SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 9/3/2019 ***Requested_by:*** SFMTA ***Handled:*** Edgar Orozco ***Section Head :*** Cheryl Liu BT for CL	☐ ***Public Hearing Consent*** ☒ ***Public Hearing Regular*** ☐ ***Informational / Other*** PH - Regular	***No objections:*** 9/1/19 ***Item Held:*** ***Other:***

Location: Sutter Street between Gough Street and Fillmore Street

Subject: Road Diet

PROPOSAL / REQUEST:

ESTABLISH - ROAD DIET
Sutter Street between Fillmore Street and Webster Street
Sutter Street between Buchanan Street and Gough Street

(Supervisor District 5)

The SFMTA proposes to make safety improvements on Sutter Street between Fillmore and Webster streets and Buchanan and Gough streets. Currently there are three lanes, two westbound and one eastbound, all of which are narrower than desired for the Muni buses that travel on the corridor. Removing a lane in the westbound direction and realocating the remaining space would minimize the potential for collisions.

Edgar Orozco, edgar.orozco@sfmta.com

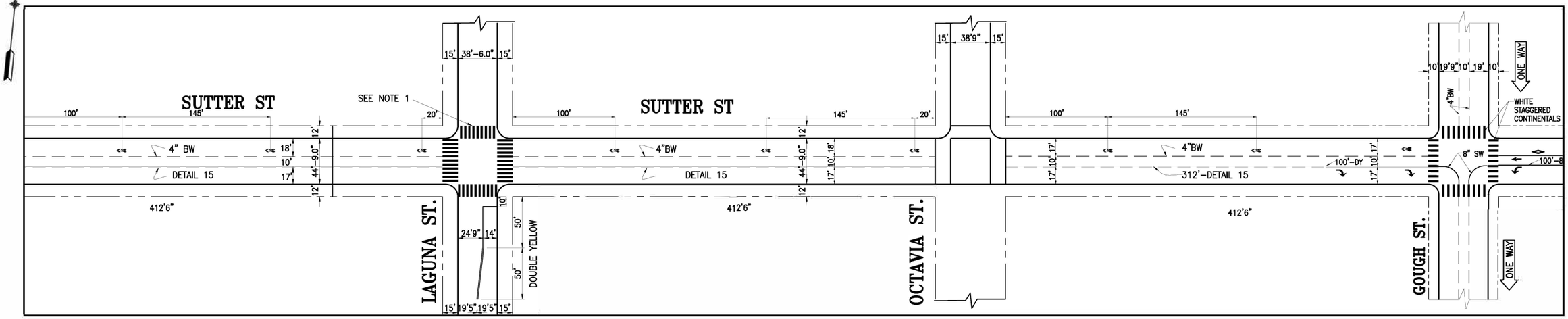
BACKGROUND INFORMATION / COMMENTS

*Current conditions: two westbound lanes and one eastbound lane. Lanes are narrower than recommended for Muni buses, which results in buses straddling the lanes
*Proposed conditions: one lane in each direction that meets/exceeds Muni lane width guidelines, which mitigates straddling problems for buses
*Muni lines impacted: 2 Sutter and 3 Jackson
*This proposal would increase delay by approximately 2 seconds per intersection for westbound vehicles during PM peak. However, actual impacts may be lower because the existing lane widths make for added friction on the corridor, which increases travel time for Muni buses
*Between 8/2014-8/2019 there were seven collisions on Sutter St. due to narrow lanes, six of which were transit related
*Sutter St. westbound is a part of the Bike Network; this design would not preclude a potential bike lane in the future
*Sutter St. between Buchanan St. and Webster St. would retain two westbound lanes: a through/right-turn lane and a left-turn lane (already legislated)
*Local neighbors received outreach letters, which detailed the lane removal and proposed lane widths.
*Extensive outreach was done with key Japatown stakeholders including an in person project presentation in February 2020, and a virtual meeting along with the district supervisor in July 2020.
*No parking impacts

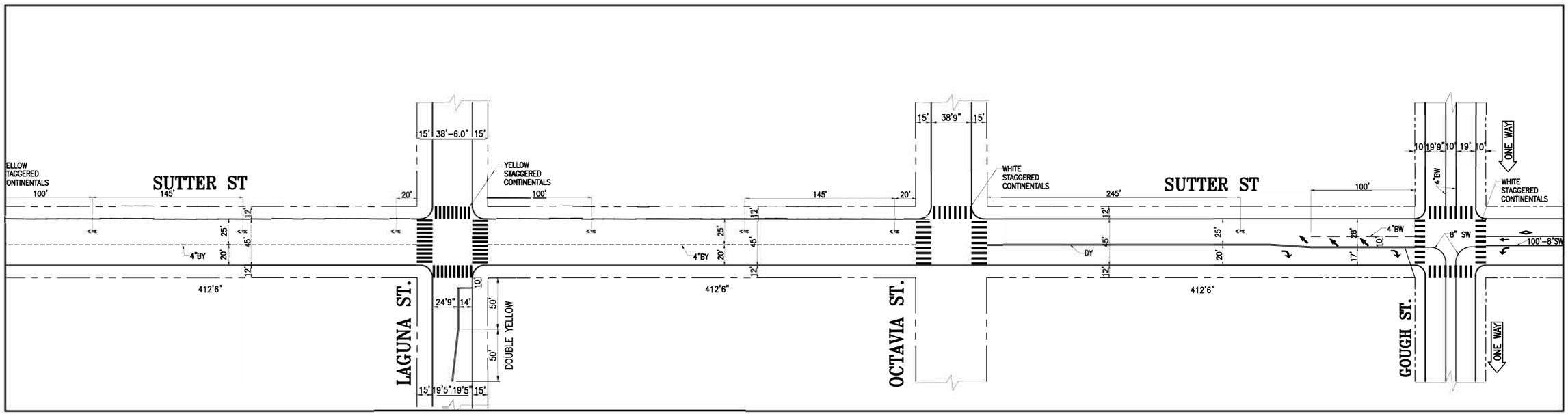
HEARING NOTIFICATION AND PROCESSING NOTES:	***ENVIRONMENTAL CLEARANCE BY:*** ☐ ***SFMTA*** ☒ ***Attached*** ☐ ***Pending***

Existing and proposed striping plan (1/2)

EXISTING



PROPOSED



NO.	DATE	DESCRIPTION	BY	APP

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

SFMTA

SUPERCEDES STR-###, REV#

DRAWN: DATE:

CHECKED: DATE:

APPROVED

SENIOR ENGINEER DATE:

CITY TRAFFIC ENGINEER DATE:

SCALE: 1"=50'-0"

SHEET/SHEETS: 1 OF 1

CONCEPTUAL DESIGN

SUTTER STREET
LAGUNA STREET TO GOUGH STREET

CONTRACT NO.

DRAWING NO.

FILE NO.

REV. NO.

EXTERNAL REFERENCES: XREFS
FONTS USED: FONTS

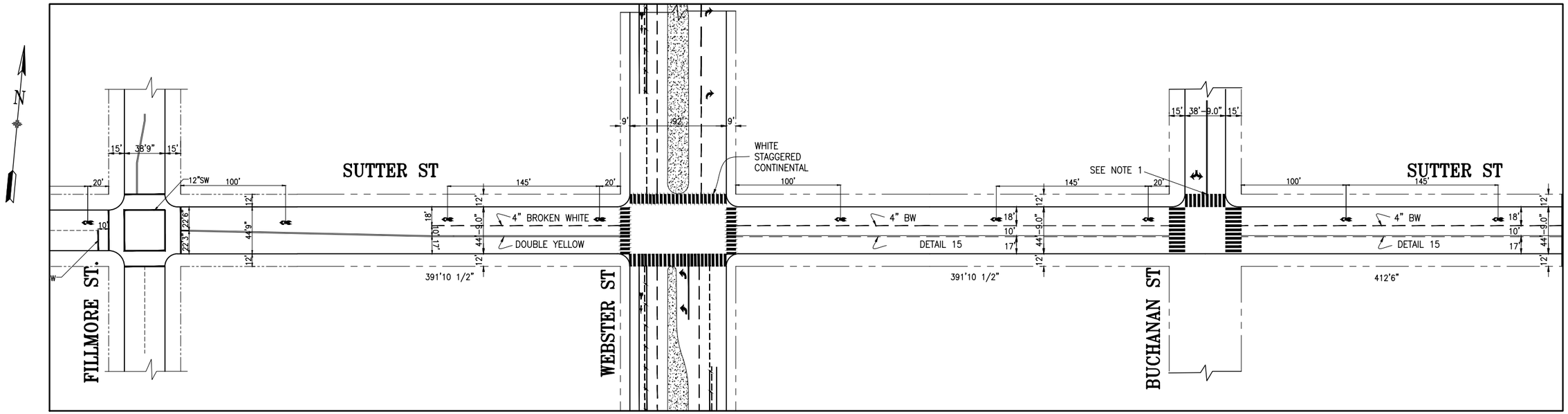
SCALE FACTOR: XX
PLOT SCALE: X:X

FILE NAME: Sutter st_Su-7606 1 (Fillmore to Octavia)
ORIGIN: SECTION
DATE: --/--/--

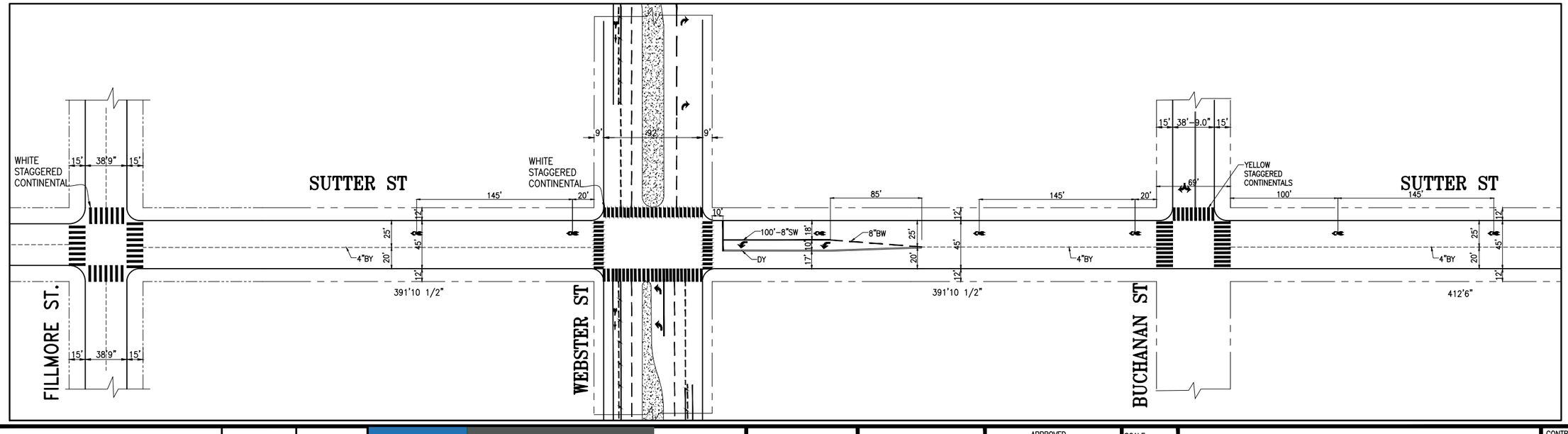
T:\T_E_FILES\Transit_Engineering_PERSONNEL\Edgar\Presidio Division\Sutter_Sutter Restripe Gough to Fillmore.dwg Eurozca Tue Jun 16,2020 - 12:06 pm

Existing and proposed striping plan (2/2)

EXISTING



PROPOSED



NO.	DATE	DESCRIPTION	BY	APP

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

SFMTA

SUPERCEDES STR-####, REV#

DRAWN: DATE:

CHECKED: DATE:

APPROVED

SENIOR ENGINEER DATE:

CITY TRAFFIC ENGINEER DATE:

SCALE:

SHEET/SHEETS:

CONCEPTUAL DESIGN

SUTTER STREET
FILLMORE STREET TO BUCHANAN STREET

CONTRACT NO.

