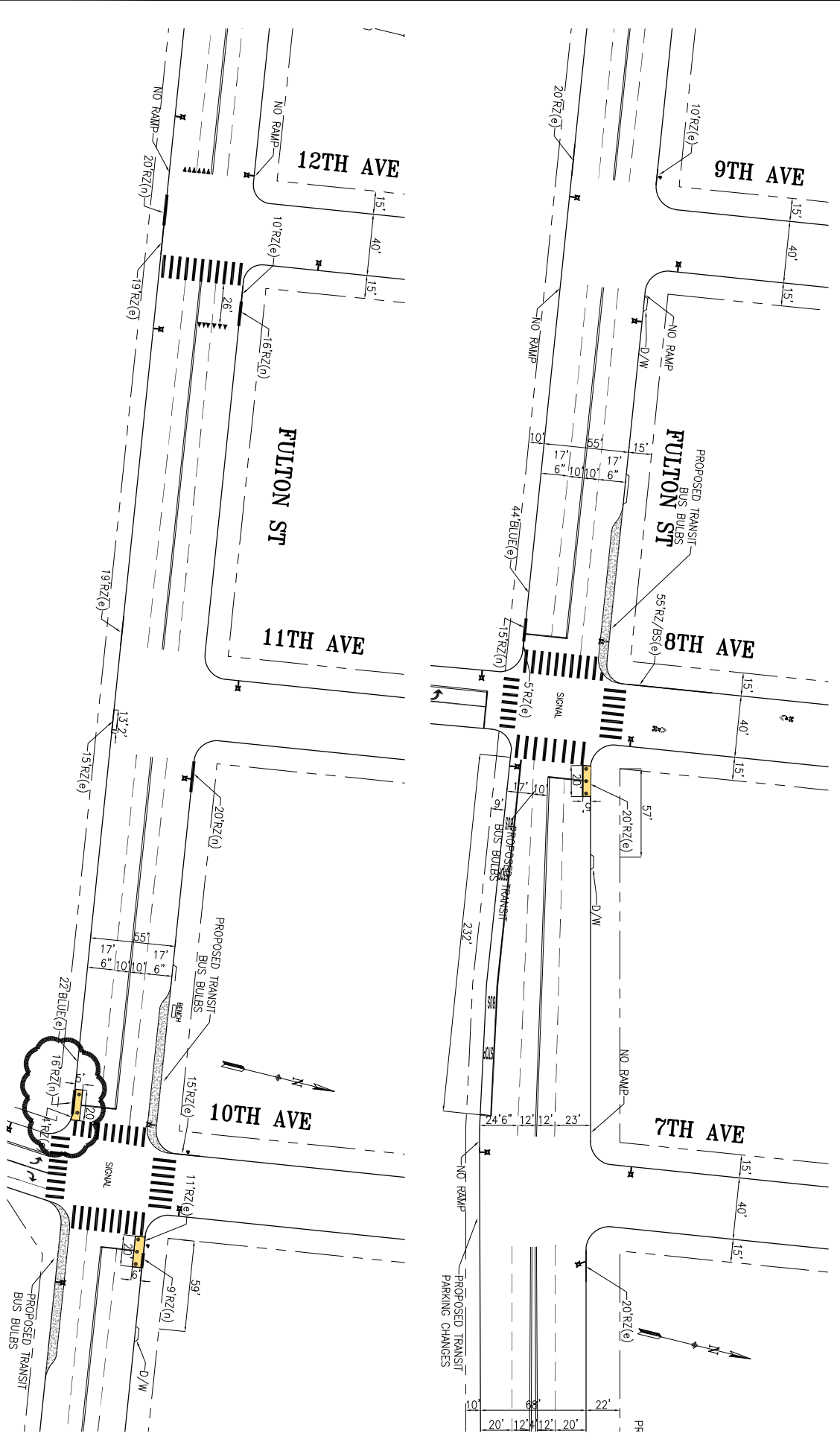
Attachment B - Proposed Drawings/Plans



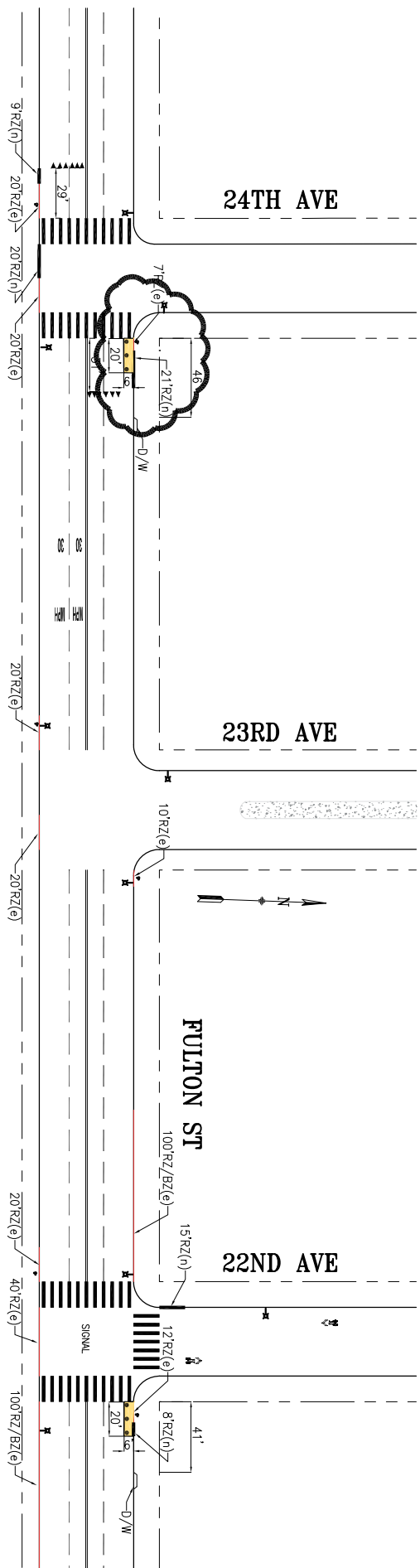
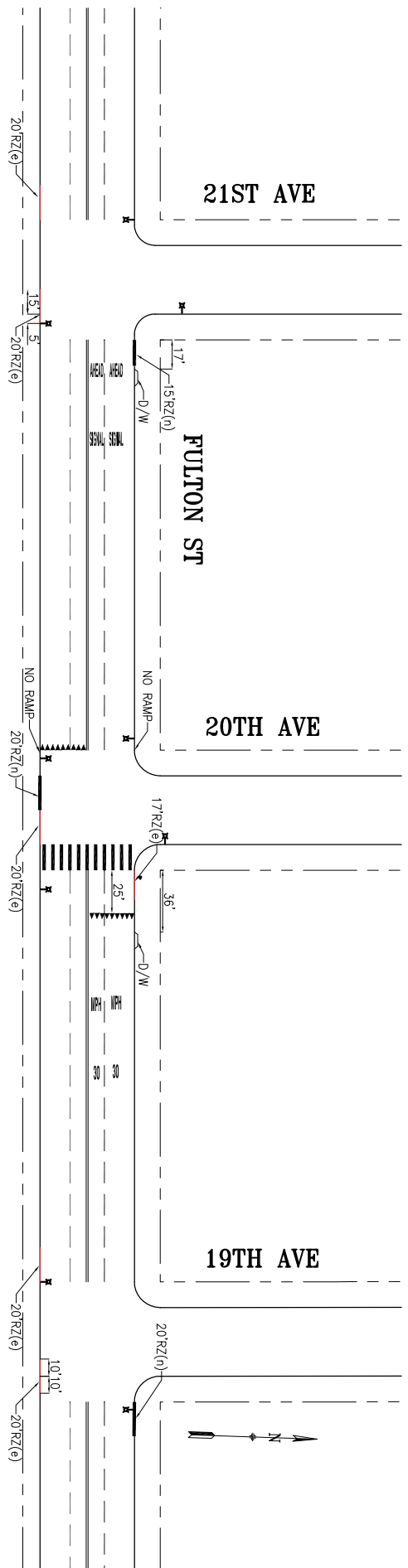
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CHECK WITH TRACKING TO SEE IF YOU HAVE LATEST REVISION				
				
				
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CHECKED:	DATE:	DATE:	SHEET/SHEETS:	
DATE:	DATE:	DATE:	SHEET/SHEETS:	
FULTON STREET SAFETY PROJECT		WILLARD STREET NORTH EXISTING AND PROPOSED		
CONTRACT NO.	DRAWING NO.	FILE NO.		REV. NO.





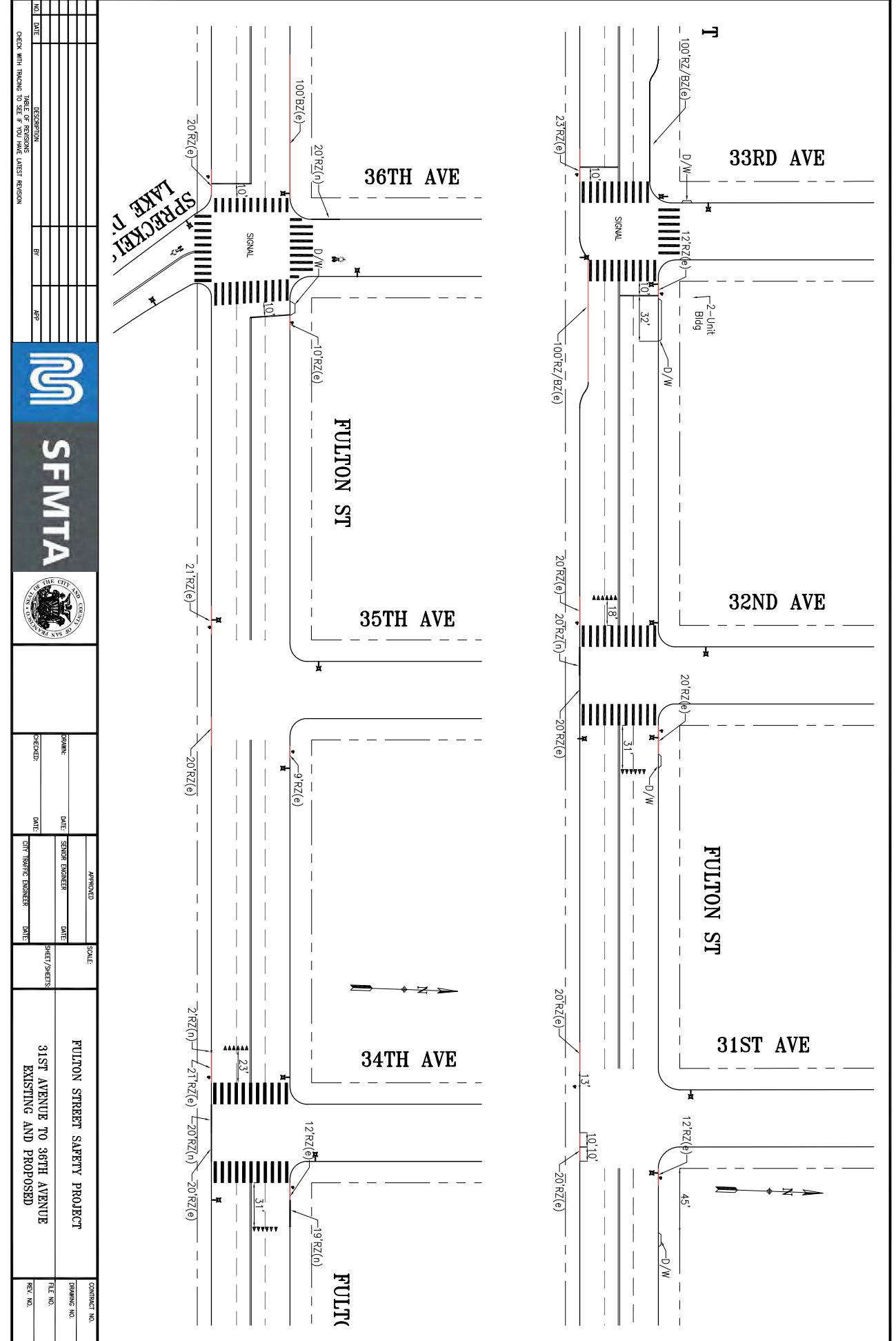
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DATE		TABLE OF REVISIONS			
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CHECKED	DATE	SENIOR ENGINEER	DATE		
	DATE	CITY TRAFFIC ENGINEER	DATE		
FULFILLING THE CITY'S OBLIGATION TO THE PEOPLE OF SAN FRANCISCO			FULFILLING THE CITY'S OBLIGATION TO THE PEOPLE OF SAN FRANCISCO		
ARGUELLO BOULEVARD TO 6TH AVENUE EXISTING AND PROPOSED			ARGUELLO BOULEVARD TO 6TH AVENUE EXISTING AND PROPOSED		
CONTRACT NO.	DRAWING NO.	FILE NO.	REV. NO.		



FULTON STREET SAFETY PROJECT 7TH AVENUE TO 12TH AVENUE EXISTING AND PROPOSED			CONTRACT NO. _____ DRAWING NO. _____ FILE NO. _____ REV. NO. _____	
SCALE: _____		APPROVED _____ DATE _____ SENIOR ENGINEER		
SHEET/SHEETS _____		CHECKED _____ DATE _____ CIVIL RIGHTS ENGINEER		
DRAWING DESCRIPTION		NO. _____ DATE _____ DATE _____		
CHECK WITH DRAWING TO SEE IF YOU HAVE LATEST REVISION		BR _____ APR _____		



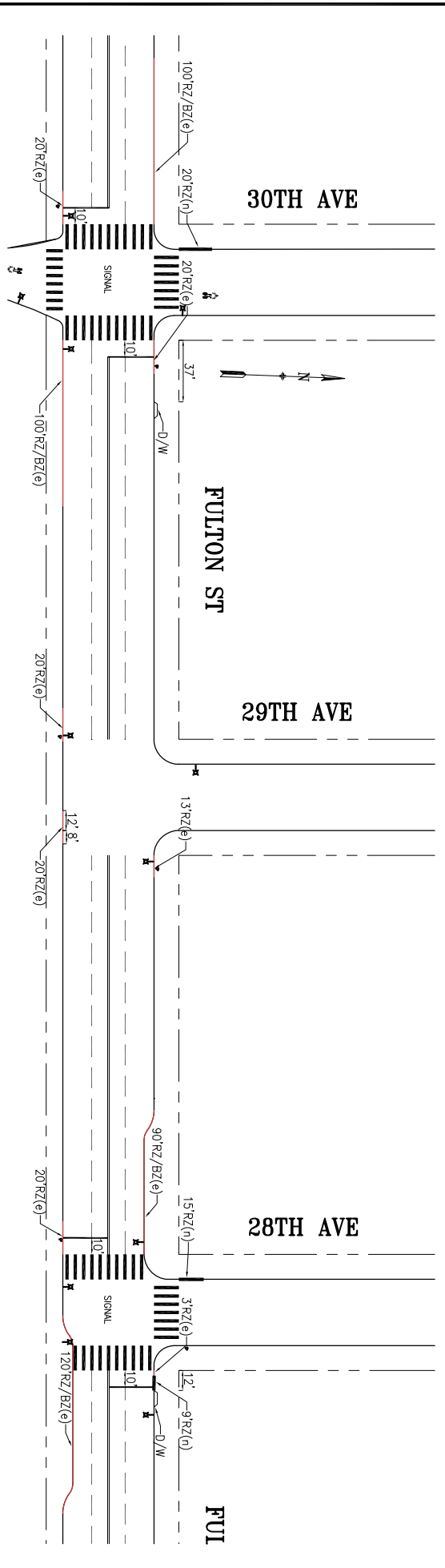
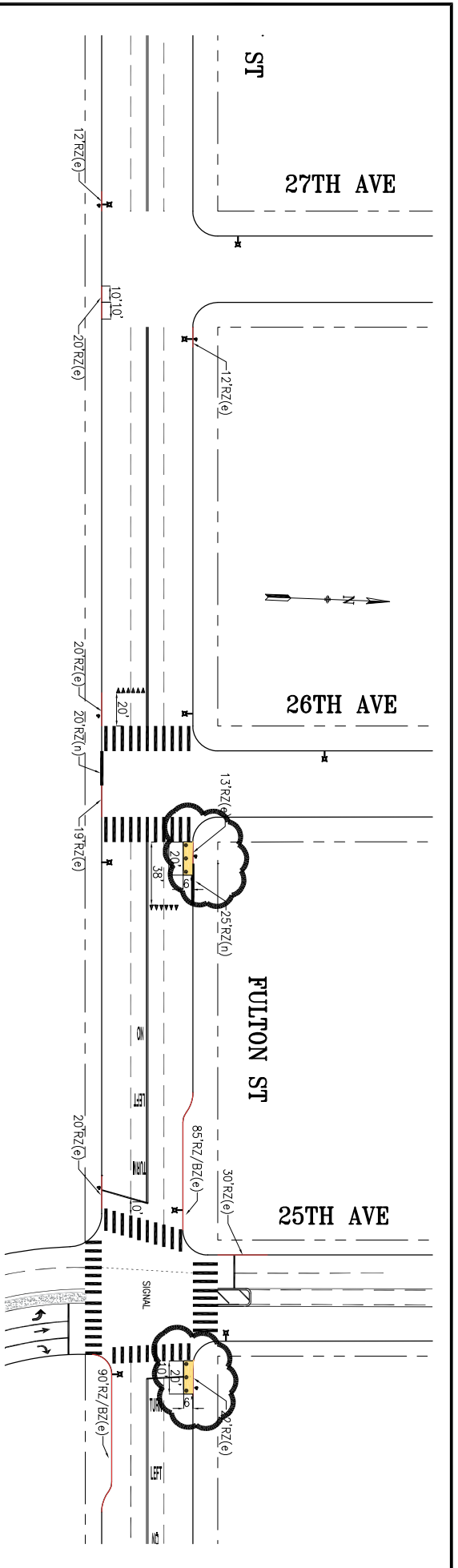
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CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION										
								FULTON STREET SAFETY PROJECT		
19TH AVENUE TO 24TH AVENUE EXISTING AND PROPOSED										



NO.	DATE	DESCRIPTION



FULTON STREET SAFETY PROJECT
31ST AVENUE TO 36TH AVENUE
EXISTING AND PROPOSED



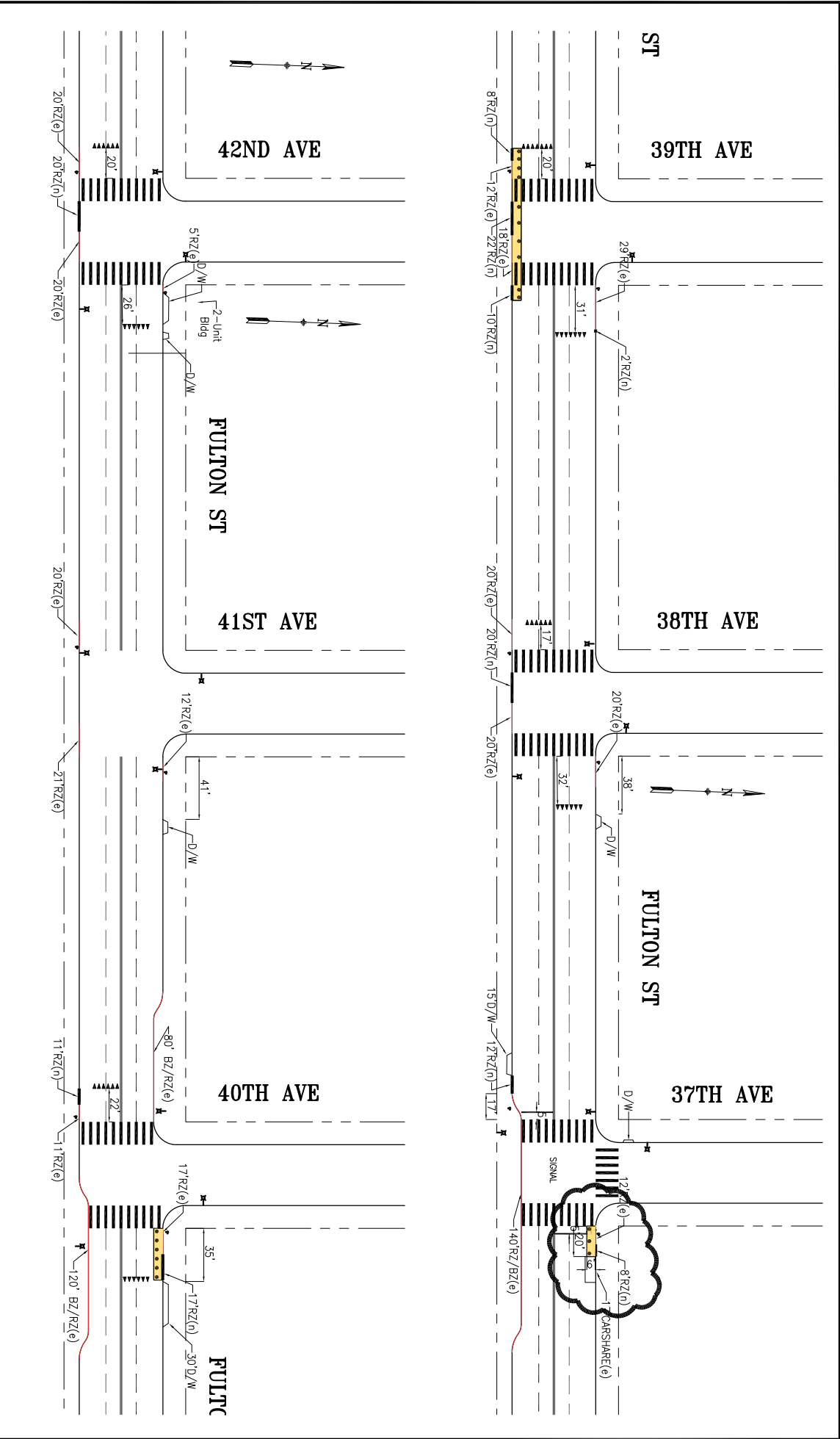
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DATE		BY		APP	
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DRAWN		DATE		APPROVED	
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SHEET/SHEETS		SCALE		PROJECT	
25TH AVENUE TO 30TH AVENUE		FULTON STREET SAFETY PROJECT		DRAWING NO.	
EXISTING AND PROPOSED				FILE NO.	
				REV. NO.	

