



Meeting Date: October 17, 2024

To: Public Works Commission

Through: Carla Short, Interim Public Works Director
Albert Ko, City Engineer, and Deputy Director for Infrastructure

From: Lorina Louie, Streetscape Project Manager

Subject: 13th Street Safety Improvement Project - Contract Award

Director’s Recommendation:

Award 13th Street Safety Improvement Project, Sourcing Event ID No. 0000007339, to NTK Construction, Inc. in the amount of \$8,976,980.00 with \$897,698.00 for contingency and a contract duration of 710 consecutive calendar days with 71 consecutive calendar days of contingency for pavement renovation, drainage work, pedestrian and bicycle improvements, street lighting and traffic signal, overhead contact system work, traffic control, and all related work on 13th Street from Valencia Street to Isis Street in San Francisco, California.

Contract Background:

13th Street Safety Improvement Project (Project) includes improvements to pedestrian and bicycle safety. The work to be done under this contract consists of safety improvements, pavement resurfacing, traffic signal and street lighting upgrades, bulbout construction, curb ramp and sidewalk enhancements, drainage work, overhead contact system (OCS) work, roadway improvements, traffic control improvements and other associated infrastructure work along 13th Street from Valencia Street to Isis Street in San Francisco, California.

Proposed improvements along 13th Street fall into the following categories:

1. Bicycle – parking, traffic, curb modifications, final paving to establish protected bikeways with intersection bikeway improvements to improve bicyclist safety while connecting to the City’s bicycle network.
2. Pedestrian – parking and traffic modifications to provide pedestrian bulbouts, resulting in shorter pedestrian crossing distances, and to establish no parking areas for improving visibility at intersections for all road users.
3. Traffic Signal – upgrades and new traffic signals and bike signals to improve visibility for drivers, upgrades to pedestrian signals to provide more time to walk across intersections
4. Streetlighting – new roadway lights to improve all road users’ visibility
5. Curb Ramp Upgrades – new bulbouts and sidewalk widening to improve pedestrian safety. New accessible pedestrian push buttons (APS) to communicate crossing to disabled pedestrians.
6. Utility Work – drainage improvements, such as catch basin installation and culvert relocation/installation as required for the roadway improvements will be completed within the project limit. Some water facilities such as fire hydrant, water valves, water

meters, water mains, and some fire alarm pull boxes will be relocated for the construction of concrete bulbouts.

Solicitation Process:

The Department advertised the project on July 26, 2024, and on August 28, 2024, received two (2) bids. Staff evaluated the bids received and determined that NTK Construction, Inc. was the responsible bidder submitting the lowest responsive bid.

Contract Details:

Contract Title:	13 th Street Safety Improvement Project
Contract Award Amount:	\$8,976,980.00
Cost Estimate:	\$7,934,640.00
Contract Funding Sources:	<ol style="list-style-type: none"> 1. Transportation Development Act (TDA) Funds 2. Development Impact Fees 3. State Highway Operation and Protection Program (SHOPP) 4. Senate Bill 1 (SB-1) Local Partnership Program (LPP) 5. Proposition B 6. Proposition K 7. Affordable Housing and Sustainable Communities (AHSC) Grant 8. Public Works Street Resurfacing Program Funds
Anticipated Project Schedule:	Notice-to-proceed: Winter 2024/2025 Construction: Spring 2025 through Spring 2027
Contract Duration:	710 consecutive calendar days
Contractor Name:	NTK Construction, Inc.
Compliance with 49 CFR 26.49 CFR 26.49 CFR 26 Local Business Enterprise Ordinance:	The San Francisco Public Works Contract Compliance Officer (CCO) has determined NTK Construction, Inc. has materially complied with the pre-award 49 CFR 26 requirements.
Environmental Determination (if applicable):	Statutory Exemption issued August 17, 2022 with supplemental determination on January 18, 2024 (Case 2022-005736ENV)
Other Compliance:	Not Applicable
Additional Information:	Not Applicable

Attachments:	Attachment 1: Resolution Attachment 2: Bid Tabulations Attachment 3: San Francisco Public Works Bid & Good Faith Effort Review and Recommendation from SF Public Works Contract Compliance Officer (CCO) Attachment 4: Project Manager Recommendation Form Attachment 5: 04-0AA62 NEPA issued February 26, 2024 Attachment 6: Statutory Exemption issued August 17, 2022 with supplemental determination on January 18, 2024 (Case 2022-005736ENV) Attachment 7: 04-2W250 ECR issued October 10, 2022 Attachment 8: MTAB-Resolution 221018-097 issued on October 18, 2022
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**PUBLIC WORKS COMMISSION
CITY AND COUNTY OF SAN FRANCISCO**

RESOLUTION NO. _____

WHEREAS, The work performed under the 13th Street Safety Improvement Project (Sourcing ID No. 0000007339) consists of pedestrian and bicyclist improvements, pavement resurfacing, traffic signal and street lighting upgrades, bulbout construction, curb ramp enhancements, drainage work, traffic control improvements and other associated infrastructure work along 13th Street from Valencia Street to Isis Street in San Francisco (together the “Project”); and

WHEREAS, On August 17, 2022 Planning Department issued a determination (“Statutory Determination”) that the proposed 13th Street Safety Project (Case number 2022-005736ENV) is statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to Senate Bill 288 (SB288) and Public Resources Code Section 21080.25; and

WHEREAS, On October 18, 2022, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors approved Resolution 221018-097 approving the 13th Street Safety Improvement Project, including the 13th Street protected bicycle lanes, sidewalk widening, and no stopping and no parking signage that comprise part of the Project, and adopted CEQA findings (“CEQA Findings”); and

WHEREAS, On October 10, 2022, California Department of Transportation, issued a categorical exclusion determination concluding that the safety improvements on 13th Street from Valencia Street to Folsom Street to be performed under this contract are categorically excluded under the National Environmental Policy Act (“NEPA”); and

WHEREAS, On January 18, 2024, the Planning Department determined the modified 13th Street Safety Project (Case number 2022- 005736ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25 described in the CEQA determination issued August 17, 2022; and

WHEREAS, On February 26, 2024, California Department of Transportation, issued a re-certification of categorical exclusion determination (“NEPA Determination”) concluding that the safety improvements on 13th Street from Valencia Street to Isis Street to be performed under this contract are categorically excluded under the National Environmental Policy Act (“NEPA”); and

WHEREAS, The Project's cost estimate was \$7,900,000.00, and the contract duration is 650 consecutive calendar days; and

WHEREAS, State of California requires state-aided contracts to subcontract with Small Business Enterprises (SBE) and Disabled Veteran Business Enterprises (DVBE) and on June 7, 2024, the California Department of Transportation (Caltrans) approved the SBE and DVBE subcontracting requirements of 25% and 5%, respectively, for this contract; and

WHEREAS, On July 26, 2024, San Francisco Public Works advertised for bids for the Project, and on August 28, 2024, San Francisco Public Works received two (2) bids; and

WHEREAS, Public Works staff and Contract Monitoring Division (CMD) staff reviewed the bids and application of bid subcontracting requirement and determined that NTK Construction, Inc. is the responsive and responsible bidder that submitted the lowest bid; and

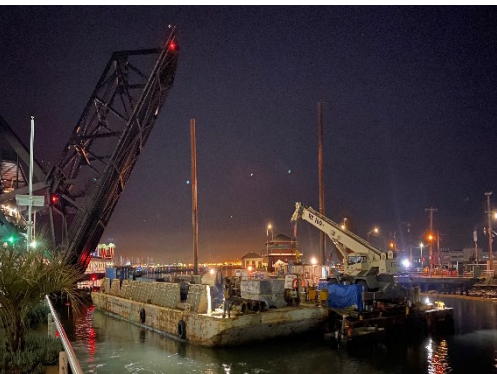
WHEREAS, NTK Construction, Inc. committed to 36.36% SBE participation and 1% DVBE participation and was found by the Contract Compliance Officer to have made adequate good faith efforts to meet DVBE goal in its bid submittal and received Contract Compliance Officer's award recommendation; and

WHEREAS, The Public Works Commission has reviewed the CEQA Findings, the Statutory Exemption, and the NEPA Determination, and the preceding documents are on file with the Public Works Commission Affairs Manager, and are incorporated herein by reference; now, therefore, be it

RESOLVED, That this Commission hereby awards the 13th Street Safety Improvement Project (Sourcing ID No. 0000007339) contract to NTK Construction, Inc. in the amount of \$8,976,980.00 with \$897,698.00 for contingency, and with 710 consecutive calendar days with 71 consecutive calendar days of contingency to complete the Project.

I hereby certify that the foregoing resolution was adopted by the Public Works Commission at its meeting of _____.

Commission Affairs Manager
Public Works Commission

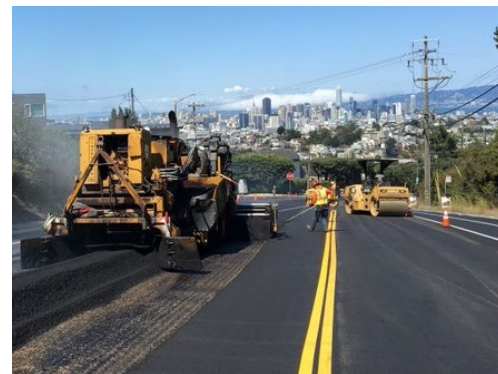
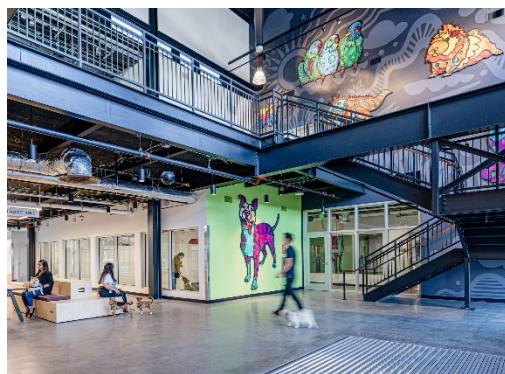


October 17, 2024

13th Street Safety Improvement Project

Lorina Louie
Project Manager

Trent Tieger (presenting)
Project Manager





Commission Action Request

Recommend Commission:

**Award San Francisco Public Works Contract:
13th Street Safety Improvement Project**

Amount:

\$8,976,980.00

Construction Duration:

710 calendar days

Contractor:

NTK Construction, Inc.

Reason:

Pedestrian and bicycle safety improvements along 13th Street to enhance multimodal safety

Project Limit

13th Street

between Valencia Street & Isis Street

Districts 6, 8 and 9

More info:

<https://www.sfmta.com/projects/13th-street-safety-project>



- 2021 - 2022: Planning Phase
- 2022 - 2024: Detailed Design
- 2025 - 2026: Construction

Existing condition from Duboce St/Valencia St intersection looking east



Key Stakeholders

- ❖ Caltrans
- ❖ San Francisco Municipal Transportation Agency (SFMTA)
- ❖ The Department of Homelessness and Supportive Housing (HSH)

Existing condition from 13th St/Duboce St/Mission St intersection looking east



Existing condition from 13th St looking west toward South Van Ness Ave

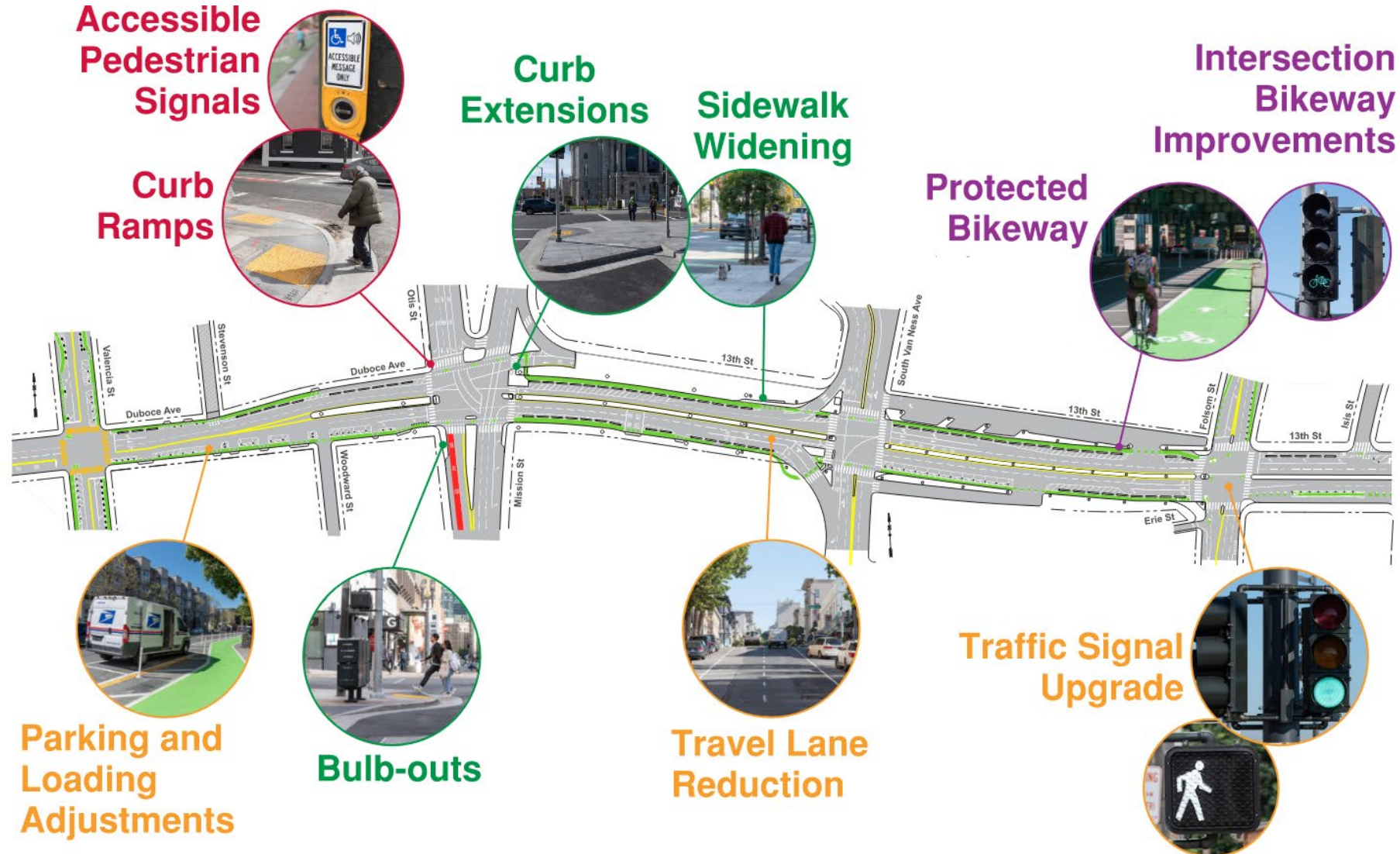


Existing condition from 13th St/Duboce St/Mission St intersection looking east



Project Safety Improvements

Overall Plan



Project Safety Improvements

TRANSPORTATION IMPROVEMENTS –

Protected bicycle lanes

CURB RAMP UPGRADES – Bulb-outs with Accessible Push Button (APS)

