

**Exhibit 1**

Mitigation Monitoring and Reporting Program

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<b><i>A-1 MITIGATION MEASURES AGREED TO BY THE PROJECT SPONSOR WHICH REDUCE THE IMPACT TO LESS-THAN-SIGNIFICANT</i></b>					
<b>MITIGATION MEASURES FROM THE INITIAL STUDY</b>					
<b>CULTURAL AND PALEONTOLOGICAL RESOURCES</b>					
<b><i>Mitigation Measure 1: Archaeological Deposits Mitigation Measure (Accidental Discovery)</i></b>					
The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc.	Project sponsor	Prior to any soil disturbing activities	Distribute Planning Department Archeological Resource "ALERT" sheet to Prime Contractor, sub-contractors and utilities firms.	Project sponsor, archaeologist and Environmental Review Officer (ERO)	Prior to any soil disturbing activities.
The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.	Project sponsor			Submit signed affidavit of distribution to ERO.	Following distribution of "ALERT" sheet but prior to any soils disturbing activities.

**MITIGATION MONITORING AND REPORTING PROGRAM**

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Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.	Head Foreman and/or project sponsor	Accidental discovery	Suspend any soils disturbing activity.	Notify ERO of accidental discovery.	
If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/ cultural significance.	Project sponsor	In case of accidental discovery	If ERO determines an archeological resource may be present, services of a qualified archeological consultant to be retained.		
If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.	Archeological consultant	In case of accidental discovery	Identify and evaluate archeological resources.	Make recommendation to the ERO	
Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.	Project sponsor	After determination by the ERO of appropriate action to be implemented following evaluation of accidental discovery.	Implementation of Archeological measure required by ERO.		

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<p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p>	<p>Project sponsor</p>	<p>Following completion of any* archeological field program. (* required.)</p>	<p>Submittal of Draft/Final FARR to ERO.</p>		
<p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The MEA division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>	<p>Project sponsor</p>		<p>Distribution of Final FARR.</p>		

**MITIGATION MONITORING AND REPORTING PROGRAM**

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<b>BIOLOGICAL RESOURCES</b>					
<b><i>Mitigation Measure 3: Protection of Nesting Birds Mitigation Measure</i></b>					
<p>The project sponsor shall implement the following protective measures to ensure implementation of the Migratory Bird Treaty Act and compliance with State regulations during construction. Pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist or wildlife biologist to ensure that no nests would be disturbed during project implementation. A preconstruction survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified person shall inspect all trees in and immediately adjacent to the impact areas for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the ornithologist, in consultation with CDFG, shall determine the extent of a construction-free buffer zone to be established around the nest.</p>	<p>Project sponsor and qualified ornithologist or wildlife biologist.</p>	<p>Prior to any on-site construction activities.</p>	<p>Pre-construction surveys for nesting birds to be conducted by a qualified ornithologist or wildlife biologist. If an active nest is found close to construction area, the ornithologist, in consultation with CDFG, shall determine construction-free buffer zone extent established around the nest.</p>		

**MITIGATION MONITORING AND REPORTING PROGRAM**

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<b>MITIGATION MEASURES FROM THE DRAFT EIR</b>					
<b>TRANSPORTATION, CIRCULATION, AND PARKING</b>					
<b>NEAR-TERM IMPROVEMENTS</b>					
<b>Cluster 1: Financial District/North Beach Area</b>					
<p><u>M-TR-P1-1a:</u> An alternative school passenger drop-off location would have to be identified to accommodate passenger loading demand, such as expanding the existing passenger drop-off location along the east side of Franklin Street between Pacific Avenue and Broadway on the west side of the school building. Alternatively, the passenger drop off zone on Broadway could be maintained by eliminating the proposed eastbound bicycle lane between Franklin Street and Van Ness Avenue and having bicyclists share the curb lane with motor vehicles, similar to existing conditions. With the implementation of either of these mitigation measures, the significant impact on loading for the students of Saint Brigid School would be reduced to less than significant under Existing plus Project conditions for Project 1-1.</p>	SFMTA	Prior to implementation of Project 1-1.	SFMTA to identify and implement an alternative passenger loading zone as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P1-1b:</u> Refer to Mitigation Measure M-TR-P1-1a, above for mitigation of this impact. With the implementation of either of these mitigation measures, the significant impact on loading for the students of Saint Brigid School would be reduced to less than significant under 2025 Cumulative plus Project conditions for Project 1-1.</p>	SFMTA	Prior to implementation of Project 1-1.	SFMTA to identify and implement an alternative passenger loading zone as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

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<p><u>M-TR-P1-1c:</u>                      Extend the existing passenger loading zone on the north side of Broadway near Webster Street towards the east, all the way to Buchanan Street. The passenger zone extension would be located to the right of the proposed bicycle lane and would be operational during school arrival and dismissal periods only (typically from 7:00 to 8:30 a.m. and from 2:00 to 3:30 p.m.). This mitigation would reduce or eliminate incidents of double parking related to passenger loading and alleviate any associated congestion. With the implementation of this mitigation measure, the significant impact regarding loading for the students of Hamlin School would be reduced to less than significant under Existing plus Project conditions for Project 1-1.</p>	SFMTA	Prior to implementation of Project 1-1.	SFMTA to implement the changes to passenger loading zone on the north side of Broadway near Webster Street as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P1-1d:</u>                      Refer to Mitigation Measure M-TR-P1-1c, above, for mitigation of this impact. With the implementation of this mitigation measure, the significant impact on loading for the students of Hamlin School would be reduced to less than significant under 2025 Cumulative plus Project conditions for Project 1-1.</p>	SFMTA	Prior to implementation of Project 1-1.	SFMTA to implement the changes to passenger loading zone on the north side of Broadway near Webster Street as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