NO.		DESCRIPTION	DATE		APPROVED		SCALE		CONTRACT NO.		
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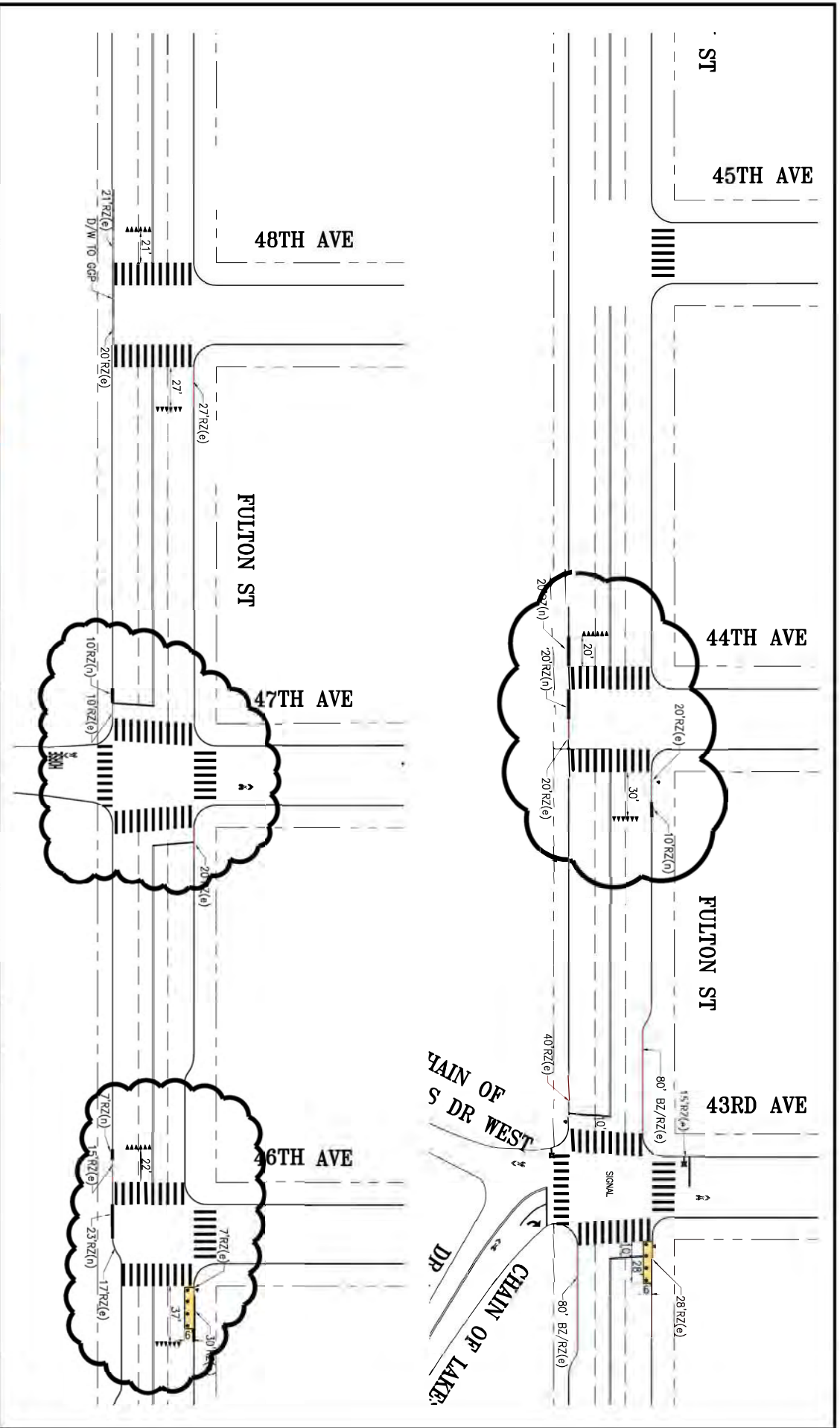


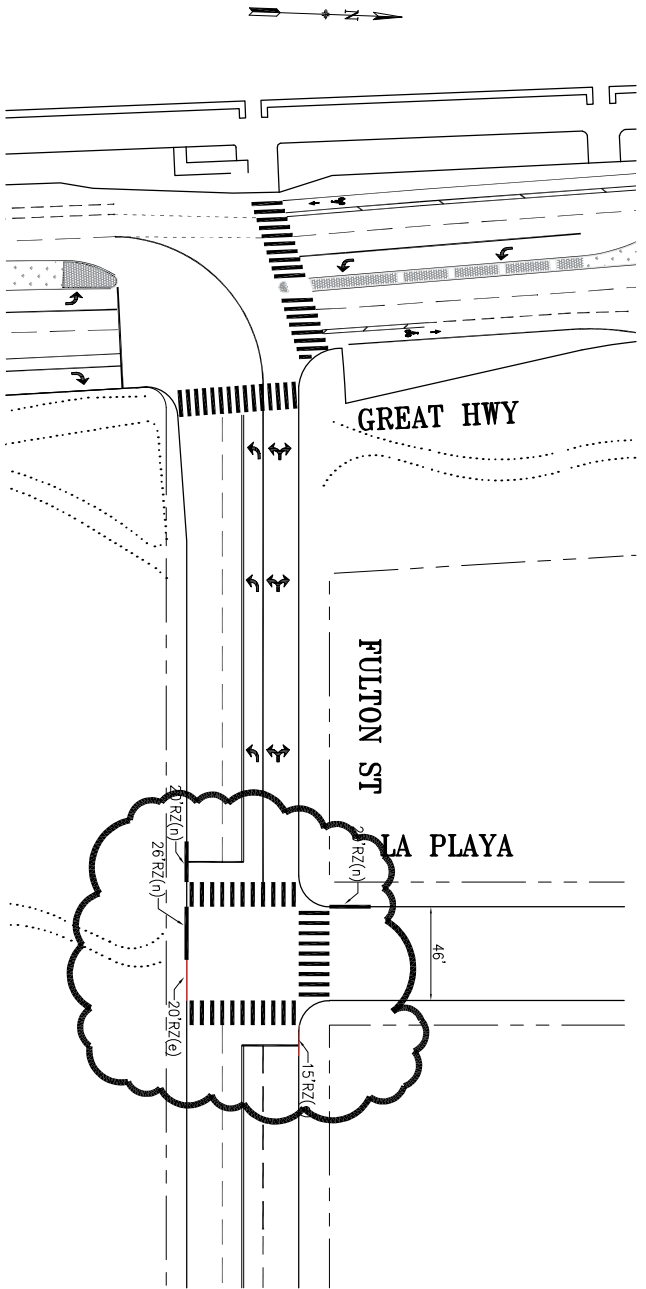
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CHECKED	DATE	CITY TRAFFIC ENGINEER	DATE



FULTON STREET SAFETY PROJECT
 37TH AVENUE TO 42ND AVENUE
 EXISTING AND PROPOSED

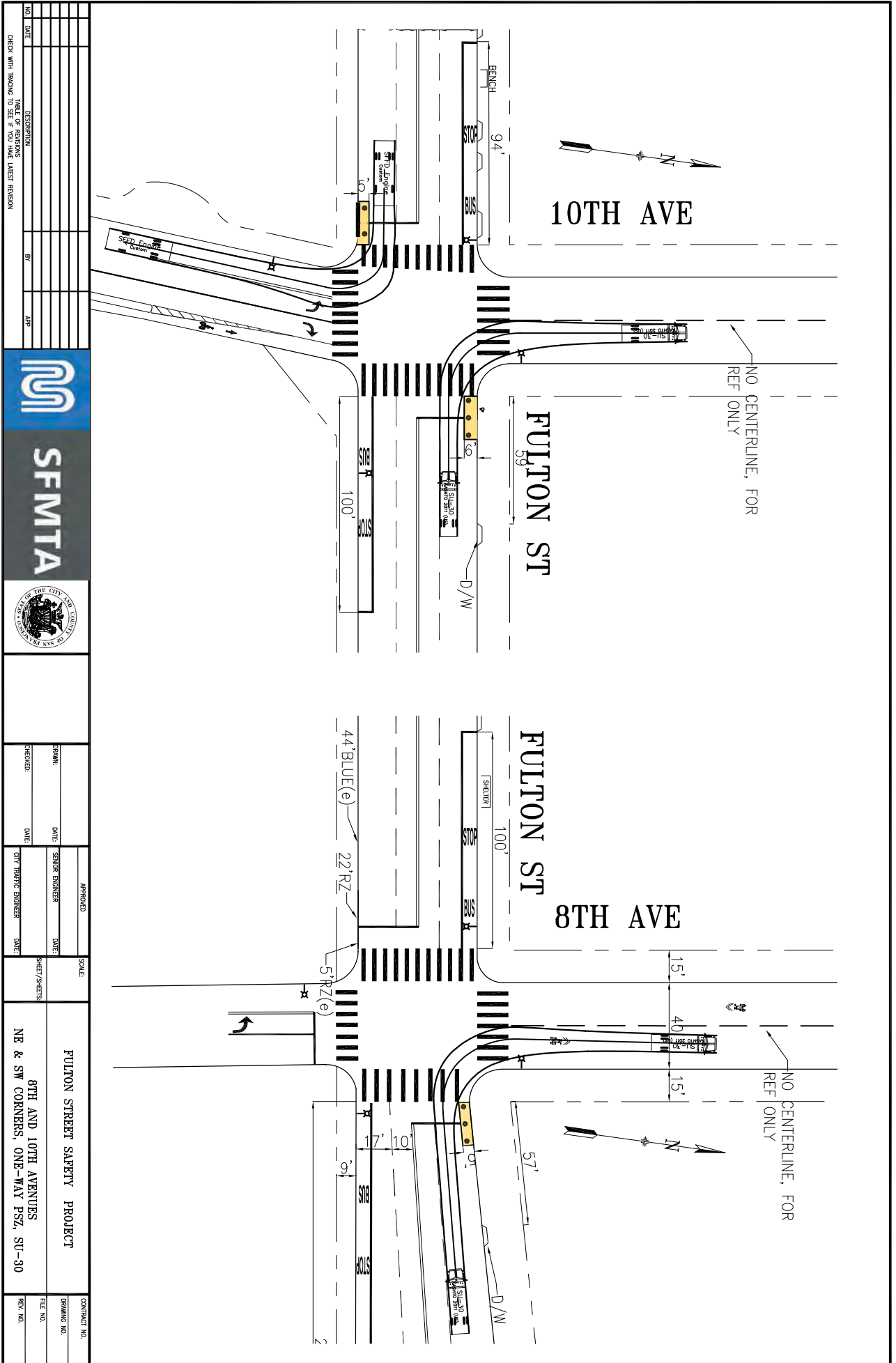




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REVISION		DATE		DATE		DATE	
TABLE OF REVISIONS		DATE		DATE		DATE	
BR	APP	DATE	DATE	DATE	DATE	DATE	DATE
							
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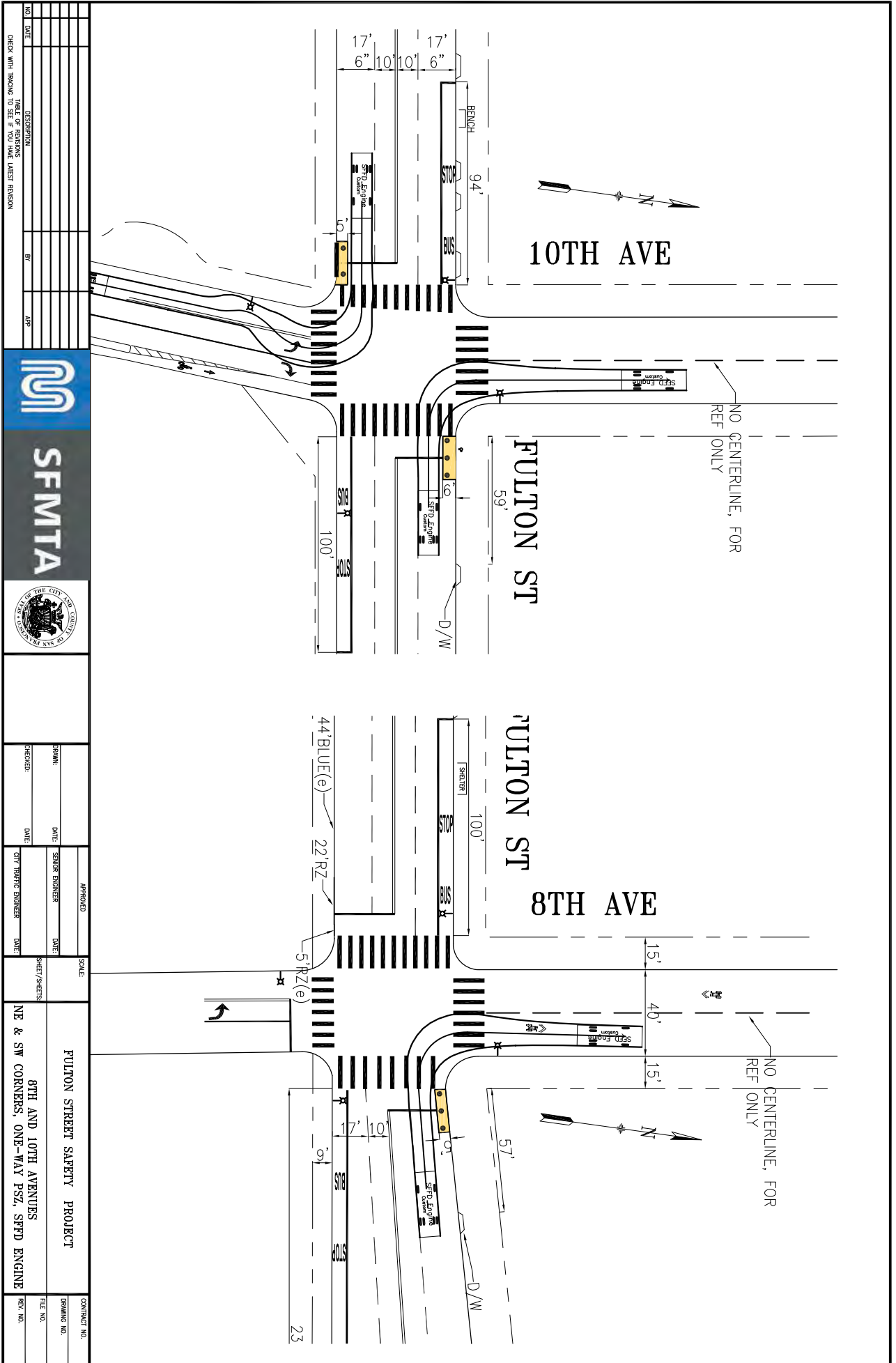




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CHECKED		DATE		SENIOR ENGINEER		DATE	
				CITY TRAFFIC ENGINEER		DATE	
FULTON STREET SAFETY PROJECT LAPLAYA TO GREAT HWY EXISTING AND PROPOSED				CONTRACT NO. DRAWING NO. FILE NO. REV. NO.			



NO.		DATE		DESCRIPTION		BY		APP.	
CHECK WITH DRAWING TO SEE IF YOU HAVE LATEST REVISION									
									
DRAWN		DATE		SENIOR ENGINEER		DATE		APPROVED	
CHECKED		DATE		CITY TRAFFIC ENGINEER		DATE		SCALE	
FULTON STREET SAFETY PROJECT 8TH AND 10TH AVENUES NE & SW CORNERS, ONE-WAY PSZ, SU-30								CONTRACT NO. DRAWING NO. FILE NO. REV. NO.	



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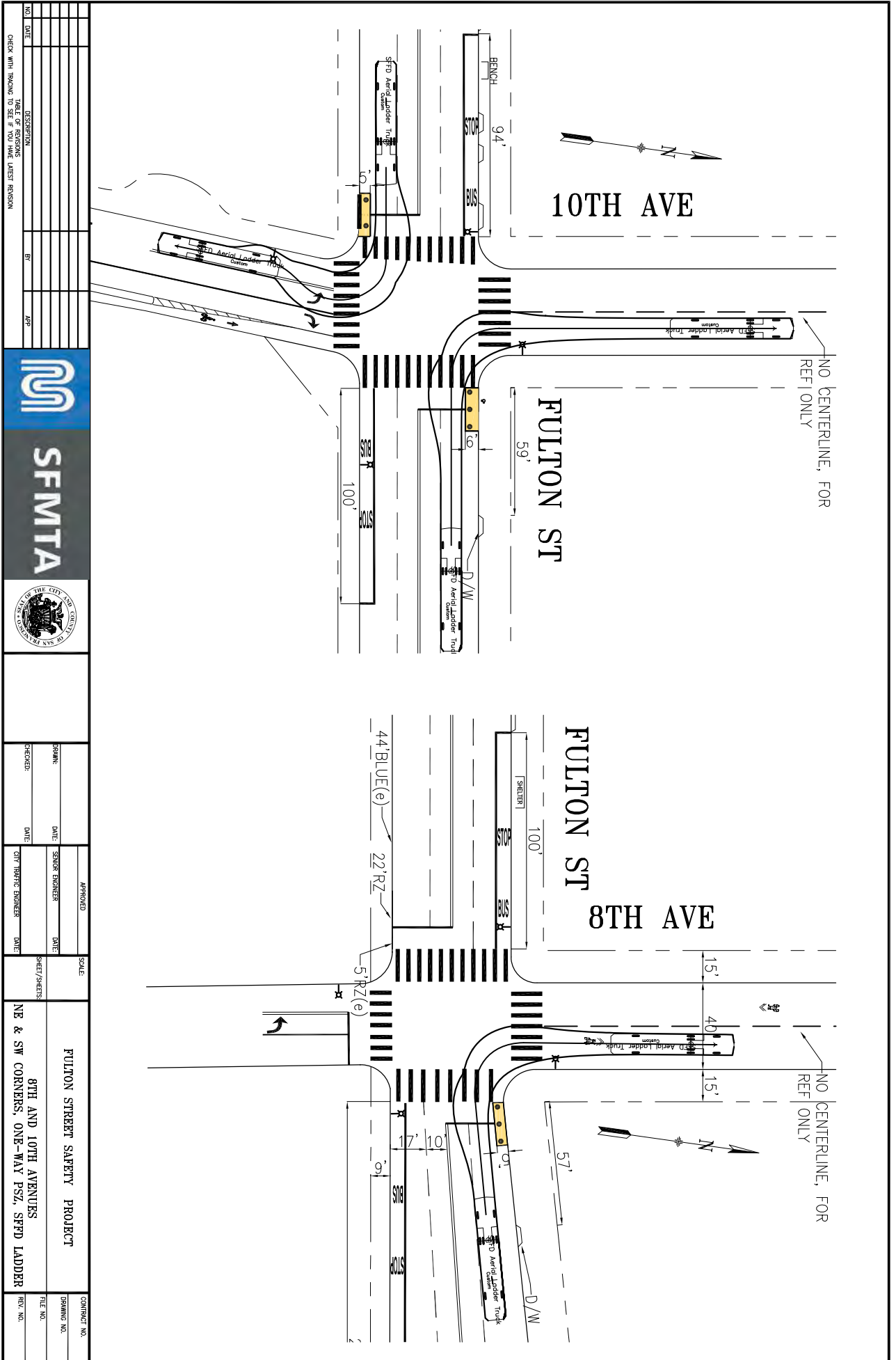




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NAME	DATE	NAME	DATE	NAME	DATE	NAME	DATE

FULTON STREET SAFETY PROJECT
8TH AND 10TH AVENUES
NE & SW CORNERS, ONE-WAY PSZ, SFPD ENGINE

CONTRACT NO. _____
 DRAWING NO. _____
 FILE NO. _____
 REV. NO. _____



NO.	DATE	DESCRIPTION	BY	APP.




CHECK WITH DRAWING TO SEE IF YOU HAVE LATEST REVISION

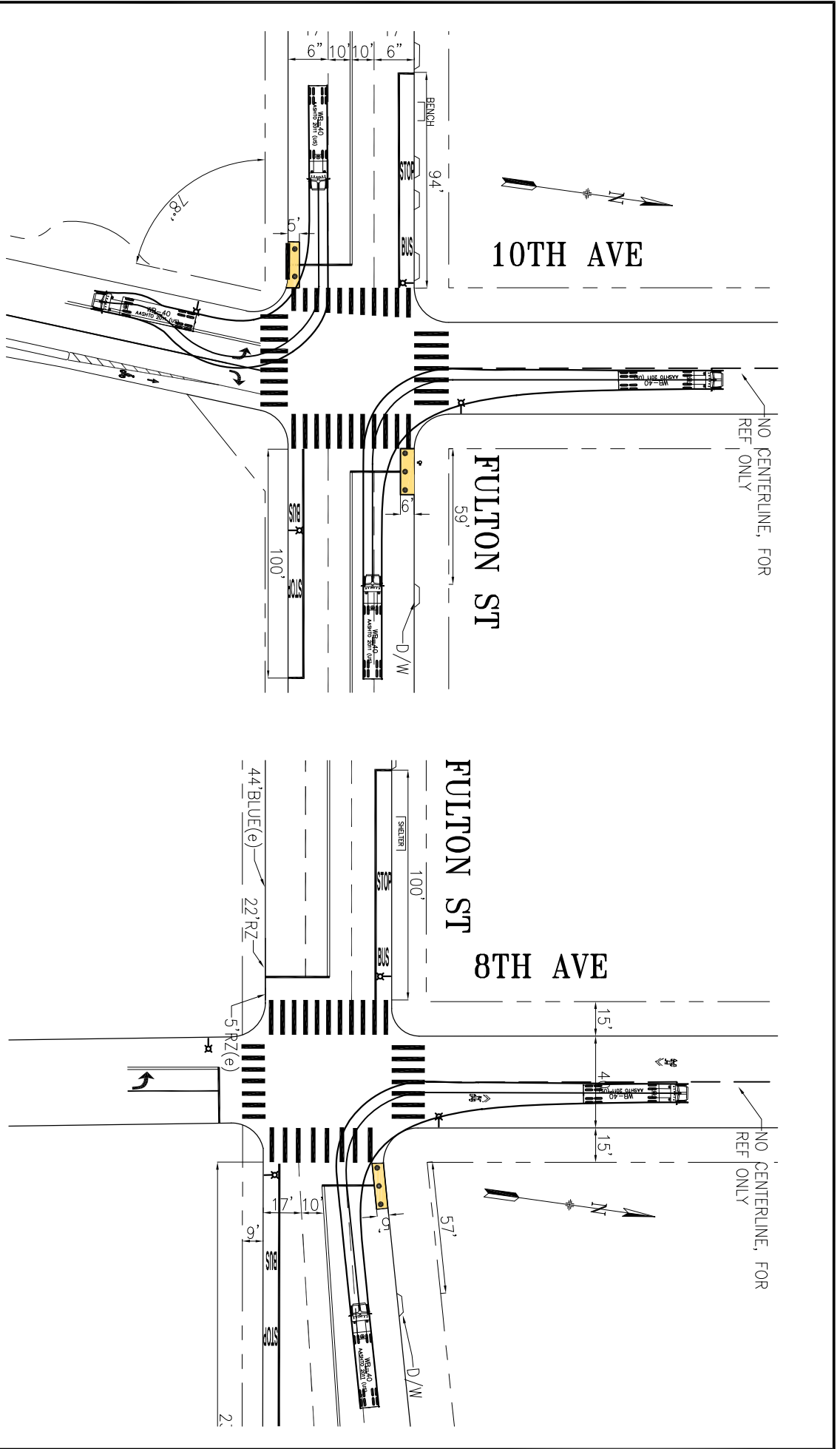
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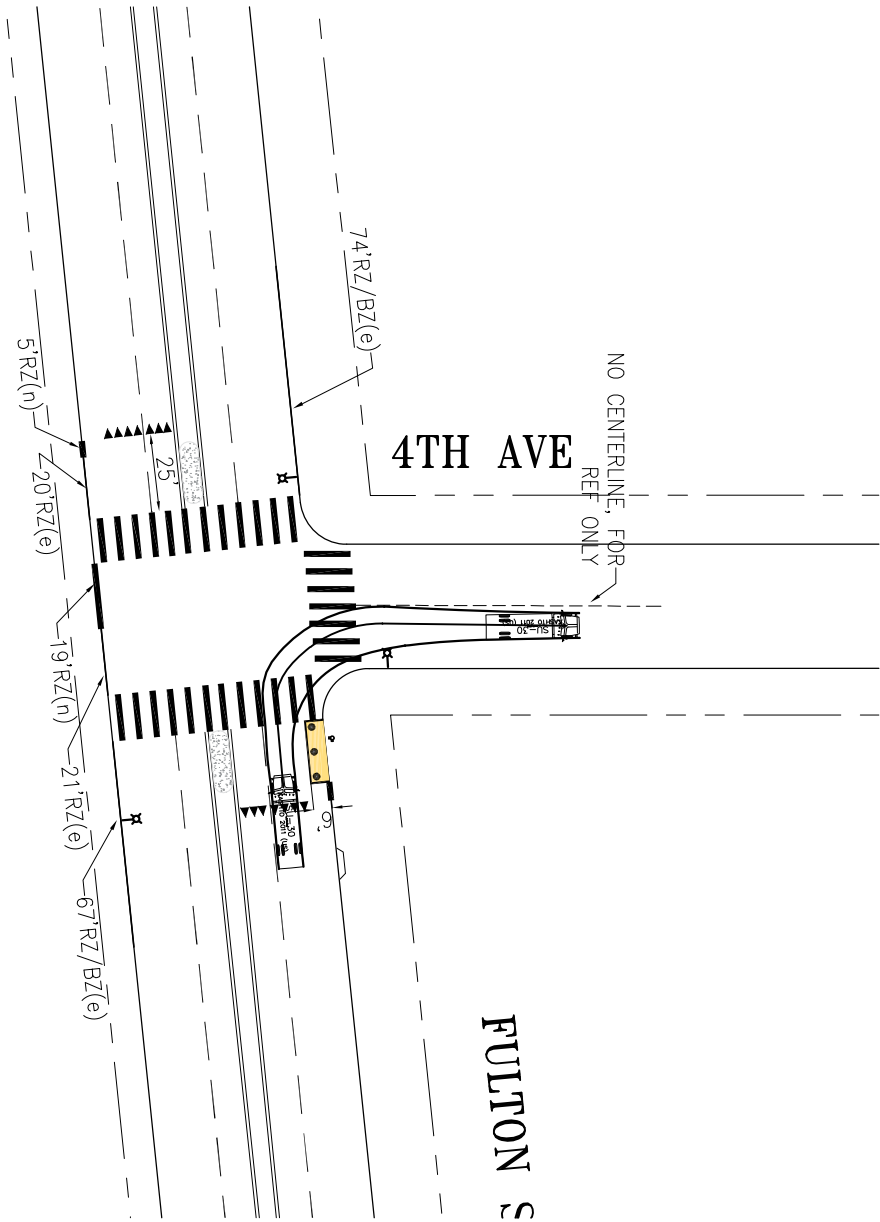
CITY OF SAN FRANCISCO