TRAFFIC SIGNAL MODIFICATION – New traffic/pedestrian/bike signal system and conduits

STREETLIGHTING – New roadway streetlights

UTILITY IMPROVEMENTS – Drainage improvements

PAVING – Roadway resurfacing

Sidewalk extensions to increase pedestrian visibility at intersections and shorten crossings



Parking and loading changes to maximize use of curb space



Protected bike lanes to physically separate people riding bikes from people driving



Signal timing and hardware upgrades to help control and organize traffic flow





Bid Results Received: August 28, 2024

Bidders (in the order received and opened)	Total Bid Price
Bay Area Lightworks, Inc.	\$10,451,845.00
NTK Construction, Inc.	\$8,976,980.00
Average Bid:	\$9,714,412.50
Engineer's Estimate:	\$7,900,000.00
% of Engineer's Estimate:	123%
% of Engineer's Estimate vs. Low Bid:	114%



Commission Action Request

Recommend Commission:

**Award San Francisco Public Works Contract:
13th Street Safety Improvement Project**

Amount:

\$8,976,980.00

Construction Duration:

710 calendar days

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NTK Construction, Inc.

Reason:

Pedestrian and bicycle safety improvements along 13th Street to enhance multimodal safety



QUESTIONS

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

SOURCING ID: 0000007339
CONTRACT TITLE: PW 13TH ST SAFETY IMPR PROJ
FULL TITLE: 13th Street Safety Improvement Project [SBE/DVBE] [CITYWIDE PLA]

BIDS RECEIVED: August 28, 2024

BIDDERS (in the order received & opened):

	<u>Total Bid Price</u>
Bay Area Lightworks, Inc.	\$10,451,845.00
NTK Construction	\$8,976,980.00

Average Bid:	\$9,714,412.50
Engineer's Estimate:	\$7,900,000.00
% of Engineer's Estimate:	123%
% of Engineer's Estimate vs. Low Bid Received	114%

cc:	Lorina Louie	Carla Short	Albert Ko
	Iqbalbhai Dhapa	Au Bui	K2 Systems
	Vivian Liu	Patrick Rivera	Nicolas Huff
	Selormey Dzikunu	Cyril Velasquez	All Bidders

For complete subcontractor listings, check: <https://bidopportunities.apps.sfdpw.org/CaseLoad/Details/2530>



Carla Short, Director | Director's Office

carla.short@sfdpw.org | T. 628.271.3078 | 49 South Van Ness Ave. Suite 1600, San Francisco, CA 94103

MEMORANDUM

Date: September 12, 2024

To: Lorina Louie, Project Manager, SFPW
Alex Burns, Manager, Contract Administration Manager, SFPW
Alaric Degrafinried, Deputy Director, SFPW
Boris Deunert, Manager, Regulatory Affairs, SFPW
Yadira Taylor, Deputy City Attorney

From: Selormey Dzikunu, Contract Compliance Manager, SFPW

Subject: 0000007339 PW 13TH Street Safety Improvement Project – SFPW Bid & Good Faith Effort Review and Recommendation

Overview

The San Francisco Public Works (SFPW) Contract Compliance Officer (CCO) has completed the review of the bids and Good Faith Effort documentation and determined responsiveness to the Small Business Enterprise (SBE) and Disabled Veteran Business Enterprise (DVBE) Participation Goals of this project.

An SBE subcontracting participation Goal of 25% and a DVBE subcontracting Goal of 5% were established for this project.

Finding of the City and County of San Francisco

Based on this review, the Contract Compliance Officer has determined the following:

- NTK Construction, Inc., the apparent low bidder, exceeded the 25% SBE Goal by committing **36.36% to SBE Participation.**
- NTK fell short of the 5% DVBE Goal, committing 1% to DVBE participation.
- The CCO's review of NTK's Good Faith Efforts showed that NTK performed adequate good faith efforts towards meeting the DVBE Goal.

Bid Summary

Two firms submitted bids as follows:

Bidder	Status	Original Bid	DVBE Incentive	Adjusted Total Bid
NTK Construction Inc.	Non-SBE	\$8,976,980	\$0	\$8,976,980
Bay Area Lightworks, Inc.	Non-SBE	\$10,451,845	\$100,000	\$10,351,845

NTK (8,976,980) SBE & DVBE Commitment Review

NTK, the apparent low bidder, submitted SBE/DBE Form 1, Bidder and Subcontractor Participation Commitment Report and listed the following SBE/DVBE subcontractors on the bid:

Firm	Service	SBE Status	SBE Participation	
SBE and DVBE Certified Subcontractors			SBE Commitment On Awarded Bid	
DR Traffic Control	Traffic Control Partial	SF SBE LBE - MBE (Micro)	\$700,000	7.79%
On The Level Concrete	Concrete flatwork	SF SBE LBE - MBE (Micro)	\$716,770	7.98%
Baytech Engineering Inc.	Electrical (Partial)	SF SBE LBE- MBE (Micro)	\$700,000	7.79%
Reliance Engineering	OCS	SF SBE LBE-MBE (Micro)	\$327,000	3.64%
Ronan Construction	Grinding & Paving	SF SBE LBE -OBE (Micro)	\$820,340	9.13%
Crana Trucking	Trucking & Hauling for Ronan Construction	SF SBE LBE-OBE (Micro)	TBD	TBD
First Vanguard Rental & Sales Inc.	CMS Rentals, signs, tape and Misc traffic control Supplies	Cal GSA DVBE	\$90,000	1.00%
Phoenix Electric	Electrical Partial	Non-SBE	\$1,600,000	
Total -Certified SBE Sub Award Commitment:			\$3,264,110	36.36%
Total DVBE Commitment:			\$90,000	1%

NTK achieved a 36.36 SBE Subcontractor Participation but was deficient by 4% in meeting the DVBE Subcontractor Participation.

Bay Area lightworks (10,451,845) Bid Review

The second lowest bidder, Bay Area Lightworks (BALW), exceeded the 25% SBE Goal and met the 5% DVBE Goal by listing the following SBE and DVBE Subcontractors:

FIRM	SERVICE	SBE Status	SBE Participation	
SBE and DVBE Certified Subcontractors			SBE Commitment On Awarded Bid	
R&S Construction MGMT	Curb Ramp Base	SF SBE LBE - MBE (Micro)	\$1,843,000	17.63%
JDB & Sons Construction	Sewer	SF SBE LBE - OBE (Micro)	\$448,900	4.29%
Reliance Engineering	Overhead	SF SBE LBE-MBE (Micro)	\$347,000	3.31%
Esquivel Grading & Paving	Paving	SF SBE LBE-MBE (Small)	\$774,000	7.40%
DR Traffic Control	Partial Traffic Control	SF SBE LBE-MBE (Micro)	\$20,000	0.19%
BKF Engineering	Engineering Surveying	SF SBE LBE-OBE (Micro)	\$20,000	0.19%
Apex Testing	Testing Services	Cal GSA SBE	\$40,000	0.38%
Total Traffic Control	Traffic Control	Cal GSA DVBE LBE OBE (Small)	\$530,000	5.0%
Total Certified SBE Sub Award Commitment:			\$3,452,900	33.03%
Total DVBE Commitment:			\$530,000	5%

BALW exceeded the 25% SBE Goal and met the 5% DVBE Goal established for the bid.

Relevant Bid Specifications and Good Faith Efforts Review

Section 00 22 14. Supplementary Instructions to Bidders: Small Business Enterprise (SBE) Program. California Disabled Veteran Business Enterprise (DVBE) Program.

Section 1.7A. Good Faith Efforts of the Bid Specification states:

“If the amount of SBE participation does not meet the contract-specific goal, the SFPW Contract Compliance Officer will review the GFE report submitted by the Bidder with its bid. The SFPW Contract Compliance Officer will determine whether prior to submission of Bid, the Bidder has performed the quality, quantity and intensity of efforts that demonstrates a reasonably active and aggressive attempt to meet the contract-specific goal.”

The SFPW Compliance Officer evaluated NTK’s Good Faith Efforts documentation in accordance with 49 CFR Subtitle A (10-1-15 Edition). Appendix A to Part 26. Guidance Concerning Good Faith Efforts, Section I states:

“When, as a recipient, you establish a contract goal on a DOT- assisted contract, a bidder must, in order to be responsible and/or responsive, make good faith efforts to meet the goal. The bidder can meet this requirement in either of two ways. First, the bidder can meet the goal, documenting commitments for participation by SBE firms sufficient for this purpose. Second, even if it doesn’t meet the goal, the bidder can document adequate good faith efforts. This means that the bidder must show that it took all necessary and reasonable steps to achieve a SBE goal or other requirement of this part which, by their scope, intensity, and appropriateness to the objective, could reasonably be expected to obtain sufficient SBE participation, even if they were not fully successful.”

Evaluation of Good Faith Efforts made by NTK to comply with the 5% DVBE Goal

NTK submitted SBE/DBE Form 1, SBE/DBE Bidder and Subcontractor Participation Report and Form 2 SBE/DBE Contractor/Subcontractor Participation - Good Faith Efforts with its bid. See Attachment 1. SBE/DBE Form 2 GFE & SBE/DBE Form 1, Bidder and Subcontractor Participation Report

1. On August 15th, SFPW held a Pre Bid Meeting and invited SBEs and DVBEs from the California GSA SBE/DVBE Certification Program, SF CMD SBEs/LBE Certification Program and Caltrans DBE CUCP Program to meet and network with prospect bidders for the project. NTK was the only Prime Contractor that attended the Pre-Bid Meeting. No DVBE firm attended, and no other Prime Contractor attended the Pre-Bid Meeting. Please See Attachment 2A.
2. On August 9, NTK advertised in the Small Business Exchange for quotes from SBE and DVBE Subcontractors. The advertisement run from August 9, 2024 to August 28th, the bid due date. The advertisement stated:

We, NTK Construction, Inc. (NTK), will be bidding this project as a prime contractor and we are interested in receiving proposals/quotes from qualified subcontractors, suppliers and truckers, including but not limited to SBE & DVBE certified firms, for the following items of work: (but not limited to) Grinding & Paving, Street Light & Traffic Signal Work, Sidewalk, Curb & Gutter, Roadway Concrete Pavement and Traffic Control. The Subcontracting requirements are: SBE -25%; DVBE-5%. See Attachment 2B.

3. Email records attached to NTK's bid show that on Tuesday August 13th, 2024 an "invitation to bid" with NTK's advertisement attached was emailed by NTK to some SBEs and DVBEs including, Jeff Pike and Keith Rush, owner and Senior estimator respectively, of Total Traffic Control (TTC) a California GSA DVBE Certified firm. An email read receipt was received from both Jeff Pike and Keith Rush the same day.
4. NTK also sent a Direct email to Giron Construction, a GSA California Certified DVBE but received no response.
5. Please See Attachment 3A & 3B. At 12:19 pm August 13th, 2024, Keith Rush, Senior Estimator for Total Traffic Control sent email to NTK confirming that Total Traffic Control, Inc. will be providing a quote for the project. The email stated, **"I will be sending it to you on the morning of the 27th."** See Attachment 4.
6. On August 27th at 12:50 pm, the day before the bid was due, Tin Tran, President of NTK sent Keith Rush an email requesting the promised quote, but received no response from Total Traffic Control. See Attachment 5.
7. At 10:44 AM of August 28th, 2024, 4 hours before the bid was due, Total Traffic Control was contacted by phone by NTK for the quote and was informed that Keith Rush was no longer with Total Control and that total control will not be submitting a quote. See Attachment 6.
8. Total Traffic Control, which had been listed on NTK's Contractor listing Form 00 43 36 pending submission of quote was cancelled before bid was submitted. Please See Attachment 7, Page 3 of 3.
9. Total Traffic Control was replaced by DR Traffic Control LLC, A Minority-Owned SBE firm and listed to perform \$700,000 or 7.79% of Traffic Control work. See Attachment 7, Page 2 Of 3.
10. After bid was submitted, SFPW Contract Compliance Officer contacted Jeff Pike, President of Total Control by phone on Tuesday September 10, 2024. Jeff Pike confirmed that Keith Rush had stopped working for Total Traffic Control Since August 25th, 2024. He also stated that he was retiring soon and Total Traffic Control will not be performing anymore Field Traffic Control work. On September 11, 2024 SFPW CCO sent an email to Jeff Spike to confirm Total Traffic Control's unavailability for any more traffic Control field work. On September 12, 2024 Jeff Pike, President of Total Control confirmed via email Total Control will not be accepting new contracts.