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<p><u>M-TR-P1-3a:</u> Per the California Manual on Uniform Traffic Control Devices (MUTCD), a signal warrant analysis was conducted to determine the feasibility of signalization of the Van Ness/North Point Street intersection. The criteria for signal warrants were satisfied. Therefore, signalization of this intersection was proposed as the mitigation measure. The intersection shall be converted from a three-way stop- controlled (FWSC) intersection to a signalized intersection (with the application of 90 seconds of cycle length) to improve intersection operations. With this improvement, the intersection operation would improve to LOS B, with 19 seconds of delay and a V/C ratio of 0.65. The intersection operations would improve from LOS E to LOS B for 2025 Cumulative plus Project conditions. Minimum green times required for pedestrians to cross the intersection would be maintained to the signal. Hence, this mitigation measure would reduce impacts of Project 1-3 to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 1-3.	SFMTA to convert the intersection from a three-way stop-controlled intersection into a signalized intersection as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<b>Cluster 2: South of Market Area</b>					
<p><u>M-TR-P2-1o (Projects 2-1 and 2-16 combined):</u> The implementation of Option 1 of the combined Projects 2-1 and 2-16 under Existing plus Project conditions would add approximately 863 seconds (14.4 minutes) of delay for Muni bus line 10. With mitigation as described for the 2<sup>nd</sup> Street/ Harrison Street, and 2<sup>nd</sup> Street/ Folsom Street intersections, approximately 27 seconds of delay southbound and 266 seconds (4.4 minutes) of delay northbound would be added to Muni bus line 10. The total added delay of 293 seconds (4.8 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 from Modified Option 1 of the combined Projects 2-1 and 2-16 under Existing plus Project conditions would be reduced to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-1 and 2-16 combined.	SFMTA to modify the southbound 2 <sup>nd</sup> Street traffic signal phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

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<p><u>M-TR-P2-1s:</u> The implementation of Project 2-1 Modified Option 1 under Existing plus Project conditions would add approximately 845 seconds (14.1 minutes) of delay for Muni bus line 10. With mitigation as described for the 2<sup>nd</sup> Street/ Harrison Street, and 2<sup>nd</sup> Street/Folsom Street intersections, approximately 27 seconds of delay southbound and 249 seconds (4.2 minutes) of delay northbound would be added to Muni bus line 10. The total added delay of 276 seconds (4.6 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 for individual Project 2-1 Modified Option 1 under Existing plus Project conditions would be reduced to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the southbound 2 <sup>nd</sup> Street traffic signal phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P2-1u:</u> The implementation of individual Project 2-1 Option 1 under 2025 Cumulative plus Project conditions would add approximately 450 seconds (7.5 minutes) of delay for Muni bus line 10. With mitigation as described for the 2<sup>nd</sup> Street/ Harrison Street, and 2<sup>nd</sup> Street/Folsom Street intersections, delay would be reduced by approximately 170 seconds (2.8 minutes) southbound with approximately 403 seconds (6.7 minutes) of delay added northbound to Muni bus line 10. The total added delay of 233 seconds (3.8 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 for individual Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the southbound 2 <sup>nd</sup> Street traffic signal phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

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<p><u>M-TR-P2-16c:</u> Six seconds of green time shall be added to the eastbound Townsend Street approach and six seconds of green time shall be reduced from the northbound 7<sup>th</sup> Street approach, to improve the 7<sup>th</sup> Street/Townsend Street intersection operations from LOS F to LOS D, with 35.2 seconds of delay. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. Hence, this mitigation measure would reduce the project impacts of Project 2-16 Modified Option 1 to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-16.	SFMTA to modify the traffic signal timing for the northbound 7 <sup>th</sup> Street approach as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P2-16g:</u> The westbound Townsend Street approach shall be modified from a permitted phase to a protected signal phase. In addition, five seconds of green time shall be added to the westbound Townsend Street approach and five seconds of green time shall be reduced from the southbound 4<sup>th</sup> Street approach. This would improve the 4<sup>th</sup> Street/Townsend Street intersection operations from LOS F to LOS D, with 42.2 seconds of delay. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. Hence, this mitigation measure would reduce the project impacts of Project 2-16 Modified Option 1 to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-16.	SFMTA to modify the signal phase timing to the westbound Townsend Street direction as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