DRAWING NO.

FILE NO.

REV. NO.

FILE NAME: Sutter st_Str-7606 1 (Fillmore to Octavia)
DATE: --/--/--
ORIGIN: SECTION

EXTERNAL REFERENCES: XREFS
FONTS USED: FONTS

SCALE FACTOR: XX
PLOT SCALE: X:X

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TransBASEsf.org Dashboard

Geographic Extent: SUTTER ST from FILLMORE ST to GOUGH ST (0.46 miles/2406.99 feet)
Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)
Data Range: 07/01/2014 to 06/30/2019
Pull Date: 8-29-2019

Non-Transit Collisions (1/2)

Collision/Party/Victim Table
Showing 1 to 28 of 28 entries

Count of Fatal Collisions: 0
Count of Non-Fatal Injury Collisions: 28
Total Count of Fatal/Non-Fatal Injury Collisions: 28

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceeding Crash	Party 2 Type	Party 2 Direction of Travel	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
180799701	10/21/2018	17:06	Sunday	WEBSTER ST	SUTTER ST	9	East	Driver	South	Making Left Turn	Pedestrian	East	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
180675775	09/06/2018	21:45	Thursday	WEBSTER ST	SUTTER ST	0	Not Stated	Driver	South	Making Left Turn	Pedestrian	East	CVC 21950(a)	Injury (Other Visible)	Not Stated	Pedestrian	Clear	Dark - Street Lights
180618587	08/17/2018	13:19	Friday	SUTTER ST	BUCHANAN ST	0	Not Stated	Pedestrian	South	Proceeding Straight	Pedestrian	South	CVC 21950(b)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
180557173	07/26/2018	16:44	Thursday	FILLMORE ST	SUTTER ST	100	North	Driver	North	Proceeding Straight	Driver	North	CVC 21703	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Daylight
180284194	04/17/2018	13:54	Tuesday	FILLMORE ST	SUTTER ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	East	CVC 21453(a)	Injury (Severe)	Sideswipe	Motor Vehicle on Other Roadway	Clear	Daylight
180172088	03/05/2018	17:30	Monday	LAGUNA ST	SUTTER ST	0	Not Stated	Driver	South	Making Left Turn	Pedestrian	East	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
170782142	09/25/2017	08:45	Monday	SUTTER ST	BUCHANAN ST	0	Not Stated	Driver	South	Making Left Turn	Pedestrian	North	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
170629011	08/02/2017	12:45	Wednesday	GOUGH ST	SUTTER ST	0	Not Stated	Driver	South	Proceeding Straight	Pedestrian	East	CVC 21453(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
170294620	04/10/2017	09:18	Monday	SUTTER ST	GOUGH ST	200	West	Driver	East	Proceeding Straight	Pedestrian	East	CVC 21658(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
160860833	10/22/2016	12:45	Saturday	SUTTER ST	FILLMORE ST	250	East	Driver	East	Proceeding Straight	Parked Vehicle	East	CVC 22350	Injury (Complaint of Pain)	Rear End	Parked Motor Vehicle	Clear	Daylight
160826772	10/10/2016	18:05	Monday	SUTTER ST	GOUGH ST	0	Not Stated	Driver	South	Making Left Turn	Pedestrian	East	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Not Stated	Clear	Dusk - Dawn
160744102	09/13/2016	16:35	Tuesday	WEBSTER ST	SUTTER ST	0	Not Stated	Driver	South	Making Left Turn	Pedestrian	Not Stated	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
160678062	08/22/2016	05:55	Monday	GOUGH ST	SUTTER ST	0	Not Stated	Driver	West	Proceeding Straight	Driver	South	CVC 21453(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	Clear	Dark - Street Lights
160196939	03/07/2016	15:40	Monday	WEBSTER ST	SUTTER ST	4	South	Driver	South	Making Left Turn	Pedestrian	East	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight

☐ Collision related to narrow lanes.

Non-Transit Collisions (2/2)

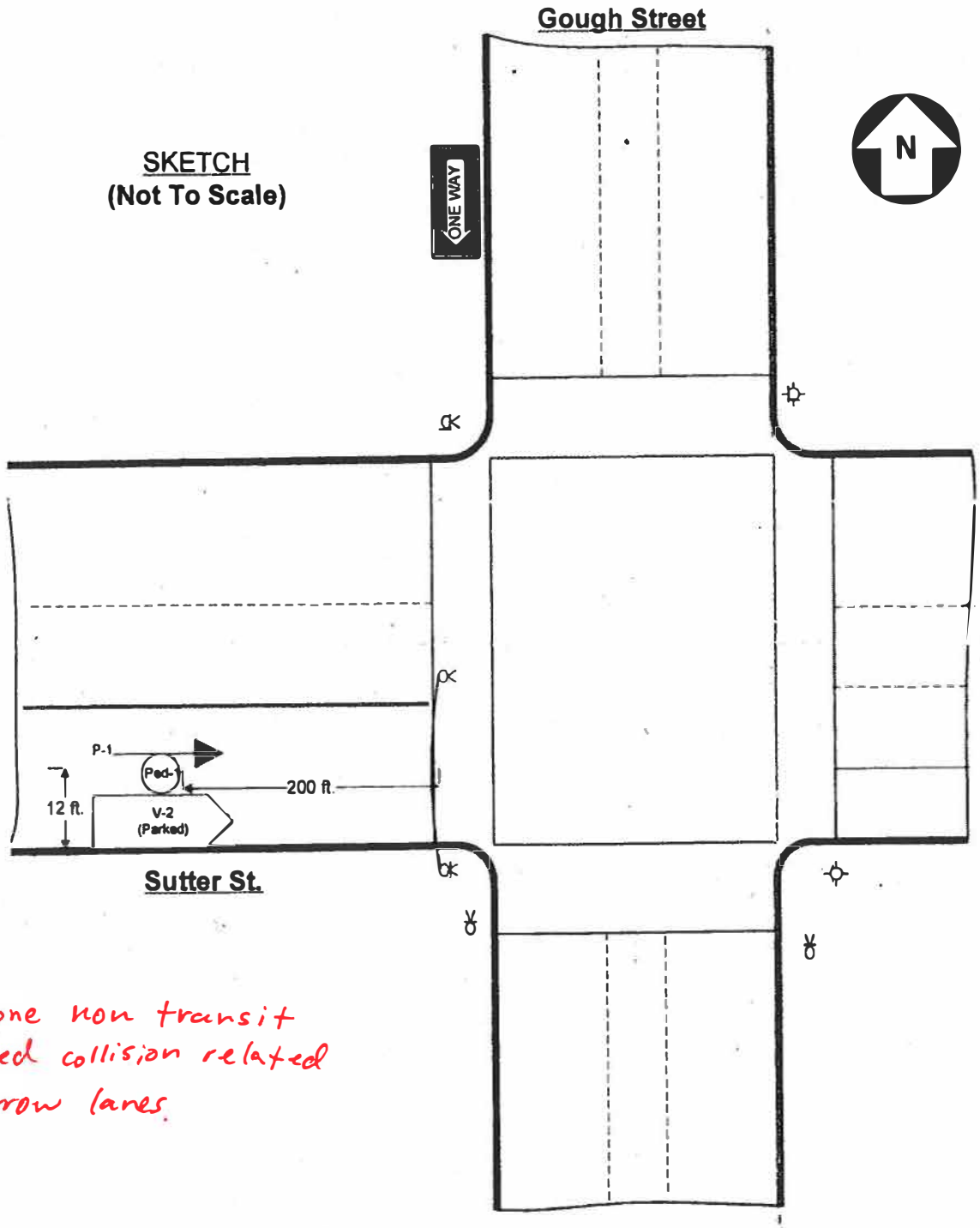
STATE OF CALIFORNIA
SKETCH DIAGRAM

CHP 555 Page 4(Rev. 8-97) OPI 042

DATE OF INCIDENT	TIME		OFFICER I.D.	NUMBER
04/10/2017	0918			

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)

SKETCH
(Not To Scale)



* The one non transit related collision related to narrow lanes.

Transit Collisions (1/4)

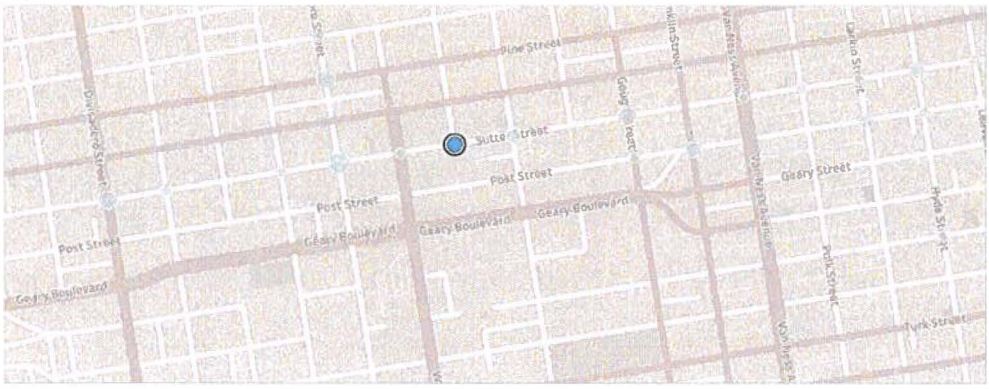
ARB Charge	At Street	Collision Type	Collision With	Mode Updated	Incident Narrative	Division	E_DESC	Time	Incident Type	Line	Direction	Date	Incident Number	MTA Vehicle Action	On Street
Unavoidable	Buchanan St	Left Sideswipe	Auto/Van	Trolley Coach	Restricted	Presidio	Traveling outbound on Sutter before Buchanan motorcoach pulling out of zone in the inbound direction. Motorist encroach the lane of traffic I stop he continued and hit the left side of front bumper.	10:00AM	Collision	2 Clement	outbound/midblock	6/5/2018	FY18-06435	Going Straight	Sutter St
Avoidable	Buchanan St	Left Sideswipe	Auto/Van	Trolley Coach	Restricted	Presidio	I signal first to leave the bus zone and then I looked at my mirrors to see if I was clear. So I merged into the lane . The vehicle behind decided to beat me by going around me while I was coming out from bus zone into the lane. I stopped the coach but he sideswiped mke on the left bumper. That he went to the left opposite lane but did not went enough because he was going too fast and careless . Inspector interviewed motorist and operator see the video	11:20AM	Collision	3 Jackson	inbound	1/2/2017	FY17-03415	Going Straight	Sutter St
Unavoidable	Buchanan St	Left Sideswipe	Auto/Van	Trolley Coach	Restricted	Presidio	While stopped in the zone outbound on the 3 at Sutter an Buchanan I was servicing the stop and had my wheelchair lift out when a car made contact with the left rear corner of my coach None of the passengers on my coach were injured. TMC was notified and a isnepctor came and took a report.	12:20 PM	Collision	3 Jackson	outbound/nearside	9/5/2018	FY19-00895	Going Straight	Sutter St
Unavoidable	Laguna St	Right Sideswipe	Auto/Van	Trolley Coach	Restricted	Presidio	Vehicle made contact with coach . Reported incident to central control. Vehicle left scene Inspector 1T62B arrived and took report. No visual damage on coach	7:00 PM	Collision	3 Jackson	n/a	4/10/2016	FY16-05944	Going Straight	Sutter St
Avoidable	Sutter St Gough St	Right Sideswipe Right Sideswipe	Auto/Van	Trolley Coach	Restricted	Presidio	Coach is slowly making a right turn from Sutter to Laguna, coach made contact with vehicle. Reported to TMC , Inspector unit 5T61A came and took report I'm going on 0/B on Sutter pass Gough going about 10-15 M/H I pass a parked auto I heard noise from my right side of my coach I stopped parked auto open door & hit my coach.	11:41 AM	Collision	3 Jackson	inbound	5/23/2018	FY18-06276	Turning Right	Laguna St
Unavoidable			Auto/Van	Trolley Coach	Restricted	Presidio	Call TMC TS 5T62B has come.	5:31 PM	Collision	2 Clement	outbound/farside	5/24/2018	FY18-06323	Going Straight	Sutter St