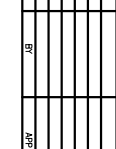

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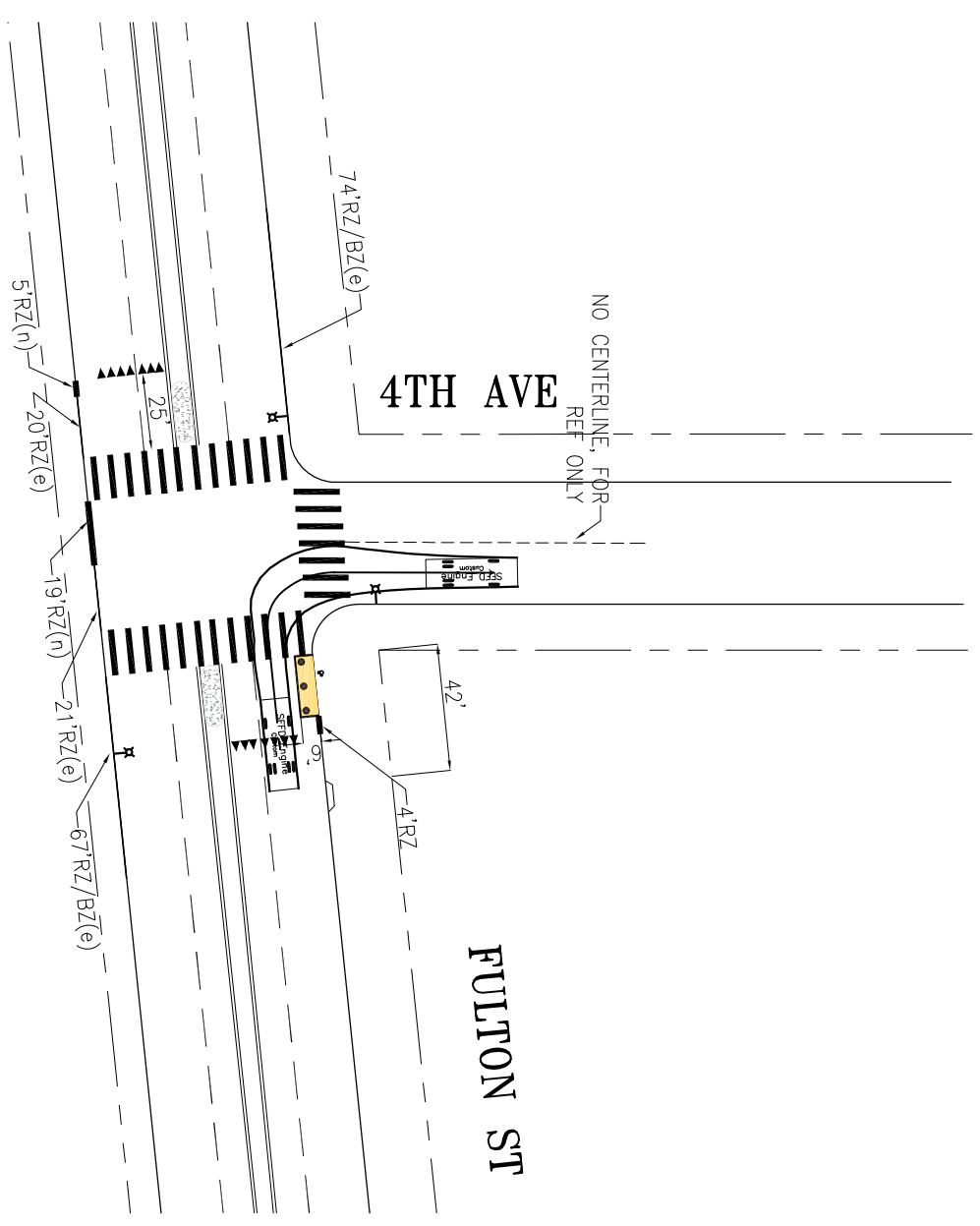
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8TH AND 10TH AVENUES		DRAWING NO.
NE & SW CORNERS, ONE-WAY PSZ, SFPD LADDER		FILE NO.
		REV. NO.

NO.		DATE		DESCRIPTION		BY		APP.			
CHECK WITH DRAWING TO SEE IF YOU HAVE LATEST REVISION											
NO.		DATE		DESCRIPTION		BY		APP.			
CHECK WITH DRAWING TO SEE IF YOU HAVE LATEST REVISION											
											
DRAWN		DATE		SENIOR ENGINEER		DATE		APPROVED		SCALE	
CHECKED		DATE		CITY TRAFFIC ENGINEER		DATE				FULTON STREET SAFETY PROJECT 8TH AND 10TH AVENUES NE & SW CORNERS, ONE-WAY PSZ, WB-40	
										CONTRACT NO. DRAWING NO. FILE NO. REV. NO.	





  			DRAWING NO. FULTON STREET SAFETY PROJECT		CONTRACT NO.	
CHECK WITH DRAWING TO SEE IF YOU HAVE LATEST REVISION		SCALE:		FILE NO.		
NO.		DATE		SHEET/SHEETS		
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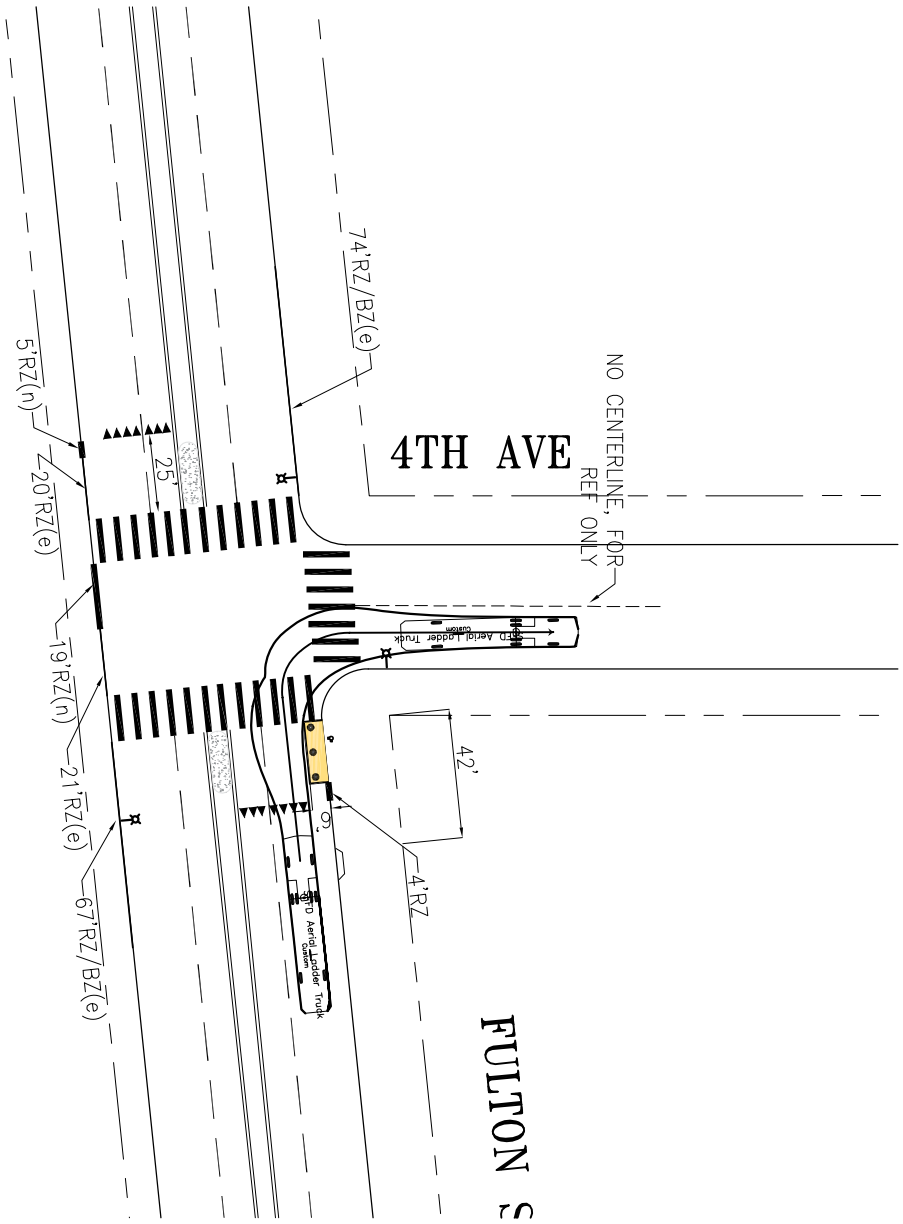
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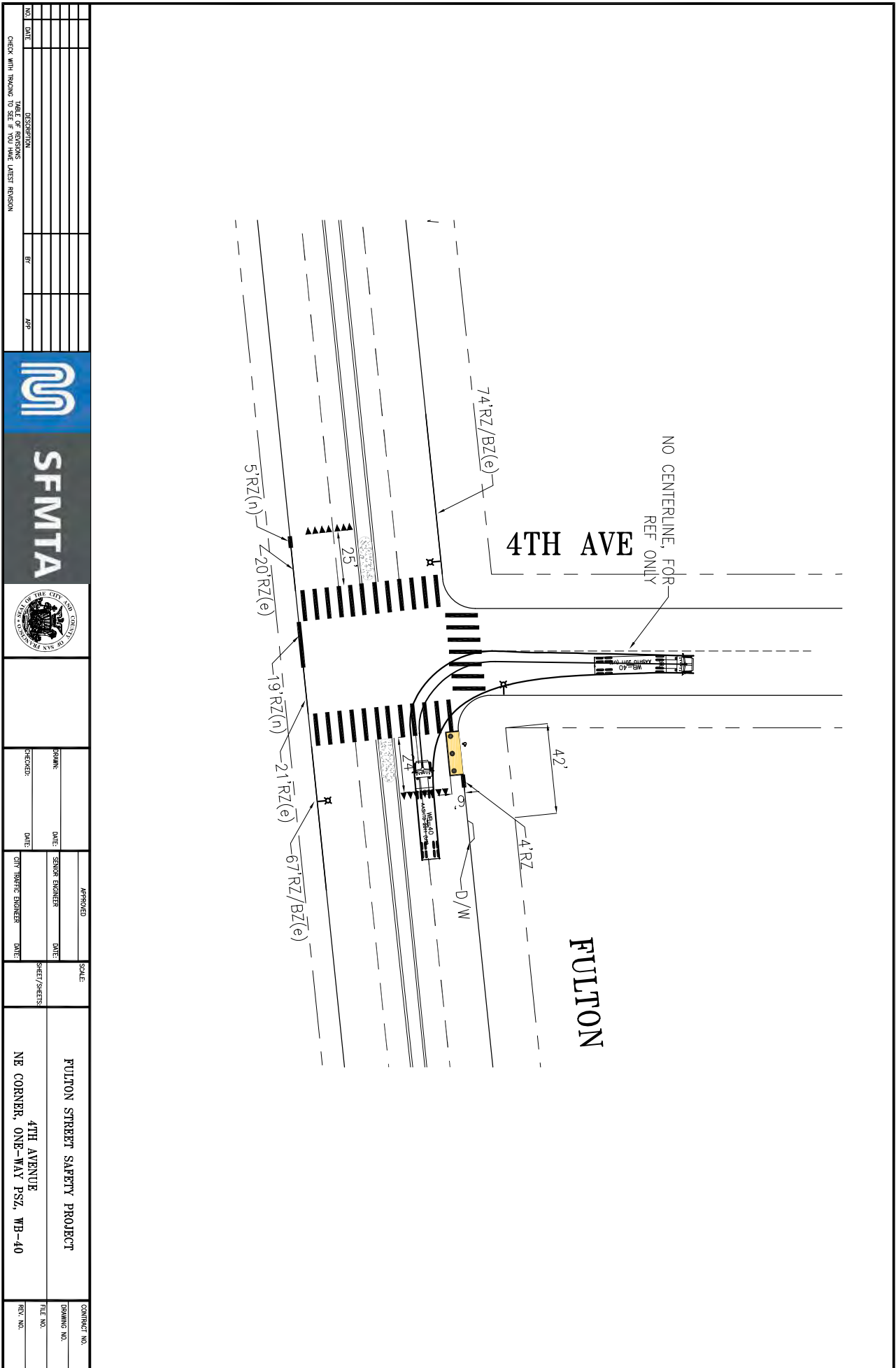
FULTON STREET SAFETY PROJECT

4TH AVENUE

NE CORNER, ONE-WAY PSZ, SFPD ENGINE



NO.		DESCRIPTION		DATE	
BT		APR			
CHECK WITH DRAWING TO SEE IF YOU HAVE LATEST REVISION					
DRAWN		DATE		APPROVED	
CHECKED		DATE		SCALE	
DATE		DATE		DATE	
DATE		DATE		DATE	
FULTON STREET SAFETY PROJECT 4TH AVENUE NE CORNER, ONE-WAY PSZ, SFPD LADDER			CONTRACT NO. DRAWING NO. FILE NO. REV. NO.		



NO.	DATE	DESCRIPTION	BY	APP



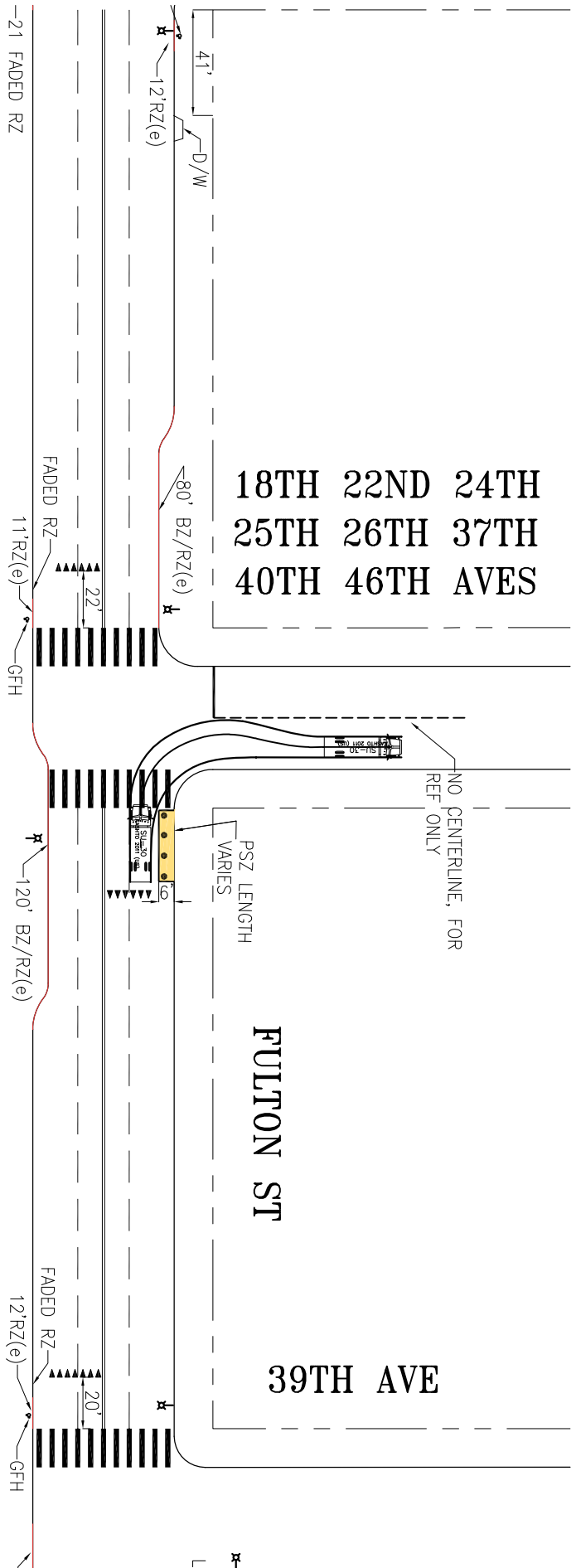
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DESIGNED	DATE	SENIOR ENGINEER	DATE
CHECKED	DATE	CITY TRAFFIC ENGINEER	DATE



FULTON STREET SAFETY PROJECT 4TH AVENUE NE CORNER, ONE-WAY PSZ, WB-40		CONTRACT NO. DRAWING NO. FILE NO. REV. NO.
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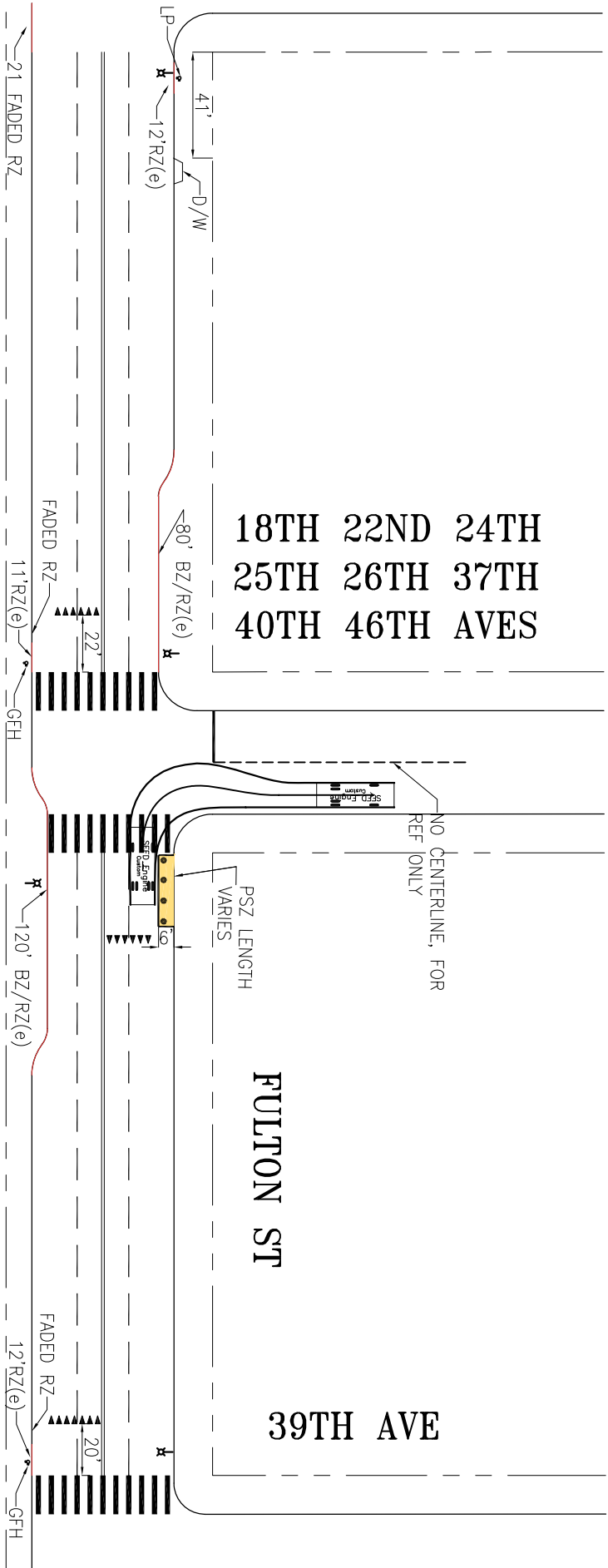
18TH 22ND 24TH
25TH 26TH 37TH
40TH 46TH AVES