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<b>Cluster 3: Civic Center/Western Addition</b>					
<p><u>M-TR-P3-1a (Projects 3-1 and 3-2 combined):</u>                      Four seconds of green time shall be added to the northbound and southbound directions of Masonic Avenue and four seconds of green time shall be reduced from the westbound direction of Fell Street. With these adjustments, Masonic Avenue/Fell Street intersection operations will improve to LOS D, with 52.7 seconds of delay. It has been ensured that the minimum green times required for pedestrians to cross the intersection would be maintained even after the green time adjustments to the signal. Hence, this mitigation measure would reduce impacts from combined Projects 3-1 and 3-2 Option 1 to a less-than-significant level under Existing plus Project conditions.</p>	SFMTA	Prior to implementation of Project 3-1 and 3-2 combined.	SFMTA to implement the signal phase timing changes as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P3-2f:</u>                      Four seconds of green time shall be added to the northbound and southbound Masonic Avenue directions, with a corresponding reduction in green time in the westbound Fell Street direction of four seconds. With these adjustments, the Masonic Avenue/Fell Street intersection operations would improve to LOS D, with 45.8 seconds of delay and a V/C ratio of 1.1. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. Hence, this mitigation measure would reduce the project impacts at the Masonic Avenue/Fell Street intersection to a less-than-significant level for Project 3-2 Option 2 under Existing plus Project conditions.</p>	SFMTA	Prior to implementation of Project 3-2.	SFMTA to implement the signal phase timing change as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

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<b>Cluster 5: Mission/Glen Park/Excelsior Area</b>					
<p><u>M-TR-P5-4f (Projects 5-2 and 5-4 combined):</u>                      The implementation of Modified Option 1 under 2025 Cumulative plus Project conditions for Projects 5-2 and 5-4 combined would add approximately 417 seconds (7.0 minutes) of total delay for Muni bus lines 9, 9X, 9AX and SamTrans 292. With mitigation as described above in Mitigation Measure 5.4e, transit delay would be reduced to approximately 70 seconds (1.2 minutes) of delay northbound and 13 seconds of delay southbound. The total added delay of approximately 83 seconds (1.4 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to transit for Muni bus lines 9, 9X, 9AX and SamTrans 292 for Projects 5-2 and 5-4 with Modified Option 1 combined under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.</p>	SFMTA	Prior to implementation of Projects 5-2 and 5-4 combined.	SFMTA to implement the signal timing changes as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P5-4g:</u>                      The implementation of Modified Option 1 under 2025 Cumulative plus Project conditions for Project 5-4 only would add approximately 417 seconds (7.0 minutes) of total delay for Muni bus lines 9, 9X, 9AX and SamTrans 292. With mitigation as described above in Mitigation Measure 5.4e, transit delay would be reduced to approximately 70 seconds (1.2 minutes) of delay northbound and 13 seconds of delay southbound. The total added delay of approximately 83 seconds (1.4 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to transit for Muni bus lines 9, 9X, 9AX and SamTrans 292 for Project 5-4 only with Modified Option 1 combined under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 5-4.	SFMTA to implement the signal timing changes as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

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<b>A-2 MITIGATION MEASURES AGREED TO BY THE PROJECT SPONSOR FOR WHICH IMPLEMENTATION WOULD IMPROVE CONDITIONS BUT WOULD NOT REDUCE THE EFFECTS TO LESS-THAN-SIGNIFICANT</b>					
<b>NEAR-TERM IMPROVEMENTS</b>					
<b>Cluster 2: South of Market Area</b>					
<p><u>M-TR-P2-1c:</u> It is proposed that five seconds of green time be added to the northbound 2<sup>nd</sup> Street approach and five seconds of green time be reduced from the eastbound Harrison Street approach. This would improve the intersection operations from LOS F to LOS E. It has been ensured that the minimum green times required for pedestrians to cross the 2<sup>nd</sup> Street/Harrison Street intersection have been maintained even after the green time adjustments to the signal. Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level for Project 2-1 Modified Option 1.</p>	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P2-1e:</u> It is proposed that five seconds of green time be added to the northbound 2<sup>nd</sup> Street approach and five seconds of green time be reduced from the eastbound Harrison Street approach, thus improving the 2<sup>nd</sup> Street/Harrison Street intersection operations and reducing average delay. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level for Project 2-1 Modified Option 1.</p>	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

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<p><u>M-TR-P2-1i:</u> It is proposed that the southbound 2<sup>nd</sup> Street approach be modified from a protected phase to a permitted phase with no changes to green time allocation. This would improve the 2<sup>nd</sup> Street/Folsom Street intersection operations and reduce the average delay. Nevertheless, this mitigation measure would not reduce the project impacts of Project 2-1 Modified Option 1 to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P2-1q (Projects 2-1 and 2-16 combined):</u> The implementation of combined Projects 2-1 and 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions would add approximately 672 seconds (11.2 minutes) of delay for Muni bus line 10. With mitigation as described for the 2<sup>nd</sup> Street/Harrison Street (M-TR-P2-1c through M-TR-P2-1f), and 2<sup>nd</sup> Street/Folsom Street (M-TR-P2-1g through M-TR-P2-1j) intersections, delay would be reduced by approximately 169 seconds (2.8 minutes) southbound with approximately 625 seconds (10.4 minutes) of delay added northbound to Muni bus line 10. The total added delay of 495 seconds (7.6 minutes) would be greater than the transit delay threshold of six minutes. Therefore, a significant transit impact to Muni bus line 10 would occur resulting from implementation of Modified Option 1 of the combined Projects 2-1 and 2-16 under 2025 Cumulative plus Project conditions.</p>	SFMTA	Prior to implementation of Project 2-1 and 2-16.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P2-7a (Projects 2-7 and 2-9 combined):</u> The cycle length at the Fremont Street/Howard Street intersection shall be increased by 35 seconds (from 60 seconds to 95 seconds), so that the intersection will operate at LOS D with 54.9 seconds of delay. However, 54.9 seconds of delay is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. Therefore, this mitigation measure would not reduce the project impacts of combined Projects 2-7 and 2-9 to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-7 and 2-9 combined.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