Conclusion

The SFPW COO finds that NTK solicited the participation of DVBEs through all reasonable and available means, including attendance at the August 15th Pre-Bid Meeting organized by SFPW, where NTK was the only Prime Contractor present to network with prospective SBE and DVBE Subcontractors. Additionally, NTK advertised in the Small Business Exchange from August 9, 2024 to August 28th, the bid due date.

Furthermore NTK followed up initial solicitations by sending direct emails to SBE and DVBE firms. NTK determined with certainty that Total Traffic Control, a DVBE was interested in working on the project and asked for quotes from the DVBE firm. Despite assurances that quotes will be provided in time for the bid TTC never submitted quotes to NTK.

NTK also selected portions of the work to be performed by SBEs in order to increase the likelihood that the SBE goals will be achieved. As the SBE /DVBE table above shows NTK for instance selected Traffic Control, and Grinding and Paving portion of the project for subcontracting and solicited from Giron Construction, a DVBE Certified Paving firm but NTK did not receive any response from Giron Construction.

The SBE/DVBE commitment Report shows that NTK broke its contract items into economically feasible units to facilitate SBE/DVBE participation, even when NTK, the prime contractor might otherwise have preferred to perform these work items with its own forces.

The review also shows NTK negotiated in good faith with its SBE/DVBE Subcontractors. The review found that Total Traffic Control, the DVBE firm, that promised to submit a quote to NTK and informed NTK 4 hours before the bid was due, that they will not be providing a quote for the bid, submitted a quote to BALW, the 2nd low Bidder for \$530,000 or 5%. (See SBE/DVBE Commitment Table above). NTK listed another SBE Firm DR Traffic Control for \$700,000 or 7.79% for work that would have been performed by Total Traffic Control and would have exceeded the 5% DVBE Goal.

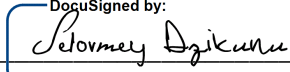
The City and County of San Francisco finds that the Low Bidder NTK has demonstrated adequate good faith efforts to meet the DVBE participation goal for this contract, for the reasons cited above.


The CCO therefore recommends award of Sourcing Event No. 0000007339, 13th Street Safety Improvement Project to the low bidder NTK Construction Inc.

Should you have any questions, or need further assistance, please do not hesitate to contact me at Selormey.Dzikunu@sfdpw.org or at (628) 271-2094.

Submitted by:

Approved by:

DocuSigned by:

Selormey Dzikunu
Contract Compliance Manager
SF Public Works

DocuSigned by:

Boris Deime
Regulatory Affairs Manager and DBE Liaison
SF Public Works



London Breed
Mayor

Carla Short
Director of Public Works

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Public Works Project Manager Form

Project Manager/Project Lead: Lorina Louie / Miguel Hernandez

Public Works Division/Section: IDC – PM / IDC-ESH

Contract Title: 13th St Safety Improvement Project

Supplier Name: NTK Construction, Inc.

Project Manager Recommendation: The project team has concluded its review of the bids submitted for the subject project. We find that NTK Construction, Inc. has met the experience requirements, is responsible, and is qualified to perform the work. We recommend NTK Construction, Inc. for award of contract.

Contract Background:

The infrastructure work consists of pavement renovation, curb ramp upgrades, streetlight and traffic signal work, traffic control, and other associated infrastructure work.

Work to be performed under this contract is located at the following locations:

- | |
|--|
| 1. 13 th St: Valencia St to Isis St |
|--|

This contract is one of several contracts that will help fulfill the City’s Vision Zero policy to build better and safer streets for all users. The 13th Street corridor is part of the Vision Zero High Injury Network, which are the 12 percent of streets that disproportionately account for 68 percent of severe and fatal traffic collisions. The 13th Street Safety Project aims to improve traffic safety and comfort for all who travel on the 13th Street corridor between Valencia Street and Isis Street, reduce the number of conflicts between those who walk, bike and drive along this corridor, and increase the connectivity of San Francisco's bicycle network. In order to address the traffic safety issues present along the corridor, the 13th Street Safety Project will implement improvements such as protected bike lanes, sidewalk extensions, and signal timing upgrades.

Contract Funding Source(s):

Source(s)	Amount
Transportation Development Act (TDA) Funds	\$831,876.00
Development Impact Fees	\$1,000,000.00

State Highway Operation and Protection Program (SHOPP)	\$2,115,000.00
Senate Bill 1 (SB-1) Local Partnership Program (LPP)	\$1,400,000.00
Proposition B	\$318,000.00
Proposition K	\$1,000,000.00
Affordable Housing and Sustainable Communities (AHSC) Grant	\$1,813,100.00
Public Works Street Resurfacing Program Funds	\$1,229,067.00



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)**

Project Information

Project Name (if applicable): SFMTA 13th Street Safety Project

DIST-CO-RTE: 04-SF-101

PM/PM: R4.97/M5.25

EA: 2W250

Federal-Aid Project Number: N/A

Project Description

The proposed project would create safer conditions for bicyclists and pedestrians by installing a westbound protected bikeway (on the north side of the street) on 13th Street between Folsom and Mission streets and on Duboce Avenue between Otis and Valencia streets, and an eastbound protected bikeway (on the south side of the street) on 13th Street between Mission and Folsom streets and on Duboce Avenue between Valencia and Mission streets. Existing travel lanes as well as on-street parking and loading would be reconfigured to accommodate the protected bikeway design. Pedestrian improvements (bulbouts, sidewalk extensions, curb ramps, updated pedestrian safety islands, upgraded traffic signals) at intersections along the project corridor would also be included.

The project was modified to include additional improvements on 13th Street between Folsom Street and Isis Street. Bicycle improvements on this segment would be in the westbound direction and include converting the existing Class III shared lane to a Class IV protected bikeway and right turn lane. This would require the removal of one westbound vehicle travel lane. At the westbound approach to Folsom Street, there would be one right turn lane and two through lanes. The eastbound direction between Folsom Street and Isis Street would remain the same as existing conditions.

The modified project meets the criteria for a statutory exemption per Public Resources Code section 21080.25, described in the CEQA determination issued August 17, 2022.

Caltrans CEQA Determination (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)
 - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
- Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM**

Print Name

Signature

Date

Project Manager

Print Name

Signature

Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans NEPA Determination (Check one)

Not Applicable

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

23 CFR 771.117(c): activity (c)(3)

23 CFR 771.117(d): activity (d)()

Activity listed in Appendix A of the MOU between FHWA and Caltrans

23 USC 327: Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Zachary Gifford

[Handwritten Signature]

2/23/2024

Print Name

Signature

Date

Project Manager/ DLA Engineer

Marianne Peralta

[Handwritten Signature]

2/26/24

Print Name

Signature

Date

Date of Categorical Exclusion Checklist completion (if applicable):
Date of Environmental Commitment Record or equivalent: Enter date

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation sheet:

The City and County of San Francisco is the CEQA Lead Agency for this project. Caltrans is the NEPA Lead Agency for this project. As the CEQA Lead Agency, the City and County of San Francisco have prepared the CEQA Categorical Exemption as well as the environmental studies needed.

Avoidance and Minimization Measures have been provided by the City and County of San Francisco per their San Francisco Planning Department Standard Construction Measures. Measures can be found in the Environmental Commitment Record.

There are no Biological, Cultural, Hazardous Waste, Air Quality, Noise, Geological, Paleontological, Hydraulic, Section 4(f), or Mineral Resources issues identified for this project.

The Office of Environmental Analysis shall be notified regarding any changes to the scope of the project after the Project Acceptance & Environmental Document phase, to determine if further environmental compliance documentation may be needed.



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA_13th Street Safety Project		
Case No.		Permit No.
2022-005736ENV		
<input checked="" type="checkbox"/> Addition/Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>The San Francisco Municipal Transportation Agency (SFMTA) proposes pedestrian and bicycle safety improvements on 13th Street and Duboce Avenue, between Folsom Street and Valencia Street as part of the 13th Street Safety Project (proposed project).</p> <p>The proposed project would create safer conditions for bicyclists and pedestrians by installing a westbound protected bikeway (on the north side of the street) on 13th Street between Folsom and Mission streets and on Duboce Avenue between Otis and Valencia streets, and an eastbound protected bikeway (on the south side of the street) on 13th Street between Mission and Folsom streets and on Duboce Avenue between Valencia and Mission streets. Existing travel lanes as well as on-street parking and loading would be reconfigured to accommodate the protected bikeway design. Pedestrian improvements (bulbouts, sidewalk extensions, curb ramps, updated pedestrian safety islands, upgraded traffic signals) at intersections along the project corridor would also be included.</p> <p>Full project description attached below.</p>		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input checked="" type="checkbox"/>	<p>Other ____</p> <p>Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached SB 288 Eligibility Checklist.</p>
<input type="checkbox"/>	<p>Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment. FOR ENVIRONMENTAL PLANNING USE ONLY</p>

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>)</p>
<input type="checkbox"/>	<p>Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p>Note that a categorical exemption shall not be issued for a project located on the Cortese List if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>)</p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>) If box is checked, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? (refer to <i>The Environmental Planning tab on the San Francisco Property Information Map</i>) If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic Hazard: <input type="checkbox"/> Landslide or <input type="checkbox"/> Liquefaction Hazard Zone:</p> <p>Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? (refer to <i>The Environmental tab on the San Francisco Property Information Map</i>) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): Jennifer M McKellar</p> <p>Please see attached SB 288 Eligibility Checklist.</p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: (refer to Property Information Map)	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input checked="" type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Reclassification of property status. (Attach HRER Part I) <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other (specify): <input type="checkbox"/> Reclassify to Category C (No further historic review)
<input type="checkbox"/>	2. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.
<input type="checkbox"/>	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. Work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (Analysis required):
<input type="checkbox"/>	9. Work compatible with a historic district (Analysis required):
<input type="checkbox"/>	10. Work that would not materially impair a historic resource (Attach HRER Part II).
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input type="checkbox"/>	Project can proceed with exemption review. The project has been reviewed by the Preservation Planner and can proceed with exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature:	

STEP 6: EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

<input checked="" type="checkbox"/>	No further environmental review is required. The project is exempt under CEQA.	
	Project Approval Action: SFMTA Board of Directors approval	Signature: Jennifer M McKellar
		08/17/2022
<p>Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.</p>		



Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25

Date of Preparation: August 10, 2022
Record No.: 2022-005736ENV, **13th Street Safety Project**
Project Sponsor: Jennifer Wong, San Francisco Municipal Transportation Agency
Through: Melinda Hue, San Francisco Municipal Transportation Agency
Staff Contact: Jennifer McKellar, San Francisco Planning Department

PROJECT DESCRIPTION

The SFMTA proposes pedestrian and bicycle safety improvements on 13th Street and Duboce Avenue, between Folsom Street and Valencia Street as part of the 13th Street Safety Project (proposed project).

The proposed project would create safer conditions for bicyclists and pedestrians by installing a westbound protected bikeway (on the north side of the street) on 13th Street between Folsom and Mission streets and on Duboce Avenue between Otis and Valencia streets, and an eastbound protected bikeway (on the south side of the street) on 13th Street between Mission and Folsom streets and on Duboce Avenue between Valencia and Mission streets. Existing travel lanes as well as on-street parking and loading would be reconfigured to accommodate the protected bikeway design. Pedestrian improvements (bulbouts, sidewalk extensions, curb ramps, updated pedestrian safety islands, upgraded traffic signals) at intersections along the project corridor would also be included.

Please see the 13th Street Safety Project memo and drawings (Case No. 2022-005736ENV) for a more detailed description of the project.

Constructed by:	Contracted through:
<input checked="" type="checkbox"/> Public Works	<input checked="" type="checkbox"/> Public Works
<input checked="" type="checkbox"/> SFMTA	<input type="checkbox"/> SFMTA

SB288 ELIGIBILITY CHECKLIST

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)	
The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, “bicycle facilities” include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
<input type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
<input type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
<input type="checkbox"/>	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
<input type="checkbox"/>	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.
<input checked="" type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.
<input type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.
<input type="checkbox"/>	(9) A project carried out by a city or county to reduce minimum parking requirements.

(continued on the following page)

Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)	
The project must meet all the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) A public agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project is located in an urbanized area.
<input checked="" type="checkbox"/>	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
<input checked="" type="checkbox"/>	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(5) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(6) The project would not exceed one hundred million dollars (\$100,000,000) in 2020 United States dollars. ¹
¹ If the project exceeds \$100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult with the Planning Department staff.	

Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d)	
In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce.
<input checked="" type="checkbox"/>	(2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. (B) Subparagraph (A) does not apply if any of the following requirements are met: (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement. (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021. (iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.
<input checked="" type="checkbox"/>	A portion of the project would be constructed by SFMTA and/or Public Works Shops and this portion would not require the use of contractors for labor.

ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 8 are the same as provided in the text of Senate Bill 288.

(1) “**Affordable housing**” means any of the following:

(A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.

(B) Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.

(C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

(2) “**Highway**” means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.

(3) “**New automobile capacity**” means any new lane mileage of any kind other than sidewalks or bike lanes.

(4) “**Project labor agreement**” has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

(5) “**Skilled and trained workforce**” has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

(6) “**Transit lanes**” means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

(7) “**Transit prioritization projects**” means any of the following transit project types on highways:

(A) Signal coordination.

(B) Signal timing modifications.

(C) Signal phasing modifications.

(D) The installation of wayside technology and onboard technology.

(E) The installation of ramp meters.

(F) The installation of dedicated transit or very high occupancy vehicle lanes, and shared turning lanes.

(8) “**Very high occupancy vehicle**” means a vehicle with six or more occupants.

(9) For the purpose of this statutory exemption, **bikeway** is defined the same way as in Section 890.4 of the California Streets and Highways Code. “Bikeway” means all facilities that provide primarily for, and promote, bicycle travel. Bikeways shall be categorized as follows:

(a) Bike paths or shared use paths (Class I bikeways) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows

by motorists minimized.

(b) Bike lanes (Class II bikeways) provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes (Class III bikeways) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. In San Francisco, many of these routes are marked with shared lane markings referred to as sharrows.

(d) Cycle tracks or separated bikeways (Class IV bikeways) promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

(10) Pedestrian Facilities as a term is not defined in Senate Bill 288. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”² This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of SB288.

² U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020



Date: August 10, 2022
To: Jennifer McKellar, San Francisco Planning Department
From: Jennifer Wong, San Francisco Municipal Transportation Agency
Through: Melinda Hue, San Francisco Municipal Transportation Agency
Re: 13th Street Safety Project
Case No.: 2022-005736ENV

The San Francisco Municipal Transportation Agency (SFMTA) proposes to implement transportation safety improvements on 13th Street and Duboce Avenue, between Folsom Street and Valencia Street as part of the 13th Street Safety Project (proposed project). This project area is part of the Vision Zero High Injury Network and the proposed project aims to improve bike and pedestrian safety along the project corridor by implementing safety measures to support citywide Vision Zero efforts to reduce severe and fatal traffic collisions on city streets.

EXISTING CONDITIONS

The 13th Street Safety Project project site includes 13th Street from Folsom Street to Mission Street, and Duboce Avenue from Mission Street to Valencia Street. Thirteenth Street becomes Duboce Avenue west of Mission Street. Thirteenth Street is an east-west street that is a border between the South of Market neighborhood and Mission District in San Francisco. Directly above 13th Street is the elevated US 101 Central Freeway, with an off ramp at 13th Street and Mission Street.

Eastbound Duboce Avenue, starting from Valencia Street, consists of one travel lane, then becomes three lanes as it approaches Mission Street. Starting at Mission Street, eastbound 13th Street consists of three travel lanes, then becomes two lanes with two right turn lanes as it approaches South Van Ness Avenue. The two right turn lanes are in a slip lane¹ configuration. Continuing eastbound from South Van Ness Avenue, 13th Street consists of two travel lanes, then becomes two lanes with one left turn lane and one right turn slip lane as it approaches Folsom Street.

Westbound 13th Street, starting from Folsom Street, consists of three lanes, then becomes one through lane, one combined through and right turn lane, and two left turn lanes. Continuing

¹ A slip lane is a road at a junction that allows motorists to change roads without actually entering an intersection.

westbound from South Van Ness Avenue, 13th Street consists of two travel lanes. The right turn from southbound South Van Ness Avenue onto westbound 13th Street is a slip lane. Westbound Duboce Avenue, starting at Mission Street consists of three travel lanes. Eastbound and westbound travel are separated by a concrete median. A service road is present in each direction of 13th Street between South Van Ness Avenue and Folsom Street.

Sidewalks are generally 10 feet wide except on the south side of 13th Street immediately west of Folsom Street, where it ranges between approximately 12 to 26 feet wide. Sidewalks are narrower (approximately 5 feet wide) on the north side of 13th Street immediately west of South Van Ness Avenue and at locations where freeway support columns are present. In the segment between South Van Ness Avenue and Folsom Street, sidewalks are located between the service road and adjacent land uses.

There are no bike facilities on the 13th Street and Duboce Avenue corridor between Folsom Street and Valencia Street. Bike facilities are located along Folsom Street, Valencia Street, and on 13th Street east of the project extent.

There is no transit service along Duboce Avenue and 13th Street within the project extents. Existing Muni bus stops for lines 14 and 49 are located on Mission Street near the 13th Street intersection.

There are currently 2 yellow commercial loading zones (19 feet and 31 feet), 1 blue accessible parking zone, 13 motorcycle parking spaces, 10 general metered parking spaces, 4 general parking spaces, and 25 unregulated parking spaces² along 13th Street and Duboce Avenue between Folsom Street and Valencia Street (see Attachment C: Existing and Proposed 13th Street and Duboce Avenue Color Curb Drawings).

² Unregulated parking spaces have no time limit restrictions.

PROPOSED PROJECT

The proposed project includes pedestrian and bicycle improvements along the project corridor to accommodate a protected bikeway, improve intersection visibility, and minimize double parking increasing pedestrian and bicycle safety.

The proposed project includes the installation of a westbound protected bikeway (on the north side of the street) on 13th Street between Folsom and Mission streets and on Duboce Avenue between Otis and Valencia streets. The proposed project also includes the installation of an eastbound protected bikeway (on the south side of the street) on 13th Street between Mission and Folsom streets and on Duboce Avenue between Valencia and Mission streets. Existing travel lanes as well as on-street parking and loading would be reconfigured to accommodate the protected bikeway design. The project also includes sidewalk improvements for pedestrian safety.

Protected Bikeway

13th Street between Folsom Street and South Van Ness Avenue

Bike Improvements and Travel Lane Reconfiguration

This project proposes protected bikeways on the north and south sides of the street. The installation of the westbound protected bikeway would require the removal of one westbound vehicle travel lane. At the westbound approach to South Van Ness Avenue, there would be one right turn lane, one through lane, and one left turn lane. In the eastbound direction, two vehicle travel lanes will remain. At the eastbound approach to Folsom Street, there would be one right turn lane, one through lane, and one left turn lane.

Parking and Loading Changes

On 13th Street between Folsom Street and South Van Ness Avenue, this project proposes to remove approximately 5 unregulated on-street parking spaces. One metered on-street parking space would be converted to a blue zone. This project would increase the total number of blue zones by 1.

13th Street between South Van Ness Avenue and Mission Street

Bike Improvements and Travel Lane Reconfiguration

This project proposes protected bikeways on the north and south sides of the street. To accommodate the protected bikeways, one vehicle travel lane would be removed in each direction.

A new bike box would be installed at the eastbound approach of 13th Street at South Van Ness Avenue. Bike boxes are painted waiting areas for bicyclists that are situated between the crosswalk and the vehicle stop bar to provide bicyclists separated space to wait before traveling through a signalized intersection.

Parking and Loading Changes

On 13th Street, this project proposes to remove approximately 13 unregulated on-street parking spaces between South Van Ness Avenue and Mission Street.

Duboce Avenue between Otis Street and Valencia Street

Bike Improvements and Travel Lane Reconfiguration

This project proposes protected bikeways on the north and south sides of the street. In the westbound direction, there would be one fewer vehicle travel lane. At the westbound approach to Valencia Street, there would be one right turn lane, one through lane, and one combined through and left turn lane. At the eastbound approach to Otis Street, one through lane would be converted to a right turn lane.

The project includes two new two-stage turn boxes³ at the intersection of Duboce Avenue and Valencia Street to facilitate bicyclists turning from or onto Duboce Avenue and Valencia Street.

Parking and Loading Changes

On Duboce Avenue, this project proposes to remove 1 yellow zone (19 feet) and 4 unregulated on-street parking spaces on the north side between Stevenson Street and Valencia Street. On the south side of Duboce Avenue, 4 general parking spaces would be converted to a yellow zone (20 feet) between Woodward Street and Mission Street and 5 unregulated parking spaces would be

³ Two-stage turn boxes are pavement markings that clarify where bicyclists can turn left to connect to another bicycle route. Bicyclists may wait in the marked area until they may proceed through the intersection.

converted to approximately 2 yellow zones (20 feet and 21 feet) between Woodward Street and Valencia Street. Overall, this project proposes to increase the total number of yellow zones for commercial loading. A blue zone on Duboce Avenue between Valencia Street and Woodward Street would be relocated to Stevenson Street north of Duboce Avenue. This project would increase the number of marked on-street motorcycle stalls by 1. On-street parking and loading on Duboce Avenue between Valencia Street and Otis Street would be metered. See Attachment C: Existing and Proposed 13th Street and Duboce Avenue Color Curb Drawings for more detail.

Pedestrian Improvements and Additional Bicycle Improvements at Intersections

13th Street at Folsom Street

Curb Changes

As described above, there is currently a slip lane for eastbound vehicles turning right from 13th Street onto southbound Folsom Street. The existing southwest sidewalk would be extended to connect with the existing southwest island in order to eliminate the slip lane for eastbound right turns onto southbound Folsom Street. An approximately 5-foot wide bike channel would be maintained within that space to provide a dedicated and protected space for bicyclists to turn from eastbound 13th Street onto southbound Folsom Street. Right-turning motorists would make the turn at the intersection. In addition, sidewalk bulbouts would be installed at the northwest and southeast corners of the 13th and Folsom streets intersection.

Signal Changes

Existing traffic signals would be upgraded to include signal heads/controls for bikes and turning vehicles for eastbound and westbound directions. These upgrades would offer a separate bicycle phase, providing protection for bicyclists and pedestrians from turning vehicles. Farside traffic signals for eastbound and westbound directions may be moved onto new mast arms.

13th Street at South Van Ness Avenue

Curb Changes

At the intersection of 13th Street and South Van Ness Avenue, curb extensions would be installed and a bike channel would be constructed through Caltrans property to provide a path for eastbound bicycle travel. A segment of sidewalk approximately 125 feet long on the north side of

13th Street west of South Van Ness Avenue would also be widened and new sidewalk would be installed on west side of South Van Ness Avenue south of 13th Street.

A bulbout would be installed at the northeast corner of the intersection. The existing southwest median island and northwest median island at the intersection would be extended. The existing southeast and northeast medians separating 13th Street and service lanes would be extended as well. The extensions of the medians would add extra protection for people waiting to cross the street and can also form bikeway channels that provide protected space for bicyclists to approach intersections. Extending the medians also shorten the crossing for pedestrians and limit their exposure in the roadway.

Signal Changes

Existing traffic signals would be upgraded to include signal heads/controls for bikes and turning vehicles for eastbound and westbound directions. These upgrades would offer protection for bicyclists and pedestrians from turning vehicles. Farside traffic signals for the westbound direction may be moved onto new mast arms and an additional nearside traffic signal for the eastbound direction may be installed. New traffic signals and pedestrian signals may be installed at the US-101 S freeway on-ramp on South Van Ness Avenue to provide access to pedestrians walking on the west side of South Van Ness Avenue.

13th Street at Mission Street, Otis Street, and Duboce Avenue

Curb Changes

At the intersection of 13th Street, Duboce Avenue, Mission Street, and Otis Street, curb extensions would be installed and a bike channel would be constructed through an existing median to provide a pathway for westbound bicycle travel. The width of the existing concrete median on Duboce Avenue west of Mission Street may also be adjusted. Bulbouts would be installed at the southeast and southwest corners of the intersection. The median island separating 13th Street and the westbound US 101 freeway off-ramp would be widened. The east, south, and west median islands at the intersection would be extended. The extensions of the medians and service lanes would add extra protection for people waiting to cross the street and can also form bikeway channels that provide protected space for bicyclists to approach intersections. Extending the medians also shorten the crossing for pedestrians and limit their exposure in the roadway.

Signal Changes

Existing traffic signals would be upgraded to include signal heads/controls for bikes and turning vehicles for eastbound and westbound directions. These upgrades would offer a separate bicycle phase, providing protection for bicyclists and pedestrians from turning vehicles. An additional nearside traffic signal for the southbound direction may be installed. New pedestrian signals may be installed for the west leg crosswalk. Rectangular rapid flashing beacons may be installed at the US-101 N off-ramp.

Duboce Avenue at Valencia Street

Signal Changes

Existing traffic signals would be upgraded to include signal heads/controls for bikes and turning vehicles for the westbound direction. These upgrades would offer a separate bicycle phase, providing protection for bicyclists and pedestrians from turning vehicles.

Throughout the corridor, older curb ramps could be upgraded with yellow truncated domes to provide a tactile surface that is more visible and detectable. This serves people walking with a better warning about where there is a roadway crossing. Accessible pedestrian signals would be installed at each intersection.