FULTON ST

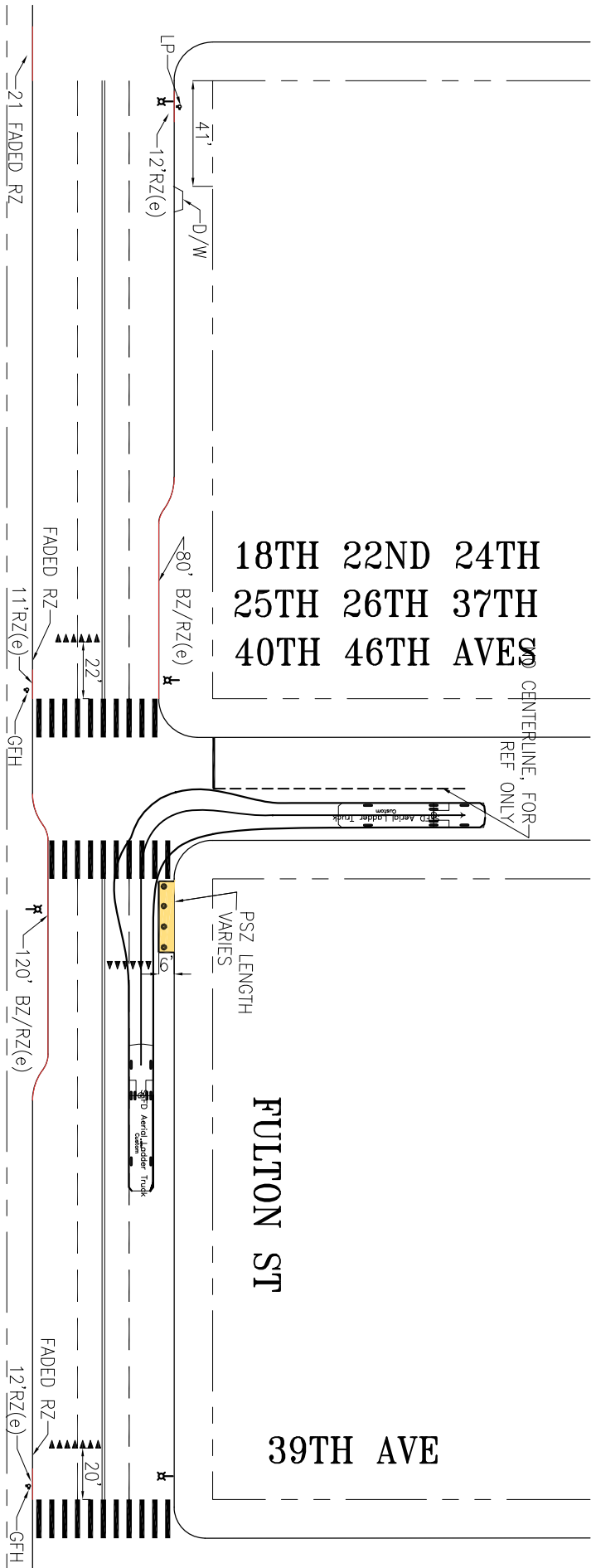
39TH AVE



NO.		DESCRIPTION		BY		APP	
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CHECKED		DATE		CITY TRAFFIC ENGINEER		DATE	
APPROVED				SCALE			
<p>FULTON STREET SAFETY PROJECT</p> <p>18TH, 22ND, 24TH-26TH, 37TH, 40TH, 43RD & 46TH NORTHEAST CORNER, WAY PSZ SU-30</p>				<p>CONTRACT NO.</p> <p>DRAWING NO.</p> <p>FILE NO.</p> <p>REV. NO.</p>			

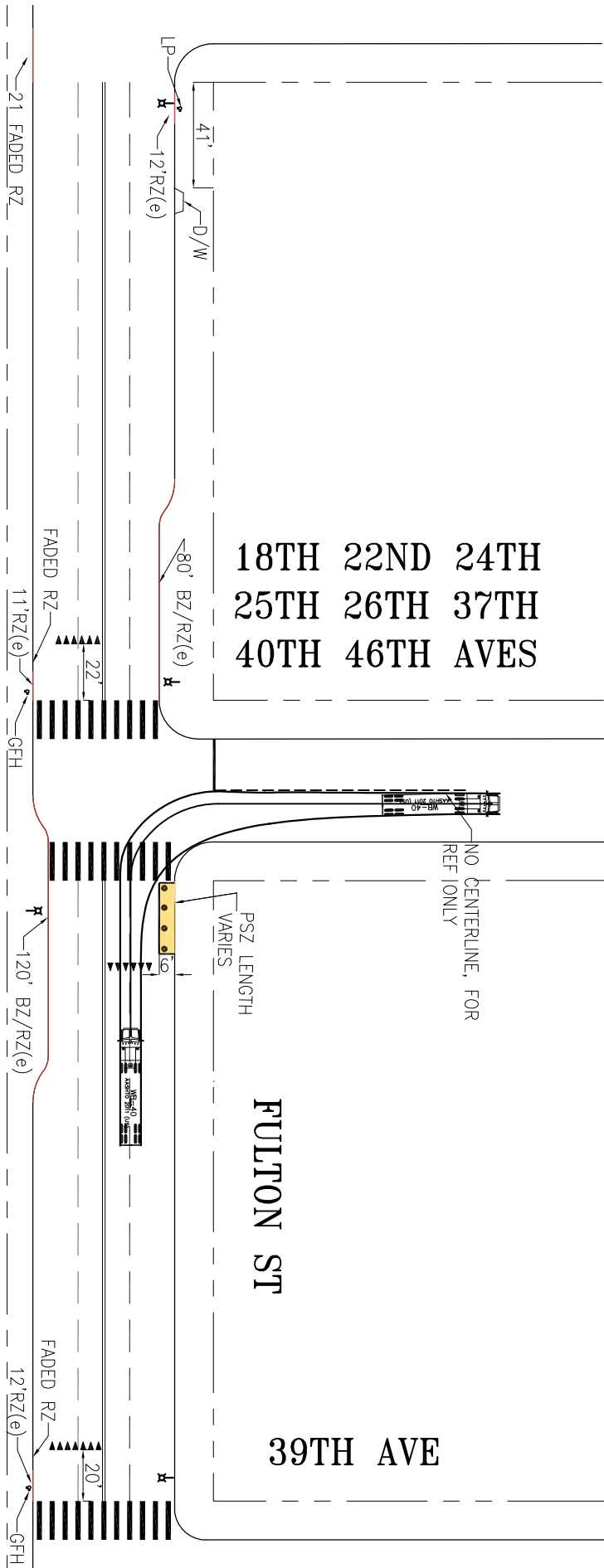


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DESIGNED		DATE		APPROVED		SCALE		PROJECT	
DRAWN		DATE		DATE		SHEET/SHEETS		187TH, 22ND, 24TH-26TH, 37TH, 40TH, 43RD & 46TH NORTHEAST CORNER, PSZ, SPED ENGINE	
CHECKED		DATE		DATE		CONTRACT NO.		DRAWING NO.	
CITY TRAFFIC ENGINEER		DATE		DATE		FILE NO.		REV. NO.	



NO.		DESCRIPTION	BY	APP	APPROVED		SCALE	FULTON STREET SAFETY PROJECT 18TH, 22ND, 24TH-26TH, 37TH, 40TH, 43RD & 46TH NORTHEAST CORNER, PSZ, SFPD LADDER	CONTRACT NO.
DATE					DESIGN	DATE	SHEET/SHEETS		DRAWING NO.
					CHECKED	DATE		REV. NO.	
CHECK WITH DRAWING TO SEE IF YOU HAVE LATEST REVISION									





18TH 22ND 24TH
 25TH 26TH 37TH
 40TH 46TH AVES

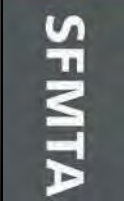
FULTON ST

39TH AVE

NO CENTERLINE, FOR
 REF ONLY

PSZ LENGTH
 VARIES

NO.	DATE	DESCRIPTION	BY	APP.



DESIGNED	DATE	SENIOR ENGINEER	DATE
CHECKED	DATE	CITY TRAFFIC ENGINEER	DATE

APPROVED	SCALE

FULTON STREET SAFETY PROJECT
 18TH, 22ND, 24TH - 26TH, 37TH, 40TH, 43RD
 & 46TH NORTHEAST CORNER, PSZ, WB-40

CONTRACT NO.	DRAWING NO.
REV. NO.	

Location/Site: Fulton St btwn 36th Ave & 37th Ave
 Data Collector (Name): Quality Counts

ADT Volume and Speed Summary

Site Characteristics	
FOR DATA COLLECTOR TO COMPLETE	
Location (primary street name)	Fulton St
Between (minor street name)	36th Ave
And (minor street name)	37th Ave
Direction 1	Westbound
Direction 2	Eastbound
CNN of Location & Direction 1	
CNN of Location & Direction 2	
Time Period(s)	48 hrs
Date Range (incl. days of week)	3/4/2020 Tuesday
Date Day 1 (date)	3/5/2020 Wednesday
Date Day 2 (date)	
Date Day 3 (date)	N/A

Distance Measurements	
Latitude / Longitude Location of Tube	37.772015 -122.4966277

Speed Classification Data Available	Y N
-------------------------------------	-------

Analyze By	
Time Group:	Total Day
Xth Percentile:	25

Traffic Direction - N/W

ADT Volume and Speed Data											
Time Period		Vehicle Counts					Vehicle Speed				
Traffic Direction (N or W)	Date	ADT	% count w/out Speed	Exceed 20 mph	Exceed 30 mph	Exceed 40 mph	Mean	1 STDev	Median Speed	85th Percentile	25 th Percentile
Westbound	3/4/2020	2284	28.6%	93.9%	41.8%	1.4%	28.4	5.8	29	34	Tinkering
Westbound	3/5/2020	2163	28.0%	92.2%	42.7%	2.4%	28.6	6.6	29	34	Tinkering
Westbound	N/A	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#N/A	#N/A	Tinkering
Summary (Average over # of days)											

Traffic Direction - S/E

ADT Volume and Speed Data											
Time Period		Vehicle Counts					Vehicle Speed				
Traffic Direction (N or W)	Date	ADT	% count w/out Speed	Exceed 20 mph	Exceed 30 mph	Exceed 40 mph	Mean	1 STDev	Median Speed	85th Percentile	25 th Percentile
Eastbound	3/4/2020	7857	7.9%	88.6%	50.2%	4.3%	28.9	7.2	30	37	Tinkering
Eastbound	3/5/2020	7804	7.9%	89.1%	52.7%	5.3%	29.5	7.4	30	37	Tinkering
Eastbound	N/A	0	7.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#N/A	#N/A	Tinkering
Summary (Average over # of days)											

L E G E N D

S Y M B O L S

S Y M B O L S




FURNISH & INSTALL	EXISTING	REMOVE	DESCRIPTION	FURNISH & INSTALL	EXISTING	REMOVE	DESCRIPTION	FURNISH & INSTALL	EXISTING	REMOVE	DESCRIPTION
			CONDUIT				TRAFFIC SIGNAL OR STREET LIGHT POLE WITH FOUNDATION.				BASEMENT PULL BOX
			CUT DX CONDUIT, COUPLE NEW CONDUIT OF SAME SIZE AS EXISTING.				R/C EX POLE AND FOUNDATION F/I NEW POLE AND FOUNDATION IN PLACE				TYPE 36X OR TYPE 48X PULL BOX WITH EXTENSION.
			STUB OUT CONDUIT WITH PLUG				R/S EX POLE, F/I NEW POLE IN EX FOUNDATION				TYPE 36X OR TYPE 48X TRAFFIC RATED PULL BOX EXCEPT WITH BOLT DOWN STEEL COVER.
			TRAFFIC SIGNAL INTERCONNECT CONDUIT				MINI POLE				CITY SERVICE PULL BOX
			VEHICLE SIGNAL FACE - 8"(203.2 mm)				R/C EX MINI POLE AND FOUNDATION F/I NEW MINI POLE AND FOUNDATION IN PLACE				PG&E SERVICE PULL BOX
			VEHICLE SIGNAL FACE - 8"(203.2 mm) BACK PLATE INSTALLED ON SIGNAL FACE				P. G. & E. SERVICE POLE				PG&E METER PEDESTAL
			VEHICLE SIGNAL FACE - 12"(304.8 mm)				UTILITY POLE (WOOD OR STEEL)				A.T.&T. MANHOLE
			VEHICLE SIGNAL FACE - 12"(304.8 mm). BACK PLATE INSTALLED ON SIGNAL FACE				F/I 3"(50.8 mm) CONDUIT STUBBED UP 1"(30.48 mm) ON 3/4" (19.05 mm) POLE				PG&E MANHOLE
			VEHICLE SIGNAL FACE - 12"(304.8 mm). WITH ARROWS				FREEWAY PIER				VIDEO DETECTION SYSTEM CAMERA (VDS)
			MAST ARM MOUNTED SIGNAL FACE. VEHICLE SIGNAL FACE - 12"(304.8 mm). BACK PLATE INSTALLED ON SIGNAL FACE				TRAFFIC SIGN POLE				CLOSED CIRCUIT TELEVISION CAMERA (CCTV CAMERA)
			LEFT OR RIGHT ANGLE VISOR				TREE				VARIABLE MESSAGE SIGN (VMS)
			TRANSIT SIGNAL				BOLLARD OR GUARD POST				PG&E VAULT
			PEDESTRIAN SIGNAL				PARKING METER				CURB RAMP (SEE CR-DWG)
			8" BIKE SIGNAL U.O.N.				FIRE OR POLICE CALL BOX				SURVEY MONUMENT
			12" BIKE SIGNAL U.O.N.				USPS MAIL BOX				DETAIL NOTE
			RAPID FLASHING BEACON				PEDESTRIAN BARRICADE				POLE NUMBER
			NO RIGHT TURN SIGNAL				EX FIRE HYDRANT (LP = LOW PRESSURE) (HP = HIGH PRESSURE)				CONDUIT RUN NUMBER
			TRAFFIC SIGNAL PRIORITY EQUIPMENT				VALVE				INSTALL NEW PULL BOX IN PLACE OF EXISTING PULL BOX, R/C EX PULL BOX, OR EXISTING CONTROLLER FOUNDATION (R/C EXISTING FOUNDATION), OR EXISTING POLE FOUNDATION (R/C EXISTING FOUNDATION) MODIFY EXISTING CONDUITS AND WIRING AS REQUIRED
			PEDESTRIAN PUSH BUTTON				TRAFFIC SIGNAL PAVEMENT LOOP				DETAIL REFERENCE. SEE DETAIL "1" ON DRAWING NO. E-3
			"M" OR "M-SF" FOUNDATION				RAILROAD GATE POLE WITH R/R SIGNALS				
			340 FOUNDATION				GROUND ROD-5/8" #X10'-0" (15.88 mm X 3048 mm)				
			STREET LIGHT WITH 6' LUMINAIRE ARM				VIDEO CAMERA				
			TRAFFIC RATED HAND HOLE CHRISTY CO OR EQUAL, NO LOCKING RING REQUIRED.				PULL BOX TYPE I				
			RED LIGHT CAMERA				PULL BOX TYPE II				
			RED LIGHT CAMERA AUXILIARY FLASH				PULL BOX TYPE IV				
			PEDESTRIAN FLASHING CROSSWALK				TRAFFIC SIGNAL PRIORITY EQUIPMENT				