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<p><u>M-TR-P2-7b (Projects 2-7 and 2-9 combined):</u>                      The Fremont Street/Howard Street intersection operates at LOS D with 54.9 seconds of delay under Existing plus Project conditions relative to Existing conditions, with mitigation shown in Mitigation Measure M-TR-P2-7a. This is determined to be a significant impact since it is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. As a consequence, a corresponding LOS deterioration is expected at this intersection for 2025 Cumulative plus Project compared to 2025 Cumulative conditions. Therefore, a significant impact would occur at the Fremont Street/Howard Street intersection.</p>	SFMTA	Prior to implementation of Project 2-7 and 2-9 combined.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P2-9a:</u>                      It is proposed that the cycle length at the Fremont Street/Howard Street intersection be increased by 35 seconds (from 60 seconds to 95 seconds). With this improvement, the intersection will operate at LOS D with 54.9 seconds of delay. However, 54.9 seconds of delay is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. Therefore, this mitigation measure would not reduce the project impacts of Project 2-9 to a less-than-significant level.</p>	SFMTA	Prior to implementation of Project 2-9.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-P2-9b:</u>                      It is proposed that lane configuration adjustments be made to the westbound Howard Street direction to improve LOS and reduce the delay at the Fremont Street/Howard Street intersection. The westbound Howard Street approach shall be modified from one through lane and one shared through-right turn lane, into two through lanes and one exclusive right-turn lane. The LOS will remain at level F. Therefore, this mitigation measure would not reduce the project impacts of Project 2-9 to a less-than-significant level for 2025 Cumulative plus Project conditions.</p>	SFMTA	Prior to implementation of Project 2-9.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements Are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