Construction

Construction would include installation of standard roadway striping, curb painting, signs, plastic delineators, traffic signal retiming, bicycle signals, traffic signal lens upgrades, parking meter relocation, paving, and median concrete islands along 13th Street and Duboce Avenue between Folsom Street and Valencia Street, as well as cross street approaches. The maximum depth of excavation to install the median concrete islands would be no more than one (1) foot below ground surface. This scope of work would be led by SFMTA and Public Works field crews.

Construction would also include curb adjustments (curb extensions, curb ramps) and new traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles), pedestrian countdown signals, and accessible (audible) pedestrian signals. The maximum depth of excavation below ground surface for new signals and curb adjustments would be twelve (12) feet for pole

foundations, eighteen (18) inches for the pull boxes, sixteen (16) inches for the cabinet foundation, and twenty-four (24) inches for the underground conduits. This scope of work would be led by Public Works via a private contractor, which will be subject to the citywide project labor agreement. The anticipated construction duration is one year.

The project would require approval by the SFMTA Board. Caltrans approval of an encroachment permit would also be required.

Approval Action

The first approval of the project committing the City to carrying out the proposed project would be approval by the SFMTA Board.

Attachments

Attachment A

Existing and Proposed 13th Street and Duboce Avenue Striping Drawings

Attachment B

Proposed 13th Street Conceptual Illustration

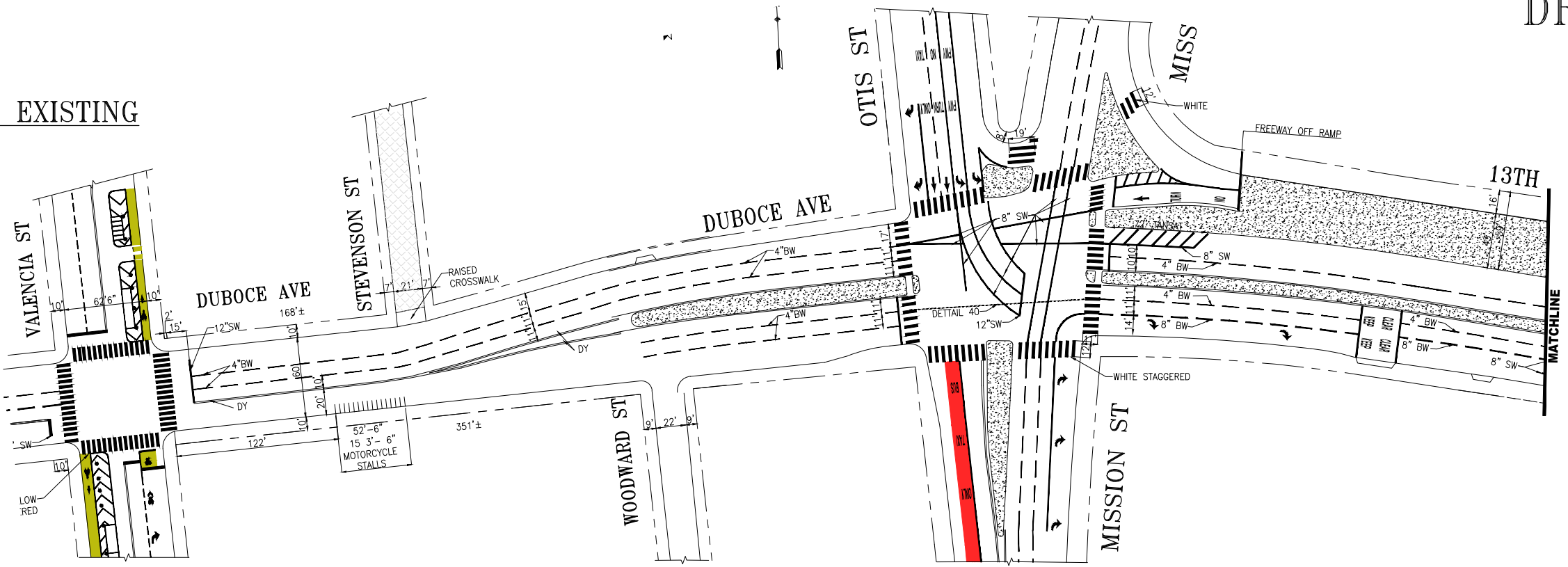
Attachment C

Existing and Proposed 13th Street and Duboce Avenue Color Curb Drawings

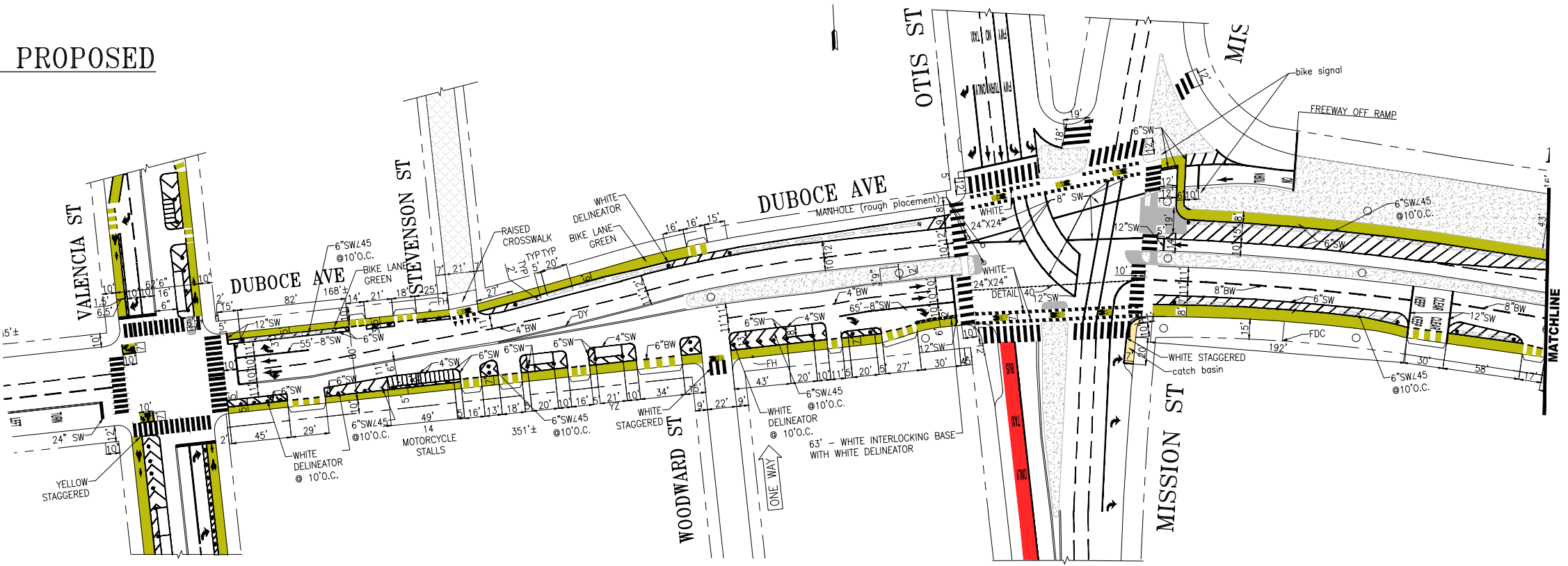


Attachment A
Existing and Proposed 13th Street and Duboce Avenue Striping Drawings

PLAN - EXISTING



PLAN - PROPOSED



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

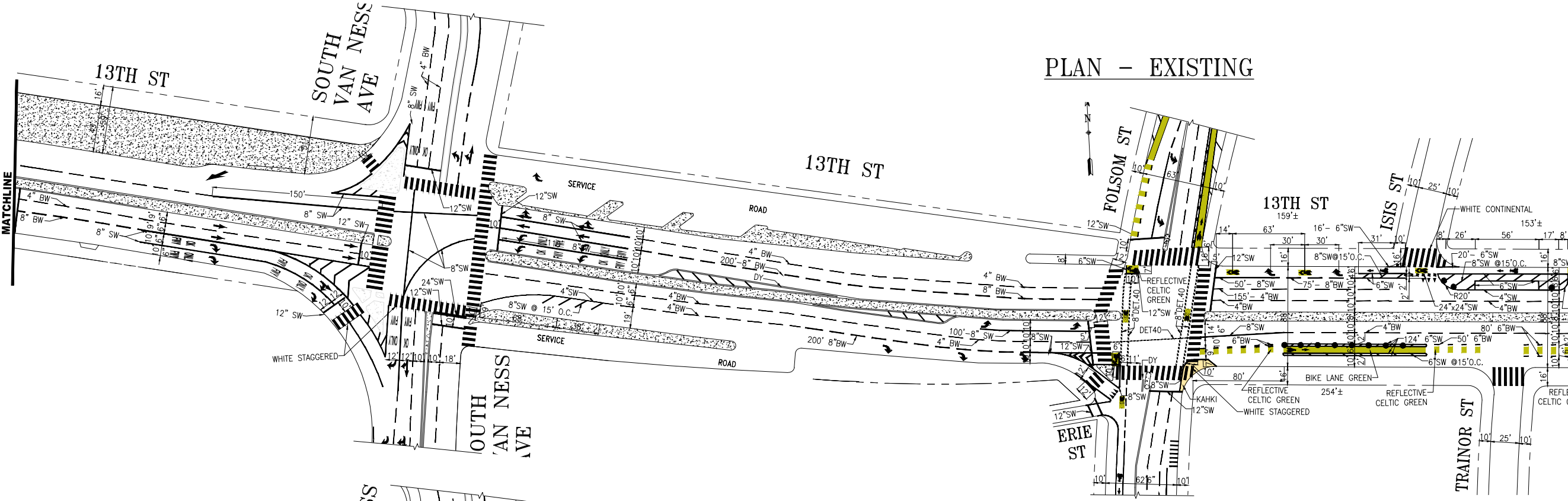


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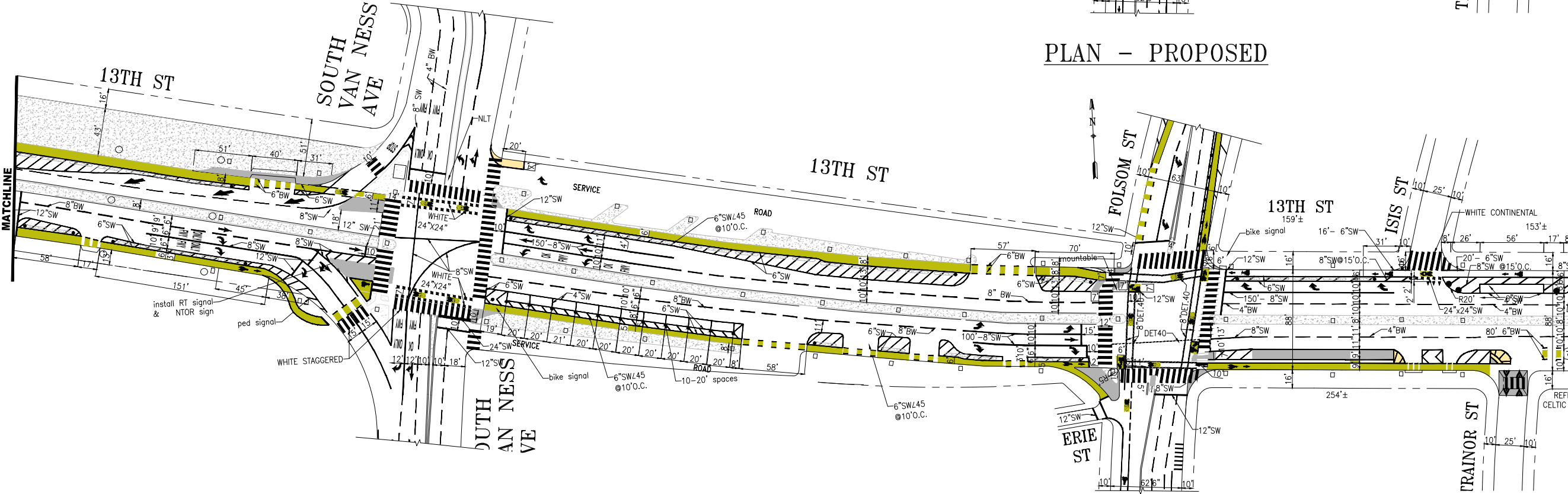
PROPOSED DESIGN