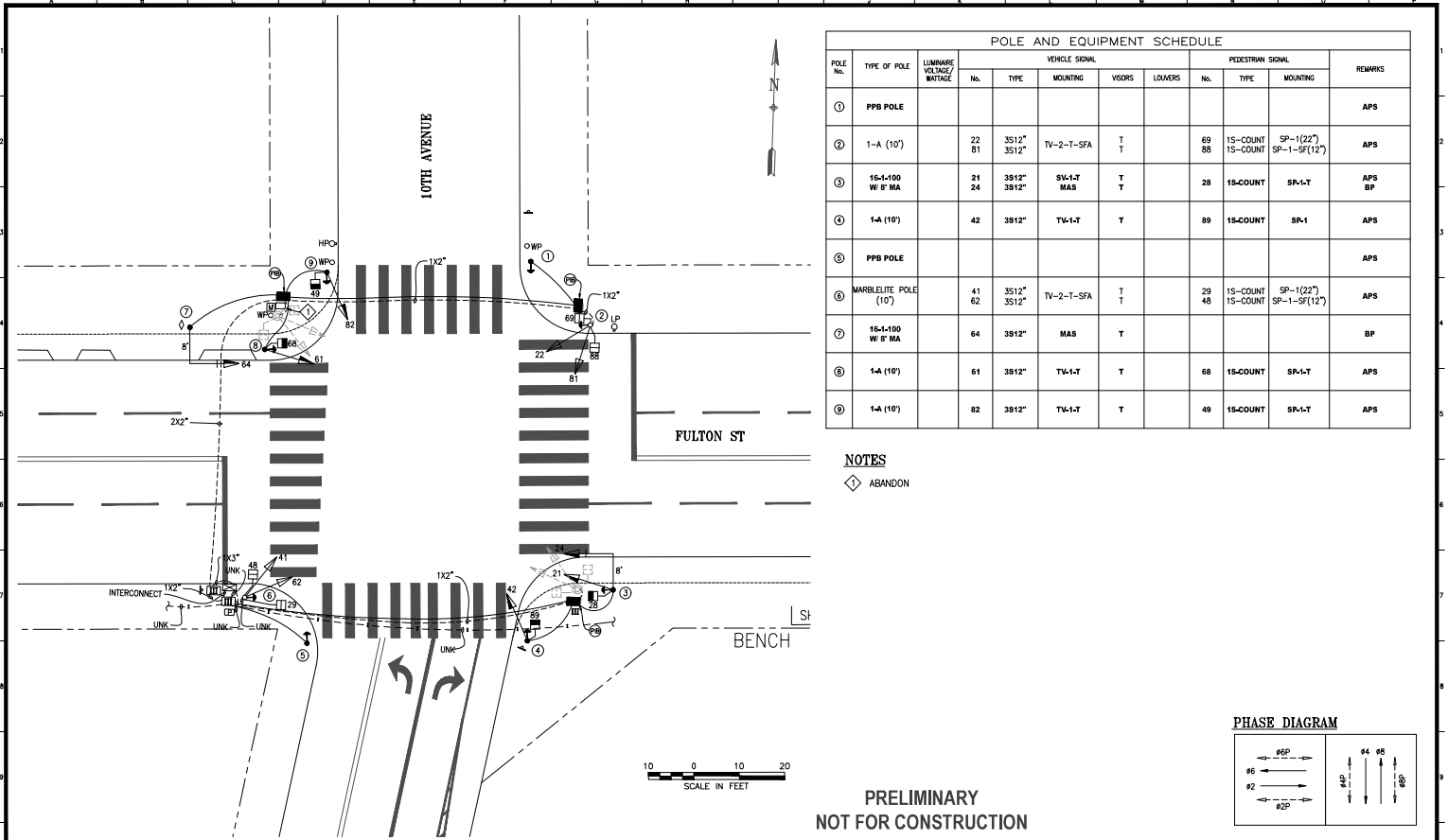
NOT ALL SYMBOLS
USED IN PLANS

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NO.	DATE	DESCRIPTION	BY	APP.																			
TABLE OF REVISIONS																							

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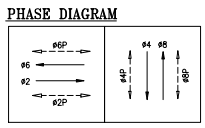
ABBREVIATIONS	ABBREVIATIONS (CONT.)	ABBREVIATIONS (CONT.)	ABBREVIATIONS (CONT.)
A AMPERE	KW KILOWATT	T TUNNEL VISOR	L358" 3 SECTION 8"(203.2 mm) RED, YELLOW, GREEN LOUVER ON SIGNAL FACE.
APS ACCESSIBLE PEDESTRIAN SIGNALS	LG LIGHT	TS TRAFFIC SIGNAL	3512" 3 SECTION 12"(304.8 mm) RED, YELLOW, GREEN
APS-2W ACCESSIBLE PEDESTRIAN SIGNALS, 2 WIRE SYSTEM	LUM LUMINAIRE	TSP TRANSIT SIGNAL PRIORITY EQUIPMENT	3512"LA 3 SECTION 12"(304.8 mm) RED, YELLOW, GREEN (ALL LEFT ARROWS)
APS-4W ACCESSIBLE PEDESTRIAN SIGNALS, 4 WIRE SYSTEM	M METER	IP IDOLLEY POLE	3512"RA 3 SECTION 12"(304.8 mm) RED, YELLOW, GREEN (ALL RIGHT ARROWS)
ATS AUTOMATIC TRANSFER SWITCH	MAS MAST ARM MOUNTED VEHICLE SIGNALS SIDE MOUNTED	V VOLT	3512"RA 3 SECTION 12"(304.8 mm) RED, YELLOW, GREEN (ALL RIGHT ARROWS)
A.T.&T. AMERICAN TELEPHONE COMPANY	METS MAYOR'S EMERGENCY TELEPHONE SYSTEM	VA VOLTAPEIRE	3512"RA 3 SECTION 12"(304.8 mm) RED, YELLOW, GREEN (ALL RIGHT ARROWS)
AWG AMERICAN WIRE GAUGE	mm MILLIMETER	VDS VIDEO DETECTION SYSTEM CAMERA	3512"RA 3 SECTION 12"(304.8 mm) RED, YELLOW, GREEN (ALL RIGHT ARROWS)
BP SIGNAL BACKPLATE	(N) NEW	U.O.N., UOV UNLESS OTHERWISE NOTED	3512"RA 3 SECTION 12"(304.8 mm) RED, YELLOW, GREEN (ALL RIGHT ARROWS)
BSCW BARE STRANDED COPPER WIRE	NIC NOT IN CONTRACT	VEH VEHICLE	3512"RA 3 SECTION 12"(304.8 mm) RED, YELLOW, GREEN (ALL RIGHT ARROWS)
C CONDUIT	NTS NOT TO SCALE	VMS VARIABLE MESSAGE SIGN	3512"TY 3 SECTION 12"(304.8 mm) RED, YELLOW, FLASHING YELLOW
CAB CABINET	OH OVERHEAD	W WATT	
CCTV CLOSED CIRCUIT TELEVISION CAMERA	PAC PACIFIC BELL CO.		
CBT CIRCUIT	PC&E, PCE PACIFIC GAS AND ELECTRIC COMPANY	WM WALKING MAN	L3512" 3 SECTION 12"(304.8 mm) RED, YELLOW, GREEN LOUVER ON SIGNAL FACE.
COB CIRCUIT BREAKER	PED PEDESTRIAN	WP WOOD POLE	PV3512" PROGRAMMED VISIBILITY, 3 SECTION 12" (304.8 mm), RED, YELLOW, GREEN
CO CONDUIT ONLY	PEDE(S) XING PEDESTRIAN CROSSING	WPR WEATHERPROOF	PV3512"RA PROGRAMMED VISIBILITY, 3 SECTION 12" (304.8 mm), RED RIGHT ARROW, YELLOW RIGHT ARROW, GREEN RIGHT ARROW
CTSP STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, STANDARD PLANS AND STANDARD SPECIFICATIONS	PPB PEDESTRIAN PUSH BUTTON	Y YELLOW	4 1/2"X 8" (203.2 mm), RED, YELLOW, GREEN, AND GREEN "X" FOR RAILROAD
DLC DETECTOR LEAD-IN CABLE	PPPB PEDESTRIAN PUSH BUTTON POST (POLE)	TV-X } VEHICLE AND PEDESTRIAN SIGNAL POLE MOUNTING DESIGNATIONS: SEE CTSP ES 4A, ES-4B, ES-4C, ES-4D EXCEPT USE U-BOLTS IN LERO OR POLE PLATE(S) AS APPLICABLE.	430"-X 4 SECTION 8"(203.2 mm), RED, YELLOW, GREEN, AND GREEN "X" FOR RAILROAD
DLW DETECTOR LOOP WIRES	PV PROGRAMMED VISIBILITY	EB } TRAFFIC DIRECTION SUCH AS EAST BOUND, WEST BOUND, NORTH BOUND AND SOUTH BOUND.	450"RA 4 SECTION 8"(203.2 mm), RED, YELLOW, GREEN, AND GREEN "X" FOR RAILROAD
DTIS DEPT. OF TELECOMMUNICATIONS AND INFORMATION SERVICES	PVC POLYVINYL CHLORIDE	WB } TRAFFIC DIRECTION SUCH AS EAST BOUND, WEST BOUND, NORTH BOUND AND SOUTH BOUND.	4312"LA 4 SECTION 12"(304.8 mm), RED, YELLOW, GREEN, AND GREEN LEFT ARROW
DMG DRAWING	R RED	1-A (X) CALTRANS TYPE OF SIGNAL STANDARD. SEE CTSP.	4512"RA 4 SECTION 12"(304.8 mm), RED, YELLOW, GREEN AND GREEN LEFT ARROW. LOUVER ON GREEN BALL ONLY
(E), EX EXISTING	R/C REMOVE FROM SITE OF WORK AS CONTRACTOR'S PROPERTY	12/C 12-CONDUCTOR CABLE	4512"GRA 4 SECTION 12"(304.8 mm), RED, YELLOW, GREEN RIGHT ARROW AND GREEN LEFT ARROW
EXT EXTERNAL	RH RED HAND	XX-X-100 CALTRANS TYPE OF SIGNAL STANDARD WITH SIGNAL MAST ARM. SEE CTSP.	4512"RA 4 SECTION 12"(304.8 mm), RED, YELLOW, GREEN AND GREEN RIGHT ARROW
FA FIRE ALARM	RLC RED LIGHT CAMERA	15-IN 1 SECTION INCANDESCENT PEDESTRIAN SIGNAL	4512"RA 4 SECTION 12"(304.8 mm), RED, YELLOW, GREEN AND GREEN LEFT ARROW
FC FULL CIRCLE VISOR	(R) RELOCATED	15-LED 1 SECTION LIGHT EMITTING DIODES (LED) PEDESTRIAN SIGNAL	PV4512"RA PROGRAMMED VISIBILITY, 4 SECTION 12"(304.8 mm), RED, YELLOW, GREEN, & GREEN LEFT ARROW
F/I FURNISH AND INSTALL UNDER THIS CONTRACT	R/R REMOVE AND RELOCATE OR REMOVE AND REINSTALL AS APPLICABLE	15-COUNT 1 SECTION COUNTDOWN TIMER LED PEDESTRIAN SIGNAL	3512"GRA 5 SECTION 12"(304.8 mm), RED, YELLOW, GREEN, YELLOW RIGHT ARROW & GREEN LEFT ARROW
FRH FLASHING RED HAND	RRFB RECTANGULAR RAPID FLASHING BEACON	1512"R 1 SECTION 12"(304.8mm), FLASHING RED	3512"GRA 5 SECTION 12"(304.8 mm), RED, YELLOW, GREEN, YELLOW LEFT ARROW & GREEN LEFT ARROW
FUT, (F) FUTURE	R/S REMOVE AND SALVAGE AS CITY'S PROPERTY	1512"TY 1 SECTION 12"(304.8mm), FLASHING YELLOW	PV6512"GRA PROGRAMMED VISIBILITY, 5 SECTION 12"(304.8 mm), RED, YELLOW, GREEN, YELLOW LEFT ARROW, AND GREEN LEFT ARROW
HDPE HIGH DENSITY POLYETHYLENE	R/W RIGHT OF WAY	1512"GX 2 SECTION 12"(304.8mm), RED HORIZONTAL BAR "-" AND WHITE VERTICAL BAR "Y" FOR TRANSIT	PV6512"GRA 5 SECTION 12"(304.8 mm), RED, YELLOW, GREEN, YELLOW LEFT ARROW, AND GREEN LEFT ARROW
HV HIGH VOLTAGE VAULT	SDGW STRANDED COPPER GROUND WIRE	358" 3 SECTION 8"(203.2 mm), RED, YELLOW, GREEN	PV6512"GRA 5 SECTION 12"(304.8 mm), RED, YELLOW, GREEN, YELLOW LEFT ARROW, AND GREEN LEFT ARROW
HPS HIGH PRESSURE SODIUM	SL STREET LIGHT	358TY 3 SECTION 8"(203.2 mm) RED, YELLOW, FLASHING YELLOW	
HZ HERTZ	SP SPARE		
G GREEN	SPDPWSF STANDARD PLAN, DEPARTMENT OF PUBLIC WORKS, CITY AND COUNTY OF SAN FRANCISCO.		
GND GROUND	SSDPWSF STANDARD SPECIFICATION, DEPARTMENT OF PUBLIC WORKS, CITY AND COUNTY OF SAN FRANCISCO.		
GRSC GALVANIZED RIGID STEEL CONDUIT	SM SARKELY MONUMENT		
IC INTERSECTION CONTROLLER	ST STEEL POLE		
I/E IN PLACE OF	SW SWATH		
JB JUNCTION BOX			
KVA KILOWATTPEIRE			

NO. DATE DESCRIPTION BY APP. TABLE OF REVISIONS	RETURN INFORMATION & FILE NO. OF CLIENT			Section Mgr: <i>mt</i> RHEP THORN Date: <i>7/24/09</i> Deputy Bureau Mgr: <i>SD</i> KIRALBHAI CHAPRA Date: <i>7/24/09</i> Project Mgr: <i>SD</i> PATRICIA HAYSON Date: <i>7/24/09</i>	DESIGNED: DATE: <i>05/20/09</i> DRAWN: DATE: <i>05/20/09</i> CHECKED: DATE: <i>05/20/09</i> SCALE: <i>AS SHOWN</i>		SCALE: <i>AS SHOWN</i> SHEET OF SHEETS: <i>182 OF 276</i>	GEARY RAPID WEST OF VAN NESS SURFACE CONTRACT ELECTRICAL LEGEND - ABBREVIATIONS	CONTRACT NO.: <i>1000008388</i> DRAWING NO.: <i>E-0.2</i> FILE NO.: <i>110,862</i> REV. NO.: <i>0</i>
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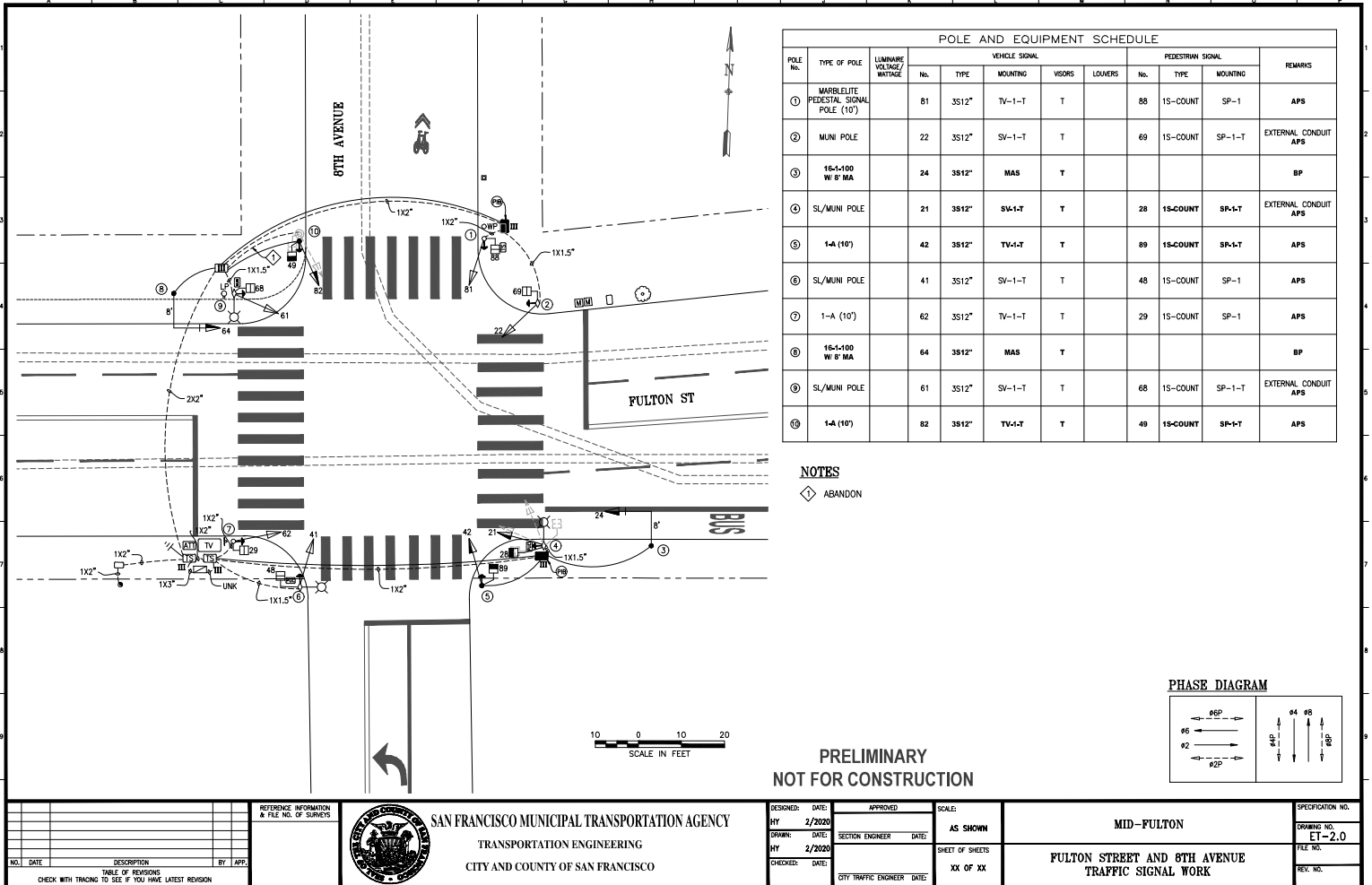
POLE No.	TYPE OF POLE	LUMINAIRE VOLTAGE/WATTAGE	VEHICLE SIGNAL				PEDESTRIAN SIGNAL			REMARKS
			No.	TYPE	MOUNTING	VISORS	LOADERS	No.	TYPE	
①	PPB POLE									APS
②	1-A (10')	22 81	3512" 3512"	TV-2-T-SFA	T		69 88	15-COUNT 15-COUNT	SP-1(22) SP-1-SF(12')	APS
③	16-1-100 W 8' MA	21 24	3512" 3512"	SV-1-T MAS	T T		28	15-COUNT	SP-1-T	APS BP
④	1-A (10')	42	3512"	TV-1-T	T		89	15-COUNT	SP-1	APS
⑤	PPB POLE									APS
⑥	MARBLEITE POLE (10')	41 62	3512" 3512"	TV-2-T-SFA	T		29 48	15-COUNT 15-COUNT	SP-1(22) SP-1-SF(12')	APS
⑦	16-1-100 W 8' MA	64	3512"	MAS	T					BP
⑧	1-A (10')	61	3512"	TV-1-T	T		68	15-COUNT	SP-1-T	APS
⑨	1-A (10')	82	3512"	TV-1-T	T		49	15-COUNT	SP-1-T	APS

NOTES
 ◊ ABANDON



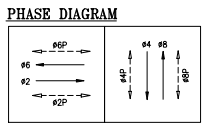
**PRELIMINARY
 NOT FOR CONSTRUCTION**

REFERENCE INFORMATION & FILE NO. OF SHEETS		 SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY TRANSPORTATION ENGINEERING CITY AND COUNTY OF SAN FRANCISCO	DESIGNED: DATE: 2/2020 HY	APPROVED:	SCALE: AS SHOWN	SPECIFICATION NO. MID-FULTON
TABLE OF REVISIONS CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION			DRAWING NO.: ET-1.0	DRAWING DATE: 2/2020 HY	SECTION ENGINEER:	
			CHECKED: DATE:	CITY TRAFFIC ENGINEER:		REV. NO.:



POLE No.	TYPE OF POLE	LUMINAIRE VOLTAGE/WATTAGE	VEHICLE SIGNAL				PEDESTRIAN SIGNAL			REMARKS	
			No.	TYPE	MOUNTING	VISORS	LOWERS	No.	TYPE		MOUNTING
①	MARBLELITE PEDESTAL SIGNAL POLE (10')		81	3512"	TV-1-T	T		88	15-COUNT	SP-1	AFS
②	MUNI POLE		22	3512"	SV-1-T	T		69	15-COUNT	SP-1-T	EXTERNAL CONDUIT AFS
③	16-1-100 W 8' MA		24	3512"	MAS	T					BP
④	SL/MUNI POLE		21	3512"	SV-1-T	T		28	15-COUNT	SP-1-T	EXTERNAL CONDUIT AFS
⑤	1-A (10')		42	3512"	TV-1-T	T		89	15-COUNT	SP-1-T	AFS
⑥	SL/MUNI POLE		41	3512"	SV-1-T	T		48	15-COUNT	SP-1	AFS
⑦	1-A (10')		62	3512"	TV-1-T	T		29	15-COUNT	SP-1	AFS
⑧	16-1-100 W 8' MA		64	3512"	MAS	T					BP
⑨	SL/MUNI POLE		61	3512"	SV-1-T	T		68	15-COUNT	SP-1-T	EXTERNAL CONDUIT AFS
⑩	1-A (10')		82	3512"	TV-1-T	T		49	15-COUNT	SP-1-T	AFS

NOTES
 ◊ ABANDON



**PRELIMINARY
 NOT FOR CONSTRUCTION**

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

REFERENCE INFORMATION
 & FILE NO. OF SUBSETS

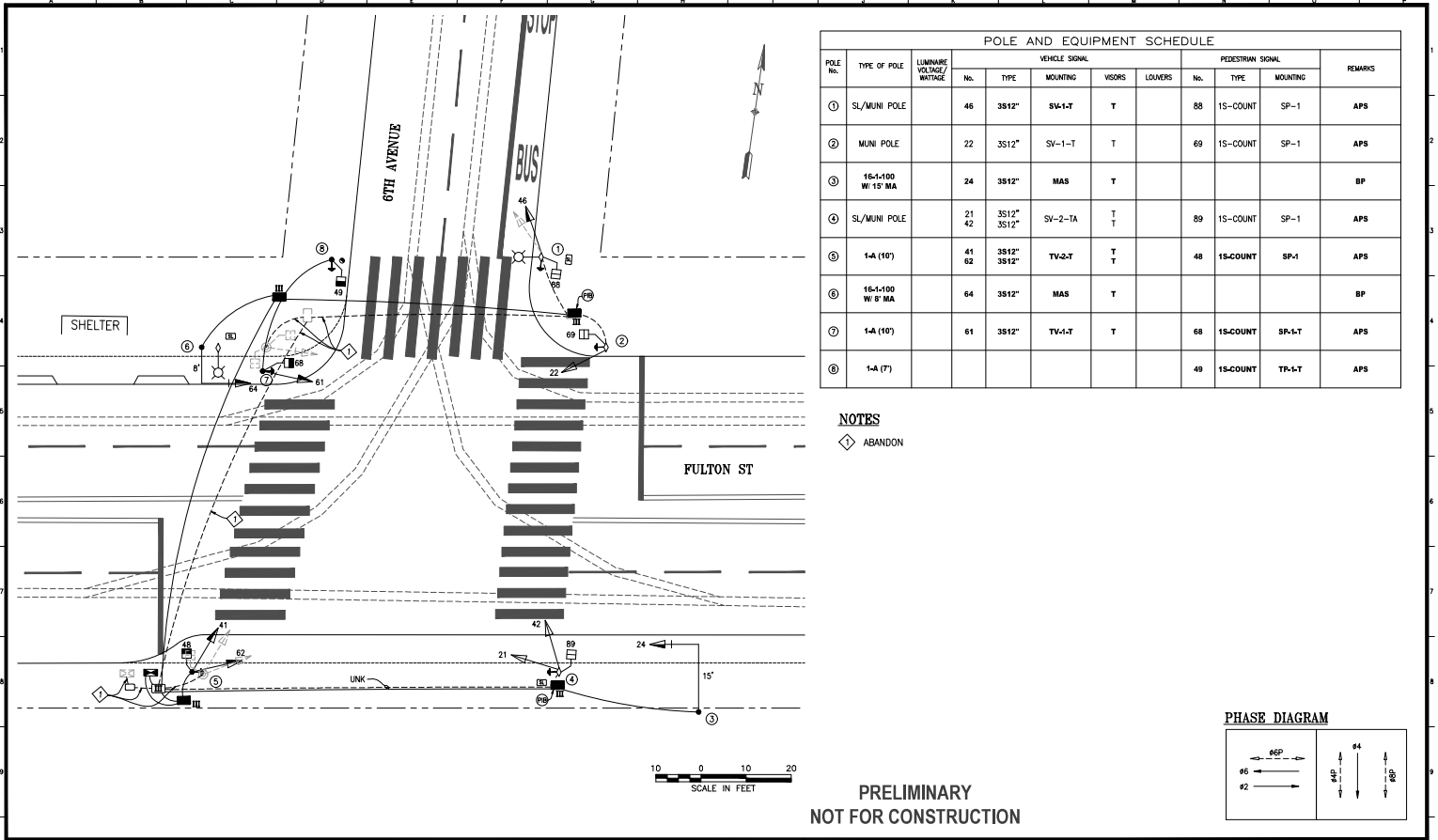


SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
 TRANSPORTATION ENGINEERING
 CITY AND COUNTY OF SAN FRANCISCO

DESIGNED: DATE: HY 2/2020	APPROVED:	SCALE: AS SHOWN
DRAWN: DATE: HY 2/2020	SECTION ENGINEER: DATE:	SHEET OF SHEETS: XX OF XX
CHECKED: DATE:	CITY TRAFFIC ENGINEER: DATE:	

MID-FULTON
FULTON STREET AND 8TH AVENUE
TRAFFIC SIGNAL WORK

SPECIFICATION NO.	ET-2.0
DRAWING NO.	
FILE NO.	
REV. NO.	

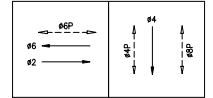


POLE No.	TYPE OF POLE	LUMINAIRE VOLTAGE/WATTAGE	VEHICLE SIGNAL					PEDESTRIAN SIGNAL			REMARKS	
			No.	TYPE	MOUNTING	VISORS	LOADERS	No.	TYPE	MOUNTING		
①	SL/MUNI POLE		46	3512"	SV-1-T	T			88	15-COUNT	SP-1	APS
②	MUNI POLE		22	3512"	SV-1-T	T			69	15-COUNT	SP-1	APS
③	16-1-100 W/ 15' MA		24	3512"	MAS	T						BP
④	SL/MUNI POLE		21 42	3512" 3512"	SV-2-TA	T T			89	15-COUNT	SP-1	APS
⑤	1-A (10')		41 82	3512" 3512"	TV-2-T	T T			48	15-COUNT	SP-1	APS
⑥	16-1-100 W/ 15' MA		64	3512"	MAS	T						BP
⑦	1-A (10')		61	3512"	TV-1-T	T			68	15-COUNT	SP-1-T	APS
⑧	1-A (7')								49	15-COUNT	TP-1-T	APS

NOTES

- ◇ ABANDON

PHASE DIAGRAM



**PRELIMINARY
NOT FOR CONSTRUCTION**

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

REFERENCE INFORMATION
FILE NO. OF SUBJECTS



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
TRANSPORTATION ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

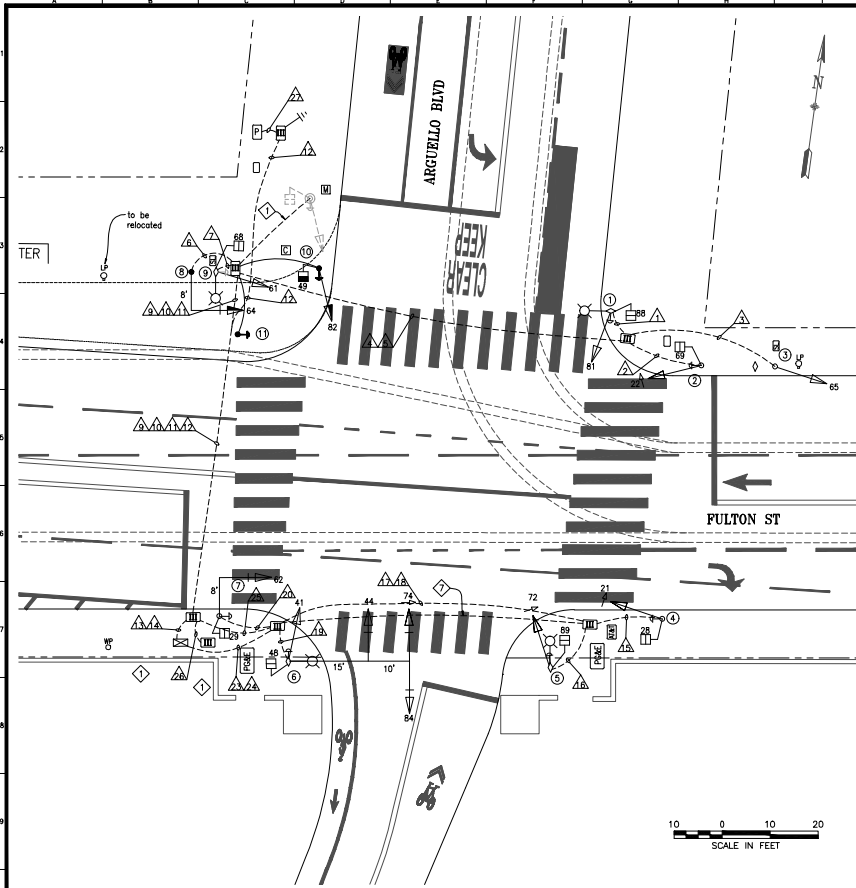
DESIGNED: DATE: 2/2020
HY
DRAWN: DATE: 2/2020
HY
CHECKED: DATE:

APPROVED: DATE:
SECTION ENGINEER: DATE:
CITY TRAFFIC ENGINEER: DATE:

SCALE: AS SHOWN
SHEET OF SHEETS: XX OF XX

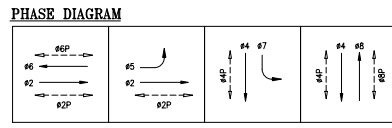
MID-FULTON
FULTON STREET AND 6TH AVENUE
TRAFFIC SIGNAL WORK

SPECIFICATION NO.
DRAWING NO. ET-3.0
FILE NO.
REV. NO.