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<p><u>M-TR-P2-16e:</u> It is proposed that lane configuration adjustments be made to the eastbound Townsend Street direction to improve LOS and decrease the amount of average delay. Assuming that the existing railroad alignment would be removed, the eastbound Townsend Street approach would be modified from one shared through-left turn lane and one exclusive right-turn lane to one shared through-left turn lane and one shared through-right turn lane. Hence, this lane adjustment decreases the amount of average delay and reduces the V/C ratio by 78 percent (from 5.52 to 1.24). This would improve intersection operations. Nevertheless, a significant impact would occur at the 7<sup>th</sup> Street/Townsend Street intersection with the implementation of Project 2-16 Option 1 under 2025 Cumulative conditions.</p>	SFMTA	Prior to implementation of Project 2-16.	SFMTA to make lane configuration adjustments to the eastbound Townsend Street direction as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO if new improvements are implemented.
<b>Cluster 3: Civic Center/Western Addition</b>					
<p><u>M-TR-P3-2j:</u> It is proposed that ten seconds of green time be added to the northbound Masonic Avenue direction, with a corresponding reduction of green time in the eastbound Turk Street direction of ten seconds, to improve intersection operations at the Masonic Avenue/Turk Street intersection to LOS E, with 72.5 seconds of delay and a V/C ratio of 1.29. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. However, the Masonic Avenue/Turk Street intersection would continue to operate at an unacceptable LOS, therefore the traffic impact would be significant even after this improvement measure is implemented.</p>	SFMTA	Prior to implementation of Project 3-2.	SFMTA to implement signal phase timing change as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<b>A-3 MITIGATION MEASURES FOR WHICH THE FEASIBILITY OF IMPLEMENTATION IS UNCERTAIN</b>					
<b><i>SAN FRANCISCO BICYCLE PLAN GOALS, OBJECTIVES, AND ACTION ITEMS</i></b>					
<p><u>M-TR-A1.1:</u> Mitigation Measures defined in Subsection V.A.3 [of the Draft EIR] shall be implemented in association with the 60 near-term improvements proposed and implemented under the Bicycle Plan. For those identified significant impacts with respect to traffic, transit, and loading in Subsection V.A.3 for which no feasible mitigation measures have been identified, the impacts remain significant and unavoidable.</p>	SFMTA	Prior to implementation of near-term improvements.	SFMTA to implement the feasible mitigation measures described below for the near-term improvements. Please see also mitigation measures for which feasibility has not been determined in the next section.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
<p><u>M-TR-A1.2:</u> Mitigation Measures discussed and defined in Subsection V.A.5 shall be implemented in association with long-term improvements proposed and implemented under the Bicycle Plan. Specific designs for the long-term improvements are unknown at this time. Once specific project designs for the long-term improvements are developed and analyzed for potential environmental impacts with respect to traffic, transit, parking, pedestrian, bicycles and loading, mitigation measures may be identified and implemented.</p>	SFMTA	Prior to implementation of long-term improvements.	SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO as new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-A1.4:</u>                      The indirect impacts of Action 1.4 could result in the implementation of improvements to support the City's Transit First Policy. Therefore, it would include potential impacts identified under all sections of this environmental review for the Bicycle Plan such as those discussed in the transportation impact analysis of the potential impacts of the near-term improvements, long-term improvements, and minor improvements as well as impacts that may result from future projects which would be similar to those discussed in this analysis. Physical improvements known at this time are analyzed in Subsections V.A.3, V.A.4, and V.A.5 of this EIR. As discussed in Subsection V.A.4, no significant impacts would result from implementation of the minor improvements. Mitigation measures have been identified in Subsections V.A.3 and V.A.5 that would address some of the significant impacts for near-term and long-term improvements. However, there are some impacts that would remain significant and unavoidable and those are also discussed in the above referenced sections.</p>	<p>SFMTA</p>	<p>Prior to implementation of long-term improvements.</p>	<p>SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements. Feasible mitigation measures for the near-term improvements are as described in the previous section.</p>	<p>SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.</p>	<p>Quarterly report to ERO if new improvements are implemented.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-A7.1:</u> As described under the mitigation measures M-TR-A1.1 and M-TR-A1.2 above for potential significant impacts TR-A1.2 and TR-A 1.2 resulting from Actions A1.1 and A1.2, Mitigation Measures defined in Subsections V.A.3 and V.A.5 shall be implemented in association with improvements proposed and implemented under the Bicycle Plan for potential indirect impacts resulting from Action 7.1.</p>	SFMTA	Prior to implementation of long-term improvements.	<p>SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements.</p> <p>Feasible mitigation measures for the near-term improvements are as described in the previous section.</p>	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-A7.3:</u> As described under the mitigation measure M-TR-A1.4 above for potential significant impact TR-A1.4 resulting from Action A1.4, Mitigation Measures defined in Subsections V.A.3 and V.A.5 shall be implemented in association with improvements proposed and implemented under the Bicycle Plan for potential indirect impacts resulting from Action 7.3.</p>	SFMTA	Prior to implementation of long-term improvements.	<p>SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements.</p> <p>Feasible mitigation measures for near-term improvements are as described in previous section.</p>	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-A7.4:</u> As described under the mitigation measure M-TR-A1.4 for potential indirect impact TR-A1.4 resulting from Action A1.4, Mitigation Measures defined in Subsections V.A.3 and V.A.5 shall be implemented in association with improvements proposed and implemented under the Bicycle Plan to address potential indirect impacts resulting from Action 7.4.</p>	SFMTA	Prior to implementation of long-term improvements.	<p>SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements.</p> <p>Feasible mitigation measures for the near-term improvements are as described in the previous section.</p>	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-A8.1:</u> As described under the mitigation measures M-TR-A1.1 and M-TR-A1.2 above for potential significant impacts TR-A1.2 and TR-A 1.2 resulting from Actions A1.1 and A1.2, Mitigation Measures defined in Subsections V.A.3 and V.A.5 shall be implemented in association with improvements proposed and implemented under the Bicycle Plan to address potential indirect impacts resulting from Action 8.1.</p>	SFMTA	Prior to implementation of long-term improvements.	<p>SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements.</p> <p>Feasible mitigation measures for the near-term improvements are described above.</p>	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
<b>LONG-TERM IMPROVEMENTS</b>					
<p><u>M-TR-LT1.1:</u> Unsignalized intersections may be signalized, as appropriate.</p>	SFMTA	Prior to implementation of Long-term improvement.	SFMTA to implement intersection signalization, where appropriate, as described and to investigate the effectiveness of any potential mitigation measure.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-LT1.2:</u> Changes may be made to signal timing (including redistributing green time from one phase to another, lengthening of signal cycle times, changing permitted movements to protected movements, signal coordination/ progression), as appropriate.</p>	SFMTA	Prior to implementation of Long-term Improvements.	SFMTA to implement changes to signal timing, where appropriate, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
<p><u>M-TR-LT1.3:</u> Changes may be made to roadway geometry (e.g., changing shared lanes to exclusive turn lanes, providing exclusive right-turn or left-turn pockets), as appropriate.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement roadway geometry changes, where appropriate, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-LT1.4:</u> Floating bicycle lanes may be implemented, where on-street parking is restricted during peak periods, to provide for additional vehicular capacity, as appropriate.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement floating bicycle lanes appropriate, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
<p><u>M-TR-LT1.5:</u> Parking may be eliminated to provide for additional vehicular capacity, as appropriate.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement parking space removal as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-LT2.1:</u> Signal pre-emption or other transit priority techniques may be applied to reduce overall transit travel times, as appropriate.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement signal pre-emption or other transit priority techniques as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
<p><u>M-TR-LT2.2:</u> Bicycle proposals may be modified to create discontinuities in bicycle treatment to avoid transit delays, as appropriate.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to create discontinuity in bicycle treatments as described, where appropriate, to facilitate transit operations, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-LT2.3:</u>                      Bus stops may be reconfigured to facilitate bus operations, as appropriate.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement bus stops reconfiguration, where appropriate to facilitate bus operations, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
<p><u>M-TR-LT2.4:</u>                      Parking may be eliminated to substitute for lane removal and/or increase roadway capacity, as appropriate.                       In some instances, where either existing or projected cumulative conditions at intersections operate at LOS E or LOS F conditions, feasible mitigation measures would not be available, and transit impacts would remain significant and unavoidable.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to determine whether or not parking may be eliminated to substitute for lane removal and/or increase roadway capacity, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-LT3.1:</u> Where feasible and required to respond to loading zone impacts, on-street parking layouts shall be modified to accommodate additional yellow commercial freight loading zones.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to determine where on-street parking layouts shall be modified to accommodate additional yellow commercial freight loading zones, where feasible and required, in order to respond to loading zone impacts, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-LT3.2:</u> Traffic management strategies shall be developed and implemented, where feasible, to accommodate short-term passenger loading/unloading activities.</p>	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement traffic management strategies to accommodate short-term passenger loading/unloading activities, where appropriate, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
<b>NEAR-TERM IMPROVEMENTS</b>					
<b>Cluster 2: South of Market Area</b>					
<p><u>M-TR-P2-16h:</u> Feasibility of the following mitigation measures has not yet been determined. There is a range of potential treatments to address the issue at this intersection. One would be repositioning of the bus zone along the south side of Townsend Street. Another treatment would be reconfiguring the approach lanes to the intersection of 4th and Townsend Streets. Finally, installation of discontinuous bicycle lanes at the approach of the intersection could also be considered. Therefore, a significant transit impact would occur with implementation of Project 2-16 Modified Option 1 under Existing plus Project conditions.</p>	SFMTA	Prior to implementation of Project 2-16.	SFMTA to implement one of the identified potential treatments as described and to continue to investigate the effectiveness of the potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P2-16i:</u>  Refer to Mitigation Measure 2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant transit impact would occur to Muni bus line 45 under Existing plus Project conditions for Project 2-16 Modified Option 1.</p>	SFMTA	Prior to implementation of Project 2-16.	SFMTA to implement one of the identified potential treatments as described and to continue to investigate the effectiveness of the potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