DUBOCE AVENUE & 13TH STREET
VALENCIA STREET TO OTIS/MISSION STREET

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



PLAN - EXISTING



PLAN - PROPOSED

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



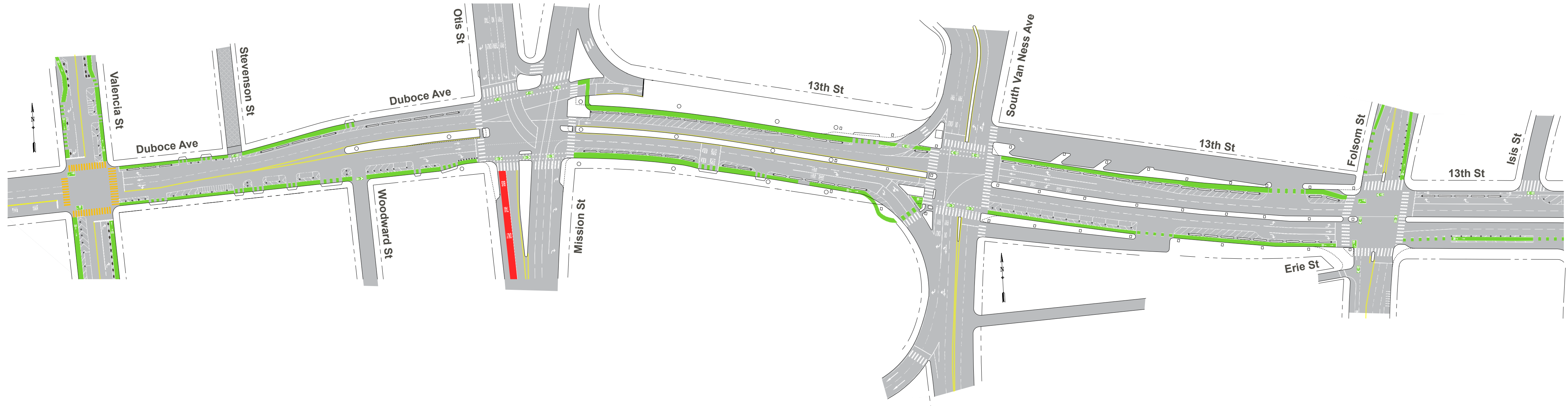
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CITY TRAFFIC ENGINEER	SHEET/SHEETS:

PROPOSED DESIGN
13TH STREET
OTIS/MISSION STREET TO FOLSOM STREET

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



Attachment B
Proposed 13th Street Conceptual Illustration

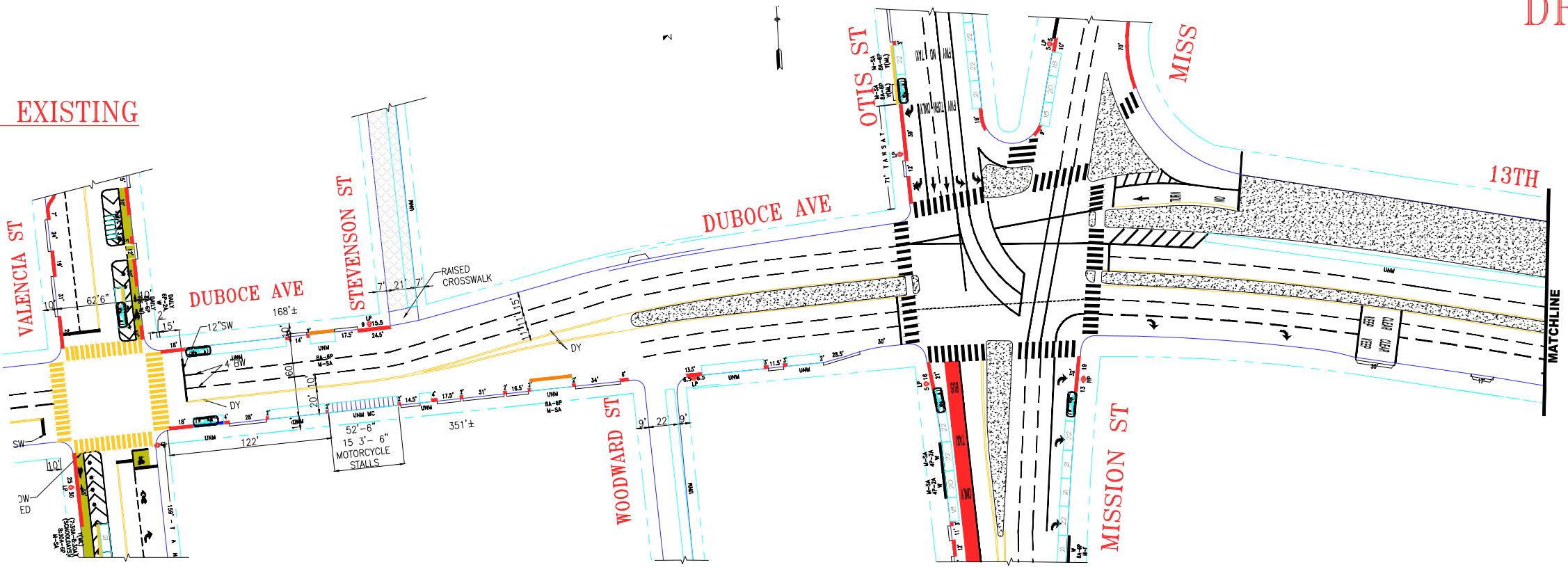




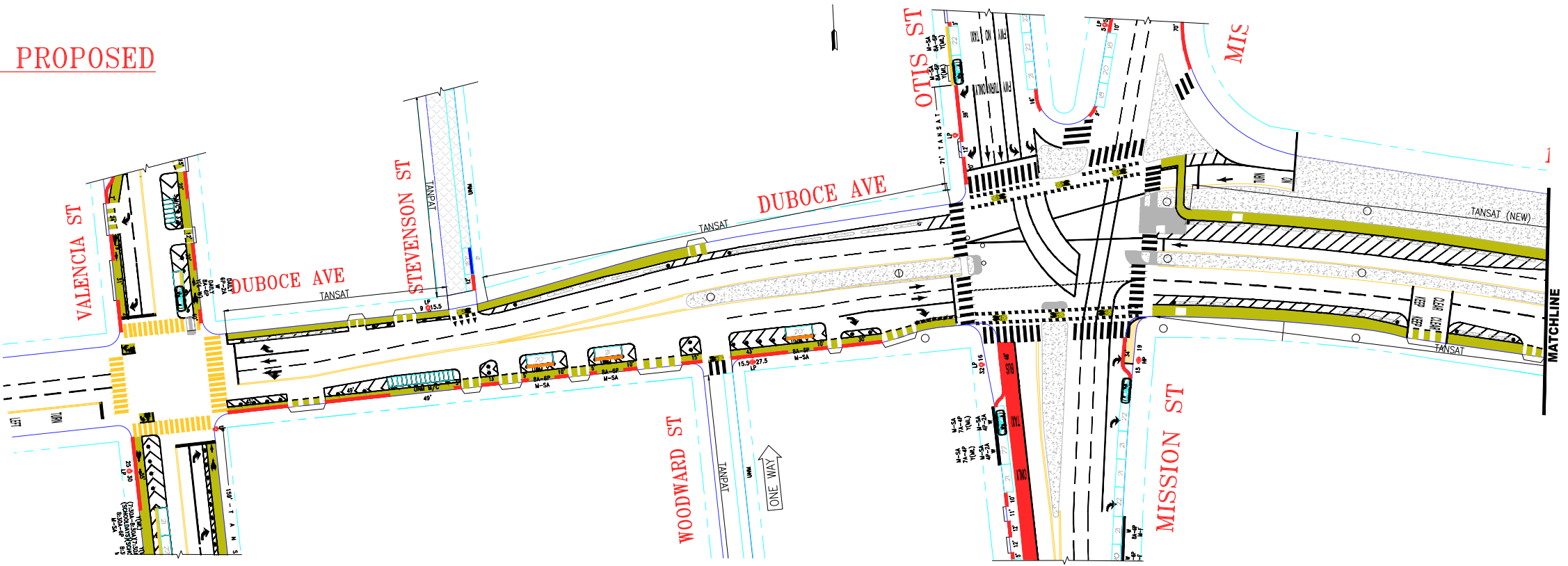
Attachment C

Existing and Proposed 13th Street and Duboce Avenue Color Curb Drawings

PLAN - EXISTING



PLAN - PROPOSED



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

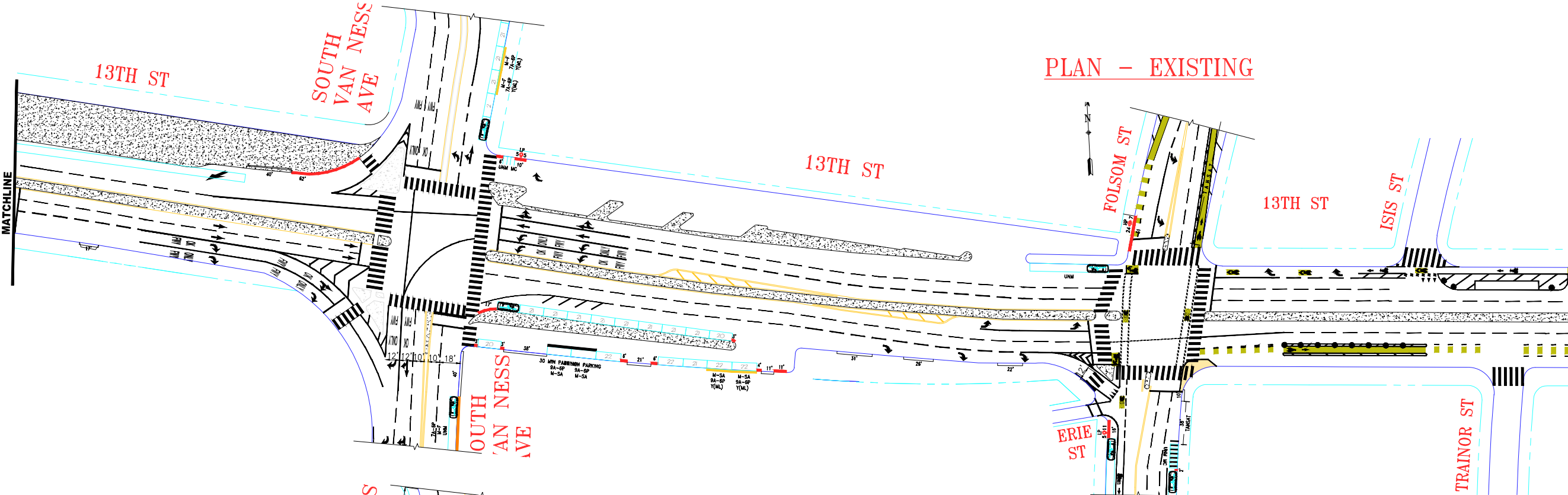


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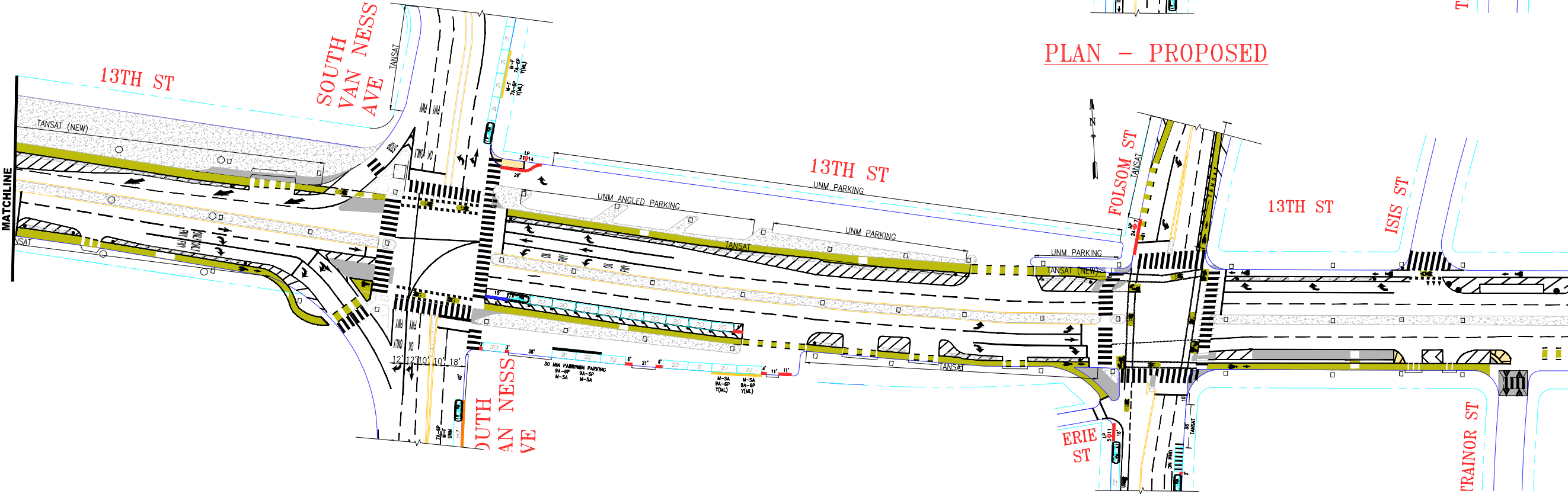
METER
PROPOSED DESIGN

DUBOCE AVENUE & 13TH STREET
VALENCIA STREET TO OTIS/MISSION STREET

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



PLAN - EXISTING



PLAN - PROPOSED

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TABLE OF REVISIONS				
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APPROVED	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:

METER
PROPOSED DESIGN

13TH STREET
OTIS/MISSION STREET TO FOLSOM STREET

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

MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

MODIFIED PROJECT DESCRIPTION

In January 2024, the project was modified to include additional improvements on 13th Street between Folsom Street and Isis Street. Bicycle improvements on this segment would be in the westbound direction and include converting the existing Class III shared lane (right turn lane shared with sharrows) to a Class IV protected bikeway and right turn lane. This would require the removal of one westbound vehicle travel lane. At the westbound approach to Folsom Street, there would be one right turn lane and two through lanes. The eastbound direction between Folsom Street and Isis Street would remain the same as existing conditions.