Transit Collisions (2/4)

Transit Collisions Map and Incident Detail

Date Range 8/2/2014 to 8/2/2019 | Fleet All | Corridor All | Line Multiple v.. | Incident Narrative Operator Narrative

Map of Collisions



Instructions: Choose date, fleet and corridor for analysis, then click on a location in the map to view detailed incident information.

Hover mouse *over* Safety Analysts to view full incident narrative and determination in tooltip.

Click on an area *of* white space in *the* map to un•select *the* location.

•Note: Operator narratives contam confidential information protected by attorney-client privilege.

Detailed Collision Information

Date	Time	Line	Intersection	Collisior With .	Collision Type	MTA Vehicle A.	Direction	Incident Narrative
09/05/18	12:20 PM	3 Jacl.son	8i i:hanan ;1 & Sutter St	Auto,V.=in	Left S:desw pe	Going Straight	outbound/nears,dE	Restncted
06/05/18	10) O M /	, Cteme1 i	81,ch<ifan St:..)utter St	Auto Van	Lert S:l♦:Nlpe	Going I I Jyhl	outbound/mrdbloc♦	Re tricted
01/02/17	11:20 AM	3 Jacksoo	Buchanan Sl-&...Suue, S!	AUIOIV>n	Letl-Sde.s,•,p	Going Straight	inb...	Restricted

* Transit Collisions @ Sutter / Buchanan in past „a„Y< years.

0 Collisions related to narrow lanes

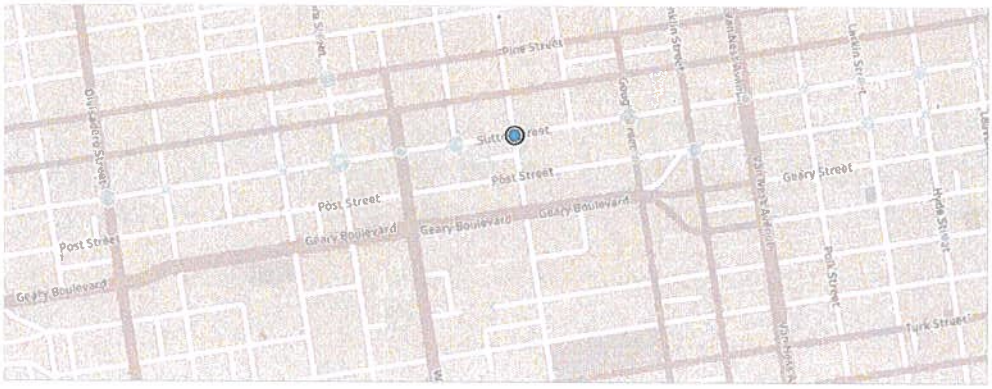
Transit Collisions (3/4)

Transit Collisions Map and Incident Detail

Date Range	Fleet	Corridor	Line	Incident Narrative
8/21/2014 to 8/21/2019	All	All	Multiple v..	Operator Narrative

Source: TransitSafe

Map of Collisions



Instructions: Choose date, fleet and corridor for analysis, then click on a location in the map to view detailed incident information.

Hover mouse over Safety Analysis to view full incident narrative and determination in tooltip.

Click on an area of white space in the map to un-select the location.

*Note: Operator narratives contain confidential information protected by attorney-client privilege.

Detailed Collision Information

Date	Time	Line	Intersection	Collision With..	Collision Type	MTA Vehicle A..	Direction	Incident Narrative
05/23/18	11:41 AM	3 Jackson	Laguna St & Sutter St	Auto/Van	Right Sideswipe	Turning Right	Inbound	Restricted
04/10/16	07:00 PM	3 Jackson	Laguna St & Sutter St	Auto/Van	Right Sideswipe	Going Straight	n/a	Restricted

* Transit Collisions @ Sutter / Laguna in past five years.

☐ Collisions related to narrow lanes

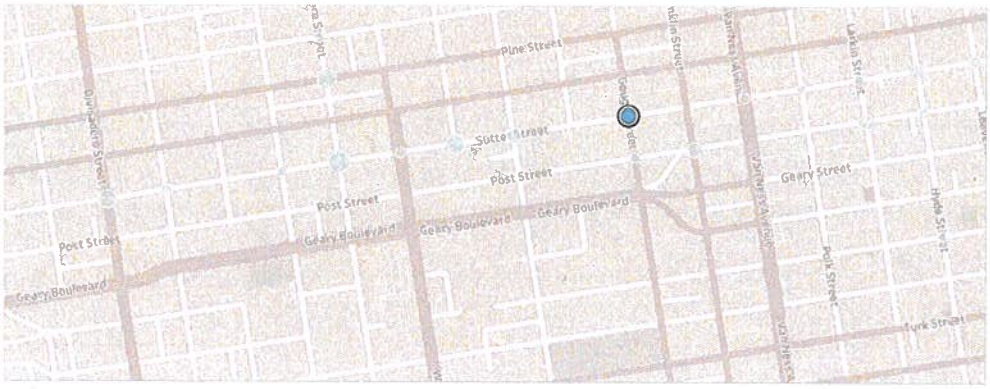
Transit Collisions (4/4)

Transit Collisions Map and Incident Detail

Date Range	Fleet	Corridor	Line	Incident Narrative
8/21/2014 to 8/21/2019	All	All	Multiple v..	Operator Narrative

Source: TransitSafe

Map of Collisions



Instructions: Choose date, fleet and corridor for analysis, then click on a location in the map to view detailed incident information.

Hover mouse over Safety Analysis to view full incident narrative and determination in tooltip.

Click on an area of white space in the map to un-select the location.

*Note: Operator narratives contain confidential information protected by attorney-client privilege.

Detailed Collision Information

Date	Time	Line	Intersection	Collision With..	Collision Type	MTA Vehicle A..	Direction	Incident Narrative
02/17/19	07:45 PM	2 Clement	Gough St & Sutter St	Auto/Van	Left Sideswipe	Null	outbound/farside	Restricted
05/24/18	05:31 PM	2 Clement	Gough St & Sutter St	Auto/Van	Right Sideswipe	Going Straight	outbound/farside	Restricted
08/11/16	09:10 AM	2 Clement	Gough St & Sutter St	Auto/Van	Right Sideswipe	Going Straight	outbound	Restricted

* Transit collisions @ Sutter / Gough in past five years.

☐ Collisions related to narrow lanes.

SAN FRANCISCO
PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		**Block/Lot(s)**
Sutter Street Transit Safety Project		
Case No.		**Permit No.**
2019-017095ENV		
■ **Addition/ Alteration**	☐ **Demolition (requires HRE for Category B Building)**	☐ **New Construction**

Project description for Planning Department approval.

The SFMTA proposes to make transit safety improvements on Sutter Street between Fillmore Street and Gough Street. A complete project description can be found under 2019-017095ENV (Document: SMTA Sutter Street Transit Safety Project Memo to Planning). Existing conditions: Sutter Street project corridor currently includes three travel lanes, two westbound and one eastbound, all of which are narrow for Muni buses that travel on the corridor (2 Clement/Sutter and 3 Jackson). Proposed project: The Sutter Street Transit Safety Project would remove an existing westbound travel lane, reducing the number of travel lanes to one westbound lane and one eastbound lane; a center westbound left-turn pocket would be provided on Sutter Street at Webster Street to accommodate left-turning vehicles. The proposed project would allow wider travel lanes which would improve safety for Muni buses traveling along the project corridor and reduce the potential of collisions. Construction would involve grinding out the existing striping and painting the new striping. The estimated timeline for construction is three to four days and would take place sometime between middle to late 2020. The proposed project would not include any excavation work.

Approval Action: City Traffic Engineer Work Order

STEP 1: EXEMPTION CLASS

The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA).