<p><u>M-TR-P2-16j:</u>  Refer to Mitigation Measure M-TR-P2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant transit impact would occur to Muni bus line 30 under 2025 Cumulative plus Project conditions for Project 2-16 Modified Option 1.</p>	SFMTA	Prior to implementation of Project 2-16.	SFMTA to implement one of the identified potential treatments as described and to continue to investigate the effectiveness of the potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P2-16m:</u>  Refer to Mitigation Measure M-TR-P2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant transit impact would occur to Muni bus line 45 under 2025 Cumulative plus Project conditions for Project 2-16 Modified Option 1.</p>	<p>SFMTA</p>	<p>Prior to implementation of Project 2-16.</p>	<p>SFMTA to implement one of the identified potential treatments as described and to continue to investigate the effectiveness of the potential mitigation measures.</p>	<p>SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.</p>	<p>Quarterly report to ERO if new improvements are implemented.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<b>Cluster 5: Mission/Glen Park/Excelsior Area</b>					
<p><u>M-TR-P5-6a:</u> Lane configuration adjustments to the eastbound and westbound direction on Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection from LOS F to LOS E. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the eastbound and westbound Cesar Chavez Street approaches. This additional capacity will help reduce the delay and improve the V/C ratio by 9 percent (from 1.31 to 1.18). However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact may occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6b:</u> Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M- TR-P6-5w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the eastbound and westbound Cesar Chavez Street approaches. This additional capacity will help reduce the delay and improve the V/C ratio by 23 percent (from 1.17 to 0.90). However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6c:</u> Lane configuration adjustments to the westbound direction of Cesar Chavez Street would improve LOS and reduce the delay for the Guerrero Street/Cesar Chavez Street. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the westbound Cesar Chavez Street approach. This lane adjustment would decrease the delay and improve the V/C ratio by 28 percent (from 1.23 to 0.88) and improve LOS from F to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact may occur at the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6e</u>                      Lane configuration adjustments to the westbound direction along Cesar Chavez Street would improve LOS and reduce the delay at the Guerrero Street/Cesar Chavez Street intersection. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the westbound approach of Cesar Chavez Street. This lane adjustment would decrease the delay and improve the V/C ratio by 26 percent (from 1.76 to 1.30). Nevertheless, this mitigation measure would not reduce the project impacts at Guerrero Street/Cesar Chavez Street to a less-than-significant level.</p>	<p>SFMTA</p>	<p>Prior to implementation of Project 5-6.</p>	<p>SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.</p>	<p>SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.</p>	<p>Quarterly report to ERO if new improvements are implemented.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6h:</u> Lane configuration adjustments to the eastbound and westbound directions along Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed from Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined, along Cesar Chavez Street in eastbound and westbound directions which would provide an additional through lane in both directions. These lane adjustments would decrease the delay and improve LOS from E to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6. In addition, bicycle lane discontinuity could occur at this location.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6j:</u> Lane configuration adjustments to the eastbound and westbound directions along Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed from Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) along Cesar Chavez Street in the eastbound and westbound directions which would provide an additional through lane in both directions. These lane adjustments would decrease the delay and improve LOS from F to E. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6k:</u> Lane configuration adjustments to the eastbound and westbound directions along Cesar Chavez Street would improve LOS and reduce the delay at the Cesar Chavez Street/South Van Ness Avenue intersection. It is proposed that on-street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) in both the eastbound and westbound directions on Cesar Chavez Street, which would provide an additional through lane along both approaches. These lane adjustments would decrease the delay and improve LOS from F to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Cesar Chavez Street/South Van Ness Avenue intersection with the implementation of Project 5-6.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6l</u>                      Lane configuration adjustments to the westbound direction along Cesar Chavez Street would improve LOS and reduce the delay at the Cesar Chavez Street/South Van Ness Avenue intersection. It is proposed that on-street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) in the westbound direction which would provide an additional through lane along this approach. This lane adjustment would decrease the delay and improve LOS from E to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Cesar Chavez Street/South Van Ness Avenue intersection with the implementation of Project 5-6.</p>	<p>SFMTA</p>	<p>Prior to implementation of Project 5-6.</p>	<p>SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.</p>	<p>SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.</p>	<p>Quarterly report to ERO if new improvements are implemented.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6m:</u>                      Lane configuration adjustments to the eastbound direction and westbound direction on Cesar Chavez Street would improve LOS and reduce the delay at the Cesar Chavez Street/South Van Ness intersection. It is proposed that on- street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) in both the eastbound and westbound directions on Cesar Chavez Street, which would provide an additional through lane along both approaches. These lane adjustments decrease the amount of average delay and reduce the V/C ratio by 22 percent (from 1.91 to 1.49). Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level.</p>	<p>SFMTA</p>	<p>Prior to implementation of Project 5-6.</p>	<p>SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.</p>	<p>SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.</p>	<p>Quarterly report to ERO if new improvements are implemented.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6o:</u>                      Lane configuration adjustments to the eastbound direction and westbound direction along Cesar Chavez Street would improve LOS and reduce the delay at the Bryant Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed along the eastbound and westbound directions on Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined), which would provide an additional through lane in both directions. These lane adjustments would decrease the delay and improve the V/C ratio by 29 percent (from 1.34 to 0.95) and improve LOS from F to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Bryant Street/Cesar Chavez Street intersection with the implementation of Project 5-6.</p>	<p>SFMTA</p>	<p>Prior to implementation of Project 5-6.</p>	<p>SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.</p>	<p>SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.</p>	<p>Quarterly report to ERO if new improvements are implemented.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6g:</u> Lane configuration adjustments to the eastbound and westbound directions along Cesar Chavez Street would improve LOS and reduce the delay at the Bryant Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed in the eastbound and westbound directions along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined), which would provide an additional through lane along both approaches. These lane adjustments would decrease the delay and improve the V/C ratio by 28 percent (from 2.04 to 1.47). Nevertheless, this mitigation measure Chavez Street intersection with the implementation of Project 5-6. would not reduce the project impacts to a less-than-significant level. Hence a significant impact would occur at the Bryant Street/Cesar Chavez Streets.</p>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6s:</u>                      The implementation of Modified Option 1 under Existing plus Project conditions would add 474 seconds (7.9 minutes) of total delay for Muni bus line 12 westbound. With mitigation as described in Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined, this delay would be reduced to 262 seconds (4.4 minutes) of delay westbound for Muni bus line 12. This would reduce total delay below the transit delay threshold of six minutes. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur to Muni bus line 12 for Project 5-6 Modified Option 1 under Existing plus Project conditions.</p>	<p>SFMTA</p>	<p>Prior to implementation of Project 5-6 Option 1.</p>	<p>SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.</p>	<p>SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.</p>	<p>Quarterly report to ERO if new improvements are implemented.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6t:</u>                      The implementation of Option 1 under Existing plus Project conditions would add 867 seconds (14.5 minutes) of total delay for Muni bus line 27. With mitigation as described in Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined, delay in the westbound direction would be reduced to 324 seconds (5.4 minutes) of delay westbound and 29 seconds eastbound for a total added delay of 353 seconds (5.8 minutes). This would reduce total delay below the transit delay threshold of six minutes. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur to Muni bus line 27 for Project 5-6 Option 1 under Existing plus Project conditions.</p>	<p>SFMTA</p>	<p>Prior to implementation of Project 5-6 Option 1.</p>	<p>SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.</p>	<p>SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.</p>	<p>Quarterly report to ERO if new improvements are implemented.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6u:</u>                      The implementation of Option 1 under 2025 Cumulative plus Project conditions would add approximately 1,487 seconds (24.7 minutes) of total delay for Muni bus line 12 westbound with mitigation as described in Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR- P5-6q, for which feasibility has not yet been determined. Therefore, a significant transit impact to Muni bus line 12 would occur with implementation of Project 5-6 with Option 1 under 2025 Cumulative plus Project conditions.</p>	SFMTA	Prior to implementation of Project 5-6 Option 1.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6v:</u>                      The implementation of Option 1 under 2025 Cumulative plus Project conditions would add approximately 2,429 seconds (40.5 minutes) of total delay for Muni bus line 27. With mitigation as described in Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined, this delay would not be reduced westbound but would be reduced to 99 seconds (1.6 minutes) of delay eastbound. The total added delay of 1,897 seconds (31.6 minutes) would be greater than the transit delay threshold of six minutes. Therefore, a significant transit impact to Muni bus line 27 would occur with implementation of Project 5-6 with Option 1 under 2025 Cumulative plus Project conditions.</p>	<p>SFMTA</p>	<p>Prior to implementation of Project 5-6 Option 1.</p>	<p>SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.</p>	<p>SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.</p>	<p>Quarterly report to ERO if new improvements are implemented.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Mitigation Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>M-TR-P5-6w</u></p> <p>As referenced in the above Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q, the traffic analysis conducted for Project 5-6 included four study intersections along Cesar Chavez for the segment between Hampshire and Guerrero Streets. Analysis indicates that if the lane configurations corresponding to the No Project conditions can be provided, some impacts will be mitigated at these intersections. The following two options are part of proposed possible mitigation measures, for which feasibility has not yet been determined, to reinstate the lane configuration under No Project conditions.</p> <ul style="list-style-type: none"> <li>• <b>Option 1</b> Removal of parking – For the four study intersections analyzed, approximately 100 spaces would need to be removed on Cesar Chavez Street to mitigate the impacts at these locations. However, additional parking spaces may need to be removed to reduce impacts along the entire corridor.</li> <li>• <b>Option 2</b> Implementing a discontinuous bicycle lane – The consultant recommends the bicycle lane be discontinued at selected intersection approaches along Cesar Chavez Street. This option may reduce the number of parking spaces that need to be removed on Cesar Chavez Street compared to Option 1.</li> </ul>	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