POLE AND EQUIPMENT SCHEDULE											
POLE No.	TYPE OF POLE	LUMINAIRE VOLTAGE/WATTAGE	VEHICLE SIGNAL				PEDESTRIAN SIGNAL			REMARKS	
			No.	TYPE	MOUNTING	VISORS	LOWERS	No.	TYPE		MOUNTING
①	MUNI POLE W/ 6' LA		81	3512"	SV-1-T	T		88	15-COUNT	SP-1	APS-2W
②	1-A (10')		22	4512GLA	TV-1-T	T		69	15-COUNT	SP-1	APS-2W
③	1-A (10')		65	3512"	SV-1-T	T					
④	1-A (10')		21	4512GLA	TV-1-T	T		28	15-COUNT	SP-1	APS-2W
⑤	MUNI POLE W/ 6' LA		72	3512LA	SV-1-T	T		69	15-COUNT	SP-1	APS-2W
⑥	MUNI 770 W/ 25' MA & 6' LA		41 44 74 84	3512" 3512" 3512GLA 3512"	SV-1-T MAS MAS MAS	T T T T		48	15-COUNT	SP-1	APS-2W BP BP BP
⑦	16-2-100 W/ 8' MA		62	3512"	MAS	T		29	15-COUNT	SP-1	APS-2W BP
⑧	16-2-100 W/ 8' MA		64	3512"	MAS	T					BP
⑨	MUNI POLE W/ 6' LA		61	3512"	SV-1-T	T		68	15-COUNT	SP-1	
⑩	1-A (10')		82	3512"	TV-1-T	T		49	15-COUNT	SP-1-T	APS-2W
⑪	PPB POLE										APS-2W

NOTES
 ⬡ ABANDON
 ⬢ REUSE EXISTING SIGNAL POLE AND ADJUST TO NEW SIDEWALK GRADE



**PRELIMINARY
NOT FOR CONSTRUCTION**

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

REFERENCE INFORMATION & FILE NO. OF SHEETS



DESIGNED: DATE: HY 2/2020	APPROVED:	SCALE: AS SHOWN
DRAWN: DATE: HY 2/2020	SECTION ENGINEER: DATE:	SHEET OF SHEETS: XX OF XX
CHECKED: DATE:	CITY TRAFFIC ENGINEER: DATE:	

MID-FULTON
FULTON STREET AND ARGUELLO BLVD
TRAFFIC SIGNAL WORK

SPECIFICATION NO.	DRAWING NO. ET-4.0
FILE NO.	REV. NO.

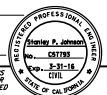
Attachment C - 2015 Standard Plan ES-7A for City Standard Signal Pole.

456

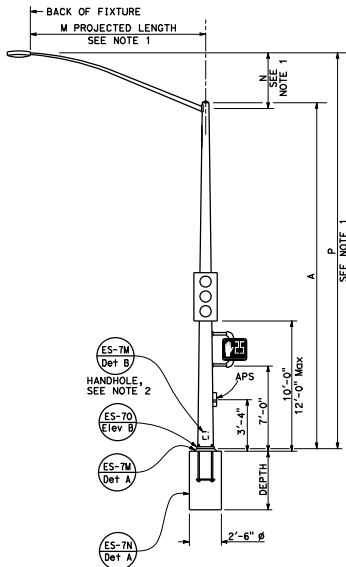
NOTES:

1. For additional notes, details and data for Type 15TS and Type 21TS Standards, see Standard Plan ES-6A.
2. Handhole shall be located on the downstream side of traffic.

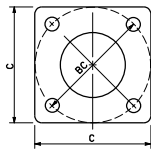
SHEET	COUNTY	ROUTE	POST MILES	SHEET TOTAL	TOTAL PROJECT SHEETS


 REGISTERED CIVIL ENGINEER
 Stanley P. Johnson
 License No. 51118
 CIVIL
 STATE OF CALIFORNIA

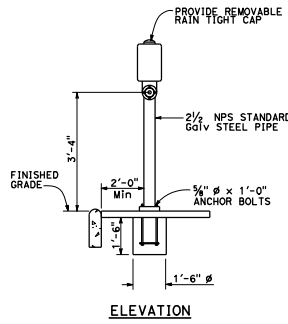
October 30, 2015
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SKIPPED COPIES OF THIS PLAN SHEET.



TYPE 15TS AND 21TS STANDARD
ELEVATION A
(See Note 1)

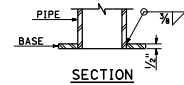


BASE PLATE
TYPE 15TS AND 21TS
DETAIL A

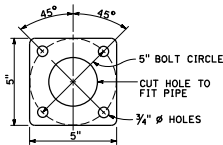


ELEVATION

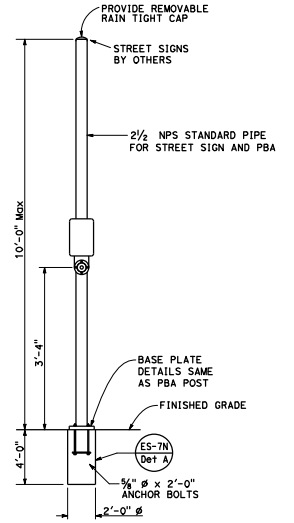
PUSH BUTTON ASSEMBLY POST
DETAIL B



SECTION



BASE PLATE
PBA POST



COMBINED STREET SIGN
PUSH BUTTON ASSEMBLY POST
DETAIL C

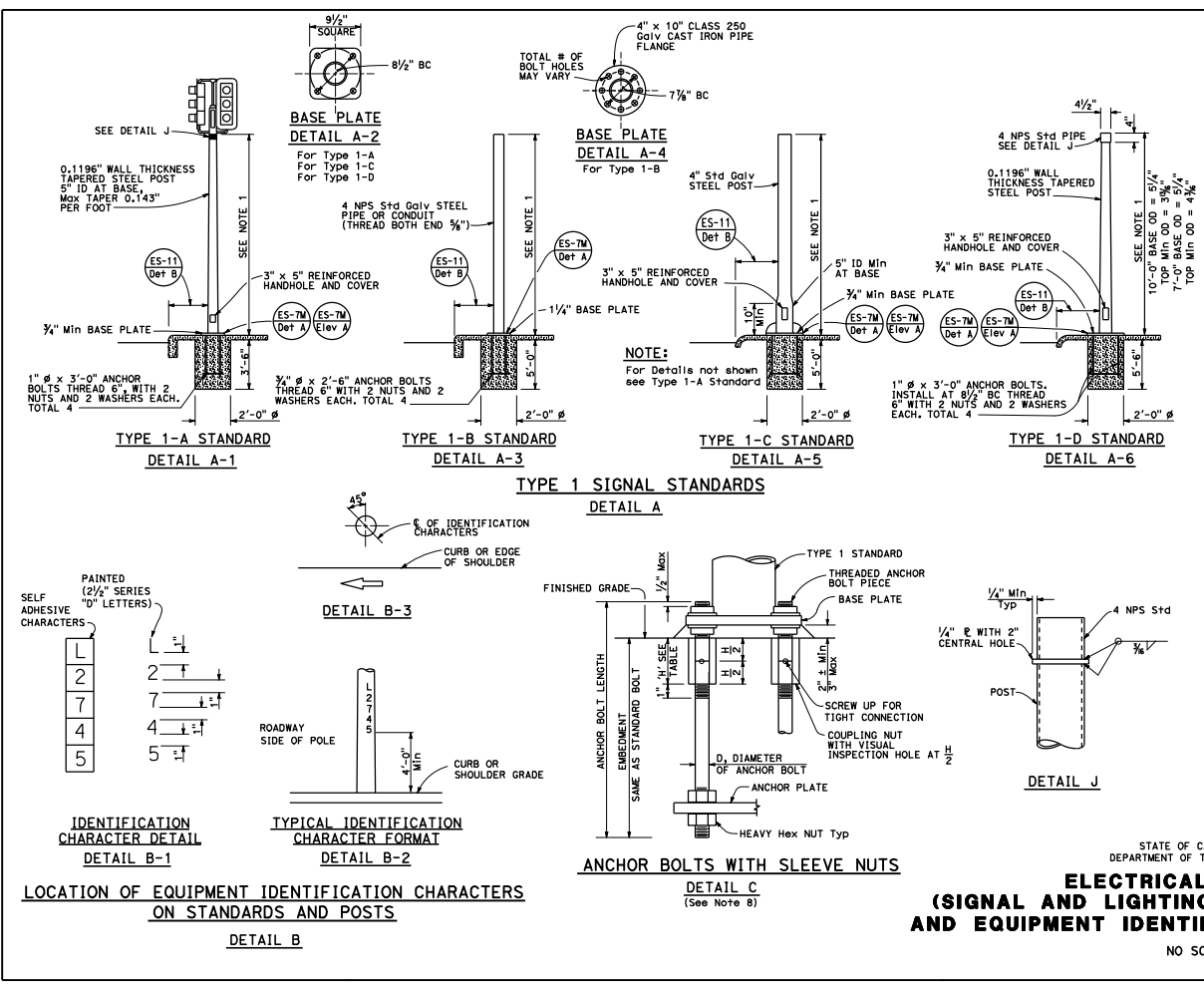
POLE TYPE	POLE DATA				BASE PLATE DATA				CIDH
	A HEIGHT	MIN OD BASE	TOP	WALL THICKNESS	C	BC = BOLT CIRCLE	THICKNESS	ANCHOR BOLT SIZE	
15TS	30'-0"	8"	3 3/4"	0.1793"	1'-1 1/2"	1'-0"	2"	1 1/2" ø x 42"	7'-6"
21TS	35'-0"	9 3/4"	3 3/4"		1'-3"	1'-2"			8'-6"

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
ELECTRICAL SYSTEMS
(SIGNAL AND LIGHTING STANDARD, TYPE TS,
AND PUSH BUTTON ASSEMBLY POST)

NO SCALE

ES-7A

2015 STANDARD PLAN ES-7A



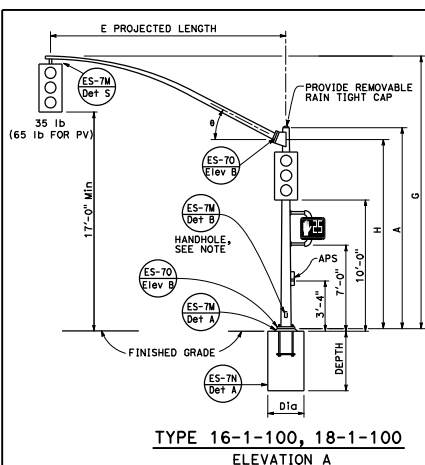
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

October 30, 2015
 PLANS APPROVAL DATE
 REGISTERED CIVIL ENGINEER
 REGISTERED PROFESSIONAL ENGINEER
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF REPRODUCED COPIES OF THIS PLAN SHEET.

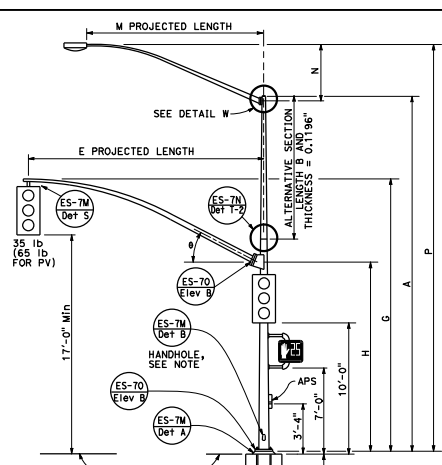
- NOTES:**
- Standards shall be 10'-0" ± 2" for vehicle signals and 7'-0" ± 2" for pedestrian signals unless shorter pole is noted on project plans.
 - Top of standards shall be 4 1/2" OD.
 - Conduits shall extend 2" maximum above finished surface of foundation and for Types 1-A, 1-C and 1-D shall be sloped toward handhole.
 - Anchor bolts shall be bonded to conduit or grounding conductor.
 - For additional notes and details, see Standard Plans ES-7M and ES-7N.
 - Pour foundation concrete against undisturbed soil.
 - For standards with handhole, locate in the downstream side of traffic.
 - Coupling nuts to be used only when shown or specified on project plans.

BOLT DIAMETER	NUT TABLE THICKNESS 'H'
3/4"	2 1/4"
1"	3"

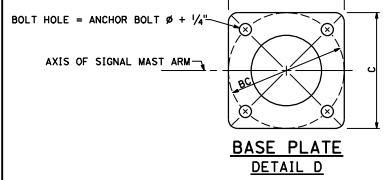
STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**ELECTRICAL SYSTEMS
 (SIGNAL AND LIGHTING STANDARD, TYPE 1
 AND EQUIPMENT IDENTIFICATION CHARACTERS)**
 NO SCALE
ES-7B



TYPE 16-1-100, 18-1-100
ELEVATION A



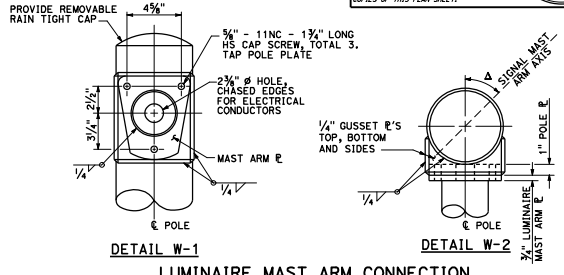
TYPE 19-1-100, 19A-1-100
ELEVATION B



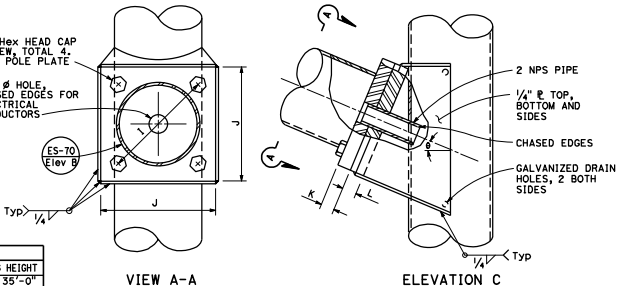
BASE PLATE
DETAIL D

Δ = LUMINAIRE MAST ARM SKEW -90° TO +90°
DEFAULT 0°

NOTE:
Handhole shall be located on the downstream side of traffic.



DETAIL W-1
DETAIL W-2
LUMINAIRE MAST ARM CONNECTION



VIEW A-A
ELEVATION C
SIGNAL MAST ARM CONNECTION
DETAIL C

SIGNAL MAST ARM DATA										
E PROJECTED LENGTH	G MOUNTING HEIGHT	H	MIN OD AT POLE	THICKNESS	I BOLT CIRCLE	HS CAP SCREWS	J PLATE SIZE	K MAST ARM Ø	L POLE Ø	θ
15'-0"	21'-8"±	17'-6"	7 3/8"	0.1196"	12"	1 1/4"-7NC-3"	1'-0"	1 1/4"	1 1/2"	23°
20'-0"	21'-8"±	17'-6"	7 3/8"	0.1196"	12"	1 1/4"-7NC-3"	1'-0"	1 1/4"	1 1/2"	23°
25'-0"	22'-8"±	16'-0"	8"	0.1196"	12"	1 1/4"-7NC-3"	1'-0"	1 1/4"	1 1/2"	23°
30'-0"	23'-0"±	16'-0"	8"	0.1196"	12"	1 1/4"-7NC-3"	1'-0"	1 1/4"	1 1/2"	23°

LUMINAIRE MAST ARM DATA					
M PROJECTED LENGTH	N RISE	MIN OD AT POLE	THICKNESS	P MOUNTING HEIGHT	Q MOUNTING HEIGHT
6'-0"	2'-0"±	3 1/2"	0.1196"	31'-6"±	36'-6"±
8'-0"	2'-6"±	3 1/2"	0.1196"	32'-0"±	37'-0"±
10'-0"	3'-3"±	3 1/2"	0.1196"	32'-0"±	37'-0"±
12'-0"	4'-3"±	3 1/2"	0.1196"	33'-0"±	38'-0"±
15'-0"	4'-9"±	4 1/4"	0.1196"	34'-3"±	39'-3"±

POLE TYPE	LOAD CASE	WIND VELOCITY (mph)	POLE DATA				BASE PLATE DATA				LUMINAIRE MAST ARM	SIGNAL MAST ARM	CIDH PILE FOUNDATION		
			A HEIGHT	MIN OD	THICKNESS	ALTERNATIVE SECTION B LENGTH	C	BC = BOLT CIRCLE	THICKNESS	ANCHOR BOLT SIZE			DIAMETER	DEPTH	REINFORCED
			BASE	TOP	None	BOTTOM	TOP								
18-1-100	1	100	18'-6"	8 1/8"	0.1793"	None	1'-5 1/2"	1'-5 1/2"	3"	1 1/2" Ø x 42"	NONE	15'-0", [20'-0"]	2'-6"	9'-0"	YES
18-1-100	1	100	17'-0"	8 5/8"	0.1793"	None	1'-5 1/2"	1'-5 1/2"	3"	1 1/2" Ø x 42"	NONE	15'-0", [20'-0"]	2'-6"	9'-0"	YES
19-1-100	1	100	30'-0"	10 3/4"	0.1793"	10'-0"	7 7/8"	6 7/8"	5 1/2"	1'-5 1/2"	6'-15" [12'-0"]	25'-0", [30'-0"]	2'-6"	9'-0"	YES
19A-1-100	1	100	35'-0"	5 1/2"	0.1793"	15'-0"	5 1/2"	5 1/2"	5 1/2"	1'-5 1/2"	6'-15" [15'-0"]	25'-0", [30'-0"]	2'-6"	9'-0"	YES

□ INDICATES MAST ARM LENGTH TO BE USED UNLESS OTHERWISE NOTED ON PLANS.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ELECTRICAL SYSTEMS (SIGNAL AND LIGHTING STANDARD, CASE 1 SIGNAL MAST ARM LOADING, WIND VELOCITY = 100 MPH AND SIGNAL MAST ARM LENGTHS 15' TO 30')

NO SCALE

ES-7C

Dist#	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

October 30, 2015

PLANS APPROVAL DATE

REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL PE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

From: [Bihl, Lauren \(CPC\)](#)
To: [Iberien, Oliver \(DPW\)](#)
Cc: [Dwyer, Debra \(CPC\)](#); [McKellar, Jennifer \(CPC\)](#)
Subject: RE: Regulatory Affairs PW 5 Fulton Arguello to 25th Ave
Date: Tuesday, April 4, 2023 12:00:53 PM
Attachments: [image004.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)

Hi Oliver,

I've reviewed the changes below. Both of the signal design changes and the *first* curb alignment change are definitely covered by the Fulton Street Safety and Transit Project TEP checklist because the changes would implement less than what was originally reviewed in July 2020. The *second* curb alignment that would extend a proposed transit bulb by about 35-ft on 8th Avenue would remove two additional parking spaces. The Fulton Street Safety and Transit Project was covered at a project level as TTRP.5 in the TEP EIR. Construction of one pedestrian bulb and removal of parking spaces on 8th Avenue is not a substantial change to the project and would not result in a significant impact.

Please let me know if you have any questions.

Thank you,

Lauren Bihl (she/her)
San Francisco Planning
Direct: 628.652.7498 | www.sfplanning.org
[San Francisco Property Information Map](#)

From: McKellar, Jennifer (CPC) <jennifer.mckellar@sfgov.org>
Sent: Thursday, March 30, 2023 11:06 AM
To: Iberien, Oliver (DPW) <oliver.iberien@sfdpw.org>; Bihl, Lauren (CPC) <lauren.bihl@sfgov.org>
Cc: Dwyer, Debra (CPC) <debra.dwyer@sfgov.org>
Subject: FW: Regulatory Affairs PW 5 Fulton Arguello to 25th Ave

Hi Oliver – Lauren has agreed to address your questions concerning this project; she issued the TEP checklist for the original project, so has more familiarity with it. I am reviewing the other MTA Project you sent and expect to have feedback on it later today.

Thanks [@Bihl, Lauren \(CPC\)](#), please see Oliver's questions below.

Best,

Jennifer McKellar, Senior Planner
Environmental Planning Division
San Francisco Planning
49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103
Direct: 628.652.7563 | sfplanning.org
[San Francisco Property Information Map](#)

From: Iberien, Oliver (DPW) <oliver.iberien@sfdpw.org>
Sent: Thursday, March 23, 2023 1:26 PM
To: McKellar, Jennifer (CPC) <jennifer.mckellar@sfgov.org>
Cc: Deunert, Boris (DPW) <boris.deunert@sfdpw.org>
Subject: Fw: Regulatory Affairs PW 5 Fulton Arguello to 25th Ave

Hi, Jennifer,

Here's another MTA project. This one had a TEP checklist. The changes appear minor but I just want to check with you before getting this one set up.

I've highlighted the changes flagged by the PM in light red.

Thanks,

Oliver

When corresponding with Regulatory Affairs, please refer to projects using the names that were entered into the RAMS database! Thanks!

Oliver Iberien, MA MCP (he, him)

Regulatory Affairs Specialist

From: Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Sent: Tuesday, February 7, 2023 9:22 AM
To: Iberien, Oliver (DPW) <oliver.iberien@sfdpw.org>
Cc: Deunert, Boris (DPW) <boris.deunert@sfdpw.org>; Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Subject: RE: Regulatory Affairs PW 5 Fulton Arguello to 25th Ave

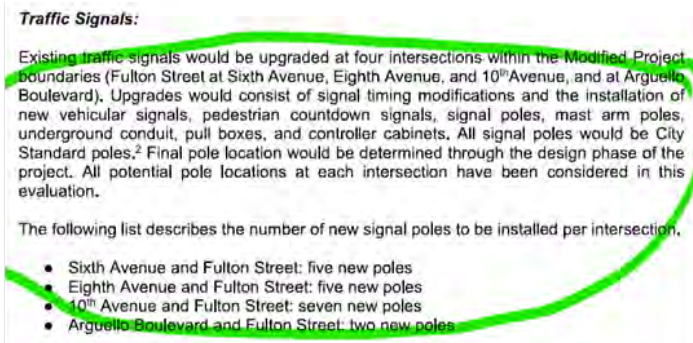
Hi Oliver,
Attached, please see 65% plans.

Our design team reviewed the letter and plans attached to the end of CEQA Checklist, and the current plans include 2 signal design and 2 curb alignment modifications. I can set up a Teams meeting to review the changes with you if you want more information.

2 signal design changes:

The project description is the same and the number of poles have been reduce for 2 locations, detailed below.

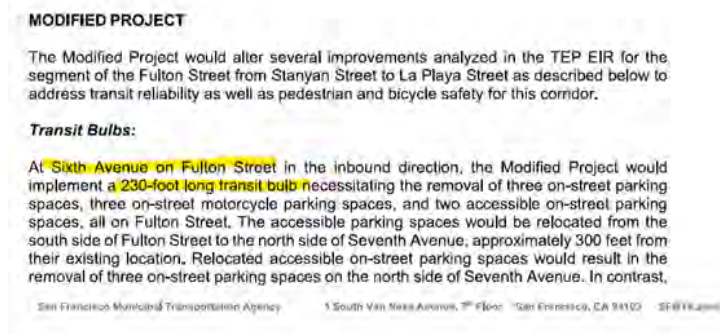
- Sixth Avenue and Fulton Street: five new poles
- Eighth Avenue and Fulton Street: **five two** new poles
- 10th Avenue and Fulton Street: **seven four** new poles
- Arguello Boulevard and Fulton Street: two new poles

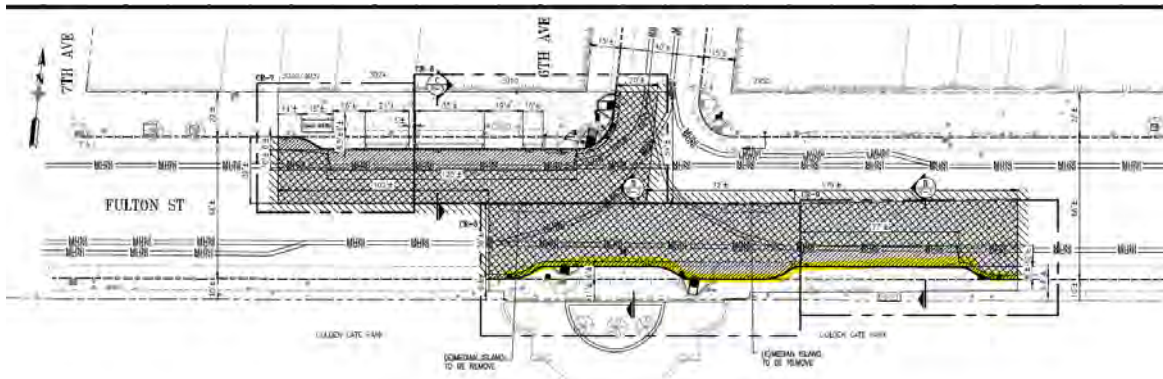


2 curb alignment changes:

At 6th/Fulton – there is a bulb-in, not a continuous transit bulbout on the 230-foot bulb due to the large water main line conflict from PUC CDD.

(pg. 38 of 81)



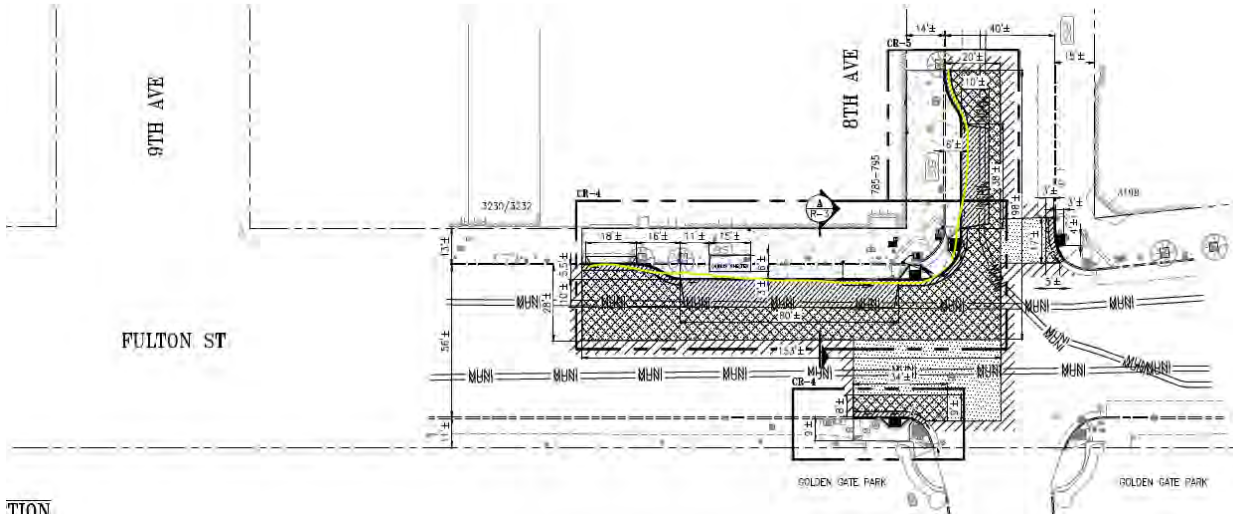


At 8th/Fulton – there was an added transit bulb scope on the 8th side requested by MTA during design, description below shows one 100-bulb on Fulton side, and miss the other bulb on 8th side.
 (pg.39 of 81)

the TEP EIR analyzed a 130-foot inbound bulb (rather than 230 foot) and no parking removal at Seventh Avenue and Fulton Street.

The Modified Project would add one 100-foot outbound transit bulb at the corner of Fulton Street and Eighth Avenue, rather than the 65-foot outbound transit bulb analyzed in the TEP EIR at the same location.

Two transit bulbs would be added at the intersection of Fulton Street and 10th Avenue - the outbound bulb measuring 100 feet in length and the inbound bulb measuring 94 feet in length. The TEP EIR analyzed the extension of existing bus zones in these locations and not the installation of new transit bulbs.



Thanks,
 Ellen

From: Iberien, Oliver (DPW) <oliver.iberien@sfdpw.org>
Sent: Thursday, February 2, 2023 7:28 AM
To: Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Cc: Deunert, Boris (DPW) <boris.deunert@sfdpw.org>
Subject: Re: Regulatory Affairs PW 5 Fulton Arguello to 25th Ave

Hi, Ellen,

Yes, this is it. This has the usual mitigation measures.

Could you please send the plans, and review the letter and and plans attached to the end of this PDF? After your review, please confirm that the project described there is the same as in your current plans.

Thanks,

Oliver

When corresponding with Regulatory Affairs, please refer to projects using the names that were entered into the RAMS database! Thanks!

Oliver Iberien, MA MCP (he, him)
Regulatory Affairs Specialist

Bureau of Engineering | San Francisco Public Works | City and County of San Francisco
49 South Van Ness Ave. 9th Fl. | San Francisco, CA 94103 | (628) 271-2658 | sfpublicworks.org · twitter.com/sfpublicworks

From: Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Sent: Wednesday, February 1, 2023 3:04 PM
To: Iberien, Oliver (DPW) <oliver.iberien@sfdpw.org>
Cc: Deunert, Boris (DPW) <boris.deunert@sfdpw.org>; Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Subject: RE: Regulatory Affairs PW 5 Fulton Arguello to 25th Ave

Hi Oliver,
Thanks for advising us tor each out to Debra's team at Planning. Attached, please see the Transit Effectiveness Project (TEP) CEQA Checklist for the Fulton Street Transit and Safety Project which was issued on July 6, 2020. Let me know if you have questions or need anything else.

Thanks,
Ellen

From: Iberien, Oliver (DPW) <oliver.iberien@sfdpw.org>
Sent: Wednesday, February 1, 2023 11:12 AM
To: Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Cc: Deunert, Boris (DPW) <boris.deunert@sfdpw.org>
Subject: RE: Regulatory Affairs PW 5 Fulton Arguello to 25th Ave

Hello, Ellen,

Please see the highlighted text in my email below, where I specify what I am looking for. This appears to be the MTA equivalent of project approval by our commission.

Thanks,

Oliver

When corresponding with Regulatory Affairs, please refer to projects by the names used in the RAMS database! Thanks!

Oliver Iberien, MA MCP (he, him)
Regulatory Specialist

Bureau of Engineering | San Francisco Public Works | City and County of San Francisco
49 S. Van Ness Ave. | San Francisco, CA 94103 | (628) 271-2658 | sfpublicworks.org · twitter.com/sfpublicworks

From: Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Sent: Wednesday, February 1, 2023 10:59 AM
To: Iberien, Oliver (DPW) <oliver.iberien@sfdpw.org>

Cc: Deunert, Boris (DPW) <boris.deunert@sfdpw.org>; Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Subject: RE: Regulatory Affairs PW 5 Fulton Arguello to 25th Ave

Hi Oliver,
MTA sent over the attached Public Hearing Order #6261.
The project was environmentally cleared by the Planning Department on July 6, 2020, Case 2011.0558E.

Is this the document you're looking for?

Thanks,
Ellen

From: Iberien, Oliver (DPW) <oliver.iberien@sfdpw.org>
Sent: Wednesday, January 25, 2023 7:41 AM
To: Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Cc: Deunert, Boris (DPW) <boris.deunert@sfdpw.org>
Subject: RE: Regulatory Affairs PW 5 Fulton Arguello to 25th Ave

Hello, Ellen,

Could you please provide the CEQA document?

Thank you,

Oliver

From: Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Sent: Wednesday, January 18, 2023 10:10 AM
To: Iberien, Oliver (DPW) <oliver.iberien@sfdpw.org>
Cc: Deunert, Boris (DPW) <boris.deunert@sfdpw.org>; Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Subject: RE: Regulatory Affairs PW 5 Fulton Arguello to 25th Ave

Hi Oliver,
I'll ask MTA for the CEQA determination and MMRP documents.

In the meantime, do you have all the information needed to sign QA Plan form under "Regulatory Affairs" attached?

Thanks,
Ellen

From: Iberien, Oliver (DPW) <oliver.iberien@sfdpw.org>
Sent: Wednesday, January 18, 2023 9:46 AM
To: Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Cc: Deunert, Boris (DPW) <boris.deunert@sfdpw.org>
Subject: RE: Regulatory Affairs PW 5 Fulton Arguello to 25th Ave

Hello, Ellen,

There is no environmental documentation here. The resolution makes reference to it:

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 49 South Van Ness Avenue in San Francisco, and are incorporated herein by reference;

But it's not attached to this email.

I'll need it and the MMRP that accompanies it.

Thank you,

Oliver

From: Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Sent: Wednesday, January 18, 2023 9:38 AM
To: Iberien, Oliver (DPW) <oliver.iberien@sfdpw.org>
Cc: Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Subject: Regulatory Affairs PW 5 Fulton Arguello to 25th Ave

Hi Oliver,
I'm checking in to see if you have all the environmental documents to send to Planning to obtain CEQA for this project.

Please let me know if you need additional information.

Thanks,
Ellen

From: Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Sent: Thursday, January 5, 2023 1:24 PM
To: Iberien, Oliver (DPW) <oliver.iberien@sfdpw.org>
Cc: Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>
Subject: Regulatory Affairs PW 5 Fulton Arguello to 25th Ave

Hi Oliver,
Thank you for working on this project. I've approved the RA's fee on RAMs and funding is available to charge on MyTime under "PW 5 Fulton Arguello to 25th".

Attached, please see the environmental documents and 65% plans for this project. Also, please sign the QAQC plans under "Regulatory Affairs".

Please let me know if you need other information.

Thanks,
Ellen

From: DPW RAMS_Do_Not_Reply <RAMSEmail@sfdpw.org>
Sent: Thursday, January 5, 2023 9:28 AM
To: Lai, Ellen (DPW) <Ellen.Wong@sfdpw.org>; Iberien, Oliver (DPW) <oliver.iberien@sfdpw.org>
Subject: Fee Proposal Approved - PW 5 Fulton Arguello to 25th Ave

Hi,

The fee proposal for project: PW 5 Fulton Arguello to 25th Ave has been **approved** by Boris Deunert. Project lead, please follow the [Link](#) to review and accept.

Thanks!

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GENERAL PLAN REFERRAL

February 15, 2023

Case No.: 2011.0558GPR-04

Block/Lot No.: 1700001, 1644012, 1644014, 1644014A, 1649011E, 1649011F, 1651047-071, 1653023, 1653023A, 1653024, 1653025

Project Sponsor: San Francisco Municipal Transportation Agency (SFMTA)

Applicant: Kevin Shue
Project Manager
San Francisco Municipal Transportation Agency (SFMTA)
1 South Van Ness Ave – 7th Floor San Francisco, CA 94103
philip.louie@sfmta.com
415-646-2046

Staff Contact: Jessica Look
jessica.look@sfgov.org

Recommended By: 
AnMarie Rodgers, Director of Citywide Policy for
Rich Hillis, Director of Planning

Finding: The project, on balance, is **in conformity** with the General Plan.

Project Description

The San Francisco Municipal Transportation Agency (SFMTA) proposes providing transit improvements to the 5 Fulton and 5R Fulton bus routes by creating six transit (bus) bulb-outs along Fulton Street to allow for faster bus boarding. The 5 and 5R are two of Muni's busiest bus routes, and as part of the larger Fulton Street Safety and Transit Project and Muni Forward, reduced boarding times and increased usability would benefit transit riders on the Fulton Street corridor.

Bus bulb-outs would be constructed at the following locations:

- Fulton Street and Arguello Boulevard: Northwest Corner
- Fulton Street and 6th Avenue: Northwest and Southeast Corners
- Fulton Street and 8th Avenue: Northwest Corner
- Fulton Street and 10th Avenue: Northwest and Southeast Corners

This project requires a General Plan Referral because the proposed transit bus bulb-outs are changes to city streets by widening the sidewalk and Board of Supervisors (BOS) action is necessary.

Environmental Review

The project was fully analyzed in the Transit Effectiveness Project EIR, certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014, Planning Case No. 2011.0558E.

General Plan Compliance and Basis for Recommendation

As described below, this project is consistent with the Eight Priority Policies of Planning Code Section 101.1 and is, on balance, **in conformity** with the General Plan.

TRANSPORTATION ELEMENT

OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH-QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

Policy 1.2

Ensure the safety and comfort of pedestrians throughout the city.

The project will provide additional sidewalk space for pedestrians and those boarding and disembarking transit along Fulton Street. The bulb-outs will alleviate sidewalk crowding at peak boarding times, and will facilitate safer crossings by reducing pedestrian crossing distances and offering places of refuge during crossing.

Policy 1.3

Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

This project proposes transit bus bulb-outs which would support transit mobility for commuters. Transit bus bulbs help buses move faster and more reliably by decreasing the amount of time lost when merging in and out of traffic. Further, the proposed improvements benefit commuters by enhancing pedestrian safety along a transit route that connects a residential neighborhood to employment centers in downtown San Francisco and beyond.

OBJECTIVE 11

ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

POLICY 11.1

Maintain and improve the Transit Preferential Streets program to make transit more attractive and viable as a primary means of travel.

This project would provide transit improvements to the 5 Fulton and 5R Fulton bus routes by creating six transit (bus) bulb-outs along Fulton Street to allow for faster bus boarding. The 5 and 5R are two of Muni's busiest bus routes, and as part of the larger Fulton Street Safety and Transit Project and Muni Forward, reduced boarding times and increased usability would benefit transit riders on the Fulton Street corridor.

POLICY 11.2

Continue to favor investment in transit infrastructure and services over investment in highway development and other facilities that accommodate the automobile.

The proposed transit bus-bulbs are part of infrastructure that supports transit. Bus bulbs work to enhance the overall transit user experience.

OBJECTIVE 18

ACHIEVE STREET SAFETY FOR ALL.

VISION ZERO IS A STRATEGY TO ELIMINATE ALL TRAFFIC FATALITIES AND SEVERE INJURIES, WHILE INCREASING SAFE, HEALTHY, EQUITABLE MOBILITY FOR ALL. THE CITY AND COUNTY OF SAN FRANCISCO ADOPTED THE VISION ZERO POLICY IN 2014, PRIORITIZING SAFETY FOR ALL ROAD USERS THROUGH GOOD ROAD DESIGN; PROVIDING MEANINGFUL EDUCATION TO THE PUBLIC AND DECISION MAKERS ON TRAFFIC SAFETY; EQUITABLE ENFORCEMENT OF TRAFFIC LAWS FOCUSED ON DANGEROUS BEHAVIORS AND LOCATIONS; AND ADVANCING POLICIES THAT ENHANCE SAFETY.

POLICY 18.1

Prioritize safety in decision making regarding transportation choices and ensure safe mobility options for all in line with the City's commitment to eliminate traffic fatalities and severe injuries.

The Department of Public Health identifies portions of Fulton Street as part of the 2017 Vision Zero High Injury Network. The proposed transit bulb-outs adjacent to 6th, 8th, and 10th Street - falls within this corridor boundary, and thus has the potential to help advance the City's Vision Zero goals (see above). These bulb-outs will improve safety by shortening crossing distances, thereby reducing pedestrian exposure to vehicle traffic.

OBJECTIVE 22

DEVELOP TRANSIT AS THE PRIMARY MODE OF TRAVEL TO AND FROM DOWNTOWN AND ALL MAJOR ACTIVITY CENTERS WITHIN THE REGION.

POLICY 22.9

Improve pedestrian and bicycle access to transit facilities.

Pedestrian access to transit facilities will be improved by this project because it proposes to expand sidewalk space along the 5- Fulton and 5R Fulton Transit Corridor at 5 intersections. The bulb-outs will aid boarding/disembarking by adding more sidewalk space and by eliminating and/or reducing bus pull-ins. Crowding of sidewalk adjacent to transit stops along this corridor will be reduced and transit efficiency will potentially improve because of shorter dwell time.

OBJECTIVE 24

DESIGN EVERY STREET IN SAN FRANCISCO FOR SAFE AND CONVENIENT WALKING.

POLICY 24.1

Every surface street in San Francisco should be designed consistent with the Better Streets Plan for safe and convenient walking, including sufficient and continuous sidewalks and safe pedestrian crossings at reasonable distances to encourage access and mobility for seniors, people with disabilities and children.

The project area falls along a transit corridor. Given this context and role, prioritizing pedestrian safety aligns closely with guidance lined out in Policy 24.1 – the bus bulb-outs proposed at five intersections along the corridor increase safety by shortening pedestrian crossing distances, and increase pedestrian comfort by reducing crowding and providing a more generous buffer between pedestrian and vehicle traffic on the roadway.

POLICY 24.6

Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

In line with Policy 24.6, SFMTA proposes to construct six bulb-outs at five intersections, minimizing crossing distances pedestrians must walk to cross throughout the corridor at multiple points at each intersection. The bulb-outs are specifically designed to enhance access to and performance of the 5-Fulton line enhancing transit mobility, as well as rider comfort and safety.

RECREATION AND OPEN SPACE ELEMENT

OBJECTIVE 3

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE

POLICY 3.4

Encourage non-auto modes of transportation – transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

Of the 6 bulb-outs proposed in this project, five of them are located at intersections adjacent to Golden Gate park. The transit bus bulbs serve to enhance safety for pedestrians traveling to this park. By improving pedestrian safety and comfort at these key park access points, this project encourages non-auto modes of transportation to a critical neighborhood and regional open space.

Planning Code Section 101 Findings

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

This project does not propose any changes to retail or residential land uses. The proposed transit improvements would improve safety and accessibility for residents and employees of local businesses.

2. That existing housing and neighborhood character be conserved and protected to preserve the cultural and economic diversity of our neighborhoods;

This project does not propose any changes to housing in the area.

3. That the City's supply of affordable housing be preserved and enhanced;

The new transit bulb-outs would not affect the affordable housing in the area.

4. That commuter traffic does not impede MUNI transit service or overburden our streets or neighborhood parking;

The proposed sidewalk extensions/bus bulb-outs along Fulton Street will not significantly affect traffic. Creating bulb-outs will improve MUNI service by providing a larger boarding area for MUNI riders and allowing the bus to stay in the travel lane when at the bus stop while not significantly affecting traffic. MUNI service will no longer have to wait for a gap in traffic to merge back into the travel lane.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

This project does not propose any changes to the industrial or service sectors or to commercial office land uses. Future resident, employment, and ownership in these sectors will have improved transit service and pedestrian safety.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

The new transit bulb-outs should not have any adverse affects on the neighborhood when an earthquake strikes.

7. That the landmarks and historic buildings be preserved;

The new transit bulb-outs do not affect any landmarks or historical buildings.

8. That our parks and open space and their access to sunlight and vistas be protected from development;

The new bulb-outs will increase access to open space (Golden Gate Park is adjacent) and sunlight for pedestrians where they will be constructed due to the widened sidewalk and more comfortable pedestrian environment.

Finding: The project, on balance, is **in conformity** with the General Plan.

Attachments:

Exhibits:

1. Project Drawings
2. Site Photos
3. Legislation

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 200901-074

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for parking and traffic modifications as follows:

- A. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME, ESTABLISH – SIDEWALK WIDENING, Fulton Street, south side, from 18 feet west of 6th Avenue to 125 feet east of 6th Avenue.
- B. ESTABLISH – RED ZONES, Fulton Street, south side from 10 to 54 feet west of Willard Street North east crosswalk.
- C. ESTABLISH – RED ZONES, Fulton Street, north side, from 7 to 37 feet east of 46th Avenue.
- D. ESTABLISH – NO PARKING, Fulton Street, south side, between the east crosswalk and west crosswalk at La Playa.
- E. ESTABLISH – CAR SHARE, Fulton Street, north side, from 20 feet to 37 feet east of 37th Avenue, and,

WHEREAS, The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes; as part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP); the projects listed above were cleared at a program or project level; any modifications to the programs or projects as described in the FEIR would require further CEQA review; and,

WHEREAS, On July 6, 2020, the San Francisco Planning Department reviewed the Mission Street Excelsior Safety Project and determined that the project was within the scope of the TEP FEIR; no substantial changes have occurred with respect to the circumstances under which the project will be undertaken, no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project; 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 49 South Van Ness Avenue in San Francisco, and are incorporated herein by reference; 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; now, therefore, be it

RESOLVED, That the SFMTA Board of Directors adopts the Transit Effectiveness Project Final Environmental Impact Report CEQA findings as its own, and to the extent the above actions are associated with any mitigation measures and improvement measures, including Mitigation Measure M-CP-2a: Accidental Discovery of Archeological Resources and Improvement Measure Improvement Measure I-TR-1: Construction Measures; the SFMTA Board of Directors adopts these mitigation measures as conditions of this approval; a copy of the Planning Commission Resolution, the CEQA findings, and the CEQA determination are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 49 South Van Ness Avenue in San Francisco, and are incorporated herein by reference; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors, upon recommendation of the Director of Transportation and the Director of the Sustainable Streets Division approves the changes as set forth in Items A through E above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 1, 2020.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6261
FOR PUBLIC HEARING

The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold an on-line public hearing on Friday, July 17, 2020, at 10:00 AM to consider the various matters listed on the agenda below.

The purpose of the public hearing will be to get public feedback on these proposals. **No decisions will be made on these items at the public hearing.** Based upon all public feedback received, the SFMTA will make and post the decision on these items by 5 pm. the following Friday on the SFMTA website.

Public opinion about these proposals can be shared in any of the following ways:

- Online Skype Meeting: <https://meet.sfmta.com/meetings/52F9DTRK>
- To speak about any items, please follow the phone-in instructions.
- Phoning during the public hearing: please dial **888-398-2342** and enter the code 8647385. When public comment is open key in "1" and then "0" to join the queue of people wishing to comment.
- Sending an email to Sustainable.Streets@SFMTA.com with the subject line "Public Hearing."

Online Participation	1. For the best online experience, join the Skype session and select "Don't join audio". For the audio, use the phone instructions below. This will allow you to listen and participate through the same audio experience.
Phone Participation	1. When prompted, dial "1 - 0" to be added to the speaker line. The auto-prompt will indicate callers are entering "Question and Answer" time; this is the "Public Comment" period.
<ul style="list-style-type: none">• Ensure you are in a quiet location• Speak clearly• <i>Turn off any TVs or radios around you</i>	2. Callers will hear silence when waiting for your turn to speak.
	3. When prompted, callers will have the standard two minutes to provide comment.

For clarification about any items before the public hearing, the responsible staff person is listed, along with an email address.

The following items have been environmentally cleared by the Planning Department on July 6, 2020, Case 2011.0558E:

Fulton Street, between Willard Street North and La Playa – Fulton Street Safety and Transit Projects

1(a). ESTABLISH – SIDEWALK WIDENING



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6261
FOR PUBLIC HEARING

- A. Fulton Street, north side, from Arguello Boulevard to 125 feet westerly (10-foot to 16-foot tapered bus bulb within existing bus zone, no parking impacts) ♦
- B. Fulton Street, north side, from 6th Avenue to 105 feet westerly (6-foot wide transit bulb within existing bus zone, no parking changes) ♦
- C. Fulton Street, north side, from 8th Avenue to 100 feet westerly (5.5-foot wide transit bulb within existing bus zone, no parking impacts) ♦
- D. Fulton Street, north side, from 10th Avenue to 93 feet westerly (5.5-foot wide transit bulb within existing bus zone, no parking changes) ♦
- E. Fulton Street, south side, from 10th Avenue to 100 feet easterly (5.5-foot wide transit bulb within existing bus zone, restores 1 parking space) ♦

ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME

1(b). ESTABLISH – SIDEWALK WIDENING

Fulton Street, south side, from 18 feet west of 6th Avenue to 125 feet east of 6th Avenue (removes 3 motorcycle spaces and 1 parking space, relocates 2 blue zones for a 6-foot wide transit and pedestrian bulb)

1(c). ESTABLISH – RED ZONES

- A. Fulton Street, north side, from 20 to 25 feet east of Willard Street North ♦
- B. Fulton Street, south side from 10 to 54 feet west of Willard Street North east crosswalk
- C. Fulton Street, north side, from 9 feet to 26 feet east of 2nd Avenue ♦
- D. Fulton Street, south side, from 20 feet to 25 feet west of 2nd Avenue ♦
- E. Fulton Street, south side, from 20 feet to 40 feet west of 2nd Avenue east crosswalk ♦
- F. Fulton Street, north side, from 20 feet to 24 feet east of 4th Avenue ♦
- G. Fulton Street, south side, from 21 feet to 40 feet west of 4th Avenue east crosswalk ♦
- H. Fulton Street, south side, from 20 feet to 25 feet west of 4th Avenue ♦
- I. Fulton Street, south side, from 20 feet to 40 feet west of 5th Avenue ♦
- J. Fulton Street, south side, from 20 feet to 44 feet west of 5th Avenue east crosswalk
- K. Fulton Street, south side, from 20 feet to 24 feet west of 5th Avenue ♦
- L. Fulton Street, south side, from 27 feet to 47 feet east of 7th Avenue
- M. (east edge of Golden Gate Park entrance) ♦
- N. Fulton Street, south side, from 5 feet to 15 feet west of 8th Avenue ♦
- O. Fulton Street, north side, from 11 feet to 20 feet east of 10th Avenue ♦
- P. Fulton Street, south side, from 4 feet to 20 feet west of 10th Avenue ♦
- Q. Fulton Street, north side, from 11th Avenue to 20 feet easterly ♦
- R. Fulton Street, north side, from 10 feet to 26 feet east of 12th Avenue ♦
- S. Fulton Street, south side, from 19 feet to 40 feet west of 12th Avenue crosswalk
- T. Fulton Street, north side, from 11 feet to 26 feet east of Funston Avenue ♦
- U. Fulton Street, south side, from 20 feet to 40 feet west of 16th Avenue east crosswalk ♦
- V. Fulton Street, south side, from 20 feet to 29 feet west of 16th Avenue ♦
- W. Fulton Street, north side, from 20 feet to 41 feet east of 17th Avenue
- X. Fulton Street, north side, from 18th Avenue to 18 feet easterly ♦
- Y. Fulton Street, south side, from 20 feet to 40 feet west of 18th Avenue east crosswalk ♦
- Z. 18th Avenue, west side, from Fulton Street to 20 feet northerly ♦
- AA. Fulton Street, north side, from 19th Avenue to 20 feet easterly ♦
- BB. Fulton Street, south side, from 20 feet to 40 feet west of 20th Avenue crosswalk ♦



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6261
FOR PUBLIC HEARING

- CC.** Fulton Street, north side, from 21st Avenue to 15 feet easterly ♦
- DD.** Fulton Street, north side, from 12 feet to 20 feet east of 22nd Avenue ♦
- EE.** 22nd Avenue, west side, from Fulton Street to 15 feet northerly ♦
- FF.** Fulton Street, north side, from 7 feet to 28 feet east of 24th Avenue
- GG.** Fulton Street, south side, from 20 feet to 40 feet west of 24th Avenue east crosswalk ♦
- HH.** Fulton Street, south side, from 20 feet to 29 feet west of 24th Avenue ♦
- II.** Fulton Street, north side, from 13 feet to 38 feet east of 26th Avenue
- JJ.** Fulton Street, south side, from 19 feet to 40 feet west of 26th Avenue east crosswalk
- KK.** Fulton Street, north side, from 3 feet to 12 feet east of 28th Avenue ♦
- LL.** Fulton Street, south side, from the west crosswalk at 28th Avenue to 22 feet easterly
- MM.** 28th Avenue, west side, from Fulton Street to 15 feet northerly ♦
- NN.** 30th Avenue, west side, from Fulton Street to 20 feet northerly ♦
- OO.** Fulton Street, south side, from 20 feet to 40 feet west of 32nd Avenue east crosswalk ♦
- PP.** Fulton Street, north side, from 12 feet to 31 feet east of 34th Avenue ♦
- QQ.** Fulton Street, south side, from 20 feet to 40 feet west of 34th Avenue east crosswalk ♦
- RR.** Fulton Street, south side, from 21 feet to 23 feet west of 34th Avenue ♦
- SS.** 36th Avenue, west side, from Fulton Street to 20 feet northerly ♦
- TT.** Fulton Street, north side, from 12 feet to 20 feet east of 37th Avenue ♦
- UU.** Fulton Street, south side, from 17 feet to 29 feet west of 37th Avenue ♦
- VV.** Fulton Street, south side, from 20 feet to 40 feet west of 38th Avenue east crosswalk ♦
- WW.** Fulton Street, north side, from 29 feet to 31 feet east of 39th Avenue ♦
- XX.** Fulton Street, south side, from 39th Avenue to 10 feet easterly ♦
- YY.** Fulton Street, south side, from 18 feet to 40 feet west of 39th Avenue east crosswalk
- ZZ.** Fulton Street, south side, from 12 feet to 20 feet west of 39th Avenue ♦
- AAA.** Fulton Street, north side, from 17 feet to 34 feet east of 40th Avenue ♦
- BBB.** Fulton Street, south side, from the west crosswalk at 40th Avenue to 21 feet easterly
- CCC.** Fulton Street, south side, from 11 feet to 22 feet west of 40th Avenue ♦
- DDD.** Fulton Street, south side, from 20 feet to 40 feet west of 42nd Avenue east crosswalk ♦
- EEE.** Fulton Street, north side, from 20 to 30 feet east of 44th Avenue ♦
- FFF.** Fulton Street, south side, from 20 to 40 feet west of the 44th Avenue east crosswalk ♦
- GGG.** Fulton Street, north side, from 7 to 37 feet east of 46th Avenue
- HHH.** Fulton Street, south side, from 17 to 40 feet west of the 46th Avenue east crosswalk
- III.** Fulton Street, south side, from 15 to 22 feet west of 46th Avenue ♦
- JJJ.** Fulton Street, south side, from 10 to 20 feet west of 47th Avenue ♦
- KKK.** Fulton Street, south side, from La Playa to 20 feet westerly ♦
- LLL.** La Playa, west side, from Fulton Street to 20 feet northerly ♦



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6261
FOR PUBLIC HEARING

1(d). ESTABLISH – NO PARKING

Fulton Street, south side, between the east crosswalk and west crosswalk at La Playa ♦

1(e). ESTABLISH – BLUE ZONE

A. Fulton Street, south side, from 7th Avenue (east edge of Golden Gate Park entrance) to 27 feet easterly ♦

B. Fulton Street, south side, from 57 feet to 77 feet east of 7th Avenue (east edge of Golden Gate Park entrance) ♦

C. Fulton Street, south side, from 42 feet to 64 feet west of 8th Avenue (relocation) ♦

D. Fulton Street, south side, from 9th Avenue to 22 feet easterly ♦

E. Fulton Street, south side, from 11th Avenue to 22 feet easterly ♦

1(f). ESTABLISH – CAR SHARE

Fulton Street, north side, from 20 feet to 37 feet east of 37th Avenue (relocation) ♦

1(g). ESTABLISH – BIKE ROUTE (CLASS 3)

10th Avenue from Cabrillo Street to Fulton Street ♦

22nd Avenue from Cabrillo Street to Fulton Street ♦

1(h). RESCIND – BIKE ROUTE

23rd Avenue from Cabrillo Street to Fulton Street ♦

Fulton Street from 22nd Avenue to 23rd Avenue ♦

(Supervisor District 1) Anna Harkman, anna.harkman@sfmta.com

These proposed improvements are part of the Fulton Safety and Transit Projects which aim to improve safety and connections to Golden Gate Park for people walking and biking, and make the 5 Fulton and 5R Fulton Rapid buses more reliable between Arguello and Park Presidio.

The following items have been environmentally cleared by the Planning Department on October 18, 2015, Case 2015-005492ENV:

Fillmore Street at Jefferson Street – Bike Share Station

2. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

Fillmore Street, east side along median, from Jefferson Street to 53 feet southerly (bike share station in angled parking stalls)

(Supervisor District 2) Laura Stonehill, laura.stonehill@sfmta.com

Proposing a Bay Wheels bike share station in the angled parking lane along the median on Fillmore Street.

♦ Items denoted with an asterisk (♦) can be given approval by the City Traffic Engineer after the public hearing. Otherwise, the SFMTA Board will make the final approval at a later date based on the outcome at the public hearing.



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
Order # 6261
FOR PUBLIC HEARING

For Approval Actions, the Planning Department has issued a CEQA exemption determination or negative declaration, which may be viewed online at <http://www.sf-planning.org/index.aspx?page=3447>. Following approval of the item by the SFMTA City Traffic Engineer, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16, typically within 30 calendar days of the Approval Action. For information on filing a CEQA appeal, 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. 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 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.

Whether the City Traffic Engineer's decision is considered a Final SFMTA Decision is determined by Division II, Section 203 of the Transportation Code. If the City Traffic Engineer approves a parking or traffic modification, this decision is considered a Final SFMTA Decision. If a City Traffic Engineer disapproves a parking or traffic modification and a member of the public requests SFMTA review of that decision, the additional review shall be conducted pursuant to Division II, Section 203 of the Transportation Code. City Traffic Engineer decisions will be posted on <https://www.sfmta.com/committees/engineering-public-hearings> by 5 p.m. on the Friday following the public hearing. Final SFMTA Decisions involving certain parking or traffic modifications, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to [Ordinance 127-18](#). Information about the review process can be found at: https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf.

Approved for Public Hearing by:

Ricardo Olea

Ricardo Olea
City Traffic Engineer
Sustainable Streets Division

cc: Debbie Borthne, SFMTA Parking and Enforcement
James Lee, SFMTA Parking and Enforcement
Matt Lee, SFMTA Service Planning

RO:TF:ND
ISSUE DATE: 7/2/20



TASC MINUTES

TRANSPORTATION ADVISORY STAFF COMMITTEE

Thursday, September 26, 2019 at 10:15 AM
One South Van Ness Avenue, 7th Floor, Room #7080

SFMTA Sustainable Streets:		James Shahamiri
SFMTA Parking Enforcement:	Absent	
SFMTA Taxi Services:	Absent	
Public Works:		Berhane Gaime
Police Department:		Frank Hagan
Planning Department:		Jessica Look
Fire Department:		G Chris Gauer
Guests:		Daniel Carr

MINUTES OF THE September 26, 2019 MEETING

The Committee adopted the Minutes

PUBLIC HEARING SCHEDULING – CONSENT CALENDAR

The following Items for Public Hearing were considered routine by SFMTA Staff:

1. 12th Avenue, between Geary Boulevard and Anza Street – Residential Permit Parking
RESCIND – 2-HOUR PARKING, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY,
EXCEPT VEHICLES WITH AREA N PERMITS
ESTABLISH – 2-HOUR PARKING, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY,
EXCEPT VEHICLES WITH AREA N PERMITS
12th Avenue, both sides, between Geary Boulevard and Anza Street (District Supervisor 1)

Proposal to adjust parking hours since the surrounding blocks have enforcement from 9 AM to 6 PM.

Gerry Porras, gerry.porras@sfmta.com

2. Geneva Avenue at Ocean Avenue – No Parking Anytime
ESTABLISH – NO PARKING ANYTIME
Geneva Avenue, south side, from 33 feet to 60 feet east of Ocean Avenue
(Supervisor District 11)

The proposed no parking zone would provide maneuvering clearance for eastbound traveling Muni buses.

Tony Henderson, tony.henderson@sfmta.com

3. Alleys along Folsom Street – STOP Signs
ESTABLISH – STOP SIGNS
 - A. Falmouth Street, northbound, at Folsom Street
 - B. Hallman Street, northbound, at Folsom Street
 - C. Rodgers Street, northbound, at Folsom Street
 - D. Dore Street, northbound, at Folsom Street
 - E. Juniper Street, northbound, at Folsom Street
 - F. Norfolk Street, northbound, at Folsom Street(Supervisor District 6)

This proposal stops the "Stems of the T" intersections on alleys that end in the Folsom Street parking-protected bike lane.

Daniel Carr, daniel.carr@sfmta.com

No objections to all items.

FOR PUBLIC HEARING SCHEDULING – REGULAR CALENDAR

1. 17th Avenue at Geary Boulevard – Bike Share Station
ESTABLISH – SIDEWALK BIKE SHARE STATION
17th Avenue, east side, from 20 feet to 81 feet north of Geary Boulevard (60-foot bike share station) (Supervisor District 1)

Proposing a Bay Wheels bike share station on the sidewalk adjacent to Walgreens (5280 Geary Boulevard).

Laura Stonehill, laura.stonehill@sfmta.com

No objections.

2. 7th Street at King Street – Bike Share Station
ESTABLISH – NO STOPPING EXCEPT BICYCLES
ESTABLISH – BIKE SHARE STATION
7th Street, east side, from 17 to 106 feet north of King Street (70-foot bike share station in hatched area) (Supervisor District 6)

Proposing a Bay Wheels bike share station in the hatched area between the curbside bike lane and vehicle lane, adjacent to the Caltrain rail yard.

Laura Stonehill, laura.stonehill@sfmta.com

No objections.

3. Brannan Street at 7th Street – Bike Share Station
ESTABLISH – NO STOPPING EXCEPT BICYCLES
ESTABLISH – BIKE SHARE STATION
Brannan Street, south side, from 89 feet to 155 feet west of 7th Street (62-foot bike share station with red zones on either side) (Supervisor District 6)

Proposing a Bay Wheels bike share station in the parking lane on the south side of Brannan Street, adjacent to 808 Brannan St.

Laura Stonehill, laura.stonehill@sfmta.com

No objections.

4. Harrison Street at Spear Street – No Parking Anytime
ESTABLISH – NO PARKING ANYTIME
Harrison Street, south side, from Spear Street to 29 feet easterly (Supervisor District 6)

Legislation for one 6-ft wide bulb-out in the original Harrison Street Streetscape Project passed by the SFMTA Board on 1/16/2018.

Philip Louie, philip.louie@sfmta.com

No objections.

5. 7th Avenue, North of Lake Street – Speed Humps
ESTABLISH – SPEED HUMP
7th Avenue, North of Lake Street (1 speed hump) (Supervisor District 2)

This item seeks approval for a speed hump on 7th Avenue between Lake Street and The Presidio to replace speed bumps that were removed in a paving project.

Daniel Carr, daniel.carr@sfmta.com

No objections.

6. Hazelwood Avenue, between Yerba Buena Avenue and Brentwood Avenue – Speed Humps
ESTABLISH – SPEED HUMPS
Hazelwood Avenue, between Yerba Buena Avenue and Los Palomos Drive (1 speed hump)
Hazelwood Avenue, between Los Palomos Drive and Brentwood Avenue (1 speed hump)

(Supervisor District 7)

This proposal installs traffic calming devices on the block at the request of block residents. The SFMTA collected traffic data and determined the block met our criteria to install traffic calming.

Daniel Carr, daniel.carr@sfmta.com

No objections.

7. Paul Avenue, between 3rd Street and Bayshore Boulevard – Speed Cushions
ESTABLISH – SPEED CUSHIONS
Paul Avenue, between 3rd Street and Bayshore Boulevard (4 speed cushions)
(Supervisor District 10)

This proposal installs traffic calming devices on the block at the request of block residents. The SFMTA collected traffic data and determined the block met our criteria to install traffic calming.

Daniel Carr, daniel.carr@sfmta.com

No objections.

8. Eddy Street, between Broderick Street and Divisadero Street – Speed Humps
ESTABLISH – SPEED HUMPS
Eddy Street, between Broderick Street and Divisadero Street (2 speed humps)
(Supervisor District 5)

This proposal installs traffic calming devices on the block at the request of block residents. The SFMTA collected traffic data and determined the block met our criteria to install traffic calming.

Ashley Kim, ashley.kim@sfmta.com

No objections.

9. 12th Avenue, between Funston Avenue and Pacheco Street – Speed Humps
ESTABLISH – SPEED HUMPS
12th Avenue, between Funston Avenue and Pacheco Street (2 speed humps)
(Supervisor District 7)

This proposal installs traffic calming devices on the block at the request of block residents. The SFMTA collected traffic data and determined the block met our criteria to install traffic calming.

Ashely Kim, ashley.kim@sfmta.com

No objections.

10. 6th Avenue, between California Street and Lake Street – Speed Humps
ESTABLISH – SPEED HUMPS
6th Avenue, between California Street and Lake Street (2 speed humps) (Supervisor Districts 1 & 2)

This proposal installs traffic calming devices on the block at the request of block residents. The SFMTA collected traffic data and determined the block met our criteria to install traffic calming.

Winnie Lee, winnie.lee@sfmta.com

No objections.

11. Beach Street, between Divisadero Street and Scott Street – Speed Cushions
ESTABLISH – SPEED CUSHION
Beach Street, between Divisadero Street and Scott Street (1 3-lump cushion)
(Supervisor District 2)

This proposal installs traffic calming devices on the block at the request of block residents. The SFMTA collected traffic data and determined the block met our criteria to install traffic calming.

Winnie Lee, winnie.lee@sfmta.com

No objections.

12. 21st Street, between Castro Street and Noe Street – Speed Humps
ESTABLISH – SPEED HUMPS
21st Street, between Castro Street and Noe Street (2 speed humps) (Supervisor District 8)

This proposal installs traffic calming devices on the block at the request of block residents. The SFMTA collected traffic data and determined the block met our criteria to install traffic calming.

Winnie Lee, winnie.lee@sfmta.com

No objections.

13. San Carlos Street, between 19th Street and 20th Street – Speed Humps
ESTABLISH – SPEED HUMPS
San Carlos Street, between 19th Street and 20th Street (2 speed humps) (Supervisor District 9)

This proposal installs traffic calming devices on the block at the request of block residents. The SFMTA collected traffic data and determined the block met our criteria to install traffic calming.

Winnie Lee, winnie.lee@sfmta.com

No objections.

14. Various locations in Tenderloin – No Turn On Red
ESTABLISH – NO TURN ON RED
- A. Hyde Street, southbound at McAllister Street
 - B. McAllister Street, eastbound at Hyde Street
 - C. Hyde Street, southbound at Turk Street
 - D. Jones Street, southbound at Turk Street

- E. Leavenworth Street, northbound at Turk Street
- F. Turk Street, westbound at Leavenworth Street
- G. Jones Street, southbound at Ellis Street
- H. Ellis Street, eastbound at Jones Street
- I. Ellis Street, westbound at Jones Street
- J. Jones Street, southbound at Eddy Street

(Supervisor District 6)

Proposals for No Turn On Red at various intersections in the Tenderloin in coordination with pedestrian scramble signal phases. These changes will allow pedestrians to cross during the scramble phases without conflict from turning drivers.

James Shahamiri, james.shahamiri@sfmta.com

No objections.

15. **Fulton Street, between Arguello Boulevard and 10th Avenue – Sidewalk Widening ESTABLISH – SIDEWALK WIDENING**
 - A. Fulton Street, north side, from 10th Avenue to 93 feet westerly (5.5-foot wide transit bulb within existing bus zone, no parking changes)
 - B. Fulton Street, south side, from 10th Avenue to 100 feet easterly (5.5-foot wide transit bulb within existing bus zone, restores 1 parking space)
 - C. Fulton Street, north side, from 8th Avenue to 100 feet westerly (5.5-foot wide transit bulb within existing bus zone, no parking impacts)
 - D. Fulton Street, north side, from 6th Avenue to 105 feet westerly (6-foot wide transit bulb within existing bus zone, no parking changes)
 - E. Fulton Street, south side, from 6th Avenue to 125 feet easterly (6-foot wide transit bulb within existing bus zone, no parking impacts)
 - F. Fulton Street, north side, from Arguello Boulevard to 125 feet westerly (10-foot to 16-foot tapered bus bulb within existing bus zone, no parking impacts)

(Supervisor District 1)

This project proposes creating transit bulbouts at existing 5 Fulton Rapid stops on Fulton Street between 10th Avenue and Arguello.

Kevin Shue, kevin.shue@sfmta.com

No objections.

**DISCUSSION, INFORMATIONAL AND OTHER ITEMS NOT SCHEDULED FOR
SFMTA PUBLIC HEARING**