■	**Class 1 - Existing Facilities.** Interior and exterior alterations; additions under 10,000 sq. ft.
☐	**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.
☐	**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: (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. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services. **FOR ENVIRONMENTAL PLANNING USE ONLY**
☐	**Class ____**

STEP 2: CEQA IMPACTS

TO BE COMPLETED BY PROJECT PLANNER

☐	**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., backup diesel generators, heavy industry, diesel trucks, etc.)? (*refer to EP _ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)*
☐	**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? *if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).*
☐	**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?
☐	**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, archeo review is requried (*refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)*
☐	**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 EP_ArcMap > CEQA Catex Determination Layers > Topography*). If yes, Environmental Planning must issue the exemption.
☐	**Slope = or > 25%:** Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (*refer to EP_ArcMap > CEQA Catex Determination Layers > Topography*) **If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.**
☐	**Seismic: Landslide Zone:** Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? *(refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones)* **If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.**
☐	**Seismic: Liquefaction Zone:** Does the project involve any of the following: (1) square footage expansion greater than 500 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? *(refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones)* **If box is checked, a geotechnical report will likely be required and Environmental Planning must issue the exemption.**
Comments and Planner Signature (*optional*):	Laura Lynch

STEP 3: PROPERTY STATUS - HISTORIC RESOURCE

TO BE COMPLETED BY PROJECT PLANNER

PROPERTY IS ONE OF THE FOLLOWING: *(refer to Property Information Map)*	
■	**Category A:** Known Historical Resource. **GO TO STEP 5.**
☐	**Category B:** Potential Historical Resource (over 45 years of age). **GO TO STEP 4.**
☐	**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.	
☐	1. **Change of use and new construction.** Tenant improvements not included.
☐	2. **Regular maintenance or repair** to correct or repair deterioration, decay, or damage to building.
☐	3. **Window replacement** that meets the Department's *Window Replacement Standards*. Does not include storefront window alterations.
☐	4. **Garage work.** A new opening that meets the *Guidelines for Adding Garages and Curb Cuts*, and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
☐	5. **Deck, terrace construction, or fences** not visible from any immediately adjacent public right-of-way.
☐	6. **Mechanical equipment installation** that is not visible from any immediately adjacent public right-of-way.
☐	7. **Dormer installation** that meets the requirements for exemption from public notification under *Zoning Administrator Bulletin No. 3: Dormer Windows*.
☐	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.	
☐	Project is not listed. **GO TO STEP 5.**
☐	Project **does not conform** to the scopes of work. **GO TO STEP 5**.
☐	Project involves **four or more** work descriptions. **GO TO STEP 5.**
☐	Project involves **less than four** work descriptions. **GO TO STEP 6.**

STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW

TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
☐	1. Project involves a **known historical resource (CEQA Category A)** as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
☐	2. **Interior alterations to publicly accessible spaces**.
☐	3. **Window replacement** of original/historic windows that are not "in-kind" but are consistent with existing historic character.
☐	4. **Façade/storefront alterations** that do not remove, alter, or obscure character-defining features.
☐	5. **Raising the building** in a manner that does not remove, alter, or obscure character-defining features.
☐	6. **Restoration** based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.

☐	7. **Addition(s)**, including mechanical equipment that are minimally visible from a public right-of-way and meet the *Secretary of the Interior's Standards for Rehabilitation*.
☐	8. **Other work consistent** with the *Secretary of the Interior Standards for the Treatment of Historic Properties* (*specify or add comments*):
■	9. **Other work** that would not materially impair a historic district (specify or add comments): The proposed changes in paint and lane configuration is adjacent to the Bush Street-Cottage Row Historic District and will not impact this historic district. *(Requires approval by Senior Preservation Planner/Preservation Coordinator)*
☐	10. **Reclassification of property status**. *(Requires approval by Senior Preservation Planner/Preservation* ☐ Reclassify to Category A — a. Per HRER or PTR dated — b. Other *(specify)*: ☐ Reclassify to Category C — *(attach HRER or PTR)*
	Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.
■	**Project can proceed with categorical exemption review**. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. **GO TO STEP 6.**
	Comments (*optional*):
	Preservation Planner Signature: Allison Vanderslice

STEP 6: CATEGORICAL EXEMPTION DETERMINATION

TO BE COMPLETED BY PROJECT PLANNER

■	**No further environmental review is required. The project is categorically exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.**	
	Project Approval Action: City Traffic Engineer Work Order	**Signature:** Laura Lynch
	If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	10/08/2019
	Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the approval action. Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.	

STEP 7: 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.

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
Sutter Street Transit Safety Project		/
Case No.	Previous Building Permit No.	New Building Permit No.
2019-017095PRJ		
Plans Dated	Previous Approval Action	New Approval Action
	Other (please specify)	
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
☐	Result in expansion of the building envelope, as defined in the Planning Code;
☐	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
☐	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
☐	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

☐	The proposed modification would not result in any of the above changes.

If this box is checked, the proposed modifications are categorically 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 within 10 days of posting of this determination.

Planner Name:	**Date:**

Date: October 08, 2019
To: Laura Lynch, San Francisco Planning Department
From: Edgar Orozco, San Francisco Municipal Transportation Agency (SFMTA)
Through: Melinda Hue, San Francisco Municipal Transportation Agency
Re: Sutter Street Transit Safety Project

SUMMARY

The SFMTA proposes to make transit safety improvements on Sutter Street between Fillmore Street and Gough Street. The Sutter Street project corridor currently includes three travel lanes, two westbound and one eastbound, all of which are narrow for Muni buses that travel on the corridor (2 Clement/Sutter, 3 Jackson). The Sutter Street Transit Safety Project proposes to remove an existing westbound travel lane, thereby reducing the number of travel lanes to one westbound lane and one eastbound lane; a center westbound left-turn pocket would be provided on Sutter Street at Webster Street to accommodate left-turning vehicles. The proposed project would allow wider travel lanes, which would improve safety for Muni buses traveling along the project corridor and reduce the potential for collisions.

EXISTING CONDITIONS

Under existing conditions, Sutter Street, between Fillmore Street and Gough Street, includes two travel lanes in the westbound direction and one travel lane in the eastbound direction, plus parallel parking on both sides of the street. The two westbound travel lanes are each 10 feet wide and the one eastbound travel lane is 9 feet wide.

See Attachment A for the existing lane configuration along the project corridor.

In the inbound (eastbound) direction, the 2 Sutter/Clement and 3 Jackson travel on Sutter Street between Fillmore Street and Laguna Street. In the outbound (westbound) direction, the 2 Sutter/Clement and 3 Jackson lines travel on Sutter Street between Gough and Fillmore streets. Please refer to Figure 1 for a detailed transit map of the project area. During PM peak, the 2 Clement/Sutter headway is 14 minutes and the 3 Jackson headway is 18 minutes.

Buses have been observed straddling both lanes or encroaching opposing lanes, as seen in Figures 2 and 3.

Westbound Sutter Street, between Gough and Fillmore Streets, is also a part of the SFMTA Bike Network, as shown in Figure 4, and is marked with Class III shared lane markings, commonly referred to as sharrows.

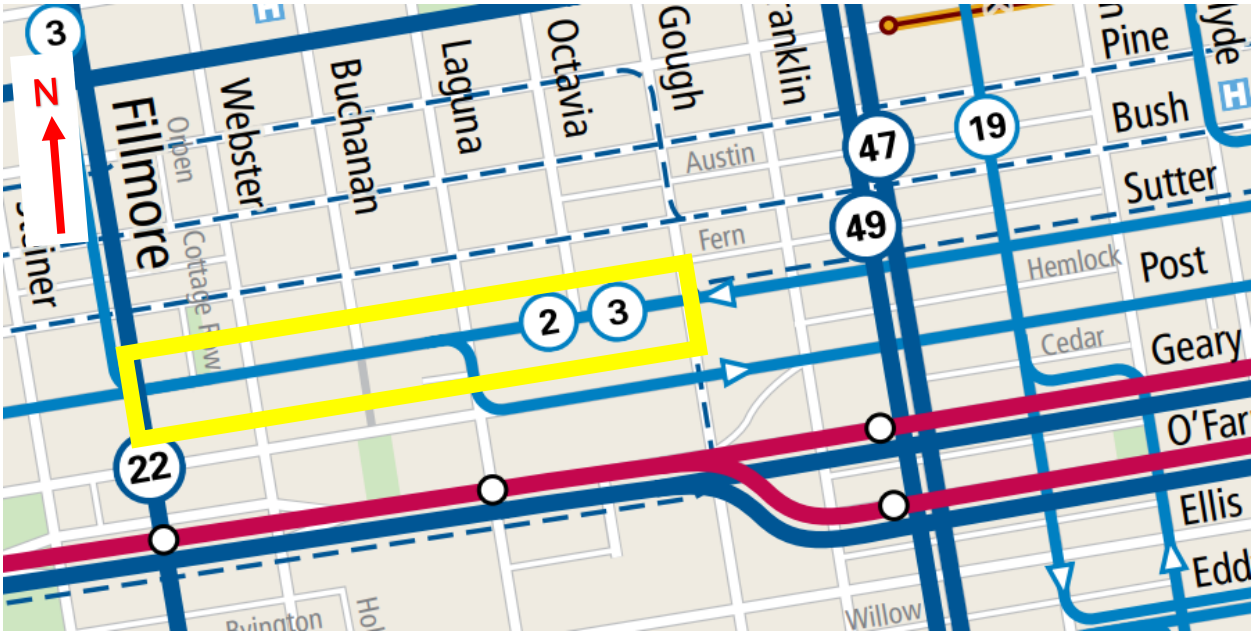


Figure 1: A zoom view of the SFMTA Muni map. The project limits are within the yellow box.

Figure 2: A Muni bus heading west on Sutter Street, between Laguna Street and Buchanan Street, straddles between two lanes.

Figure 3: A bus heading east on Sutter Street at Laguna Street encroaches the opposing travel lane.

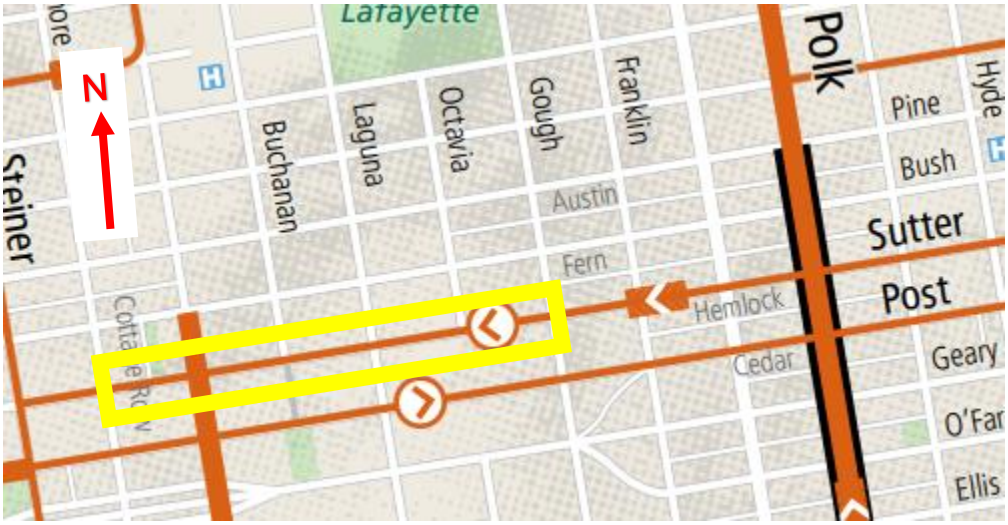


Figure 4: A zoom view of San Francisco's Bike Network map. The project limits are within the yellow box.

PROPOSED CONDITIONS

The project would remove one travel lane in the westbound direction on Sutter Street between Gough Street and Fillmore Street; except for a one block section between Buchanan Street and Webster Street. Generally, the lane widths along California in the project corridor would increase from 9 feet to 12 feet in the eastbound direction and from 10 feet to 16 feet in the westbound. A center westbound left-turn pocket would be provided on Sutter Street at Webster Street to accommodate left-turning vehicles. Widening these lanes would reduce capacity in the westbound direction from two traffic lanes to one.

See Attachment A for the proposed lane configuration along the project corridor.

TRANSPORTATION DISCUSSION

Vehicle Miles Traveled

The reduction in the number of travel lanes is considered an Active Transportation, Rightsizing (aka Road Diet), and Transit Project in accordance with *CEQA Section 21099 – Modernization of Transportation Analysis*, and is therefore presumed to not significantly impact VMT and no further VMT analysis is required.