Adopted Improvement Measures	Implementation Responsibility	Schedule	Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<b>B-1 IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR RELATED TO THE NEAR-TERM IMPROVEMENTS:</b>					
<p><u>I-P2-1a:</u> To improve freight loading conditions in the 2nd Street corridor, metered parking spaces on Mission Street east of 2nd Street would be converted to yellow commercial freight loading zones.</p>	SFMTA	Prior to implementation of Modified Project 2-1.	SFMTA to convert metered parking spaces immediately adjacent to the two commercial freight loading zones on the west side of Hawthorne Street north of Folsom Street on 2 <sup>nd</sup> Street would be converted to yellow commercial freight loading zones.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Improvement Measures</b>	<b>Implementation Responsibility</b>	<b>Schedule</b>	<b>Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>I-P2-1b:</u> To improve freight loading conditions in the 2<sup>nd</sup> Street corridor, two metered parking spaces immediately adjacent to the aforementioned commercial freight loading spaces on Hawthorne Street would be converted to yellow commercial freight loading spaces.</p>	SFMTA	Prior to implementation of Modified Project 2-1.	SFMTA to convert two metered parking spaces immediately adjacent to the aforementioned commercial freight loading spaces on Hawthorne Street to yellow commercial freight loading spaces.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.
<p><u>I-P2-4a:</u> In order to address improvements for the non-significant parking impacts resulting from the loss of on-street parking spaces under Existing plus Project and 2025 Cumulative plus Project Conditions, it is recommended that the existing parallel parking on some cross streets along 17<sup>th</sup> Street is converted to perpendicular parking. This improvement measure would reduce the net parking loss from 212 to 166 parking spaces.</p>	SFMTA	Prior to implementation of Modified Project 2-4	SFMTA to investigate conversion of existing parallel parking on some cross streets along 17 <sup>th</sup> Street along the project alignment to perpendicular parking.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

<b>Adopted Improvement Measures</b>	<b>Implementation Responsibility</b>	<b>Schedule</b>	<b>Action</b>	<b>Monitoring/ Reporting Responsibility</b>	<b>Monitoring Schedule</b>
<p><u>I-P2-11a:</u></p> <p>In order to address improvements for the non-significant loading impacts resulting from the loss of on-street loading spaces under Existing plus Project and 2025 Cumulative plus Project conditions, it is recommended that the City conduct a loading needs analysis to determine how many and where additional on-street yellow commercial freight loading spaces are required on or near Market Street between Laguna and Noe Streets.</p>	SFMTA	Prior to implementation of Modified Project 2-11	SFMTA to conduct a loading needs analysis to determine how many and where additional on-street yellow commercial freight loading spaces are required on or near Market Street between Laguna and Noe Streets.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.
<p><u>I-P5-7a:</u></p> <p>This improvement measure is recommended to improve parking conditions with implementation of Project 5-7. The second phase design study for the Glen Park Station area conducted by the SFMTA could further investigate parking management strategies in this area, such as parking pricing, better striping and potential expansion of the existing parking lot on the north side of Bosworth Street. The Glen Park neighborhood has been working closely with the City on the development of a transportation concept plan for this area. It should consider potential loss of an additional 56 to 59 parking spaces due to the proposed bicycle improvements and identify acceptable strategies with the neighborhood organizations to address the issue of parking loss.</p>	SFMTA	Prior to implementation of Project 5-7a	SFMTA could further investigate parking management strategies in this area, such as parking pricing, better striping and potential expansion of the existing parking lot on the north side of Bosworth Street.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.

**MITIGATION MONITORING AND REPORTING PROGRAM**

Adopted Improvement Measures	Implementation Responsibility	Schedule	Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
<b>B-2 IMPROVEMENT MEASURES RELATED TO THE LONG-TERM IMPROVEMENTS FOR WHICH FEASIBILITY HAS YET TO BE DETERMINED</b>					
<p><u>I-TR-LT3.1:</u> Converting metered parking to yellow commercial freight loading zones, where feasible.</p>	SFMTA	Prior to implementation of a long-term improvement	SFMTA to determine locations to convert metered parking to yellow commercial freight loading zones, where appropriate. and feasible.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.
<p><u>I-TR-LT3.2:</u> Developing and implementing traffic management strategies to accommodate short-term passenger loading/unloading activities, where feasible.</p>	SFMTA	Prior to implementation of a long-term improvement	SFMTA to develop and implement traffic management strategies to accommodate short-term passenger loading/unloading activities, where appropriate and feasible.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.