The modified project meets the criteria for a statutory exemption per Public Resources Code section 21080.25, described in the CEQA determination issued August 17, 2022.

Full project descriptions (original and modified) are available under Planning Record No. 2022-005736ENV and included as attachments to the CEQA environmental documents.

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- | | |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code; |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312; |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)? |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

If at least one of the above boxes is checked, further environmental review is required

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- | | |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|-------------------------------------|---|

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.

Planner Name:

Date:

Jennifer M Barbour Mckellar

01/18/2024



Date: January 18, 2024
To: Elizabeth Nagle, San Francisco Municipal Transportation Agency
From: Paul Stanis, San Francisco Municipal Transportation Agency
Re: 13th Street Safety Project – Addition to Original Proposed Project
Case No.: 2022-005736ENV

The San Francisco Municipal Transportation Agency (SFMTA) proposes to implement transportation safety improvements on 13th Street and Duboce Avenue, between Isis Street and Valencia Street as part of the 13th Street Safety Project (proposed project). This project area is part of the Vision Zero High Injury Network and the proposed project aims to improve bike and pedestrian safety along the project corridor by implementing safety measures to support citywide Vision Zero efforts to reduce severe and fatal traffic collisions on city streets.

ORIGINAL PROPOSED PROJECT

The original proposed project (2022) includes pedestrian and bicycle improvements along the project corridor to accommodate a protected bikeway, improve intersection visibility, and minimize double parking, increasing pedestrian and bicycle safety.

The project, as originally proposed, includes the installation of a westbound protected bikeway (on the north side of the street) on 13th Street between Folsom and Mission streets and on Duboce Avenue between Otis and Valencia streets. The original project also includes the installation of an eastbound protected bikeway (on the south side of the street) on 13th Street between Mission and Folsom streets and on Duboce Avenue between Valencia and Mission streets. Existing travel lanes as well as on-street parking and loading would be reconfigured to accommodate the protected bikeway design. The original project also includes sidewalk improvements for pedestrian safety.

CEQA environmental review was conducted for the original project in 2022, and a statutory exemption issued on August 17, 2022. This exemption, which includes a full description of the original project is available for review under Planning Department record 2022-005736ENV.

ADDITION TO THE ORIGINAL PROPOSED PROJECT

The funding source for this project is a grant from the California Department of Transportation (Caltrans) State Highway Operation and Protection Program (SHOPP). The original project area

analyzed in the 2022 CEQA document was defined by the description in the SHOPP grant (13th Street and Duboce Avenue, between Folsom Street and Valencia Street). The project area now includes additional improvements on 13th Street between Folsom Street and Isis Street. Bicycle improvements on this segment would be in the westbound direction and include converting the existing Class III shared lane (right turn lane shared with sharrows) to a Class IV protected bikeway and right turn lane. This would require the removal of one westbound vehicle travel lane. At the westbound approach to Folsom Street, there would be one right turn lane and two through lanes. The eastbound direction between Folsom Street and Isis Street would remain the same as existing conditions.

Construction

The additional project scope between Folsom Street and Isis Street would include installation of standard roadway striping, curb painting, signs, plastic delineators, traffic signal retiming, bicycle signals, traffic signal lens upgrades, parking relocation, paving, and median concrete islands. These scope items are identical to those discussed in the original proposed project and would not require excavation deeper than 12 inches for median concrete islands.

The additional improvements on 13th Street between Folsom Street and Isis Street would cost \$240,000, which brings the total cost of the entire project to \$11,300,000. The Project was approved in October 2022 by the SFMTA Board. Caltrans approval of an encroachment permit will be required.

Attachments

Attachment A: Original and Proposed Extents

Attachment B: Existing Conditions and Proposed Design

Attachment A: Original and Proposed Extents



Extents of Original 2022 13th Street Safety Project (Blue)

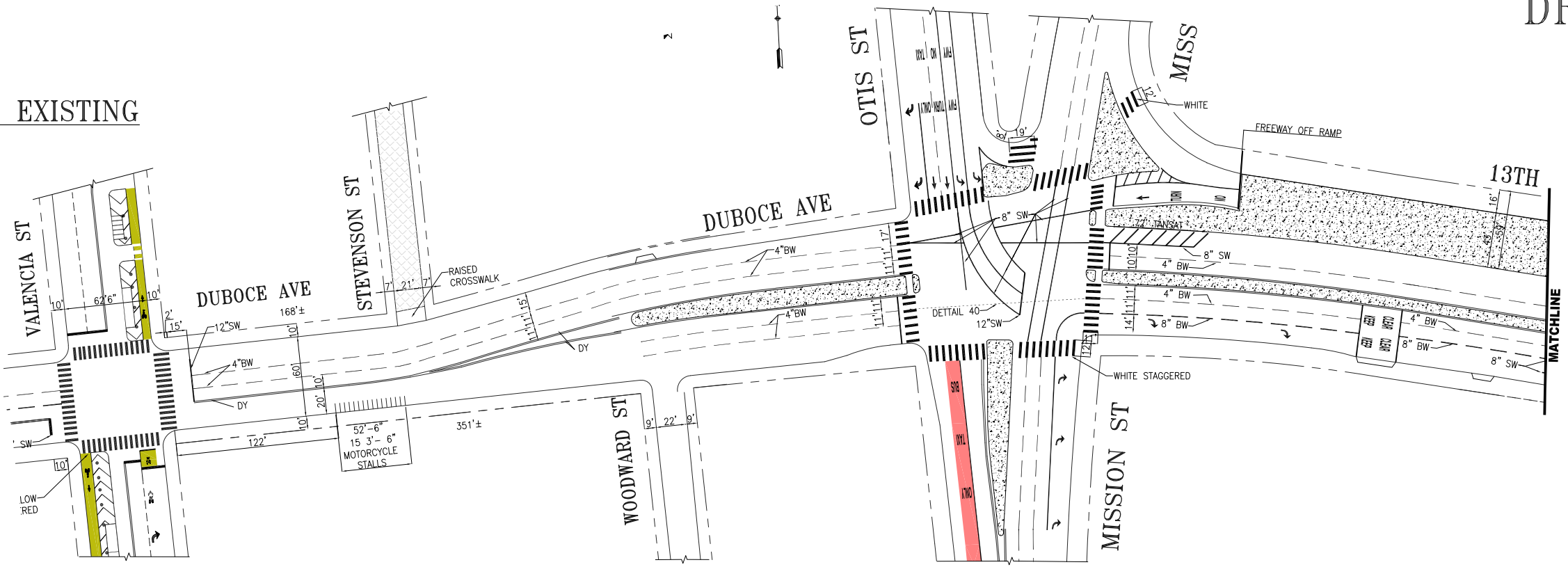


Extents of Modified 2024 13th Street Safety Project: Original 2022 Project (Blue) plus additional block between Folsom and Isis (Red)

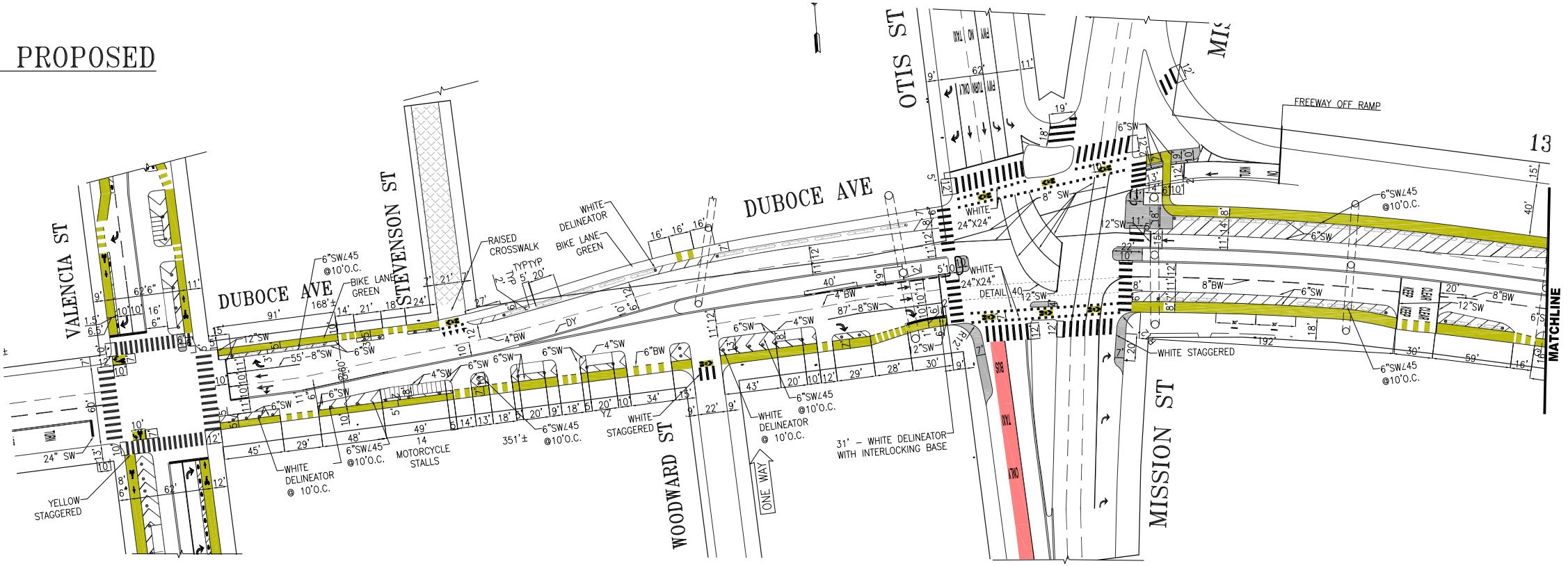


Attachment B: Existing Conditions and Proposed Design

PLAN - EXISTING



PLAN - PROPOSED



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

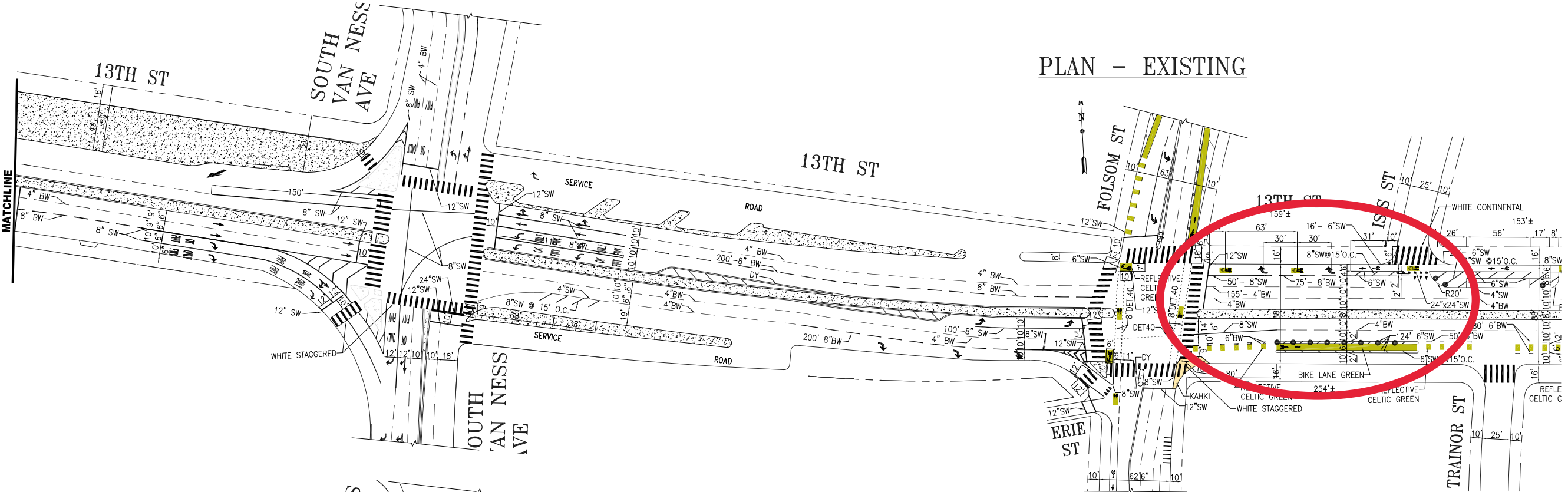


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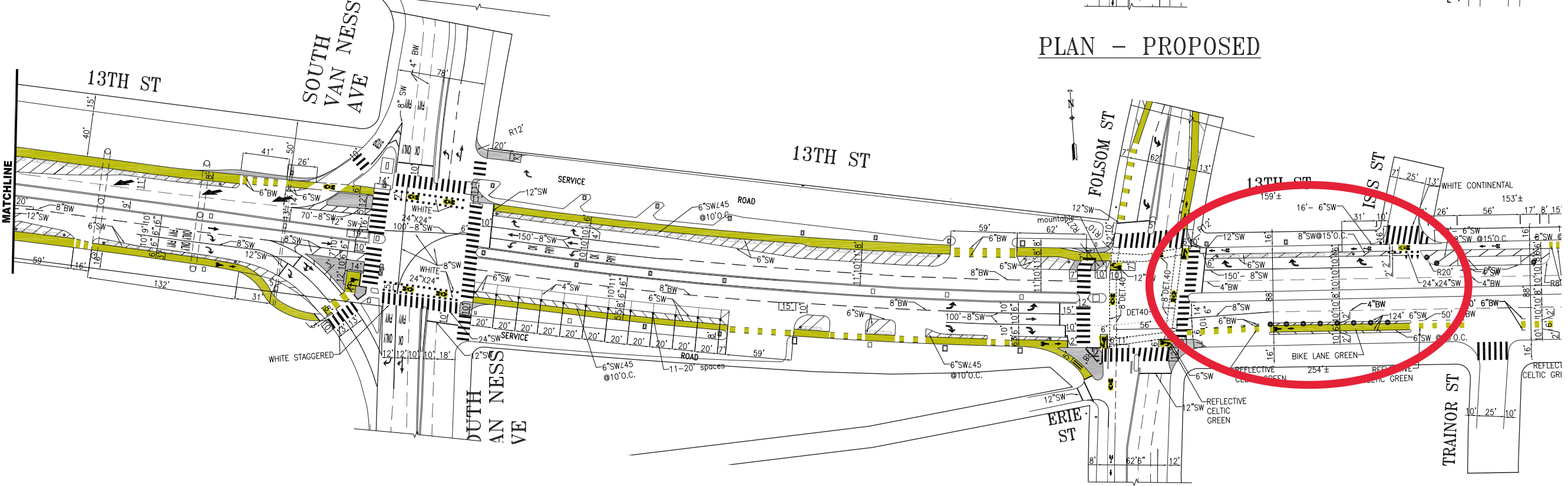
PROPOSED DESIGN