Driving Hazards

The proposed project would remove one westbound travel lane. Vehicle counts taken in 2016 at intersections along the project corridor show an average of 200 vehicles during the morning peak and 300 vehicles during the evening peak traveling westbound per intersection on Sutter Street between Gough and Fillmore streets.

These volumes are such that with the removal of the one westbound travel lane, there would remain capacity to accommodate the traffic volumes. Attachment B presents Synchro analysis for existing and proposed conditions at Sutter Street and Laguna Street, which is representative of other intersections sections along the project corridor (except for Webster Street as a center westbound left-turn pocket would be provided on

Sutter Street at Webster Street). As shown in Attachment B and Table 1 below, while the project would result in a slight increase in vehicle-to-capacity (V/C) ratios, it would still operate within the capacity of the street.

Table 1: AM and PM Peak Volume to Capacity (V/C) Ratio for Sutter Street and Laguna Street Intersection - Westbound

	Existing	Proposed
AM Peak	0.22	0.42
PM Peak	0.16	0.3

The proposed project would result in wider travel lanes along the project corridor, which would reduce the risk of collisions between buses and vehicles. The proposed project would not introduce features that would create driving hazards.

Pedestrians

The proposed project would not alter any pedestrian facilities such as sidewalks or crosswalks so no direct impacts to pedestrians are expected. The lane reduction is not anticipated to result in vehicle diversions such that there would be a substantial increase in vehicle turning volumes at any intersection. The project may improve pedestrian safety by providing a single travel lane westbound approach and reducing the resulting risk of traffic collisions. When there are multiple lanes in the same direction, pedestrians crossing the street experience “multiple threat” possibilities, where a driver in one lane stops for a crossing pedestrian, but the adjacent driver continues without stopping, which is addressed by single lane approaches.

Bicycles

Westbound Sutter Street is currently marked with Class III bicycle sharrows. In the project area, the eastbound bicycle route is on Post Street, parallel to Sutter Street one block south. While this project would not substantially change conditions for bicyclists, providing a wider shared travel lane may increase comfort for cyclists.

Transit

Muni routes 2 Clement/Sutter and 3 Jackson travel westbound along Sutter Street in the project corridor. While the proposed project would decrease westbound vehicle capacity of Sutter Street, it is anticipated that the project would have a negligible effect on transit delay for the following reasons. Under existing conditions, it is common for Muni vehicles to straddle both westbound lanes such that the buses are impacted by traffic conditions in either lane which results in existing delay. With wider lanes, it is expected

that Muni vehicles would not experience the added friction caused by the narrow lanes which would improve transit reliability and performance and potentially decrease delay.

Loading
The proposed project would not result in any loading changes.

Emergency Vehicle Access
The proposed striping would be reviewed and approved by the Fire Department prior to project approval and implementation, and adequate emergency vehicle access would be retained.

Parking
The proposed project does not include any parking changes.

Construction
Construction for this project will involve grinding out the existing striping and painting the new striping. The estimated timeline for construction is three to four days and would take place sometime between middle to late 2020. The proposed project would not include any excavation work.

Planned Projects in the Vicinity

Geary Rapid Project
The Geary Rapid Project aims to improve one of San Francisco's busiest corridors with much-needed safety improvements and more reliable bus service for the 38 Geary and 38R Geary Rapid's customers. The first set of transit and safety treatments, including dedicated bus lanes, was completed at the end of 2018. Major upgrades and coordinated utility work began in early 2019 and are expected to continue until spring 2021. That work includes replacing sewer and water mains, traffic signal upgrades, roadway repaving, new crosswalks, and sidewalk extensions, or "bulbs," that help make bus service more reliable and the corridor safer for people walking.

Geary Boulevard would generally remain open during construction. However, as part of the Geary Rapid Project the pedestrian bridge on Geary Boulevard at Steiner Street would be demolished. This activity would require closure of Geary Boulevard for a weekend sometime in the middle of 2020. During the demolition of the pedestrian bridge, westbound and eastbound traffic on Geary Boulevard would to be rerouted onto

Post and Sutter Streets. To coordinate construction, the Sutter Street Transit Safety Project would be implemented after the demolition of the pedestrian bridge.

Approval Action

The approval of the project committing the City to carrying out the proposed project would be a City Traffic Engineer Work Order.

Attachments

Attachment A: Existing and Proposed Striping Drawings
Attachment B: Synchro Analysis for Sutter Street and Laguna Street Intersection - Westbound

Attachments B - Sutter Street Transit Safety Project

Sutter and Laguna Traffic PM Conditions – Existing

HCM Signalized Intersection Capacity Analysis
9: Sutter & Laguna

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔↑			↔			↔	
Traffic Volume (vph)	11	88	59	26	144	15	26	218	33	28	248	11
Future Volume (vph)	11	88	59	26	144	15	26	218	33	28	248	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5			5.5			5.5	
Lane Util. Factor		1.00			0.95			1.00			1.00	
Frt		0.95			0.99			0.98			0.99	
Flt Protected		1.00			0.99			1.00			1.00	
Satd. Flow (prot)		1763			3473			1824			1844	
Flt Permitted		0.98			0.90			0.95			0.95	
Satd. Flow (perm)		1726			3162			1744			1761	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	96	64	28	157	16	28	237	36	30	270	12
RTOR Reduction (vph)	0	36	0	0	10	0	0	8	0	0	2	0
Lane Group Flow (vph)	0	136	0	0	191	0	0	293	0	0	310	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		22.5			22.5			26.5			26.5	
Effective Green, g (s)		22.5			22.5			26.5			26.5	
Actuated g/C Ratio		0.38			0.38			0.44			0.44	
Clearance Time (s)		5.5			5.5			5.5			5.5	
Lane Grp Cap (vph)		647			1185			770			777	
v/s Ratio Prot												
v/s Ratio Perm		c0.08			0.06			0.17			c0.18	
v/c Ratio		0.21			0.16			0.38			0.40	
Uniform Delay, d1		12.7			12.5			11.2			11.4	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.7			0.3			1.4			1.5	
Delay (s)		13.5			12.8			12.7			12.9	
Level of Service		B			B			B			B	
Approach Delay (s)		13.5			12.8			12.7			12.9	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Sutter and Laguna Traffic PM Conditions – Proposed

HCM Signalized Intersection Capacity Analysis
9: Sutter & Laguna

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	88	59	26	144	15	26	218	33	28	248	11
Future Volume (vph)	11	88	59	26	144	15	26	218	33	28	248	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5			5.5			5.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.95			0.99			0.98			0.99	
Flt Protected		1.00			0.99			1.00			1.00	
Satd. Flow (prot)		1763			1830			1824			1844	
Flt Permitted		0.98			0.95			0.95			0.95	
Satd. Flow (perm)		1727			1742			1744			1761	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	96	64	28	157	16	28	237	36	30	270	12
RTOR Reduction (vph)	0	36	0	0	5	0	0	8	0	0	2	0
Lane Group Flow (vph)	0	136	0	0	196	0	0	293	0	0	310	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		22.5			22.5			26.5			26.5	
Effective Green, g (s)		22.5			22.5			26.5			26.5	
Actuated g/C Ratio		0.38			0.38			0.44			0.44	
Clearance Time (s)		5.5			5.5			5.5			5.5	
Lane Grp Cap (vph)		647			653			770			777	
v/s Ratio Prot												
v/s Ratio Perm		0.08			c0.11			0.17			c0.18	
v/c Ratio		0.21			0.30			0.38			0.40	
Uniform Delay, d1		12.7			13.2			11.2			11.4	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.7			1.2			1.4			1.5	
Delay (s)		13.5			14.4			12.7			12.9	
Level of Service		B			B			B			B	
Approach Delay (s)		13.5			14.4			12.7			12.9	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Sutter and Laguna Traffic AM Conditions – Existing

HCM Signalized Intersection Capacity Analysis

9: Sutter & Laguna

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	64	13	21	200	45	18	147	25	15	186	29
Future Volume (vph)	7	64	13	21	200	45	18	147	25	15	186	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5			5.5			5.5	
Lane Util. Factor		1.00			0.95			1.00			1.00	
Frt		0.98			0.97			0.98			0.98	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		1817			3436			1821			1825	
Flt Permitted		0.97			0.93			0.96			0.98	
Satd. Flow (perm)		1764			3214			1758			1789	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	70	14	23	217	49	20	160	27	16	202	32
RTOR Reduction (vph)	0	9	0	0	29	0	0	9	0	0	9	0
Lane Group Flow (vph)	0	83	0	0	260	0	0	198	0	0	241	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		22.5			22.5			26.5			26.5	
Effective Green, g (s)		22.5			22.5			26.5			26.5	
Actuated g/C Ratio		0.38			0.38			0.44			0.44	
Clearance Time (s)		5.5			5.5			5.5			5.5	
Lane Grp Cap (vph)		661			1205			776			790	
v/s Ratio Prot												
v/s Ratio Perm		0.05			c0.08			0.11			c0.13	
v/c Ratio		0.13			0.22			0.26			0.31	
Uniform Delay, d1		12.3			12.8			10.5			10.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.4			0.4			0.8			1.0	
Delay (s)		12.7			13.2			11.3			11.8	
Level of Service		B			B			B			B	
Approach Delay (s)		12.7			13.2			11.3			11.8	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

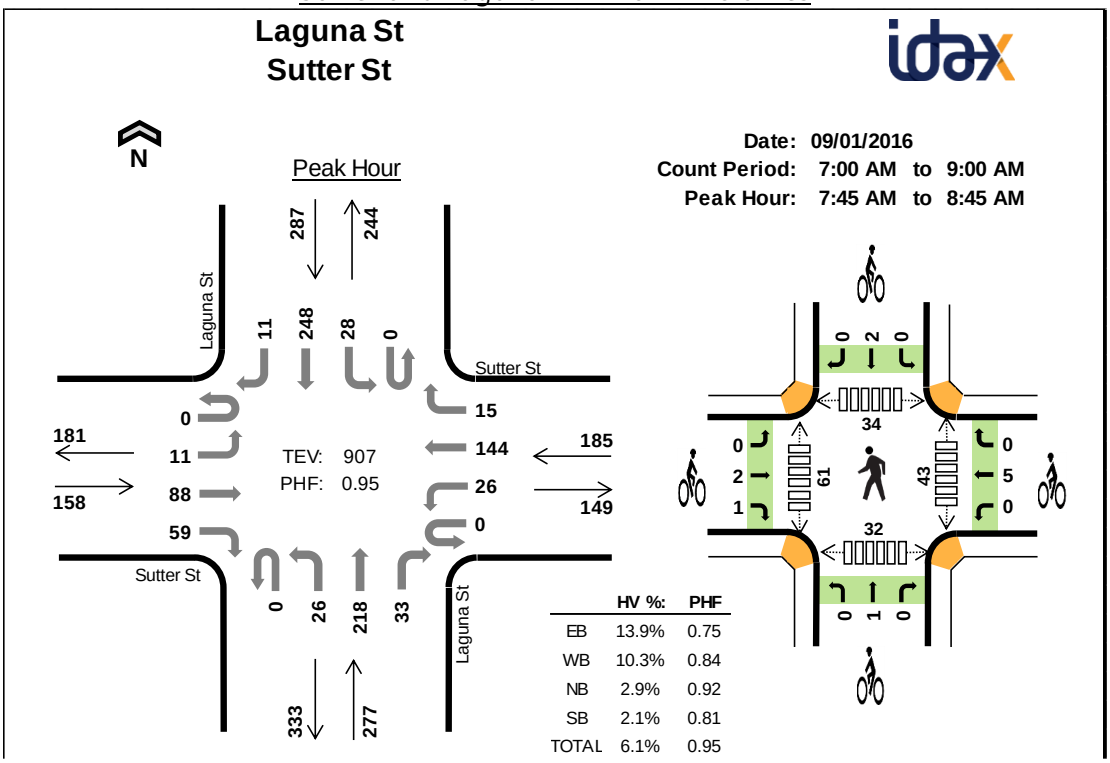
Sutter and Laguna Traffic PM Conditions – Proposed

HCM Signalized Intersection Capacity Analysis
9: Sutter & Laguna

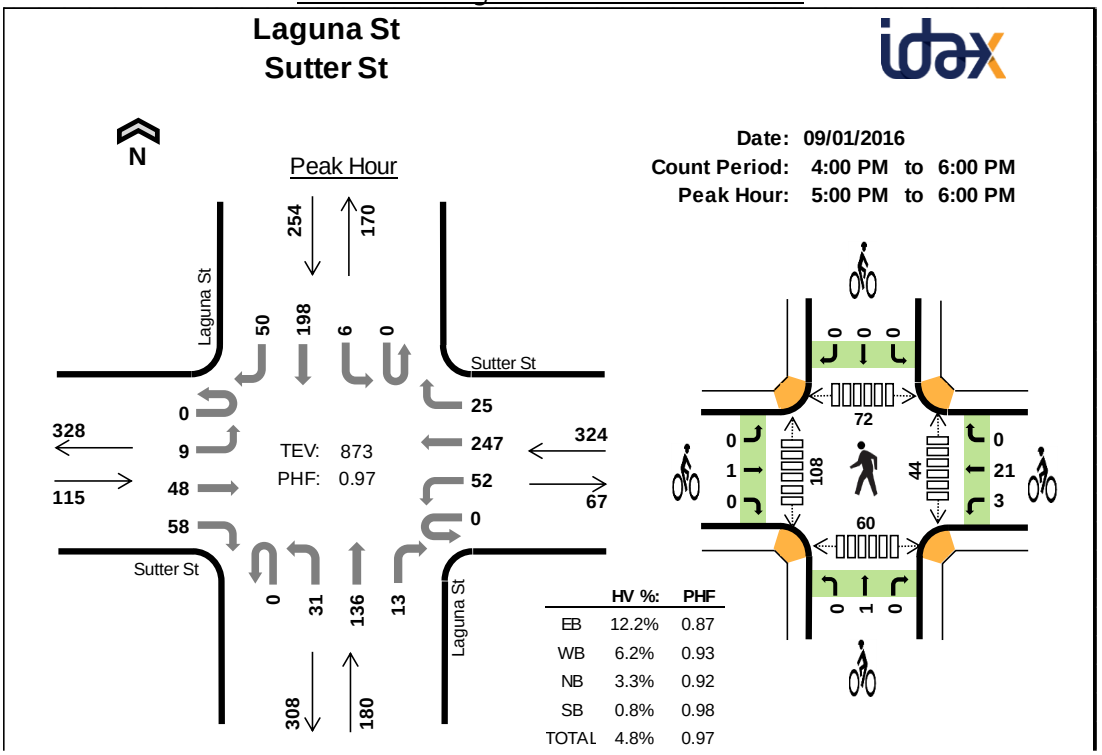
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	7	64	13	21	200	45	18	147	25	15	186	29
Future Volume (vph)	7	64	13	21	200	45	18	147	25	15	186	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5			5.5			5.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.98			0.98			0.98			0.98	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		1817			1813			1821			1825	
Flt Permitted		0.97			0.98			0.96			0.98	
Satd. Flow (perm)		1766			1776			1758			1789	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	70	14	23	217	49	20	160	27	16	202	32
RTOR Reduction (vph)	0	9	0	0	13	0	0	9	0	0	9	0
Lane Group Flow (vph)	0	83	0	0	277	0	0	198	0	0	241	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		22.5			22.5			26.5			26.5	
Effective Green, g (s)		22.5			22.5			26.5			26.5	
Actuated g/C Ratio		0.38			0.38			0.44			0.44	
Clearance Time (s)		5.5			5.5			5.5			5.5	
Lane Grp Cap (vph)		662			666			776			790	
v/s Ratio Prot												
v/s Ratio Perm		0.05			c0.16			0.11			c0.13	
v/c Ratio		0.13			0.42			0.26			0.31	
Uniform Delay, d1		12.3			13.9			10.5			10.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.4			1.9			0.8			1.0	
Delay (s)		12.7			15.8			11.3			11.8	
Level of Service		B			B			B			B	
Approach Delay (s)		12.7			15.8			11.3			11.8	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

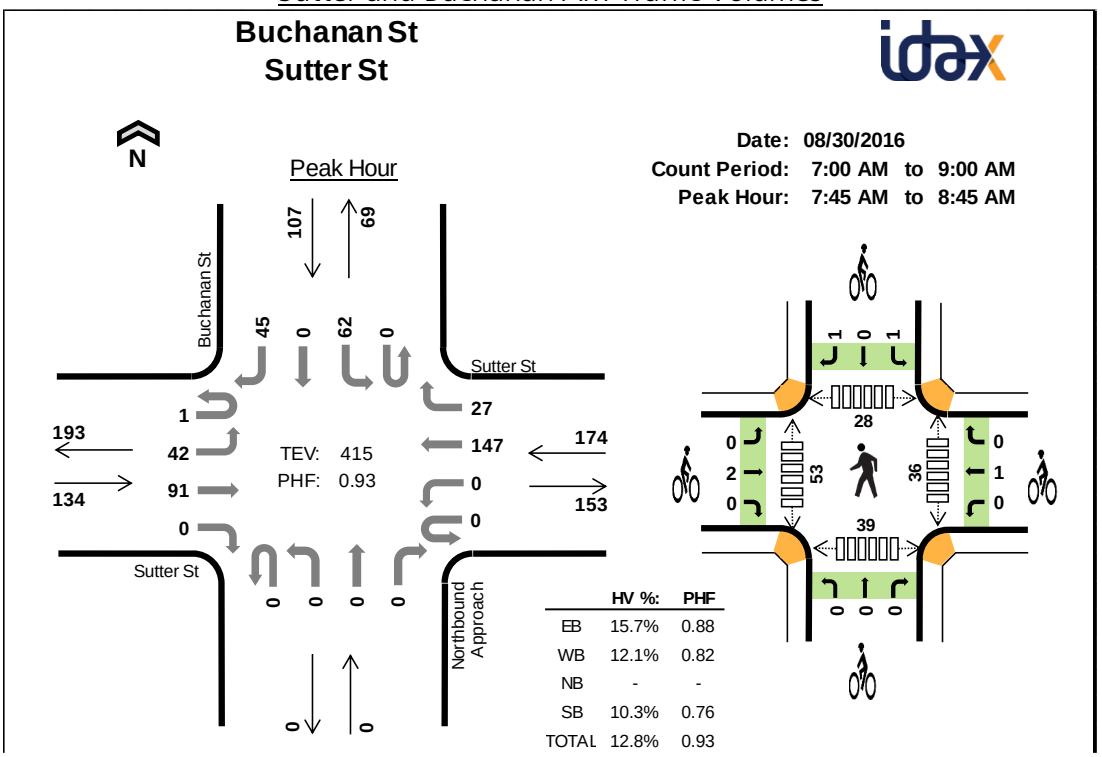
Sutter and Laguna AM Traffic Volumes



Sutter and Laguna PM Traffic Volumes

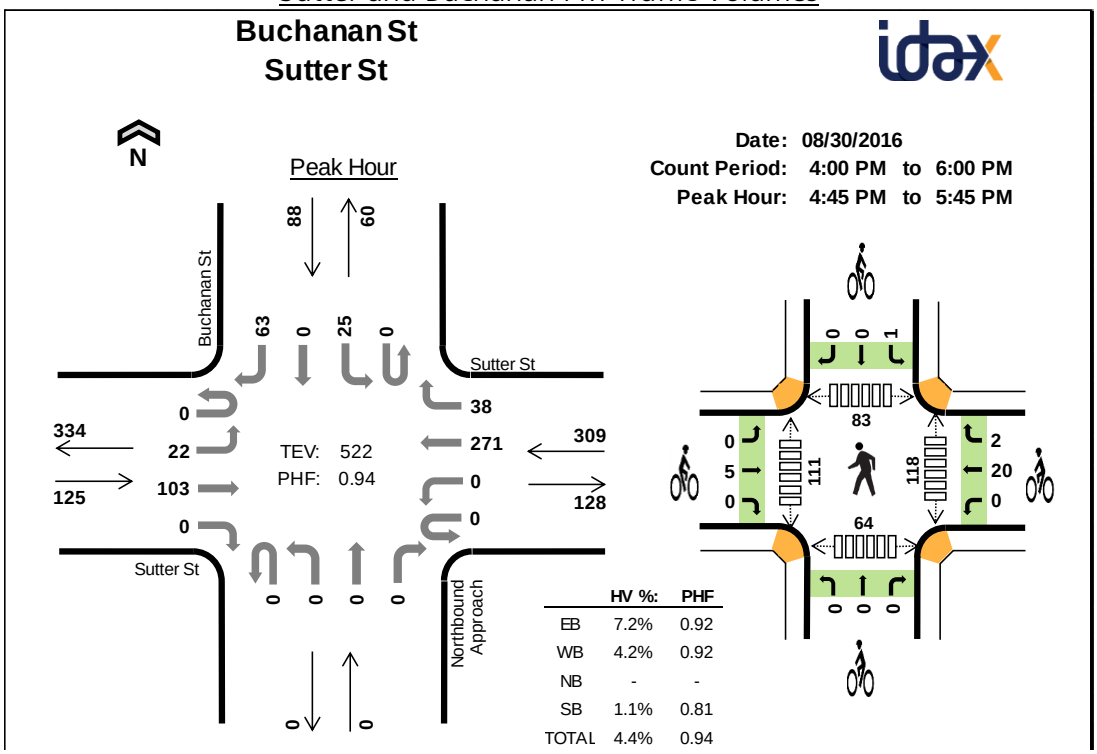


Sutter and Buchanan AM Traffic Volumes



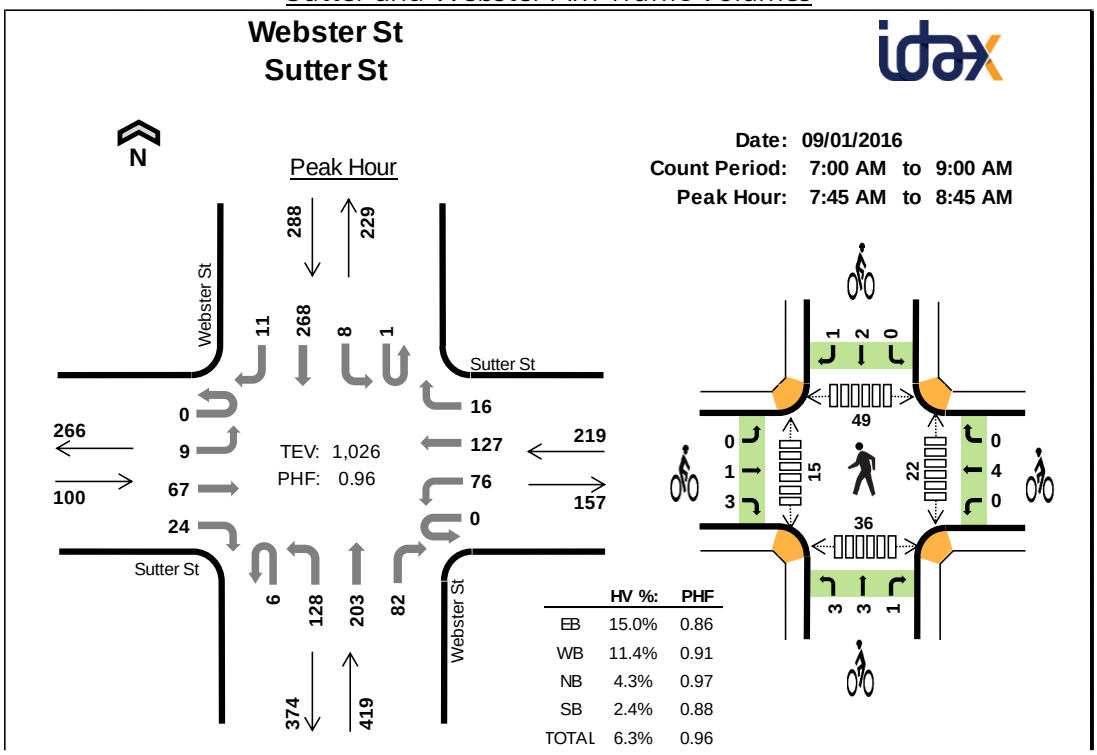
	HV %:	PHF
EB	15.7%	0.88
WB	12.1%	0.82
NB	-	-
SB	10.3%	0.76
TOTAL	12.8%	0.93

Sutter and Buchanan PM Traffic Volumes

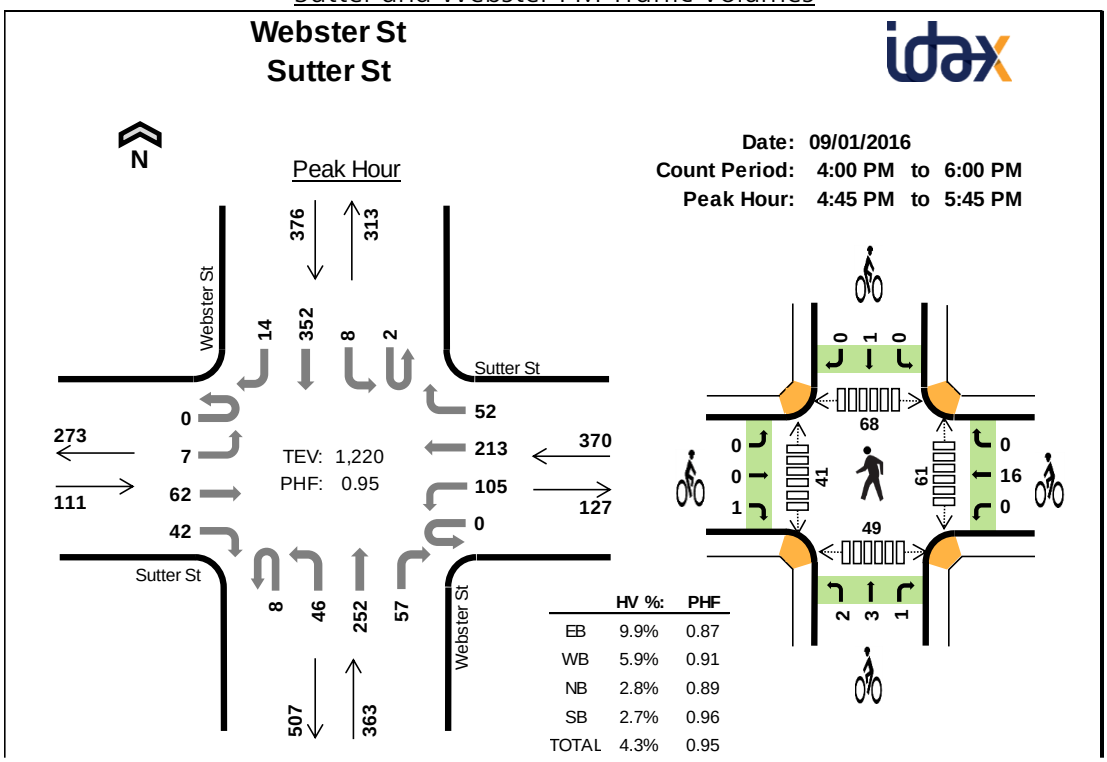


	HV %:	PHF
EB	7.2%	0.92
WB	4.2%	0.92
NB	-	-
SB	1.1%	0.81
TOTAL	4.4%	0.94

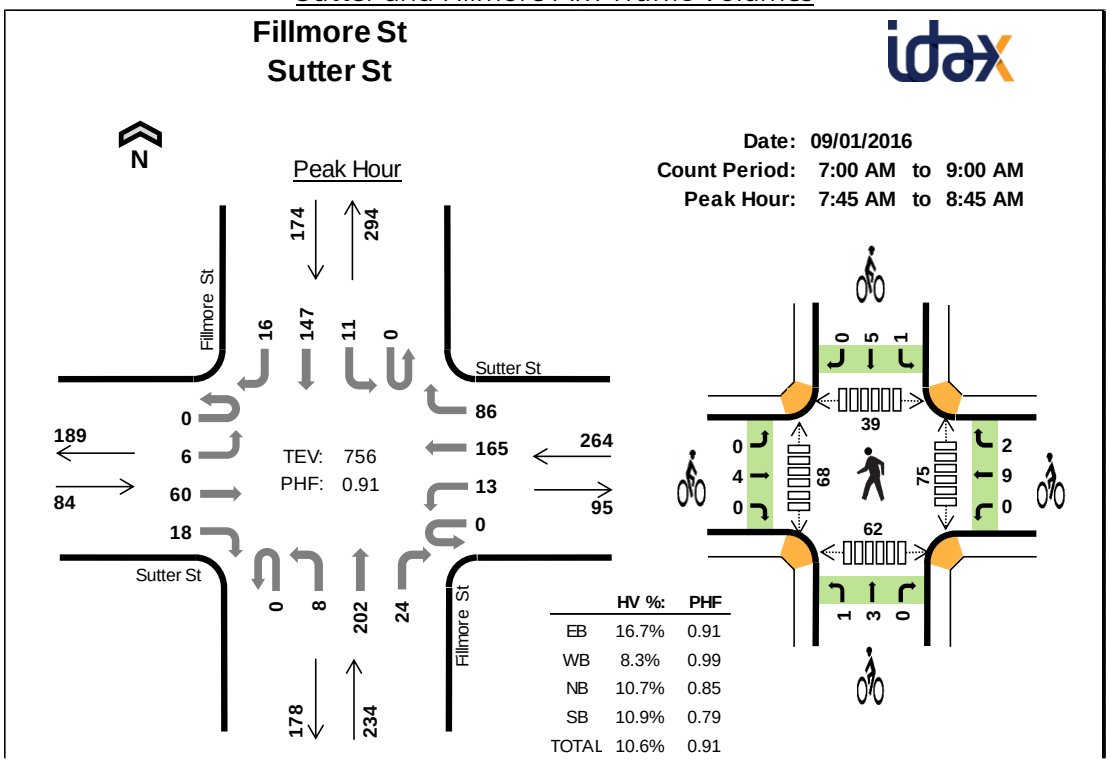
Sutter and Webster AM Traffic Volumes



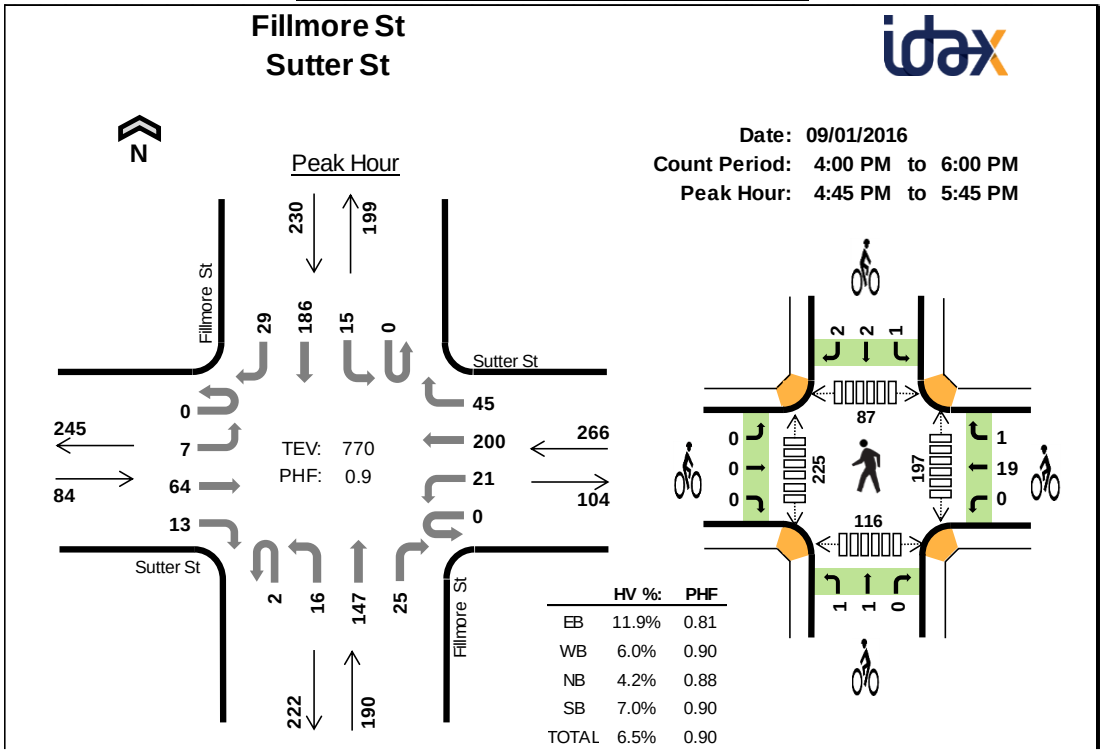
Sutter and Webster PM Traffic Volumes



Sutter and Fillmore AM Traffic Volumes



Sutter and Fillmore PM Traffic Volumes



SFMTA

Sutter Street Safety Project

Japantown Task Force Land Use and Transportation Committee Meeting

February 13, 2020

Sutter Street Safety Project

Project Overview:

- Reduction of the two westbound traffic lanes to one lane
- Increase safety for motorists by widening lane
- Improve Muni operations for the 2 Sutter and 3 Jackson lines
- Minimal traffic impacts anticipated once implemented
- No parking removal

Timeline:

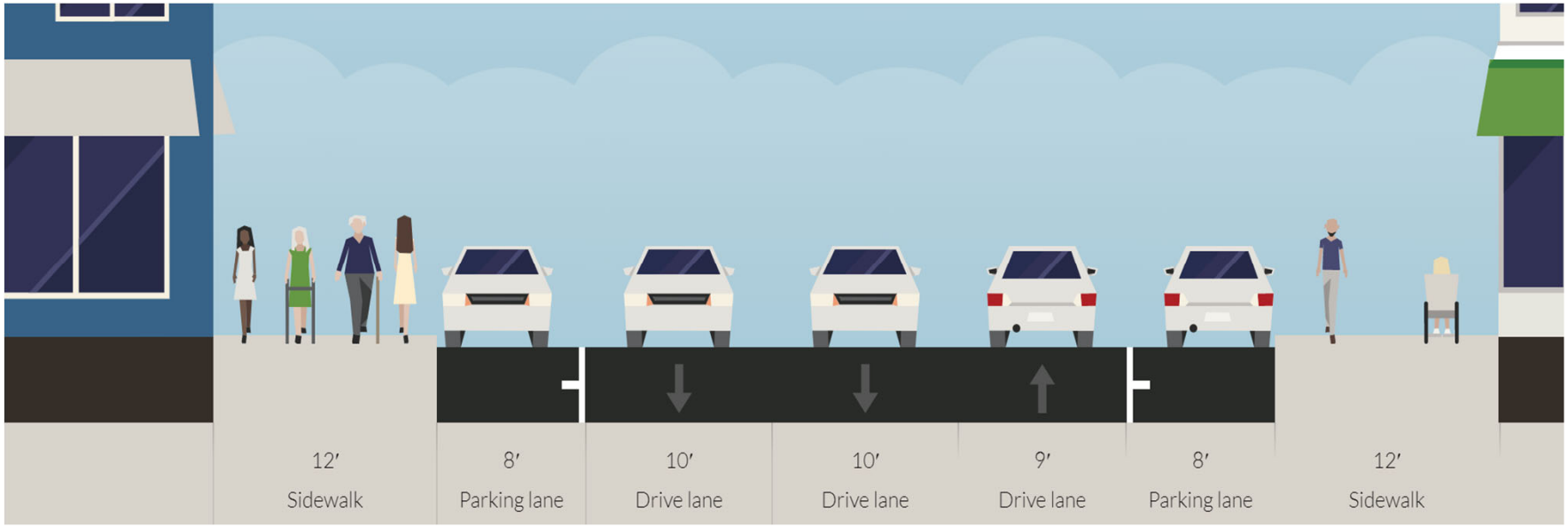
- Implementation scheduled for late Spring/early Summer 2020 (after Steiner Bridge demolition as a part of the Geary Rapid project)

Sutter Street Safety Project
Existing Conditions

- Narrow lanes - not compliant with Muni lane width standard
- Seven collisions in the past five years due to narrow lanes; six of which were Muni related
- No dedicated left turn lane at Webster – vehicle, pedestrian collision pattern

Sutter Street Safety Project
Existing Conditions

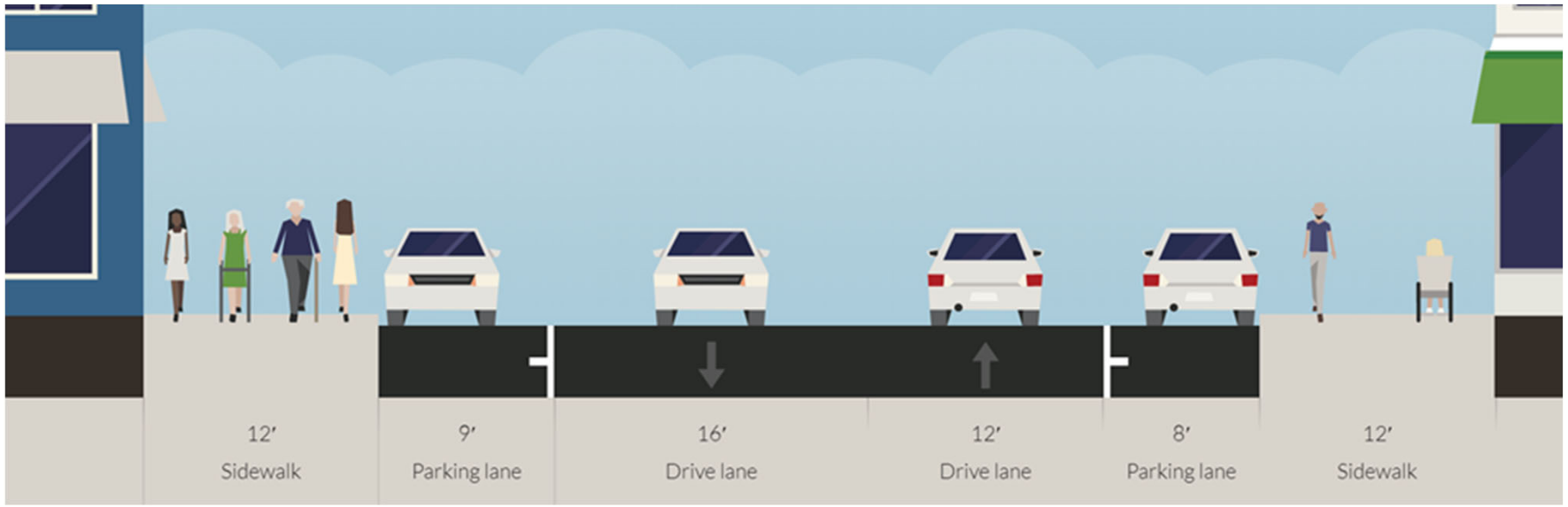
Sutter Street looking East (towards downtown)



Sutter Street Safety Project
Proposed Conditions

- One standard-width lane in each direction
- Maintain bicycle sharrows in westbound lane
- Part of the second westbound lane approaching Webster will remain to serve as a left-turn pocket

Sutter Street looking East (towards downtown)



Sutter Street Safety Project

Community Outreach

- Mailers:
    1. First mailer sent in February 2019 to residents and businesses along the project corridor and within a 2-block radius. Mailer contained project information
    2. Second mailer to be sent to the same mailing list prior to the public hearing with project information and hearing date
- Tabling events: Fall Festival 2019 and Cherry Blossom Festival
- Discussions with Muni operators
- Coordination with neighboring projects
- Public Hearing – tentative early Spring

Thank you!

Questions? Feedback?

Outreach (8/9)

To: Neighbors
From: San Francisco Municipal Transportation Agency
Re: Traffic Lane Re-striping on Sutter Street between Gough and Fillmore Streets

February 1, 2019

Hello Neighbor,

I'm writing to inform you of a traffic lane striping change project on five blocks of Sutter Street between Gough and Fillmore.

The existing traffic lanes on Sutter Street are too narrow for the 2 Sutter and 3 Jackson Muni bus lines to travel safely. To improve safety, the width of the traffic lanes will increase to 12 feet (eastbound) and 16 feet (westbound). Widening these lanes will reduce the two westbound traffic lanes to one lane.

No parking removal is associated with this project and the sharrows for the Sutter Street westbound bike route will remain in the traffic lane. The restriping of Sutter Street between Gough and Fillmore Streets is scheduled tentatively for **Summer 2019**.

The design concept for this change is shown on the reverse. If you have questions or comments, please email TellMuni@SFMTA.com.

Thank you for your time and patience while we work to make our transit system safer and more reliable.

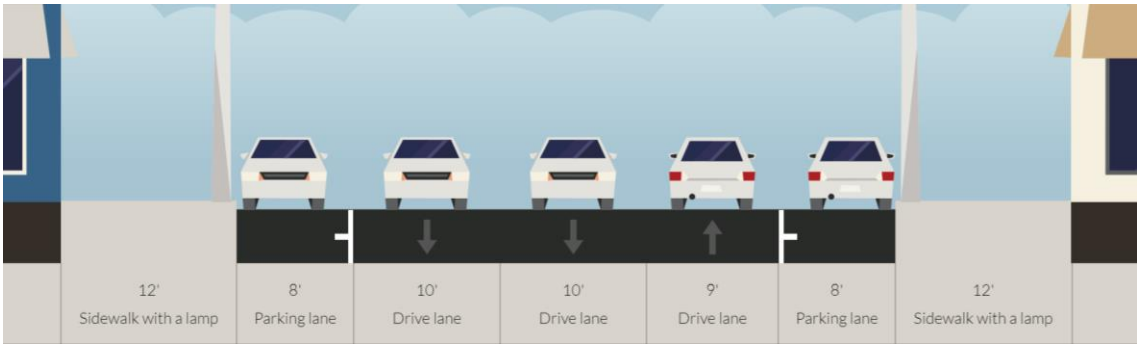
Sincerely,

Erin McMillan
Public Information Officer
San Francisco Municipal Transportation Agency
TellMuni@SFMTA.com
(415) 646-2445

(Turn over page for design details)

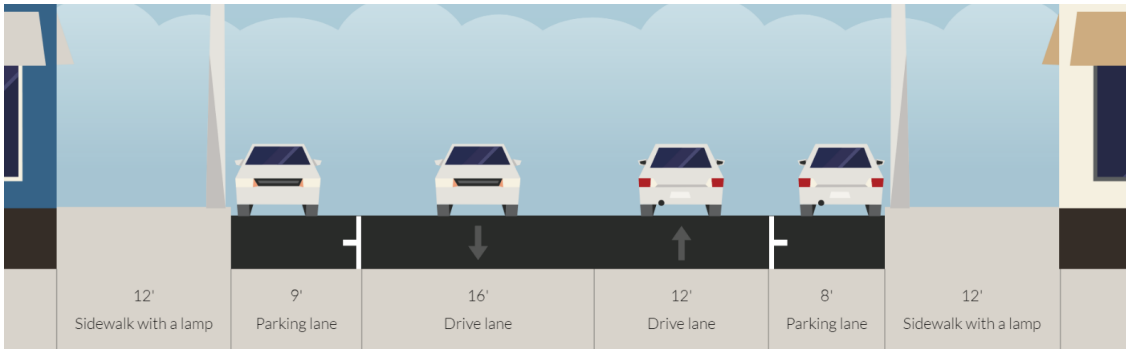
Traffic Lane Re-striping on Sutter Street between Gough and Fillmore Streets

Existing Conditions (Sutter Street looking east):



One eastbound lane is 9 feet wide. Two westbound lanes are currently 10 feet wide, less than the width of a Muni coach. One westbound lane has bike sharrows.

Proposed Conditions (Sutter Street looking east):



Instead of two narrow westbound lanes, these lanes will be reduced to one wider 16-foot lane with bike sharrows. The east bound lane will be widened to 12 feet.