DUBOCE AVENUE & 13TH STREET
VALENCIA STREET TO OTIS/MISSION STREET

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



PLAN - EXISTING



PLAN - PROPOSED

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



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PROPOSED DESIGN

13TH STREET
OTIS/MISSION STREET TO FOLSOM STREET

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

FILE NAME:
DATE: --/--



Environmental Commitments Record (ECR)

DIST-CO-RTE: 04 - SF - 101 **PM/PM:** 4.970/5.250 **EA/Project ID:** 04-2W250_ / 0421000161

Project Description: COMPLETE STREETS

Date (Last modification):

Environmental Planner: John Seal

Phone: 510-286-5230

Construction Liaison: Ryan Graybehl

Phone: 510-506-9764

Resident Engineer:

Phone:

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirements Completed by	Permit Requirements Completed on	Comments
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ENVIRONMENTAL COMMITMENTS

PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Air Quality	Before starting on-site Construction Activities, the Contractor shall submit a Construction Emissions Minimization Plan ("Emissions Plan") to the City Representative for review and approval.	San Francisco Construction Measures	n/a	Contractor/SF Representative						

CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Air Quality	Cover any inactive (no disturbance for more than seven days) stockpiles greater than ten cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil with a 10 mil (0.01 inch) polyethylene plastic or equivalent tarp and brace it down or use other equivalent soil stabilization techniques.	San Francisco Construction Measures	n/a	Contractor						
Air Quality	Limit vehicle speed limit on unpaved roads to 15 miles per hour (mph).	San Francisco Construction Measures	n/a	Contractor						
Air Quality	Load haul trucks, hauling debris, soils, sand or other such materials so that the material does not extend above the walls or back of the truck bed. Wet before covering and tightly cover the surface of each load before the haul truck leaves the loading area.	San Francisco Construction Measures	n/a	Contractor						

Environmental Commitments Record for SF 101 13th Street FCO

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Air Quality	Minimizing the amount of excavated material or waste materials stored at the site.	San Francisco Construction Measures	n/a	Contractor						
Air Quality	Perform continuous water spraying during dust generating activities. Mist or spraying shall be conducted in such a way as to prevent puddling or generation of runoff. Mist any immediate area of demolition with a water spray to prevent airborne dust particles.	San Francisco Construction Measures	n/a	Contractor						
Air Quality	Placement of upwind and downwind particulate dust monitors.	San Francisco Construction Measures	n/a	Contractor						
Air Quality	Reclaimed water will be used for all dust-control operations to the extent feasible (without resorting to extraordinary means and measures) and allowed by law.	San Francisco Construction Measures	n/a	Contractor						
Air Quality	Recordkeeping for particulate monitoring results.	San Francisco Construction Measures	n/a	Contractor						
Air Quality	Remove demolition debris from the Site no later than the end of each workday. Any hazardous materials and/or suspected hazardous materials stored on site shall be stored in accordance with all applicable Cal EPA regulations, including being stored in proper containers and being protected from exposure from the elements. Any such materials shall be removed from the site as soon as possible for disposal/recycling in accordance with all applicable statutes and regulations.	San Francisco Construction Measures	n/a	Contractor						
Air Quality	Use dust enclosures, curtains, and dust collectors as necessary to control dust.	San Francisco Construction Measures	n/a	Contractor						
Air Quality	Wet all exposed soil surfaces at least three times daily during dry weather or more frequently if dust is blowing or if required by the City. Any serpentine residuals on the street shall be wet swept immediately	San Francisco Construction Measures	n/a	Contractor						
Biology	If necessary, measures will be implemented to protect biological resources, such as installing wildlife exclusion fencing, establishing work buffer zones, installing bird deterrents, monitoring by a qualified biologist and other such measures. If tree removal is required, Public Works will comply with any applicable tree protection ordinance.	San Francisco Construction Measures	n/a	Contractor						
Noise	Comply with local noise ordinances regulating construction noise. Public Works shall undertake measures to minimize noise disruption to nearby neighbors and sensitive receptors during construction. These efforts could include	San Francisco Construction Measures	n/a	Contractor						

Environmental Commitments Record for SF 101 13th Street FCO

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	using best available noise control technologies on equipment (i.e., mufflers, ducts, and acoustically attenuating shields), locating stationary noise sources (i.e., pumps and generators) away from sensitive receptors, erecting temporary noise barriers, and other such measures.									
Visual Resources	All project sites will be maintained in a clean and orderly state.	San Francisco Construction Measures	n/a	Contractor						
Visual Resources	Construction staging areas will be sited away from public view, and on currently paved or previously disturbed areas, where possible.	San Francisco Construction Measures	n/a	Contractor						
Water Quality	If uncontaminated groundwater is encountered during excavation activities, it will be discharged in compliance with applicable water quality standards and discharge permit requirements.	San Francisco Construction Measures	n/a	Contractor						
Water Quality	implement erosion and sedimentation controls to be tailored to the project site, such as fiber rolls and/or gravel bags around stormdrain inlets, installation of silt fences, and other such measures sufficient to prevent discharges of sediment and other pollutants to storm drains and all surface waterways, such as San Francisco Bay, the Pacific Ocean, water supply reservoirs, wetlands, swales, and streams.	San Francisco Construction Measures	n/a	Contractor						

POST-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Air Quality	Clean up spillage on City streets, whether directly or indirectly caused by construction operations.	San Francisco Construction Measures	n/a	Contractor						
Visual Resources	Upon project completion, project sites on City-owned lands will be returned to their general pre-project condition, including re-grading of the site and re-vegetation or re-paving of disturbed areas to the extent this is consistent with Public Works Bureau of Urban Forestry policy and San Francisco Code. Project sites on non-City land will be restored to their general pre-project condition so that the owner may return them to their prior use, unless otherwise arranged with the property owner.	San Francisco Construction Measures	n/a	Contractor						

Environmental Commitments Record for SF 101 13th Street FCO

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
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Environmental Branch Chief

Zachary Gifford




Signature

10/10/22

Date

Project Engineer

David Guevara



Signature

10/10/22

Date

Resident Engineer (for Commitments During Construction)

Print Name

Signature

Date

Project Manager

PERALTA, MARIANNE P



Print Name

Signature

10/10/2022

Date

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 221018-097

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

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

WHEREAS, The San Francisco Municipal Transportation Agency is committed to creating a network of protected bikeways citywide; and

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of a protected bikeway and parking and traffic modifications along 13th Street from Folsom Street to Mission Street and Duboce Avenue from Mission Street to Valencia Street as follows:

- A. ESTABLISH – CLASS IV BIKEWAY – Duboce Avenue, westbound, north side, between Valencia Street and Otis Street; Duboce Avenue, eastbound, south side, between Valencia Street and Mission Street; 13th Street, westbound, north side, between Mission Street and Isis Street; 13th Street, eastbound, south side, between Mission Street and Folsom Street
- B. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Mission Street, west side, from Duboce Avenue to 48 feet southerly (7-foot bulb); Mission Street, east side, from 13th Street to 30 feet southerly (7-foot bulb); 13th Street (north frontage road), north side, from South Van Ness Avenue to 35 feet easterly (7-foot bulb); 13th Street, north side, from Folsom Street to 25 feet westerly (4-foot bulb); 13th Street, south side, from Folsom Street to 19 feet easterly (7-foot bulb)
- C. ESTABLISH – SIDEWALK WIDENING – 13th Street, south side, from Folsom Street to 61 feet westerly; Folsom Street, west side, from 13th Street to 32 feet southerly
- D. ESTABLISH – NEW CURB RADIUS – 13th Street at Folsom Street, southeast corner
- E. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Duboce Avenue, north side, from Valencia Street to Stevenson Street; Duboce Avenue, south side, from Valencia Street to 124 feet easterly; Duboce Avenue, south side, from Mission Street to 117 feet westerly; 13th Street, north side, from Mission Street to South Van Ness Avenue; 13th Street, south side, from Mission Street to South Van Ness Avenue; 13th Street, north side, from 25 feet to 75 feet west of Folsom Street; 13th Street, north side, from South Van Ness Avenue to 425 feet east of South Van Ness Avenue; 13th Street, south side, from Folsom Street to 280 feet westerly; 13th Street, north side, from Folsom Street to Isis Street
- F. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME – Duboce Avenue, south side, from Woodward Street to 34 feet easterly

- G. ESTABLISH – RED ZONE – Stevenson Street, east side, from Duboce Avenue to 12 feet northerly; Duboce Avenue, south side, from 173 feet to 230 feet east of Valencia Street; Duboce Avenue, south side, from 71 feet to 102 feet west of Woodward Street; Duboce Avenue, south side, from Woodward Street to 50 feet westerly; Mission Street, west side, from 113 feet to 123 feet south of Duboce Avenue; 13th Street, south side, from South Van Ness Avenue to 19 feet easterly; 13th Street, south side, from 220 feet to 228 feet east of South Van Ness Avenue
- H. ESTABLISH – LEFT LANE MUST TURN LEFT – 13th Street, eastbound, at Folsom Street
- I. ESTABLISH – NO TURN ON RED, EXCEPT BICYCLES – Duboce Avenue, westbound, at Valencia Street; Duboce Avenue, eastbound, at Mission Street; Otis Street, southbound, at Duboce Avenue; Mission Street, northbound, at 13th Street; South Van Ness Avenue, northbound, at 13th Street; South Van Ness Avenue, northbound, at 13th Street ;13th Street, westbound, at South Van Ness Avenue; Folsom Street, southbound, at 13th Street; Folsom Street, northbound, at 13th Street; 13th Street, westbound, at Folsom Street; 13th Street, eastbound, at Folsom Street
- J. ESTABLISH – NO LEFT TURN – South Van Ness Avenue, southbound, at 13th Street
- K. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Mission Street, west side, from 92 feet to 113 feet south of Duboce Avenue
- L. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 4 PM, WHITE ZONE, PASSENGER LOADING 4 PM TO 2 AM, MONDAY THROUGH SATURDAY – Mission Street, west side, from 48 feet to 92 feet south of Duboce Avenue
- M. ESTABLISH – YELLOW COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Duboce Avenue, south side, from 230 feet to 250 feet east of Valencia Street; Duboce Avenue, south side from 50 feet to 71 feet west of Woodward Street; Duboce Avenue, south side from 34 feet to 54 feet east of Woodward Street
- N. ESTABLISH – BLUE ZONE – Stevenson Street, east side, from 12 feet to 32 feet north of Duboce Avenue; 13th Street, south side, from South Van Ness Avenue to 19 feet easterly
- O. ESTABLISH – UNMETERED MOTORCYCLE PARKING – Duboce Avenue, south side, from 124 feet to 173 feet east of Valencia Street
- P. ESTABLISH – RECTANGULAR RAPID FLASHING BEACON – US-101 Northbound Off-Ramp at Mission Street
- Q. ESTABLISH – TRAFFIC SIGNAL – US-101 Southbound On-Ramp at South Van Ness Avenue, 200 feet south of 13th Street
- R. ESTABLISH – CROSSWALK – US-101 Southbound On-Ramp at South Van Ness Avenue, 200 feet south of 13th Street
- S. ESTABLISH – STOP SIGN – South Van Ness Avenue, southbound right turn slip-lane, at 13th Street #

WHEREAS, Although the City Traffic Engineer has the authority to install color curb markings, the SFMTA Board is requested to approve color curb markings for Items G, and L through N, as part of the 13th Street Safety Project; and

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and

WHEREAS, The proposed 13th Street Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities, including new facilities, and the associated maintenance, repair, relocation, replacement, or removal of any utility infrastructure pursuant to Public Resources Code Section 21080.25; and

WHEREAS, the Planning Department determined on August 17, 2022 that the proposed 13th Street Safety Project (Case Number 2022-005736ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2022-005736ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed parking and traffic modifications associated with the 13th Street Safety Project listed as Items A-S above; and be in further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors direct staff to incorporate cost-effective traffic calming measures on Woodward Street that would respond to community member concerns.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 18, 2022.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency