SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 9/15/2020 ***Requested_by:*** SFMTA ***Handled:*** Shahram Shariati WL ***Section Head :*** M.Sallaberry MS	☐ ***Public Hearing Consent*** ☒ ***Public Hearing Regular*** ☐ ***Informational / Other*** PH - Regular	***No objections:***_____ ***Item Held:***_____ ***Other:***_____

Location: Minnesota Street between 23rd & 25th Streets; 24th Street between Minnesota & Tennessee Streets

Subject: One-Way Street, Red Zones, & Sidewalk Widening

PROPOSAL / REQUEST:

ESTABLISH - ONE WAY STREET
24th Street, eastbound, from Minnesota Street to Tennessee Street

ESTABLISH - RED ZONE
24th Street, north side, from Minnesota Street to 20 feet easterly.
~~Minnesota Street, west side, from 25th Street to 60 feet northerly.~~

ESTABLISH - TOW-AWAY NO STOPPING ANYTIME
ESTABLISH - SIDEWALK WIDENING
23rd Street, north side, from 28 feet west of Minnesota Street to 32 feet easterly (2.5-foot wide bulb).
25th Street, north side, from Minnesota Street to 23 feet easterly (6-foot wide bulb).
Minnesota Street, east side, from 23rd Street to 23 feet southerly (6-foot wide bulb).

(Supervisor District 10)

This project is designed to improve pedestrian infrastructure with sidewalk extensions.

Shahram Shariati, Shahram.Shariati@sfmta.com

BACKGROUND INFORMATION / COMMENTS

Public Works is leading a Minnesota Grove project that improves the pedestrian infrastructure along Minnesota St between 23rd St and 25th St. This includes extending the sidewalk by 15 feet on both sides of Minnesota St, adding bulb outs and improving the existing grove.

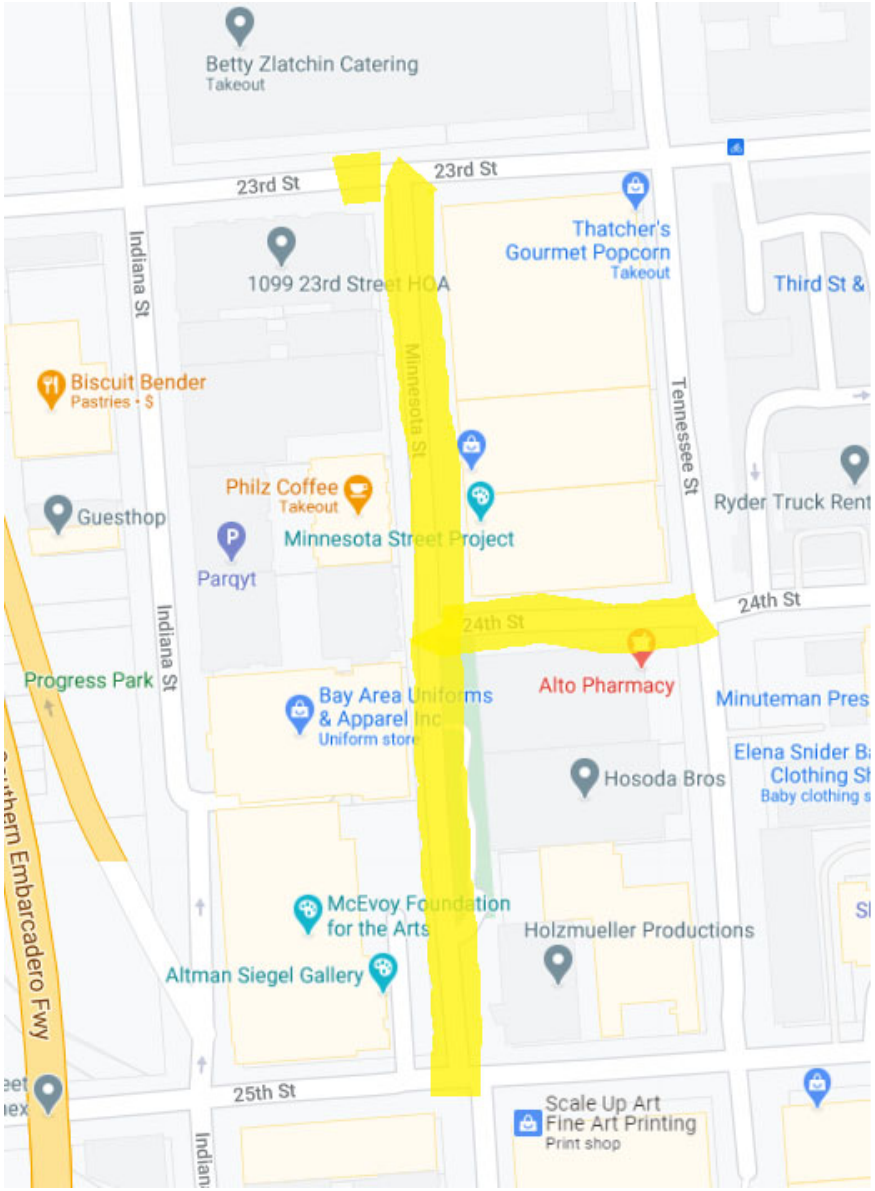
The grove serves as a bottleneck along 24th St with a total width of 12 feet available for vehicles which is the reasoning behind the one way proposal. The community was not in favor of removing parallel parking along 24th St to serve two way traffic.

Kathryn Studwell implemented Public Work's proposed parking changes earlier this year.

SFPW was able to change the sidewalk design at the northeast corner of 25th St/Minnesota to eliminate the need for a 60 foot red zone.

SS 12/18/20

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



N

Project Location Map

Existing Conditions

Minnesota St between 23rd and 24th Street

N

Minnesota St between 23rd and 24th Street

N

Minnesota St between 24th and 25th Street

N

Minnesota St between 24th and 25th Street

N

24th Street between Minnesota and Tennessee Street

N

TransBASE Internal Dashboard

Geographic Extent: MINNESOTA ST from 23RD ST to 25TH ST (0.18 miles/931.30 feet)
Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)
Data Range: 07/01/2015 to 06/30/2020
Pull Date: 9/3/2020

Collision/Party/Victim Table
Showing 1 to 4 of 4 entries

Count of Fatal Collisions: 0
Count of Non-Fatal Injury Collisions: 4
Total Count of Fatal/Non-Fatal Injury Collisions: 4

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	Party 2 Movement Preceeding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
190704433	09/20/2019	13:33	Friday	25TH ST	MINNESOTA ST	10	South	Driver	West	Proceeding Straight	Driver	West	Proceeding Straight	CVC 21750	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Clear	Daylight
180522659	07/14/2018	11:26	Saturday	MINNESOTA ST	23RD ST	20	South	Bicyclist	South	Stopped In Road				CVC 22350	Injury (Other Visible)	Other	Not Stated	Not Stated	Daylight
180030997	01/12/2018	08:30	Friday	25TH ST	MINNESOTA ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21802(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
170099436	02/04/2017	15:35	Saturday	23RD ST	MINNESOTA ST	4	West	Driver	East	Making Right Turn	Bicyclist	East	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Broadside	Bicycle	Clear	Daylight

TransBASE Internal Dashboard

Geographic Extent: 24TH ST from TENNESSEE ST to MINNESOTA ST (0.05 miles/284.65 feet)
Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)
Data Range: 07/01/2015 to 06/30/2020
Pull Date: 9/3/2020

Collision/Party/Victim Table
Showing 0 to 0 of 0 entries

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

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	Party 2 Movement Preceeding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
None																			

San Francisco Planning

1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103
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ABBREVIATED CEQA CHECKLIST FOR
Better Streets Plan Improvement Projects

Please include the following supporting materials with this checklist:

☑ Project Description and scope of work
☑ *Existing* and *Proposed* Site plans
☑ Site photos
☐ Scope of work for: Air Quality Analysis Tech Memo (*if applicable*)[1]
☐ Green House Gas Emission Checklist[2] (*if applicable*)

I - PROJECT INFORMATION	
DATE	March 2, 2020
PROJECT NAME	Minnesota Streetscape Improvements Project
LOCATION/ NEIGHBORHOOD	Minnesota Street between 23rd St. and 25th St., and on 23rd St. between Minnesota and Tennessee streets
CONSTRUCTION DURATION	12 months
II - PROJECT CONTACT	
RESPONSIBLE AGENCY	San Francisco Public Works
NAME	Trent Tieger
ADDRESS	30 Van Ness Ave. 5th Floor
PHONE	(415) 558-4045
EMAIL	Trent.Tieger@sfdpw.org
III - PROJECT CHARACTERISTICS	
STREET TYPE[3]	☐ Varies (See attachment _____) OR Provide a description: Mixed Use
STREET NAME	Minnetsota St
[4]FROM (CROSS-STREET 1) TO (CROSS-STREET 2)	23rd St -25th St

[1] Individual projects prepared pursuant to the BSP would be required to undergo a separate environmental review that would consider whether the Proposed Project's location and construction plan could affect nearby sensitive receptors - p. 123 of the BSP's PMND - [**Contact EP planner for a copy of scope of work outline].**

[2] Individual streetscape projects would be required to undergo a separate environmental review pursuant to CEQA. The environmental review would include an analysis of the individual project's potential to emit GHGs. p.128 of the BSP's PMND. [**Contact EP planner for a copy of GHG Checklist].**

[3] See Table 1 in PMND and verify final list of street types with the online version of the BSP.

[4] Street type determines what elements are appropriate for a design element. Different blocks of the same street may be characterized as different street types pursuant to BSP. Therefore, need to provide boundaries for project segments.

PROJECT NAME: Minnesota Streetscape Improvements Project

PROJECT SCREENING PART I (*On the table below, please identify BSP's design elements that are part of the proposed project*)		
DETAILED DESIGNED ELEMENTS **STANDARD IMPROVEMENTS**		
BSP NUMBER/ NAME	**PROJECT ELEMENT**	**Requires Subsequent Environmental Review[5]** **(*EP PLANNER DETERMINATION ONLY*)**
SI-1 Accessible curb ramps	☒	☐
SI-2 Marked crosswalks	☒	☐
SI-3 Pedestrian signal timing	☐	☐
SI-4 Curb radii guidelines	☐	☐
SI-5 Corner curb extensions	☒	☐
SI-6 Street trees	☒	☐
SI-7 Tree basin furnishing	☐	☐
SI-8 Sidewalk planters	☒	☐
SI-9 Stormwater management tools	☐	☐
SI-10 Street lighting	☒	☐
SI-11 Special paving	☒	☐
SI-12 Site furnishings	☒	☐
CASE-BY-CASE IMPROVEMENTS		
CBC-1 High-visibility crosswalk	☐	☐
CBC-2 Special crosswalk	☐	☐
CBC-3 Vehicle turning movements	☐	☐
CBC-4 Removal or reduction of permanent crosswalk closures	☐	☐

[5] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

PROJECT NAME: Minnesota Streetscape Improvements Project

PROJECT SCREENING PART I CONT.		
NUMBER/ NAME	**PROJECT ELEMENT**	**REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW[6]** (***DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY***)
CBC-5 Mid-block crosswalks	☐	☐
CBC-6 Raised crosswalks	☐	☐
CBC-7 Extended bulb-outs	☐	☐
CBC-8 Mid-block blub-out	☐	☐
CBC-9 Center or side medians	☐	☐
CBC-10 Pedestrian refugee islands	☐	☐
CBC-11 Transit bulb-out	☐	☐
CBC-12 Transit boarding islands	☐	☐
CBC-13 Perpendicular or angled parking	☐	☐
CBC-14 Flexible use of parking	☐	☐
CBC-15 Parking lane planters	☐	☐
CBC-16 Chicanes	☐	☐
CBC-17 Traffic calming circles	☐	☐
CBC-18 Roundabouts	☐	☐
CBC-19 Pocket parks	☒	☐
CBC-20 Reuse of 'pork chops'	☐	☐
CBC-21 Boulevard treatments	☐	☐

[6] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

PROJECT NAME: Minnesota Streetscape Improvements Project

PROJECT SCREENING PART I CONT.		
NUMBER/ NAME	**PROJECT ELEMENT**	**REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW[7]** (***DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY***)
CBC-22 Shared public ways	☒	☐
CBC-23 Pedestrian-only streets	☐	☐
CBC-24 Public stairs	☐	☐
CBC-25 Multi-use paths	☐	☐
CBC-26 Above-ground landscaping	☒	☐
OTHER DESIGN IMPROVEMENTS IN THE BETTER STREETS PLAN (BSP) *(Not identified above)*		
DESIGN ELEMENT NAME	**BSP PAGE NUMBER**	
		☐
(EP PLANNER COMMENTS):		

[7] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

PROJECT NAME: Minnesota Streetscape Improvements Project

PROJECT SCREENING PART I CONT.

(*On the table below, please identify BSP's design elements that are part of the proposed project. If any of the questions listed below pertain to this project, please answer "YES". If none apply, indicate so by checking the red box below.*)

IDENTIFY STORM WATER FACILITIES THAT ARE PART OF THE PROJECT

	Project Element	**Requires Subsequent Environmental Review**[8] **(FOR EP PLANNER DETERMINATION ONLY)**
Permeable Paving	☐	☐
Bioretention Facilities	☐	☐
Swales	☐	☐
Infiltration Boardwalks	☐	☐
Infiltration and Soakage Trench	☐	☐
Channels and Runnels	☐	☐
Vegetated Buffer Strip	☐	☐
Vegetated Gutter	☐	☐
Other (describe stormwater improvements)	☐	☐

If none of the above BSP design elements apply, please indicate so by checking this box ☐

(EP PLANNER COMMENTS):

[8] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

PROJECT NAME: Minnesota Streetscape Improvements Project

PROJECT SCREENING PART II (*If any of the questions listed below pertain to this project, please answer "YES". If none apply, indicate so by checking the red box below.* *Note: If you answer "YES" to any of the questions listed below, this checklist may not be utilized, and therefore, and Environmental Evaluation application must be filled.*)	
TRANSPORTATION/CIRCULATION	
Does the project include right turn on red (RTOR) at locations where the peak hour right-turning traffic volume exceeds 300 vehicles per hour; or require any removal of multiple turn lanes; or the bus stop is located in the near side?	Yes ☐
Does the project include removal of crosswalk closures?	Yes ☐
Does the project include mid-block crosswalks on a two-way street where traffic volumes exceed 500 vehicles per hour in either direction during the peak hour?	Yes ☐
Does the project include roundabouts?	Yes ☐
Does the project include pedestrian-only streets on a street where through traffic is greater than 100 vehicles per hour in the peak hour, or there is transit service, or there are driveways or parking garages, or loading activities cannot be accommodated during off-peak hours?	Yes ☐
Does the project include multi-use paths?[9]	Yes ☐
Does the project include shared public ways on streets with park garages with parking spaces > 100, or through traffic > 100 cars per hours, or transit service?	Yes ☐
PROJECT ELEMENTS THAT WILL REQUIRE TECH SPEC EVALUATION:[10] *(If the project includes any of the elements listed below, the project will require Tech Spec Evaluation).*	
HISTORICAL/ARCHEO RESOURCES *(All applications need preliminary review for potential impacts to archeological resources pursuant to EP practice.)*	
Is the proposed project located within a potential historic district or on a street adjacent to a historic landmark? **Please state the name of the historic district or historic landmark:**_____	Yes ☐
Does the proposed project involve an identified historic resource among the following: street furniture, light standards, signage, curbs, places, bricks, walls, and other paving materials? **Please identify the historic elements that are part of the proposed project:** _____	Yes ☐
Does the proposed project involve removal of trees adjacent to historic resources?	Yes ☐
If none of the above BSP design elements apply, please indicate so by checking this box ☒	

[9] The BSP does not provide guidance on the location or design of Multi-use Paths. Therefore, at the time a location for implementation is proposed, it would be subject to site-specific environmental review.

[10] EP NEEDS TO DETERMINE HOW COORDINATION WILL OCCUR

PROJECT NAME: Minnesota Streetscape Improvements Project

PROJECT SCREENING PART III *Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.*					
CEQA Topic	**Sub-topic**	**Meet criteria/threshold:[11] Yes/No or N/A**	**Requires mitigation measure: Yes/No**	**Potential impacts differ from PMND analysis (Y/N). If "Yes" briefly describe on a separate sheet.**	**Project Sponsor Agrees to Implement Mitigation Measures**
Aesthetics					
Does the proposed project involve removal of significant trees? Yes ☐ No ☒	Significant trees	**N/A**			☐
Does the project involve tree root trimming? Yes ☐ No ☒ If so, is tree root trimming greater than two inches? Yes ☐ No ☐		**N/A**	Aesthetics Tree Root Protection Mitigation Measure M-AE-1 applies if trimming of roots are greater than two (2) inches in diameter (p.53).		☐
☐ None of the above CEQA topics apply to the project					
Historical/Archeological Resources					
Does the project require excavation depth greater than two (2) feet? Yes ☒ No ☐	Accidental discovery	**N/A**	Archeological Accidental Discovery mitigation measure Cul-1 applies to all projects except for those occurs in an area within Hispanic Period Archeological District (p.64).		☒
Does the project occur in an area within the Hispanic Period Archeological District?[12] Yes ☐ No ☒	Hispanic Period District	**N/A**	Archeological Monitoring Hispanic Period mitigation measure Cul-2 applies (p.64).		☐
☐ None of the above CEQA topics apply to the project					
Transportation and Circulation					
Does the project include removal of loading spaces? Yes ☐ No ☒	Loading	**YES**	Provision of New Loading Space, Mitigation Measure TR-1 (p.78).		☐

[11] The Project sponsor should discuss with EP planner how to proceed with projects that do not meet the PMND's thresholds.

[12] **TO BE EVALUATED BY EP PLANNER. The Spanish Period Map is not available for public review due to the sensitivity of the archeological resources encountered in the area.**

PROJECT NAME: Minnesota Streetscape Improvements Project

PROJECT SCREENING PART III CONT. *Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.*					
Air Quality					
	Construction impacts		Dust Control Plan, Mitigation Measure AQ-1 applies to **ALL** projects (p.120).		
Biological Resources					
Does the project include tree removal? Yes ☐ No ☒	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Biological Resources (Cont.)					
What is the expected duration period of construction? 12 months	Nesting birds	**N/A**	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Which months would construction occur? all	Nesting birds	**N/A**	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Hazardous Materials					
Does the project occur in an area within the Maher-designated area?[13] Yes ☒ No ☐	Determination of contaminated soil	N/A	Hazardous Materials Mitigation Measure M-HAZ-1 (p.161).		
(EP PLANNER COMMENTS):					

[13] www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp

PROJECT NAME: Minnesota Streetscape Improvements Project

This section is to be filled by EP Planner. Use check boxes to indicate type of review conducted (as applicable). Leave blank if not applicable to the Project.

☐	Project was screened for potential impacts to archeological resources pursuant to EP practice.
☐	Project was screened by a Tech Spec for potential impacts to historical resources pursuant to EP practice.
☐	Applicable Mitigation Measures are applied to the project.
☐	Green House Gas analysis performed and approved by EP.
☐	Air Quality Memo approved by EP.
☐	The project was reviewed by DPH and DTSC, and a memo of concurrence was submitted to EP (for projects within the Maher Layer only).
☐	PMND was reviewed and no items were identified that would require subsequent environmental review.

CEQA Determination

☐ Note to file, contingent upon regulatory agency approval or other information, as follows:

☐ Note to file (no additional documentation required)
☐ Addendum
☐ Supplemental EIR or MND

Notes:

Standard Archaeological Mitigation Measure 1 (Accidental Discovery) is required

Planner Signature

Signee (print name): Ryan Shum

Date: October 1, 2020

Minnesota Streetscape Improvements Project

Draft Project Description

San Francisco Public Works proposes a project for streetscape improvements to Minnesota Street between 23rd St. and 25th St., and on 23rd St. between Minnesota and Tennessee streets. Project construction would take approximately 12 months (non-continuous). No additional staging areas are required.

Existing Condition

The public right-of-way for the Minnesota street segment contains two fragmentary lengths of sidewalk (approximately 600' of 15' sidewalk on the 23th-25th St block west side out of approximately 880', and approximately 210'of sidewalk on the 23rd-24th St block east side out of approximately 880'), and an approximately 38'-wide existing landscaped linear green space ("Minnesota Grove") extending from approximately the roadway midline at 24th St. to a point approximately 280' to the south on the east side, which is maintained by the Dogpatch and Northwest Potrero Hill Green Benefit District. The remainder of the area is paved with asphalt concrete and concrete at roadway grade.

On the west side of Minnesota St. , areas abutting property frontages of the street on the 24th to 25th Streets block are used for perpendicular parking where there is no sidewalk, and parallel parking where sidewalk is present; parallel parking along sidewalk continues on the 23rd to 24th Street block. On the east side, areas abutting property frontages on the 23rd-24th block are used for perpendicular parking where there is no sidewalk, and parallel parking where sidewalk is present. No parking exists on the east side of the 24th-25th streets block. Street trees are present in the existing sidewalk segments.

On 23rd St. between Minnesota and Tennessee streets, there is an existing 9.5'-wide sidewalk with 5' wide rolled curb on both the north and south sides of the street. The south side is used for parallel parking. On the north side, parking is mostly off-street in truck loading bays.

The Minnesota St 23rd-24th St. segment has one 18' travel lane in each direction; the 24th-25th streets. segment has one 9'-11" travel lane in each direction, and 24th St. at the intersection with Minnesota St. has one 19' travel lane serving both directions of traffic. At the Minnesota/24th intersection, there is one existing ADA ramp at the NE corner and one at the west sidewalk of the north pedestrian crossing at 24th St., otherwise the existing grove is inaccessible. Along the edge of the grove and areas where there is no sidewalk, curb or gutter to channel stormwater flows, there are no stormwater drainage facilities. Drainage facilities exist at the Minnesota/24th St intersection and the Minnesota/23rd St intersections and at various locations along existing curb/sidewalk paved areas. ADA ramps exist at the NW and NE corners of Minnesota/25th for crossing Minnesota; no ramps exist for crossing 25th St due to lack of sidewalk along 25th St. One ADA ramp exists at the SW corner of Minnesota/23rd St; no other ramps exist due to lack of curb.

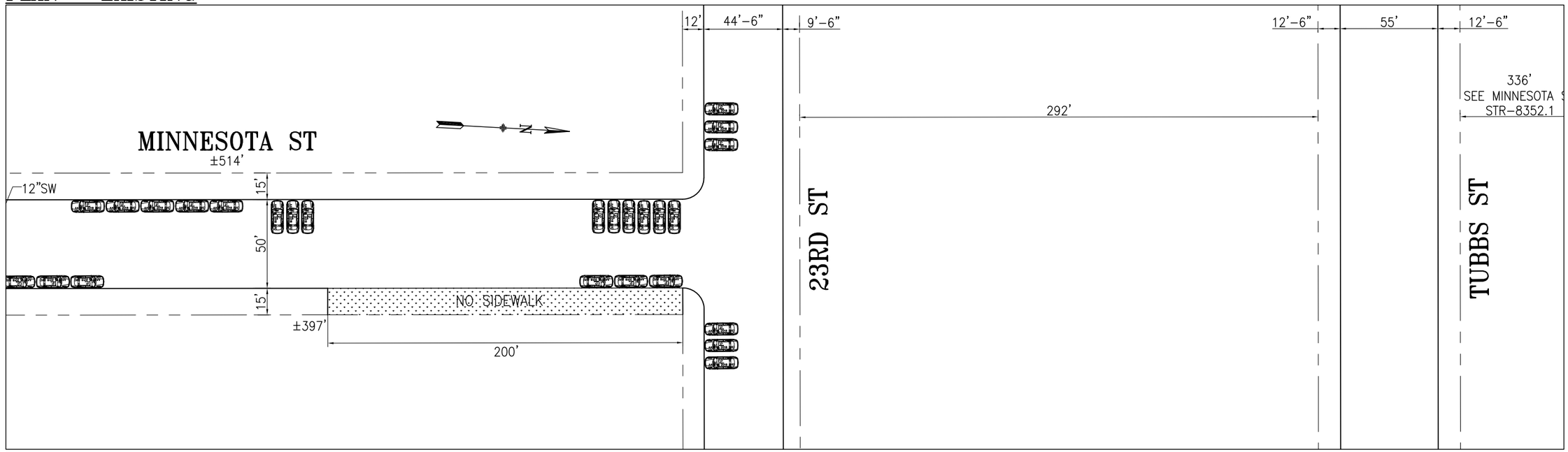
On the west side of Minnesota, new 15'-wide sidewalk, including street trees, on the 24th to 25th Street block where none currently exists is being installed by property owner at 1150 25th Street. Existing parallel parking would be replaced by perpendicular parking for the western 23rd-24th streets segment; all parking provided on the west side between 24th and 25th would be parallel.

Proposed Project

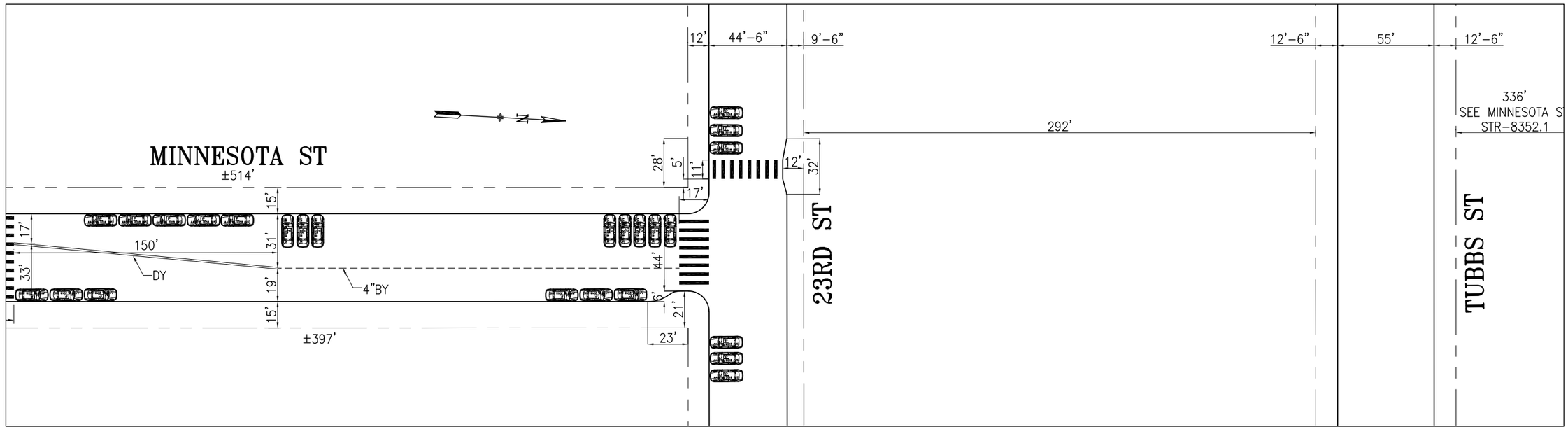
On the east side of Minnesota between 23rd and 24th, and along 23rd St. between Minnesota and Tennessee streets, the project would construct a new 15' wide sidewalk and 12' wide sidewalk respectively with curb and gutter, including a bulb out on the SE corner. ADA-compliant curb ramps would be provided at 23rd St (depth of excavation for all sidewalk/ramp work approximately 8"). Existing street trees would remain, and additional street trees installed to meet Better Streets requirements (maximum depth of excavation 5'). Existing perpendicular parking would be replaced by parallel parking on Minnesota, and existing parallel parking would be replaced by perpendicular parking on 23rd St. The improvements would result in one 14' travel lane in each direction on Minnesota between 23rd and 24th streets.

On the east side between 24th and 25th streets, a new curb line would be established at the outside perimeter of Minnesota Grove, and extended in a straight line to 25th St. Existing asphalt concrete and concrete pavement between the new curb line and the building frontages would be removed and replaced with additional climate-appropriate landscape, including tree plantings. An ADA-compliant, stamped-concrete 10' wide pedestrian-access route would be constructed through the connecting the sidewalk at 25th St., where a new bulbout would be constructed, and the sidewalk at 24th St. The improvements would maintain one 9'-11" travel lane in each direction between 24th St. and 25th St. Modifications to an existing low retaining wall (< 3') at the side of the Grove facing 24th would be made to improve structural resilience. The project would also install street furnishings, planters, irrigation, and pedestrian-scale lighting in the Grove. Connections from vaults for pull boxes, valves, and controllers would be connected to utilities in the roadway at a depth of approximately two feet. New catch basins would be installed at the corners at 25th St., requiring a new lateral connection (to a depth of 8') to the in-street sewer main. ADA compliant curb ramps would be provided at 25th St. corners (depth of excavation for all sidewalk/ramp work approximately 8").

PLAN – EXISTING



PLAN – PROPOSED



NO.	DATE	DESCRIPTION	BY	APP

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

SFMTA

THE CITY AND COUNTY OF SAN FRANCISCO

DRAWN: DATE: K.XXXXXXXXXXXXX MM/DD/YY
CHECKED: DATE: K.XXXXXXXXXXXXX MM/DD/YY

APPROVED
SENIOR ENGINEER DATE:
CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 50'
SHEET/SHEETS: XX OF XX

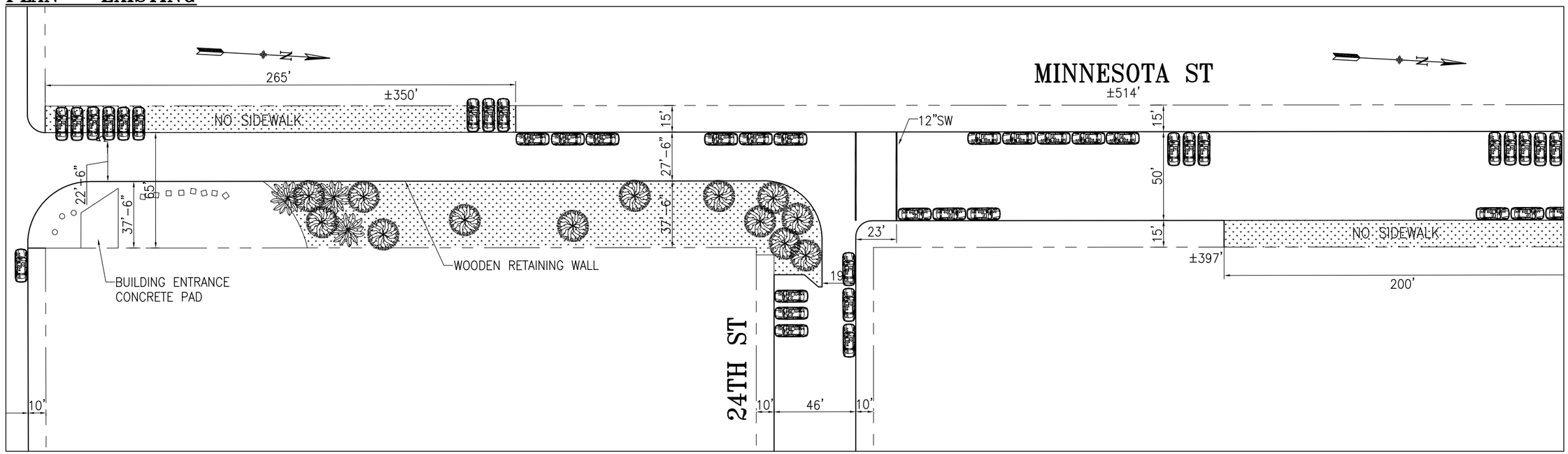
MINNESOTA STREETSCAPE
DRAFT

MINNESOTA ST
23RD STREET

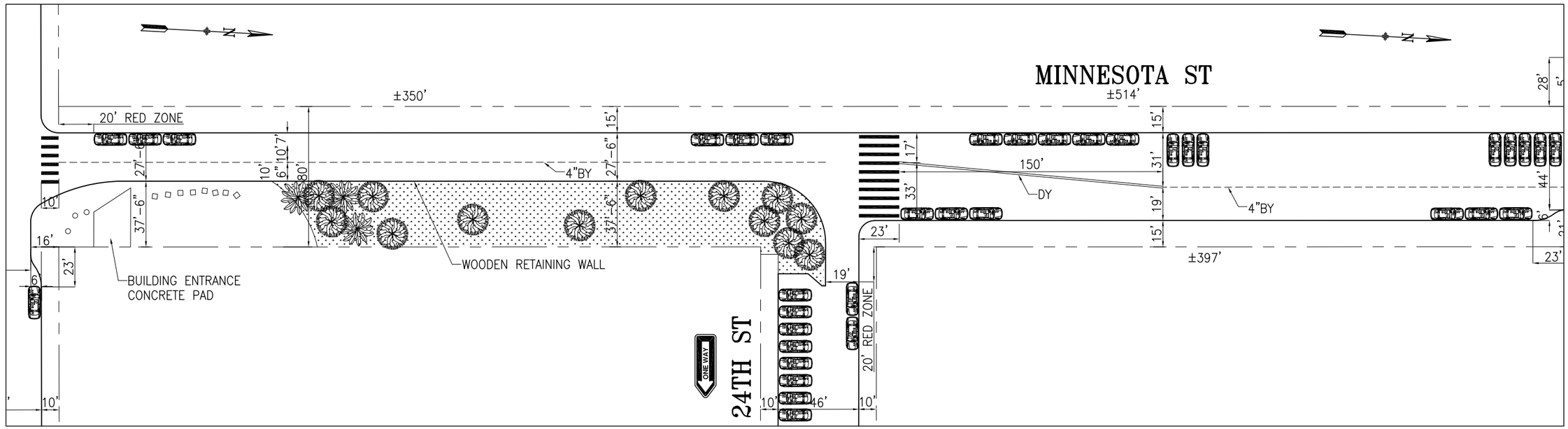
CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

FILE NAME:
DATE: --/--/--

PLAN - EXISTING



PLAN - PROPOSED



NO.	DATE	DESCRIPTION	BY	APP

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

SFMTA

THE CITY AND COUNTY OF SAN FRANCISCO

DRAWN: X.XXXXXXXXXXXXX DATE: MM/DD/YY

CHECKED: X.XXXXXXXXXXXXX DATE: MM/DD/YY

APPROVED

SENIOR ENGINEER DATE:

CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 50'

SHEET/SHEETS: XX OF XX

MINNESOTA STREETSCAPE
DRAFT

MINNESOTA ST
24TH STREET

CONTRACT NO. XXXXX

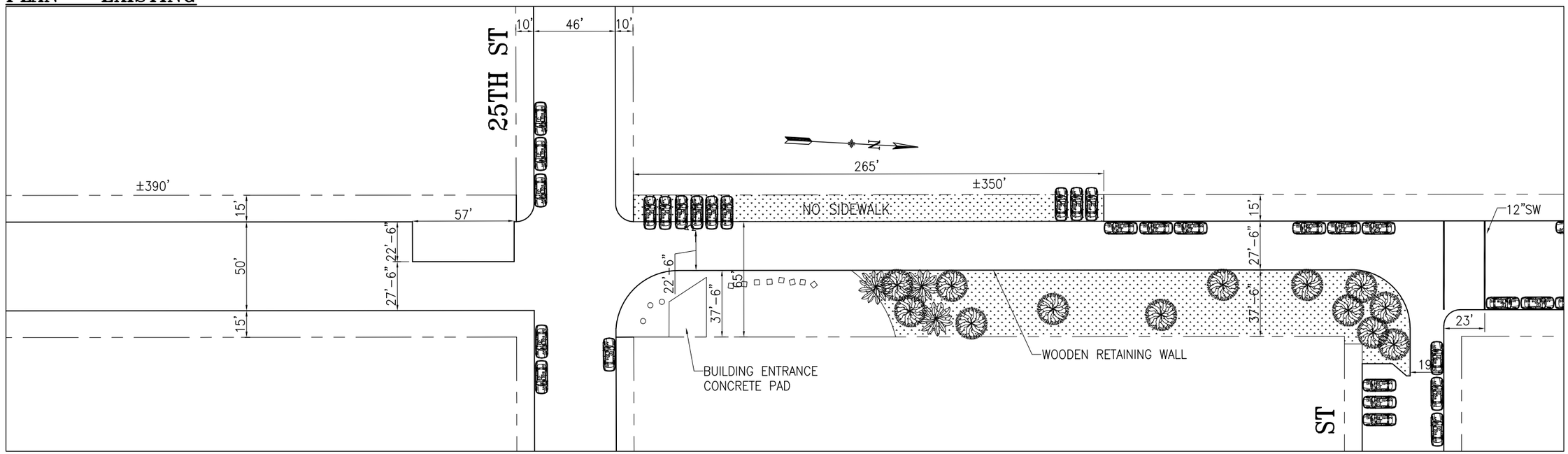
DRAWING NO. DWGNO

FILE NO. XXXXX

REV. NO. XX

FILE NAME:
DATE: --/--/--

PLAN – EXISTING



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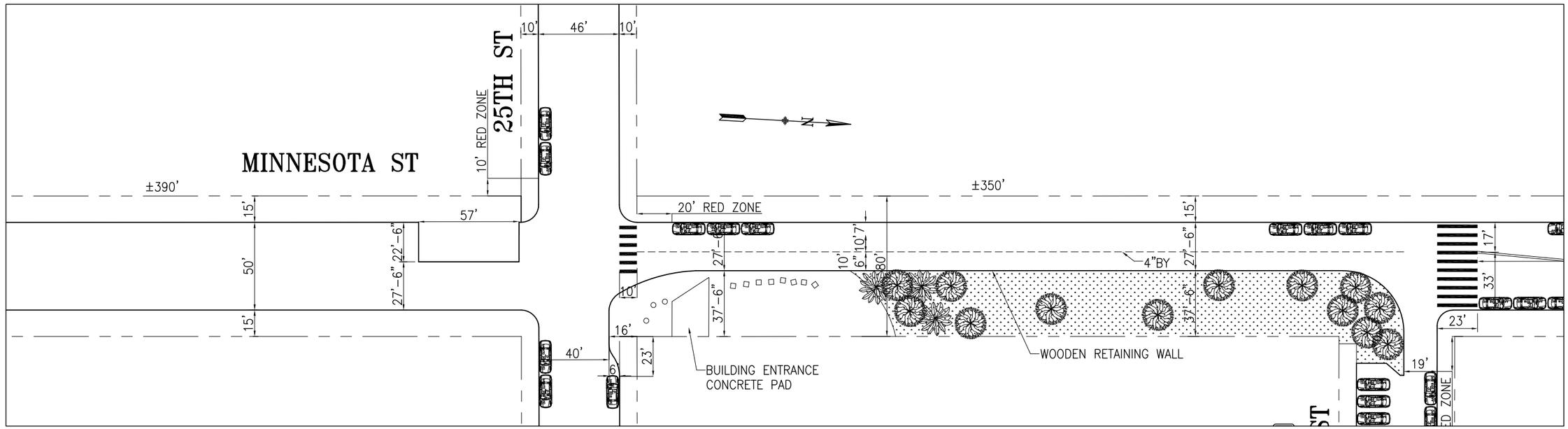


NO.	DATE	DESCRIPTION	BY	APP

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

SFMTA

THE CITY AND COUNTY OF SAN FRANCISCO

DRAWN: DATE: X.XXXXXXXXXXXXX MM/DD/YY

CHECKED: DATE: X.XXXXXXXXXXXXX MM/DD/YY

APPROVED

SENIOR ENGINEER DATE:

CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 50'

SHEET/SHEETS: XX OF XX

MINNESOTA STREETSCAPE
DRAFT

MINNESOTA ST
25TH STREET

CONTRACT NO. XXXXX

DRAWING NO. DWGNO

FILE NO. XXXXX

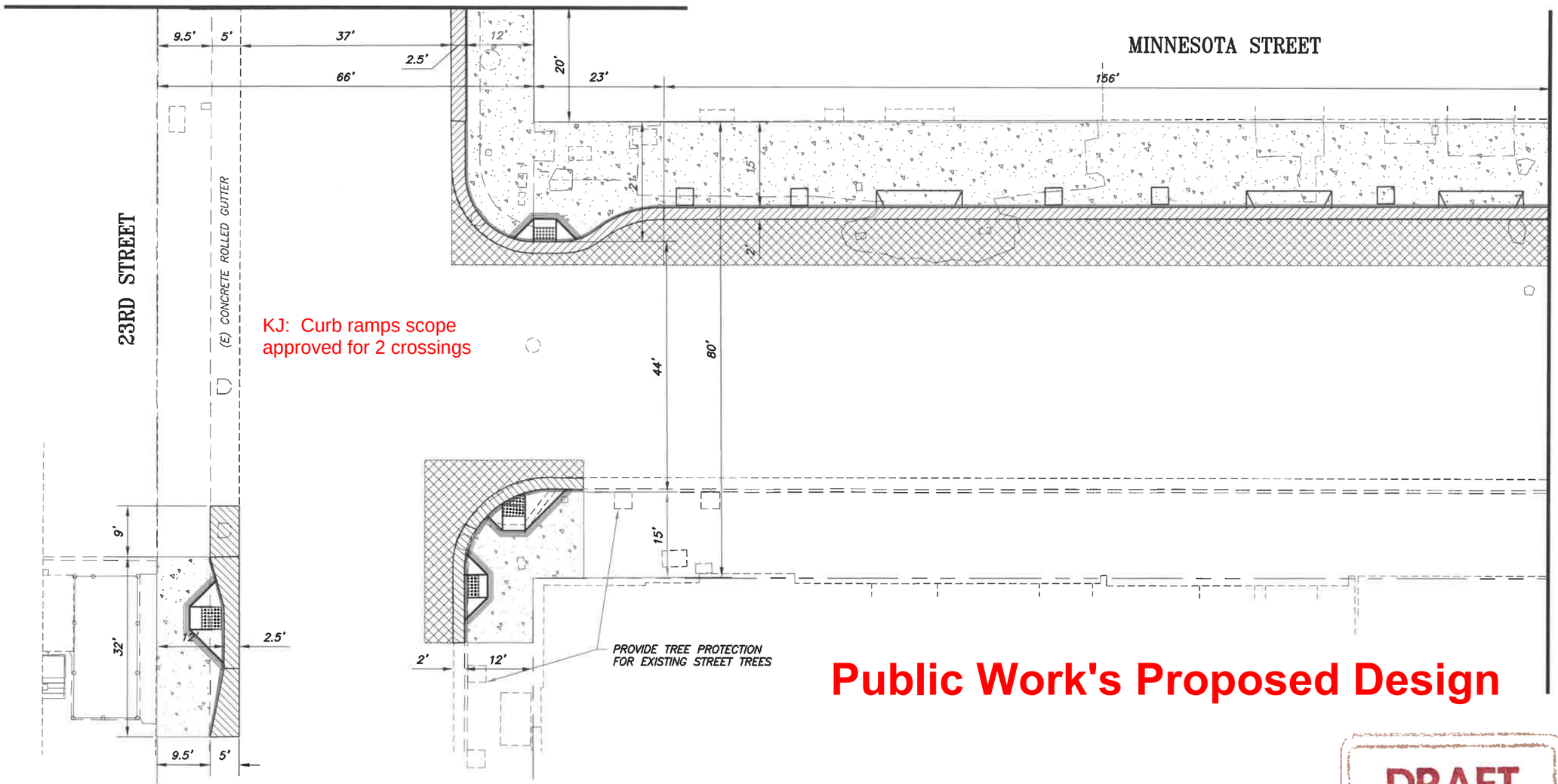
REV. NO. XX

FILE NAME:
DATE: --/--/--

CHECK PRINT
BUREAU OF ENGINEERING
SECTION: xxxx
ORIGINATOR xxxx DATE xx/xx/xx
CHECKER xxxx DATE xx/xx/xx
BACKCHECKER xxxx DATE xx/xx/xx
VERIFIER xxxx DATE xx/xx/xx

DAC REVIEW 4/8/2020

MATCHLINE D, SEE DWG R-5



KJ: Curb ramps scope approved for 2 crossings

Public Work's Proposed Design

DRAFT

10 0 10 20
SCALE IN FEET

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
THIS DRAWING WAS LAST MODIFIED: 02/25/20 13:29, BY: callerod

REFERENCE INFORMATION & FILE NO. OF SURVEYS

THE CITY AND COUNTY OF SAN FRANCISCO • SEAL OF

SAN FRANCISCO PUBLIC WORKS

BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 5028

	Date:
Section Mgr: E. KJELSBERG	
Deputy Bureau Mgr: F. CISNEROS	
Acting Bureau Mgr: I. DHAPA	

DESIGNED:	DATE:
DMC	2/13/2020
DRAWN:	DATE:
DMC	2/13/2020
CHECKED:	DATE:

SCALE: 1" = 10'
SHEET OF SHEETS

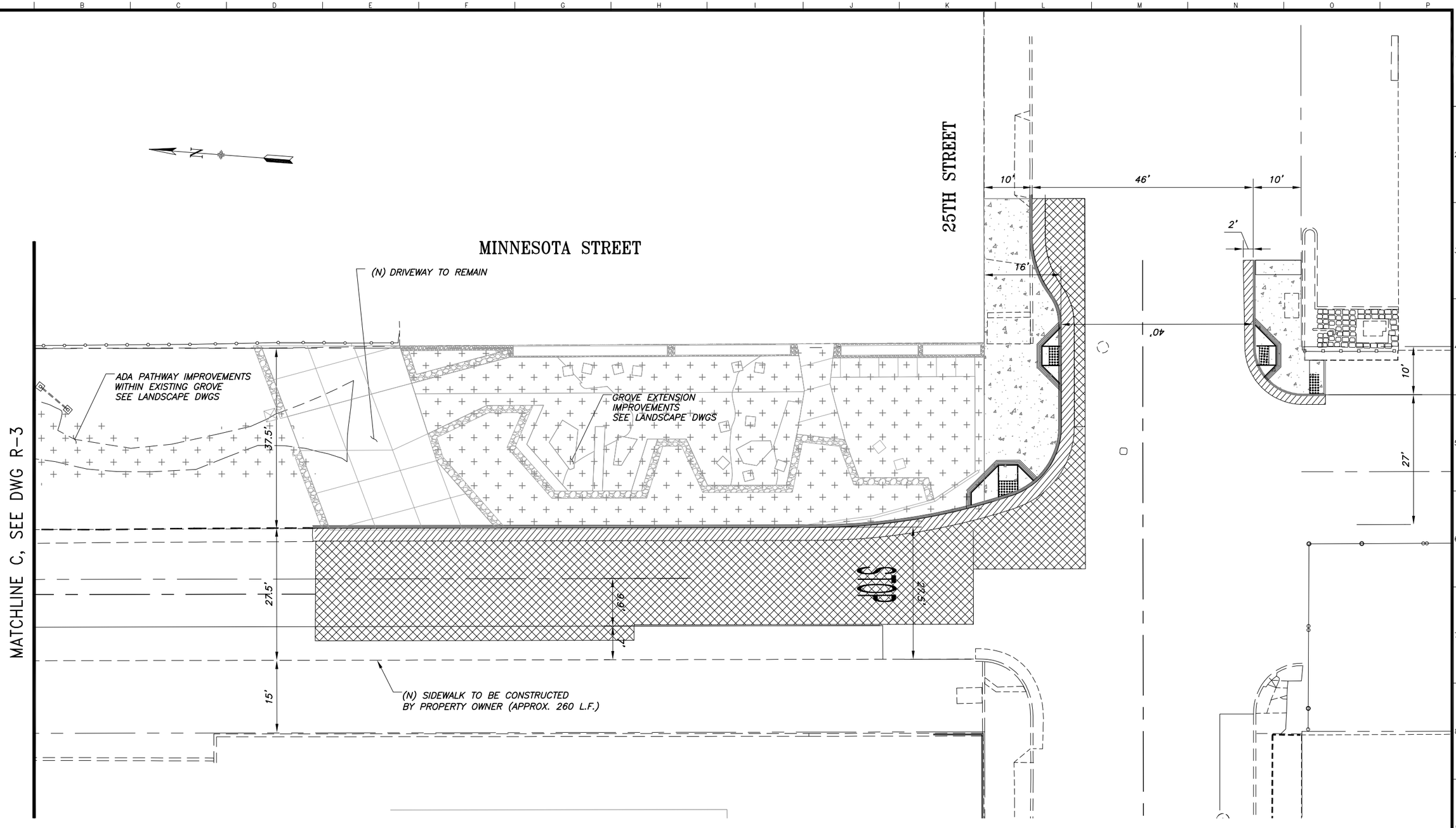
MINNESOTA STREETSCAPE IMPROVEMENTS PROJECT

SIDEWALK IMPROVEMENTS
MINNESOTA STREET
23RD STREET TO 24TH STREET

CONTRACT NO. 2972J
DRAWING NO. R-1
FILE NO.
REV. NO.

Xrefs: V:\2972J_Minnesota_St_Dogpatch\2_Design\Working_Drawings\ESH\Current\2972J_R_Exist.dwg
V:\2972J_Minnesota_St_Dogpatch\2_Design\Working_Drawings\BF2_TR_22x34.dwg

Drawing Path: V:\2972J_Minnesota_St_Dogpatch\2_Design\Working_Drawings\ESH\Current\2972J_R_base.dwg, Login: dbrandon Scale: 10
Plot Time: Tue, 25 Feb 2020 - 1:31pm Model Units: Feet
Measurement Units are English



PUBLIC WORK'S PROPOSED DESIGN

10 0 10 20
SCALE IN FEET

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
THIS DRAWING WAS LAST MODIFIED: 12/10/20 10:40, BY: callerod

REFERENCE INFORMATION & FILE NO. OF SURVEYS

CITY AND COUNTY OF SAN FRANCISCO

SAN FRANCISCO PUBLIC WORKS

BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 800
SAN FRANCISCO, CA 94103

		Date:
Acting Section Mgr:	ERIC KJELSBERG	
E. KJELSBERG		
Deputy Bureau Mgr:	FERNANDO CISNEROS	
F. CISNEROS		
Acting Bureau Mgr:	IQBAL DHAPA	
I. DHAPA		

DESIGNED:	DATE:
DMC	2/13/2020
DRAWN:	DATE:
DMC	2/13/2020
CHECKED:	DATE:

SCALE: 1" = 10'

SHEET OF SHEETS

MINNESOTA STREETSCAPE IMPROVEMENTS PROJECT

SIDEWALK AND GROVE IMPROVEMENTS MINNESOTA STREET AT 25TH STREET

CONTRACT NO. 2972J
DRAWING NO. R-4
FILE NO.
REV. NO.

Xrefs: V:\2972J_Minnesota_St_Dogpatch\2_Design\Working_Drawings\ESH\Current\2972J_R_Exist.dwg
V:\2972J_Minnesota_St_Dogpatch\2_Design\Working_Drawings\BF2_TB_22x34.dwg
V:\2972J_Minnesota_St_Dogpatch\2_Design\Working_Drawings\ESH\Current\X-Vehicle_SFFD-LADDER_Prop.dwg

Drawing Path: V:\2972J_Minnesota_St_Dogpatch\2_Design\Working_Drawings\ESH\Current\2972J_R_base-ALT25th.dwg Dimensions Scale: 10
Plot Time: Thu, 10 Dec 2020 - 10:43am Model Units: Feet
Measurement Units are English

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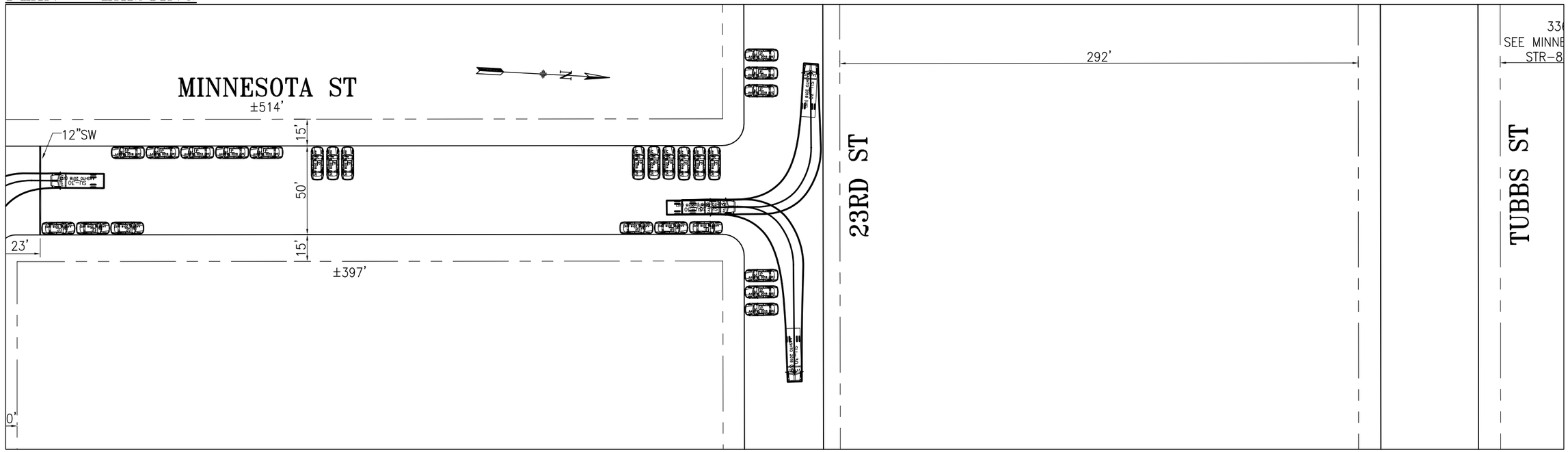

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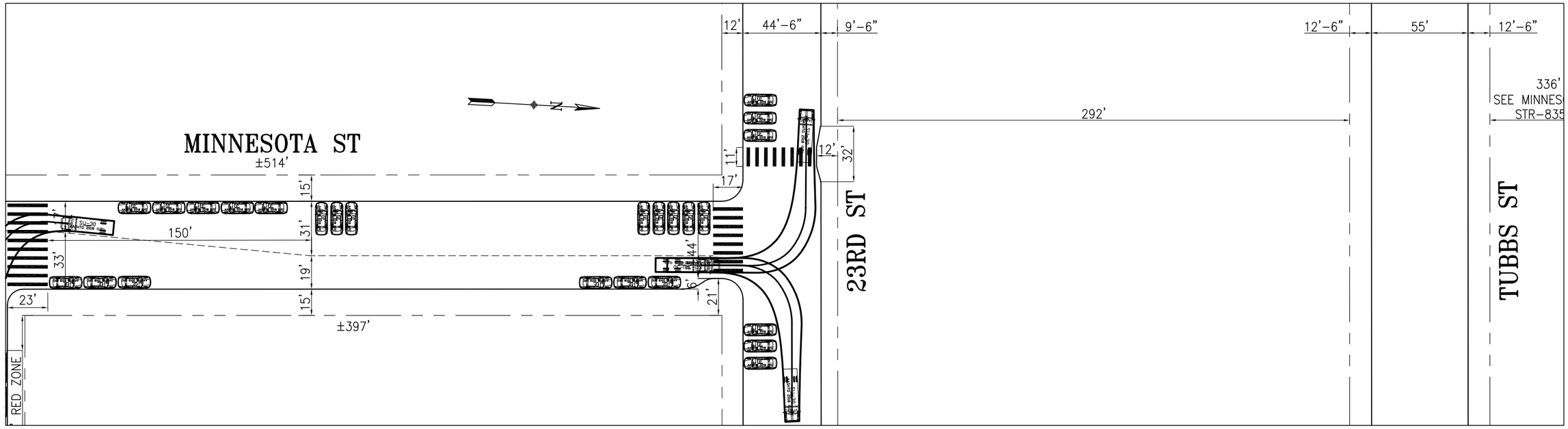

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SHEET/SHEETS: XX OF XX

MINNESOTA STREETSCAPE
DRAFT

MINNESOTA ST
23RD STREET

CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

FILE NAME:
DATE: --/--/--

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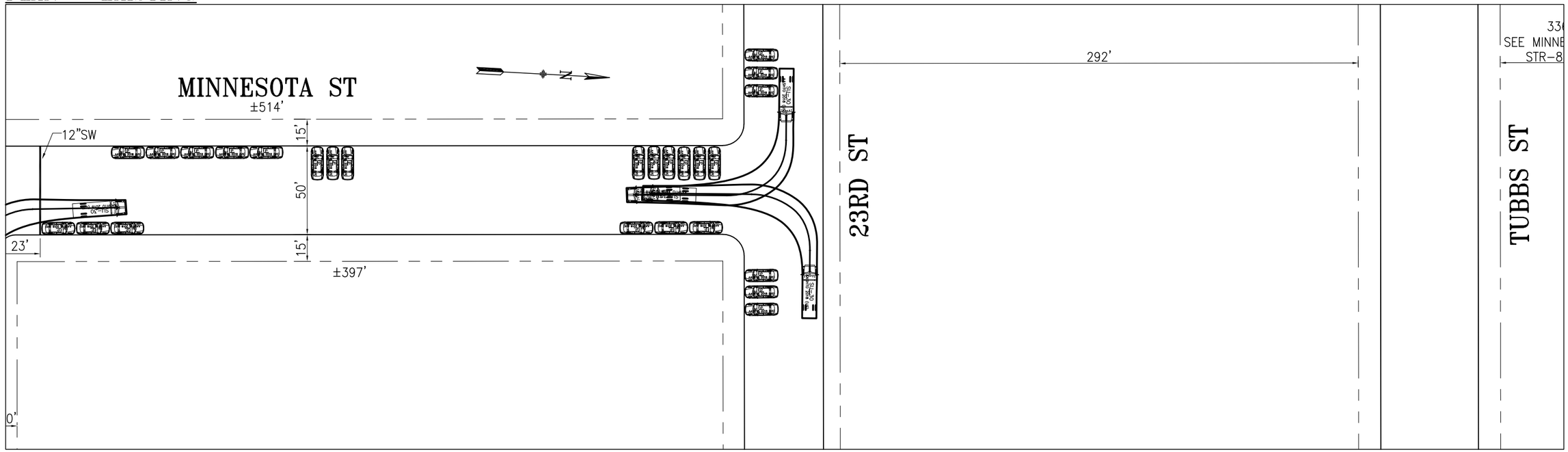

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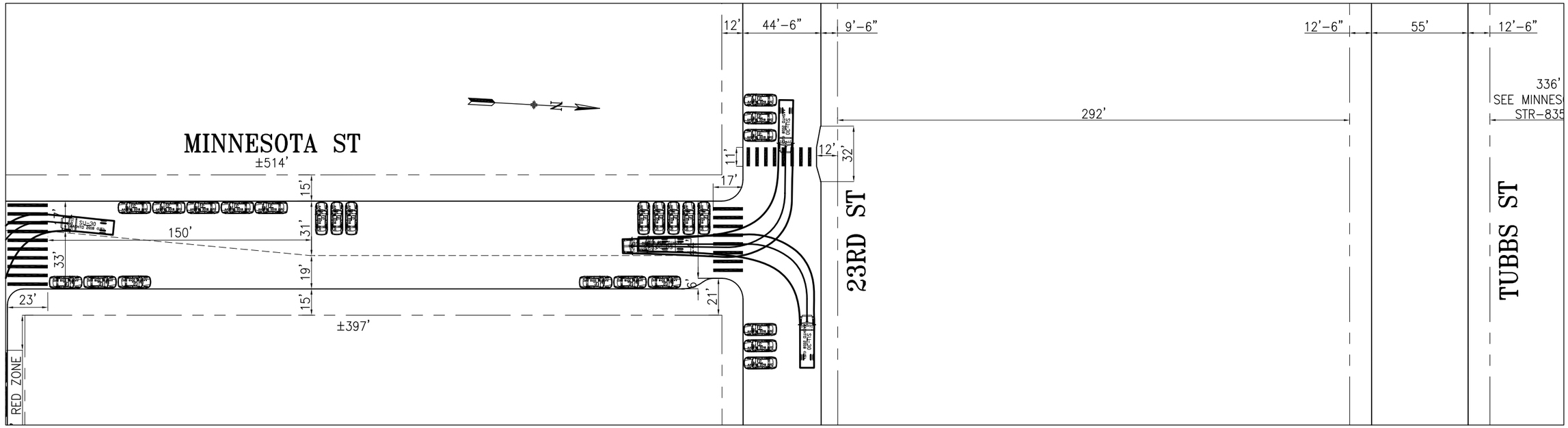

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MINNESOTA STREETSCAPE
DRAFT

MINNESOTA ST
23RD STREET

CONTRACT NO. XXXXX
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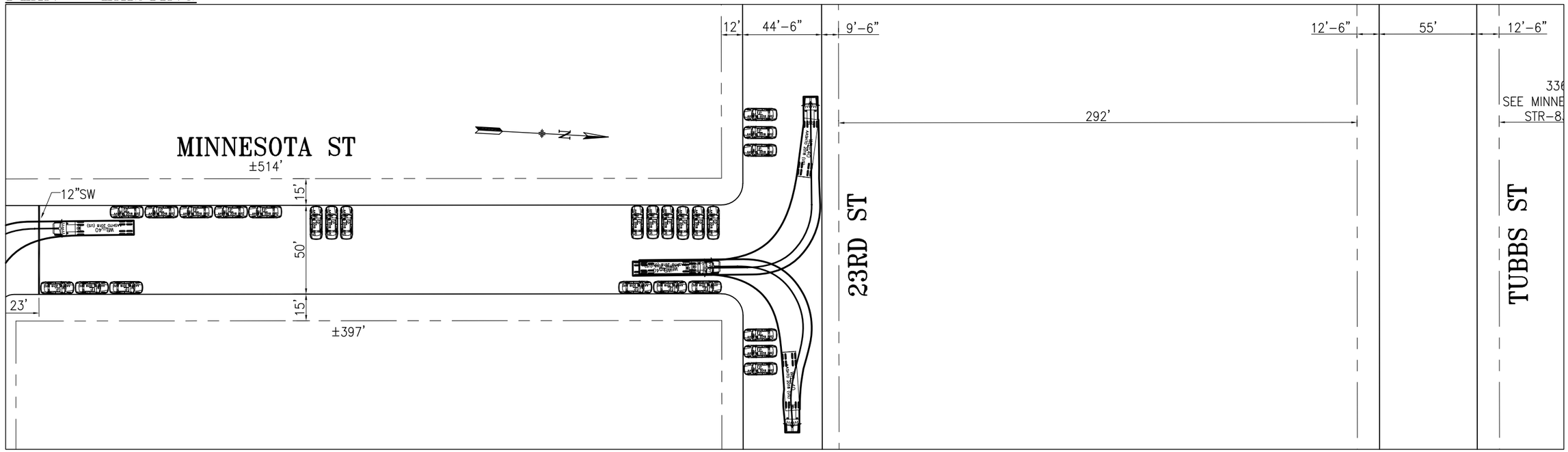

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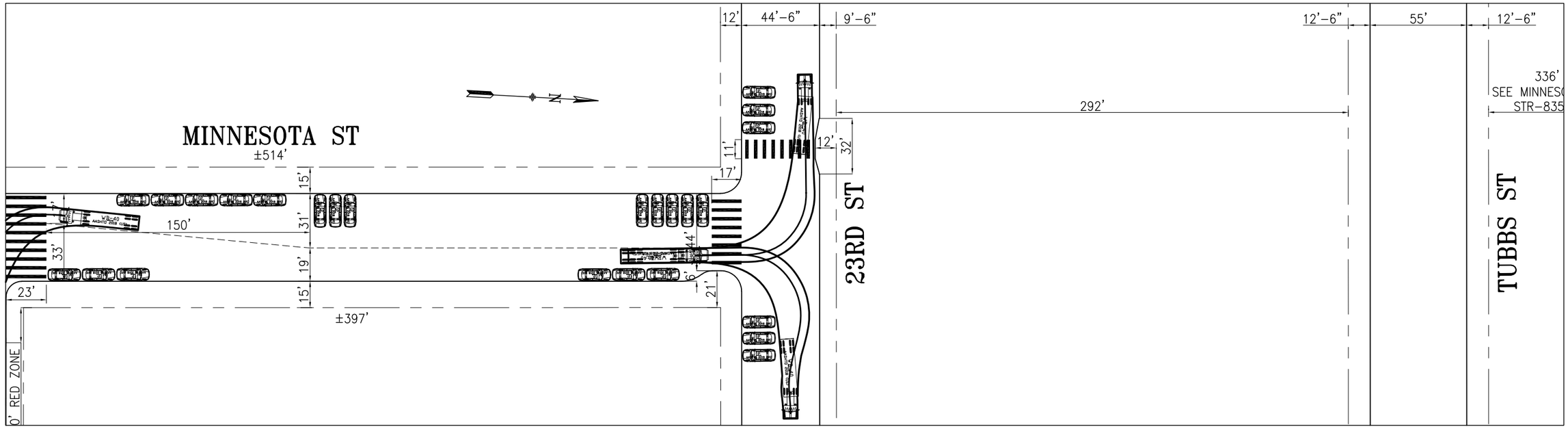

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MINNESOTA STREETSCAPE
DRAFT

MINNESOTA ST
23RD STREET

CONTRACT NO. XXXXX

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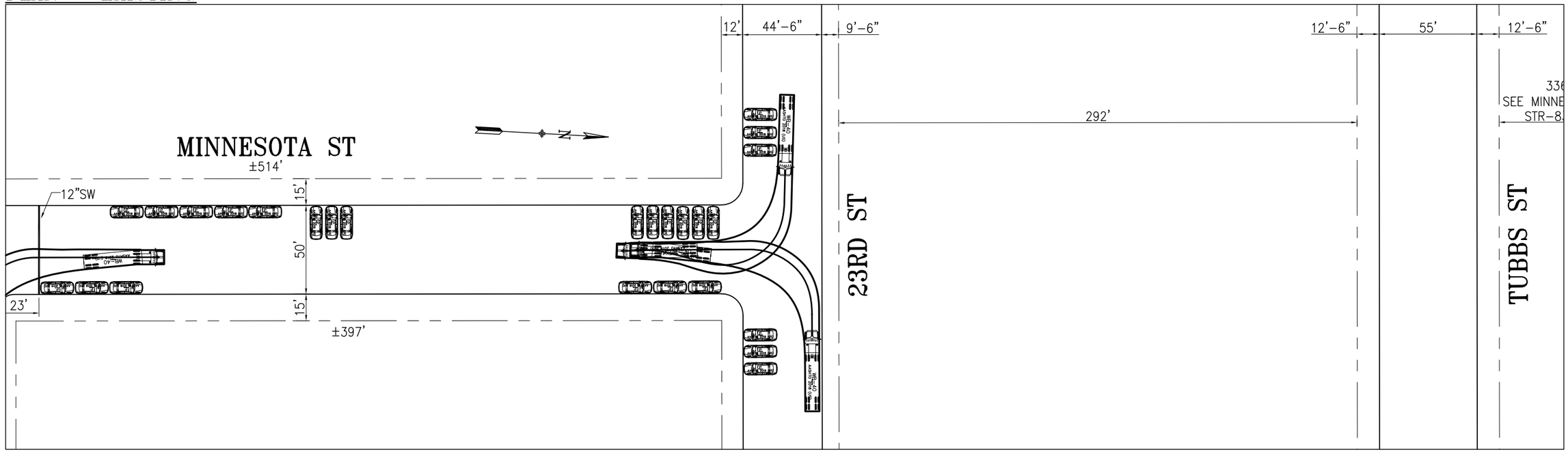

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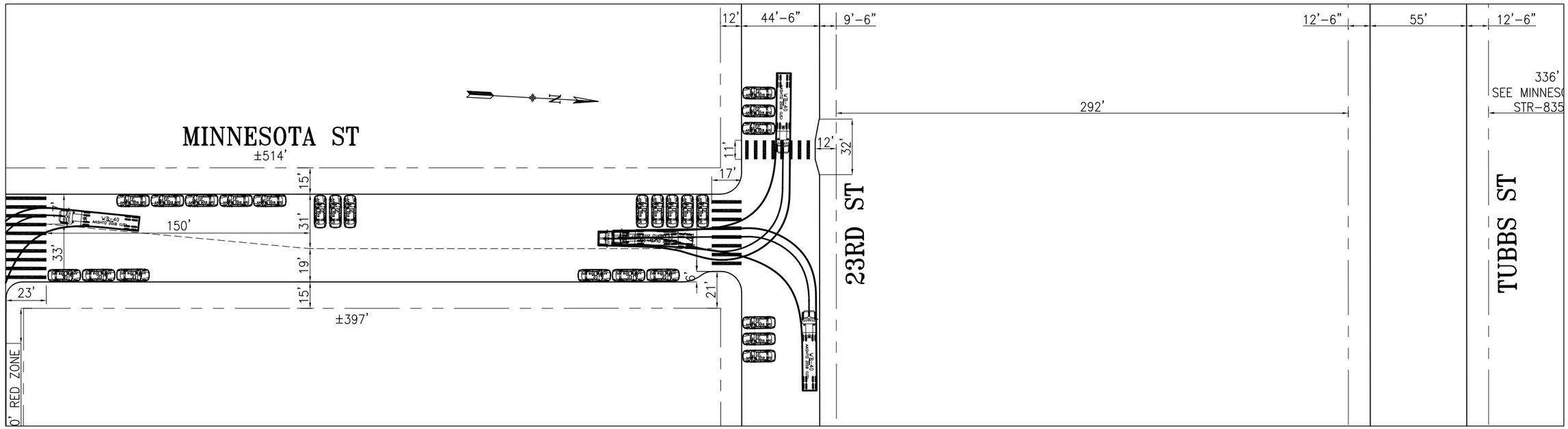

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MINNESOTA STREETSCAPE
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MINNESOTA ST
23RD STREET

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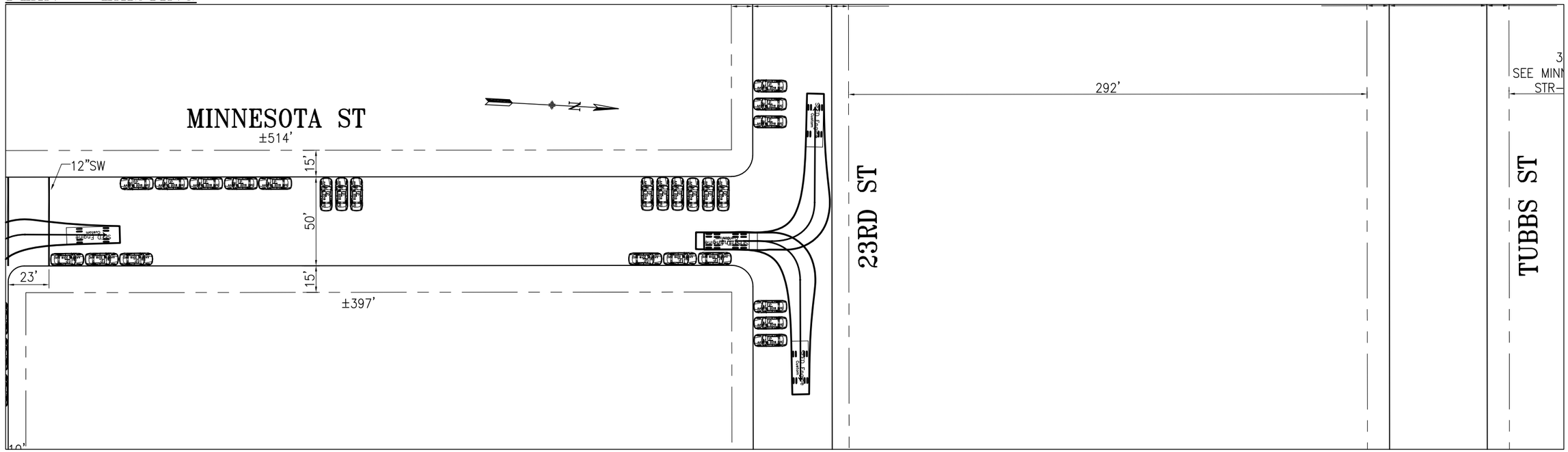

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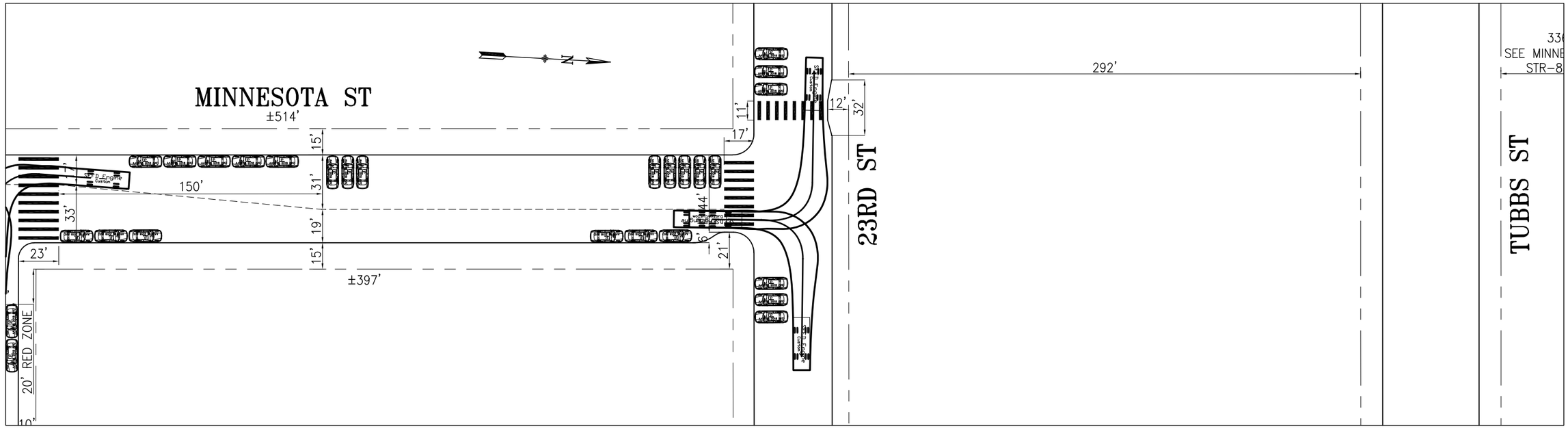

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MINNESOTA STREETSCAPE
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MINNESOTA ST
23RD STREET

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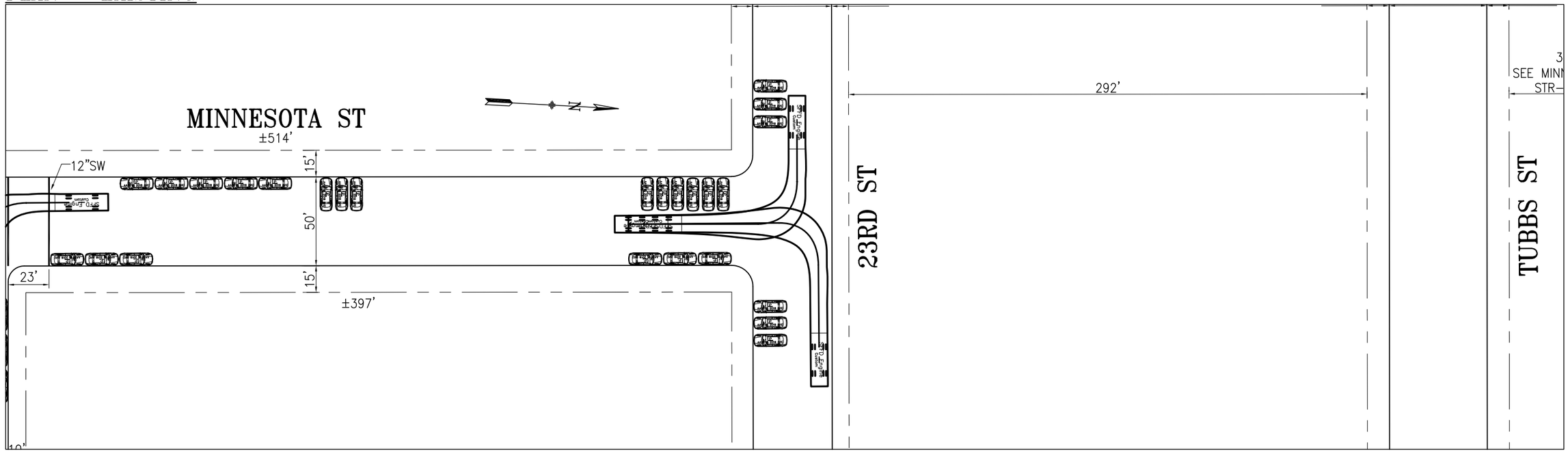

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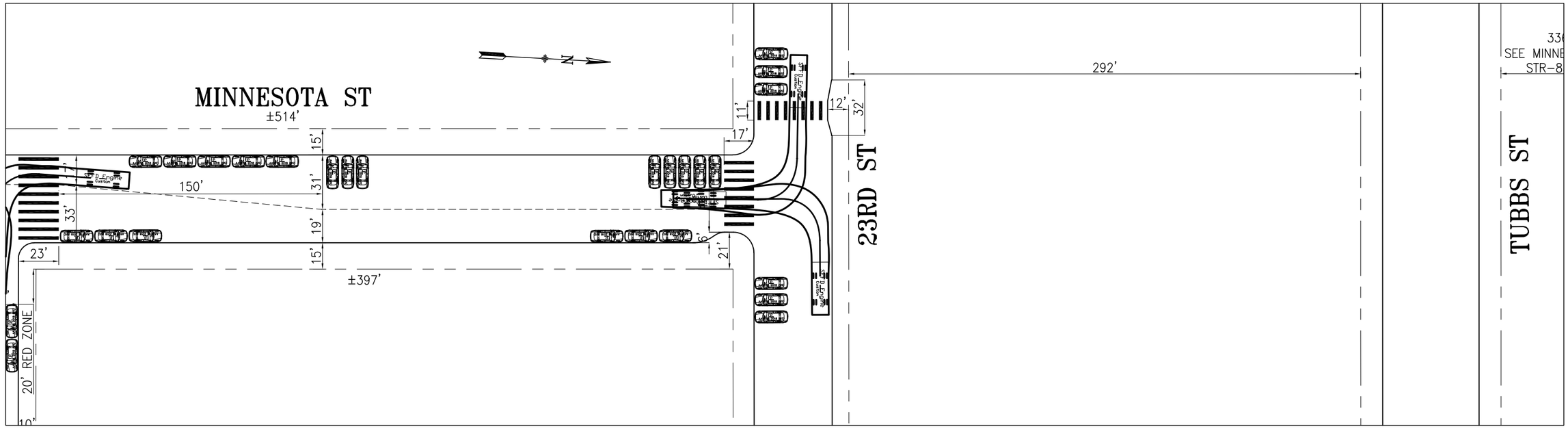

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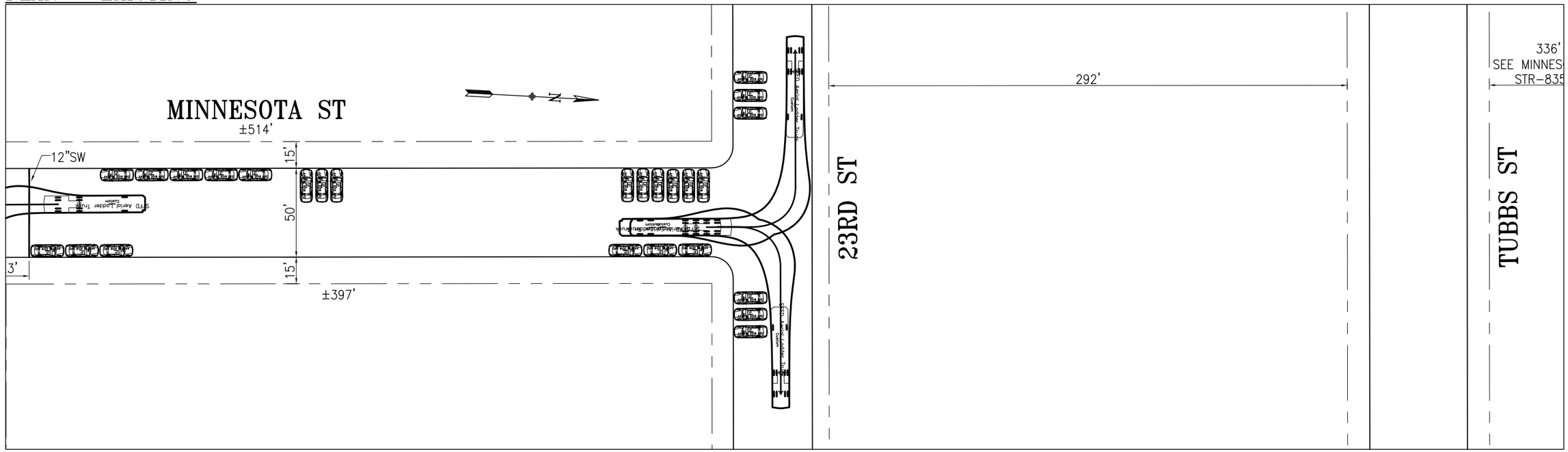

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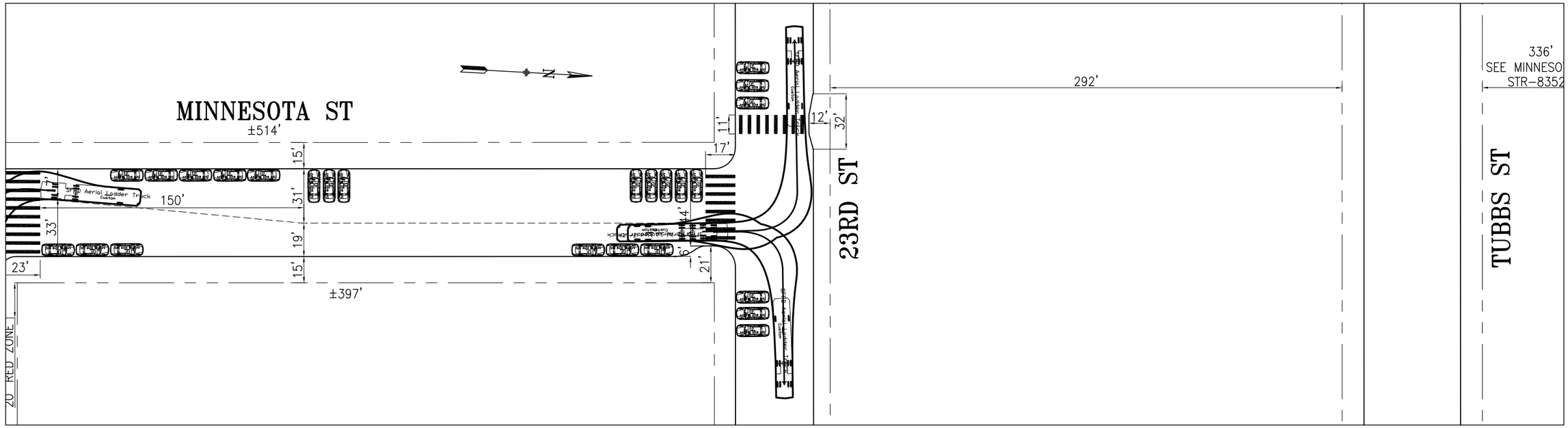

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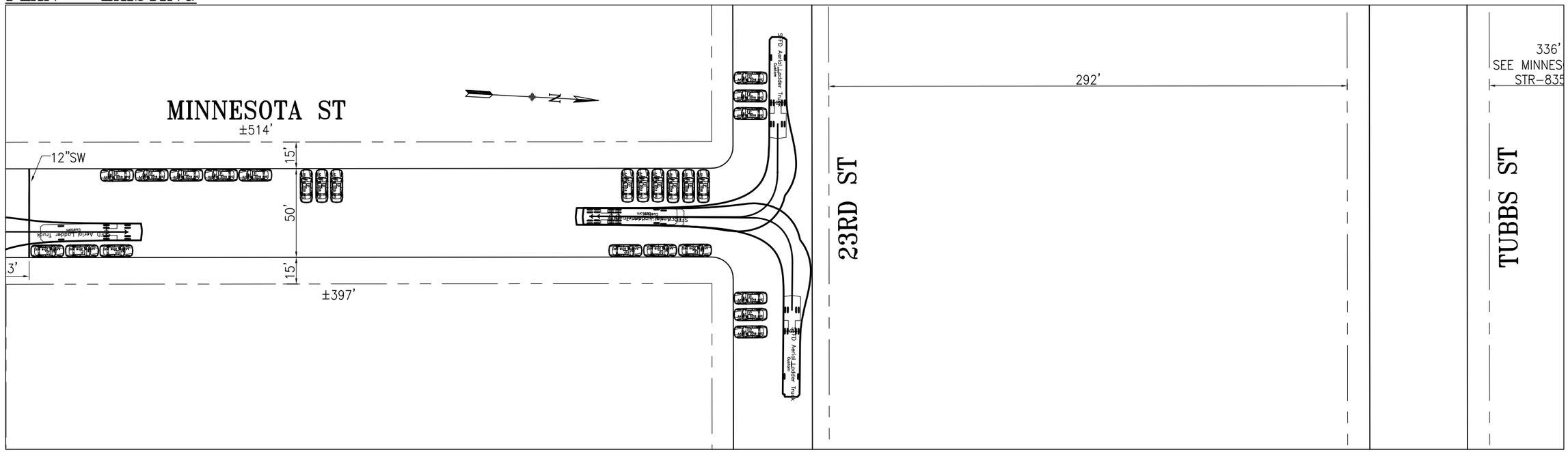

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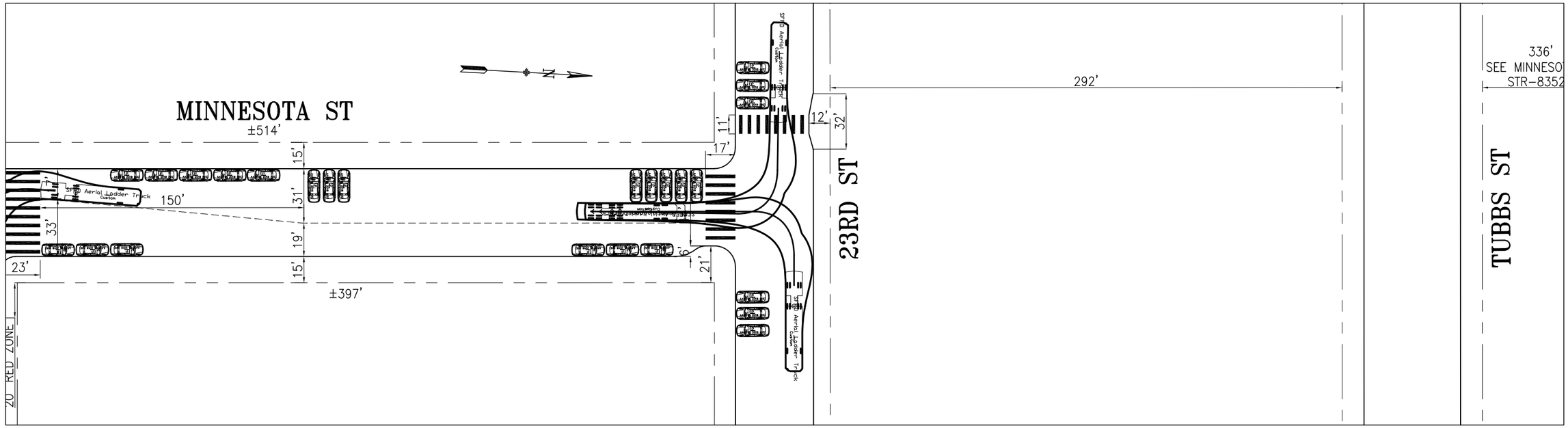

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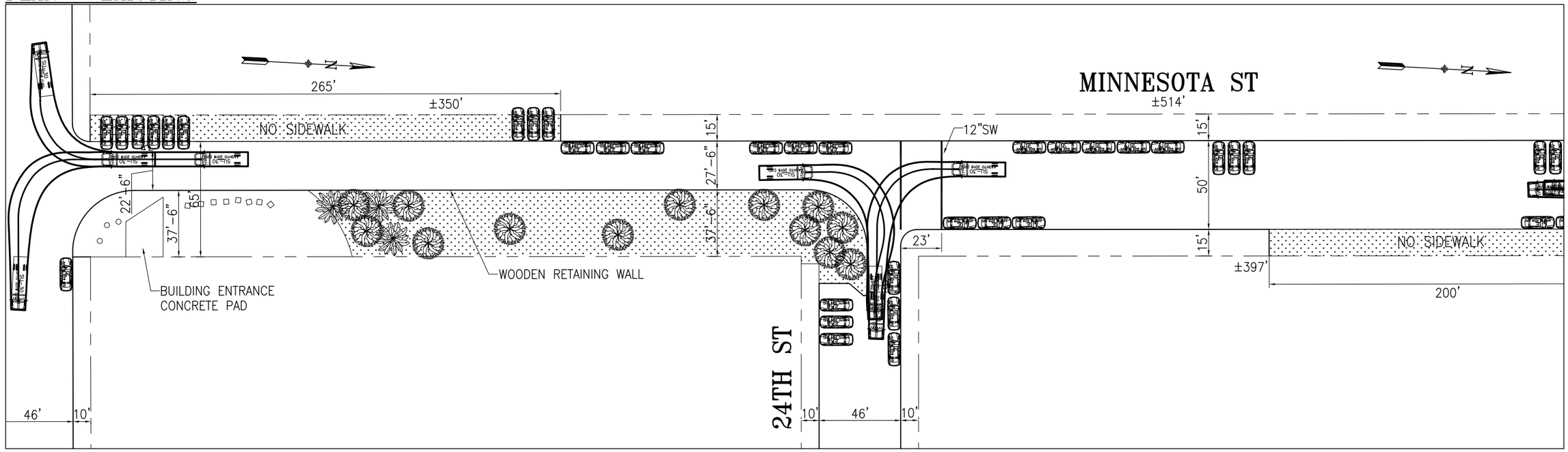

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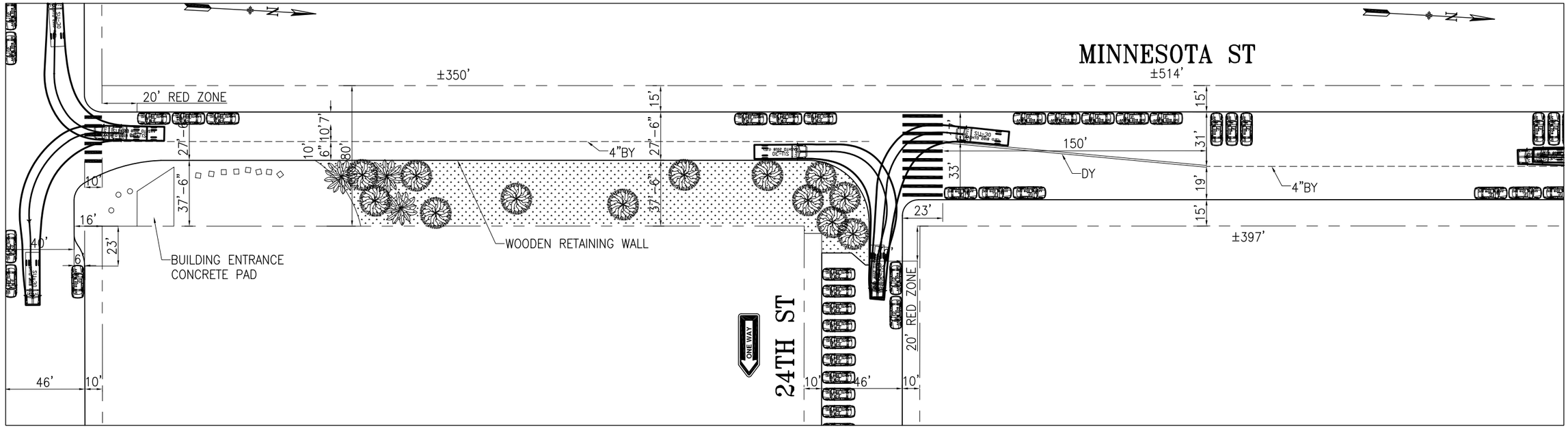

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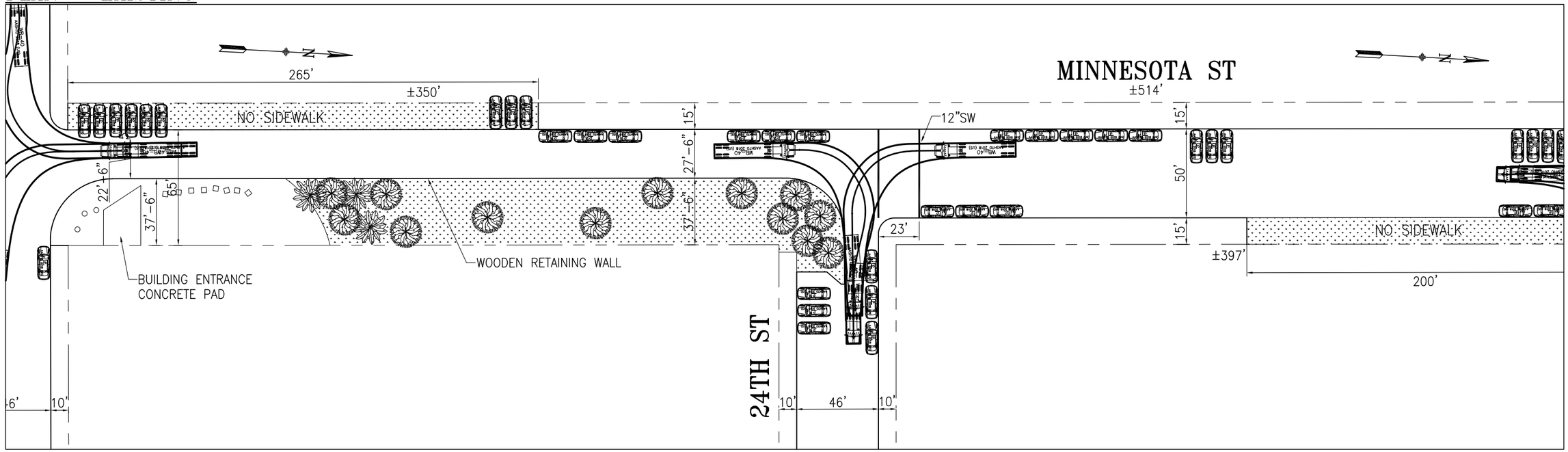

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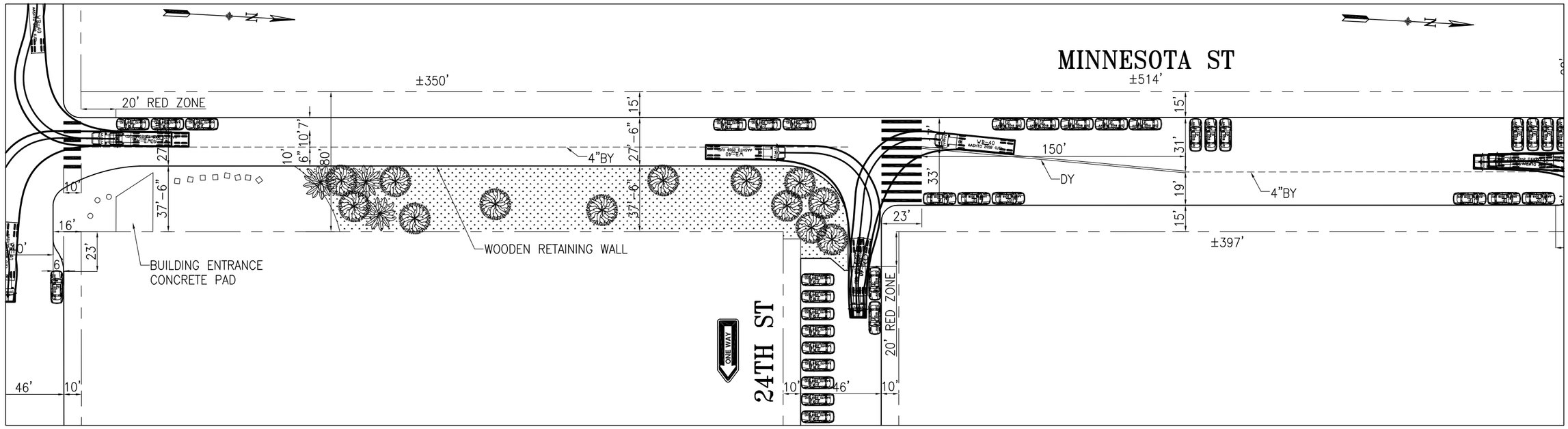

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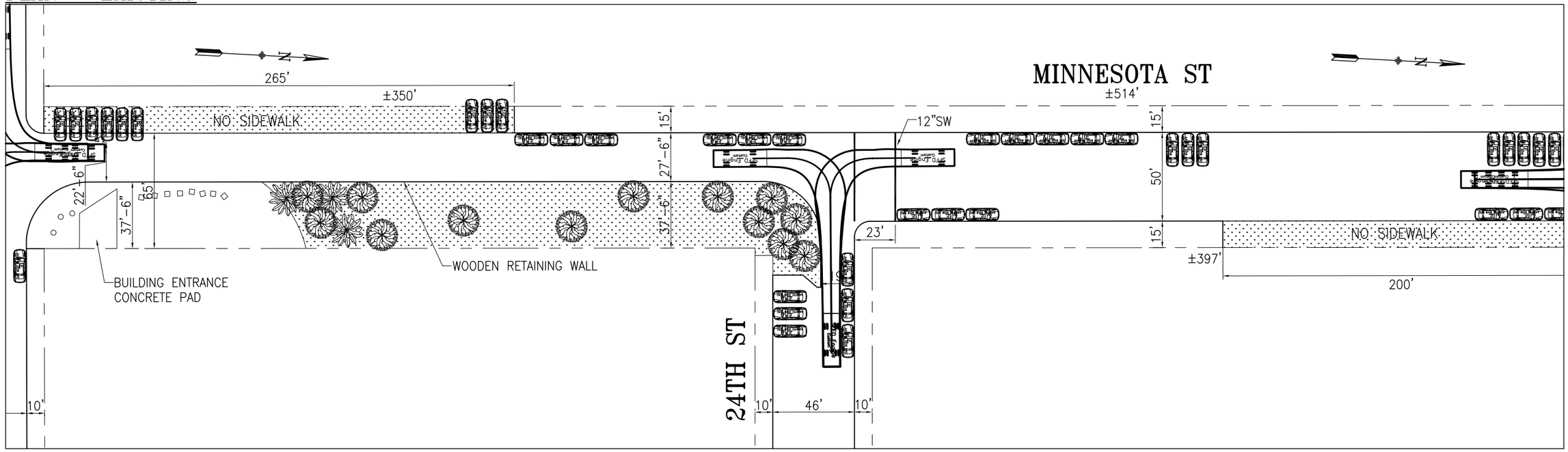

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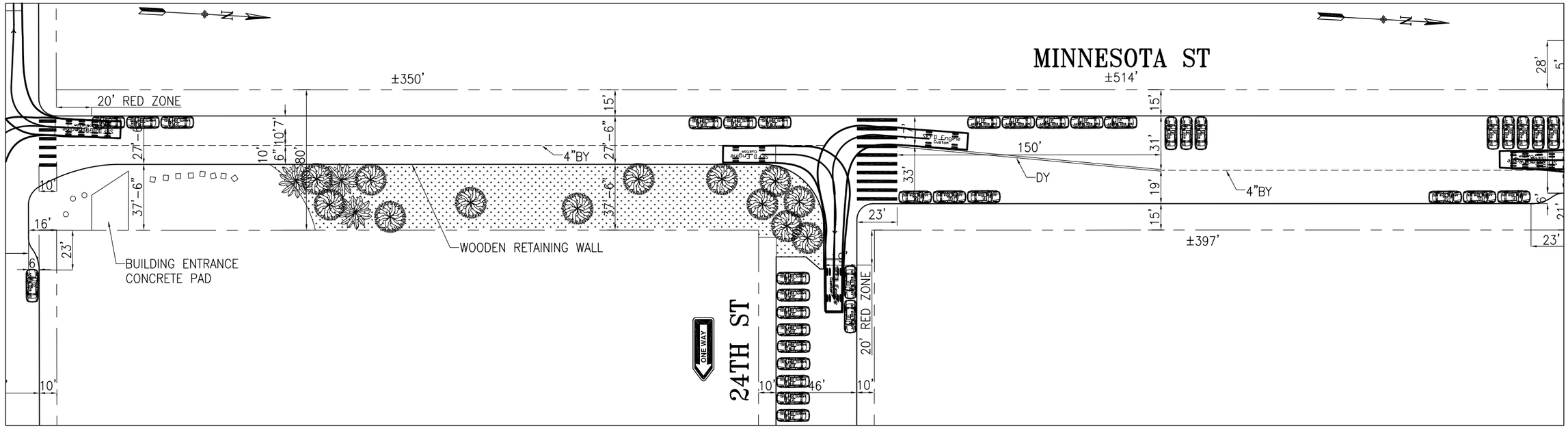

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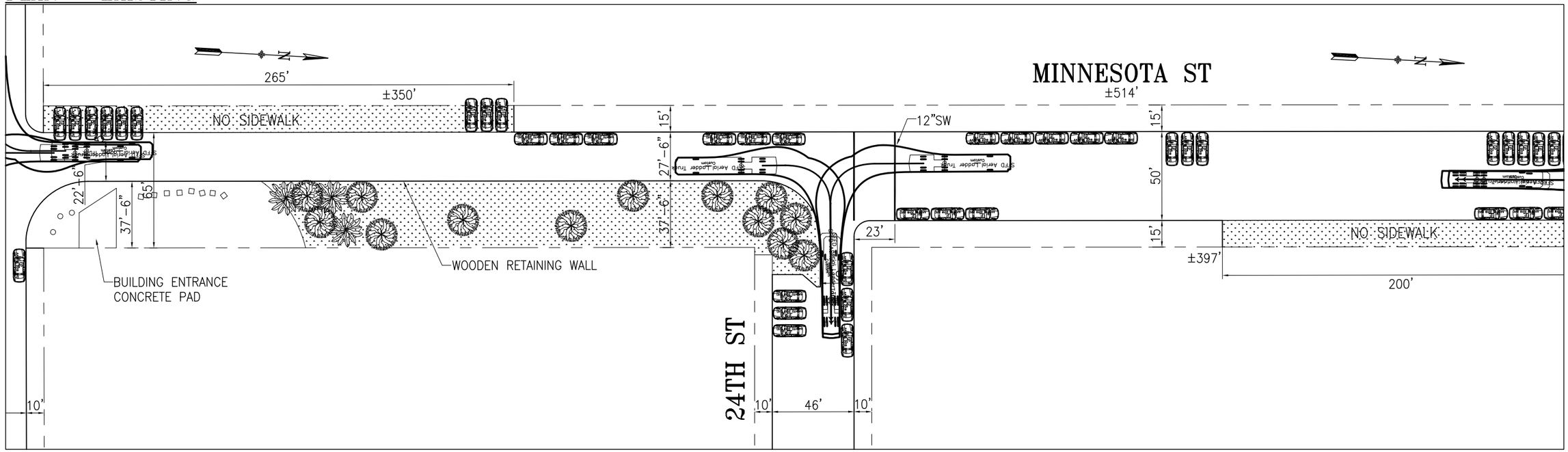

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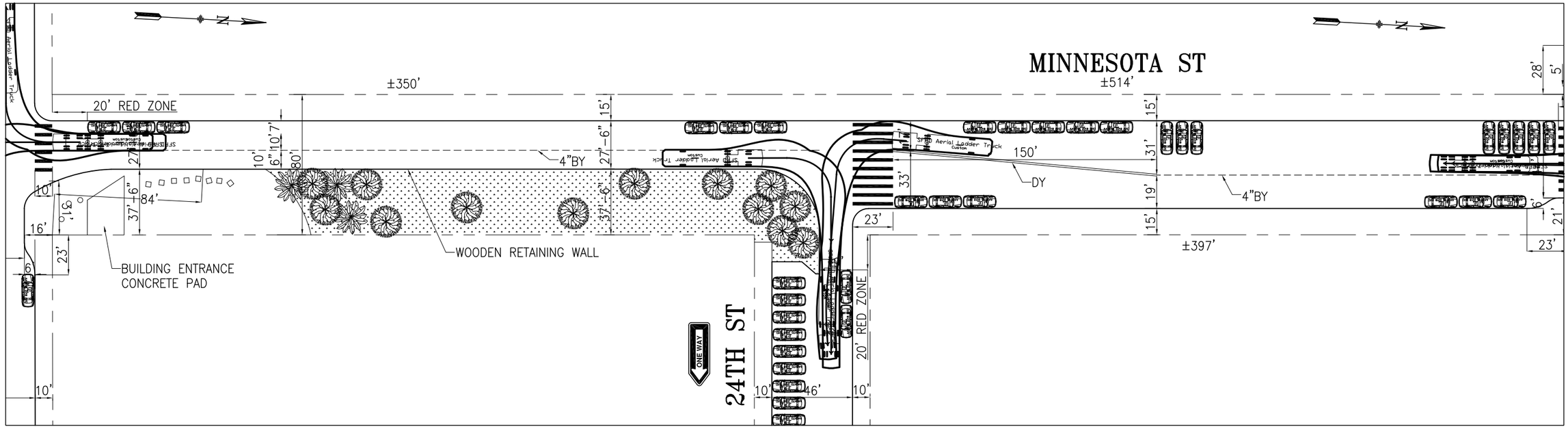

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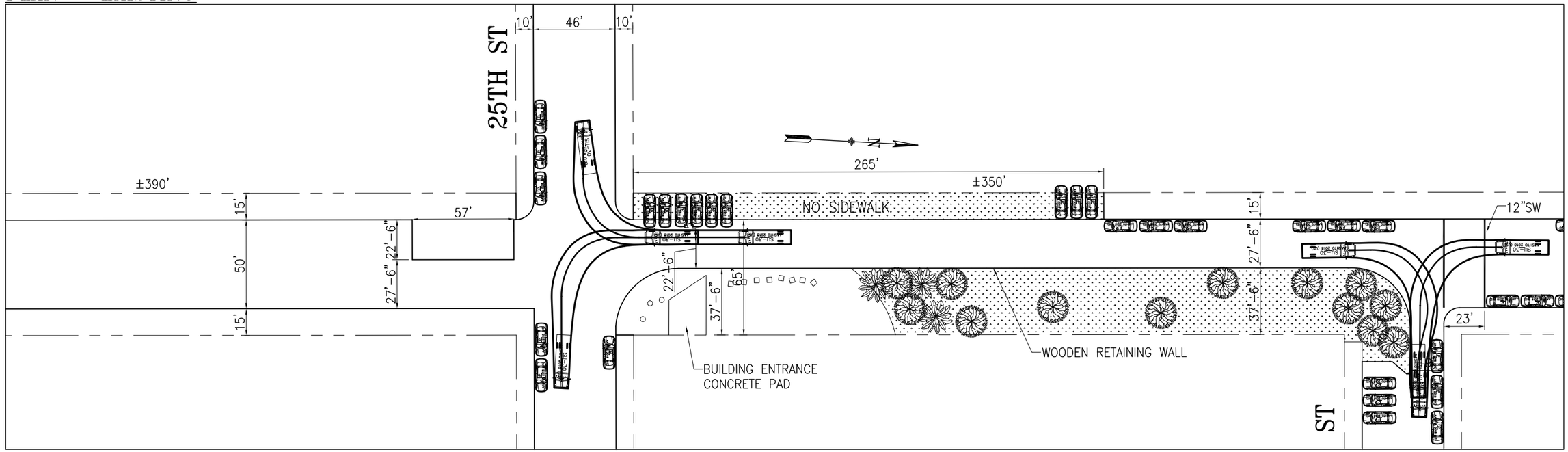

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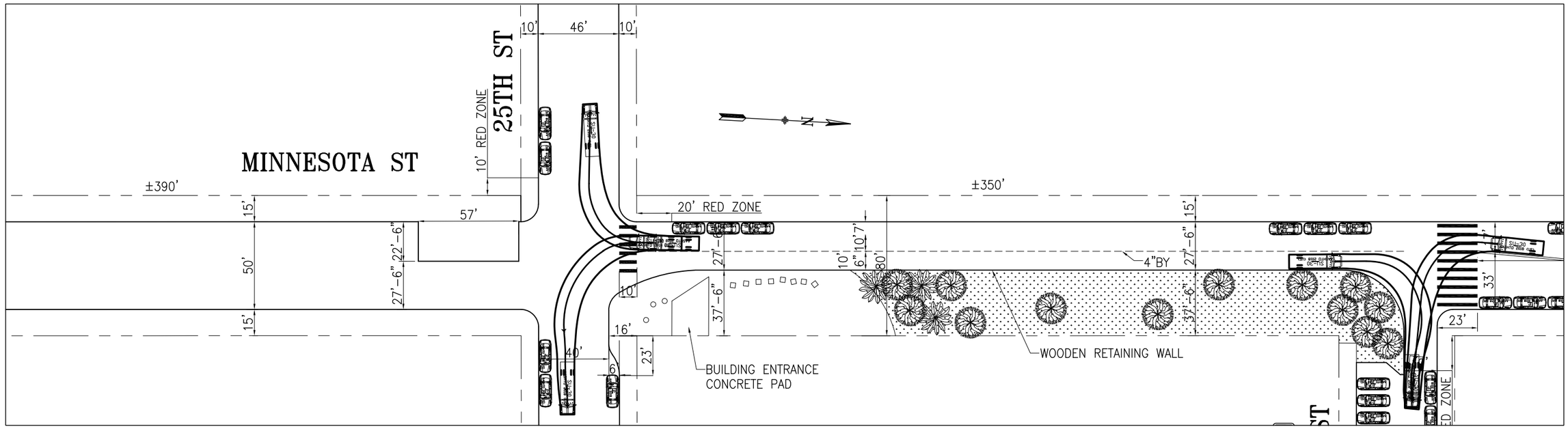

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SCALE: 1" = 50'
SHEET/SHEETS: XX OF XX

MINNESOTA STREETSCAPE
DRAFT

MINNESOTA ST
25TH STREET

CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

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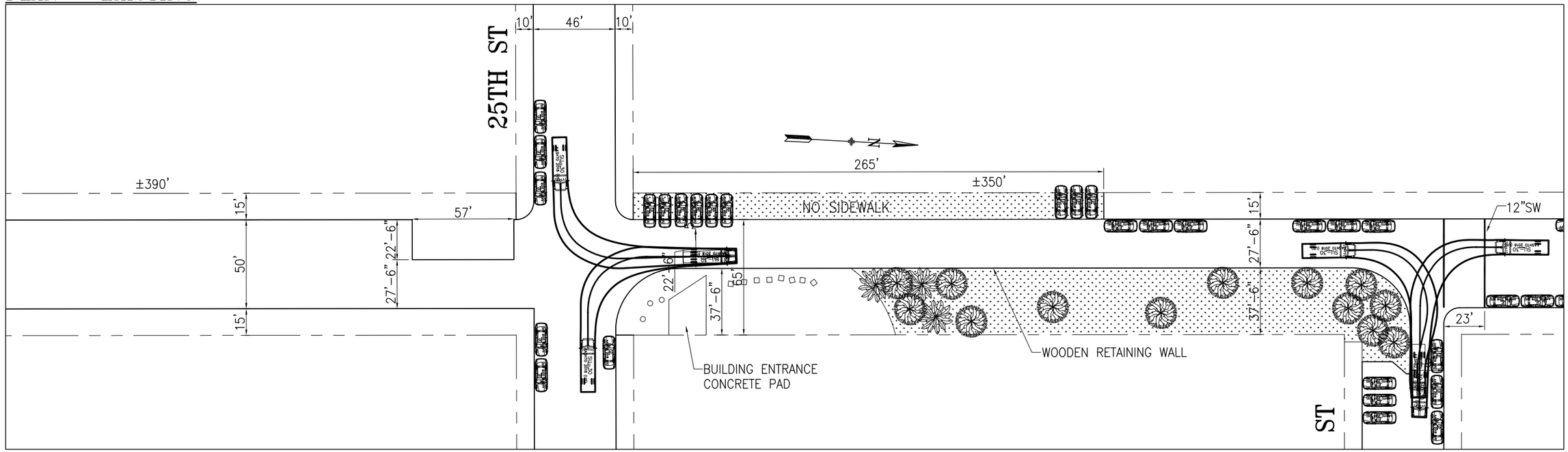
PLAN – EXISTING



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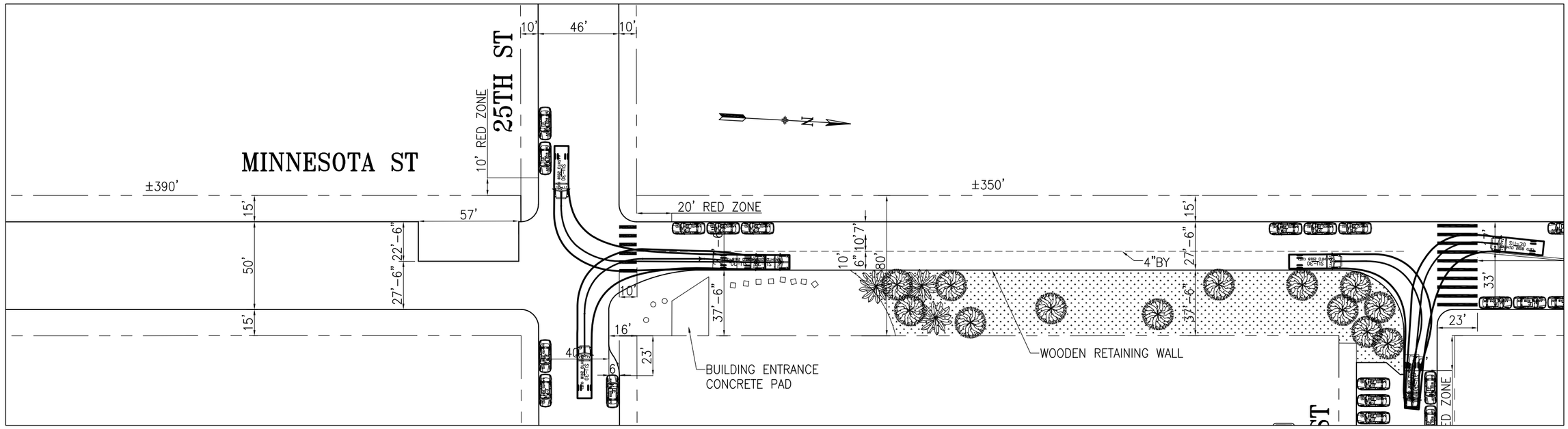

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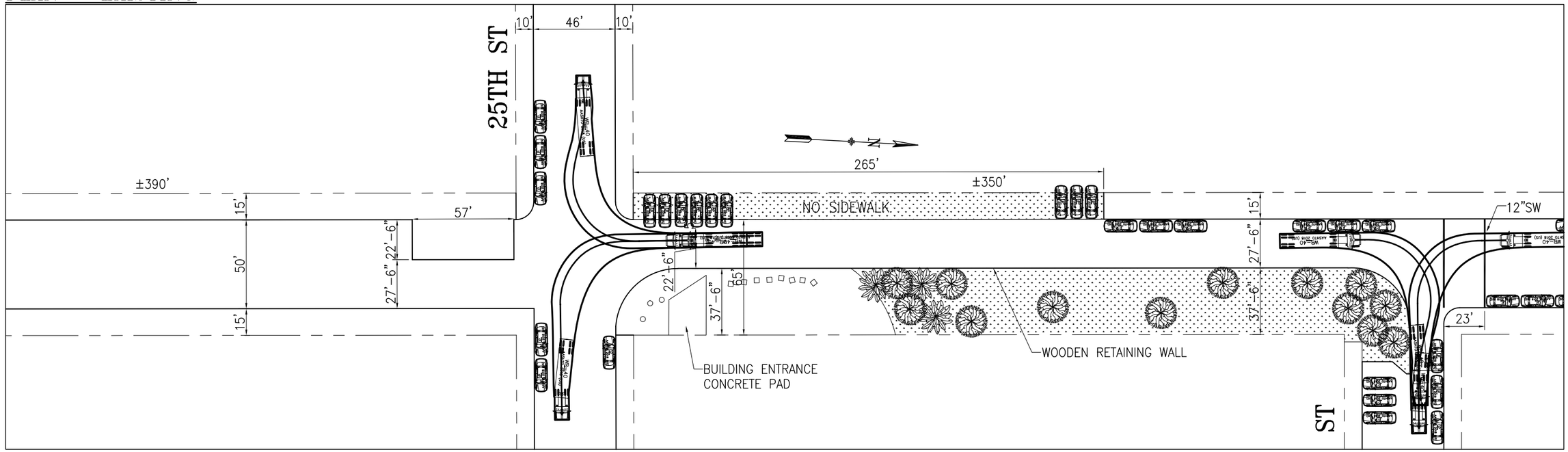

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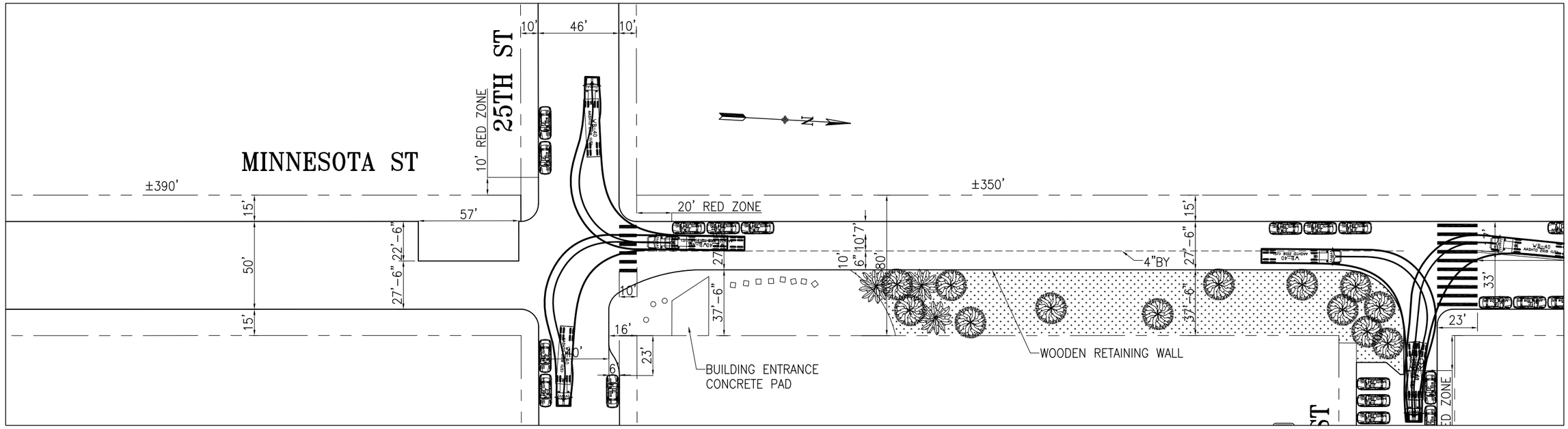

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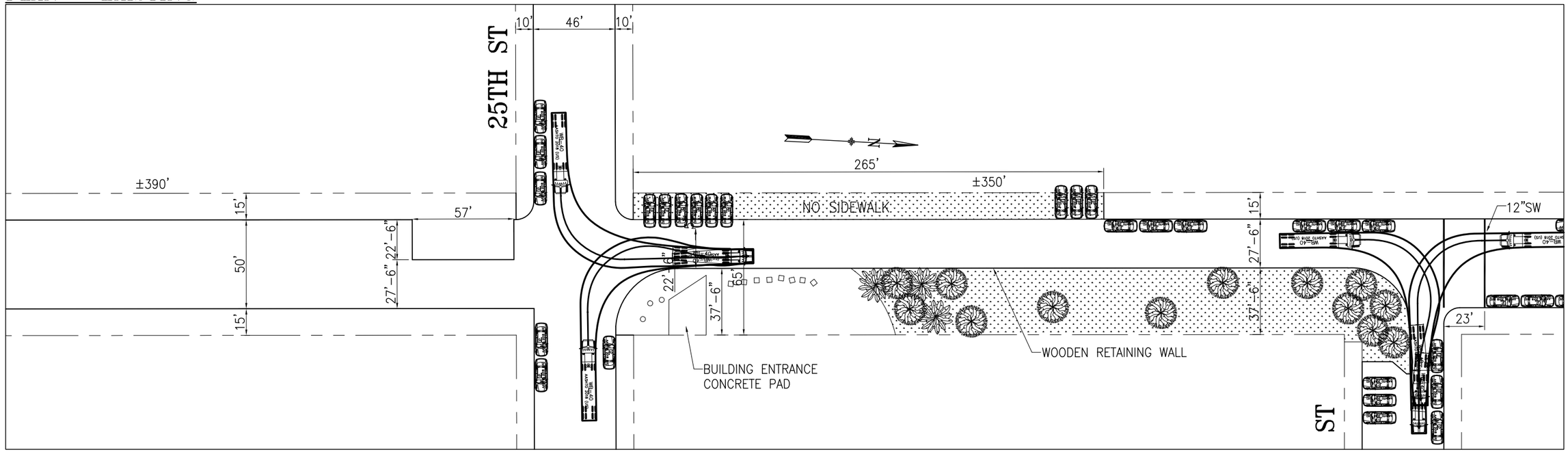

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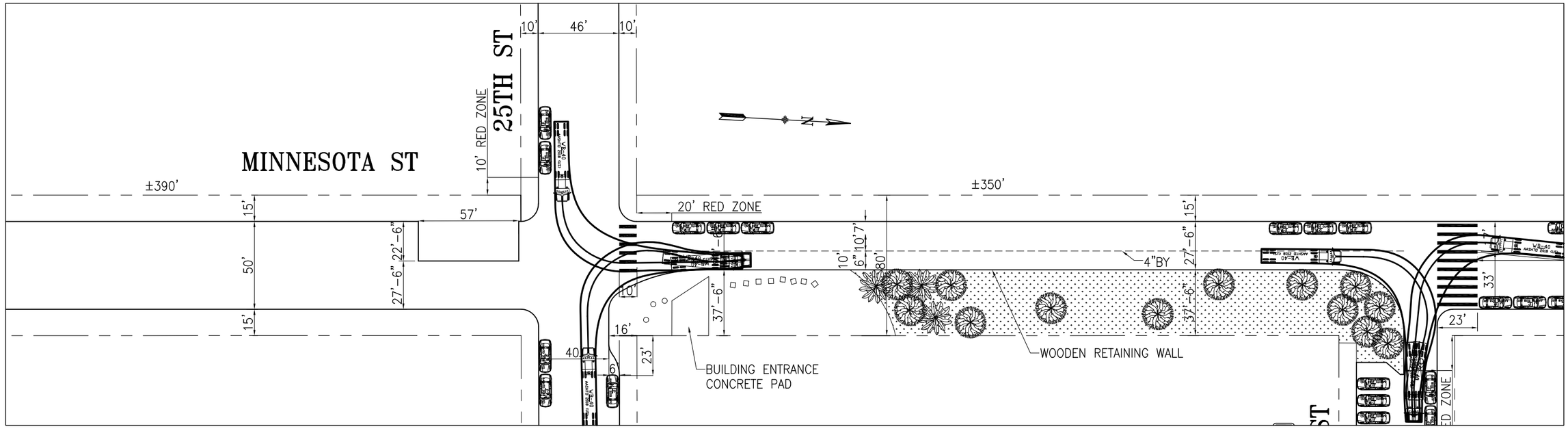

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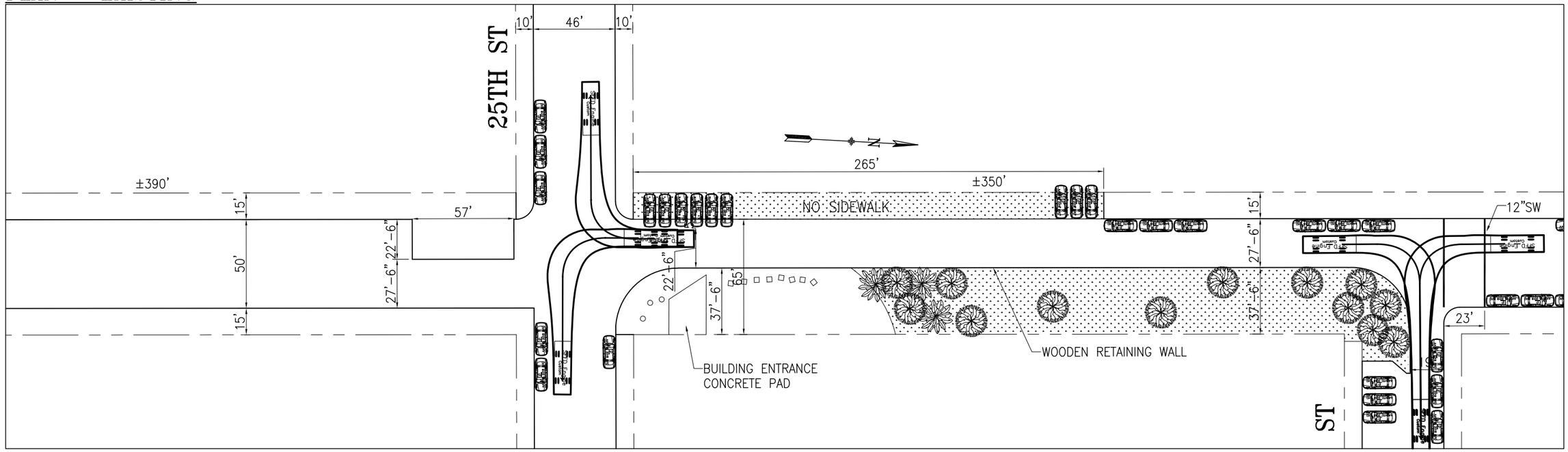

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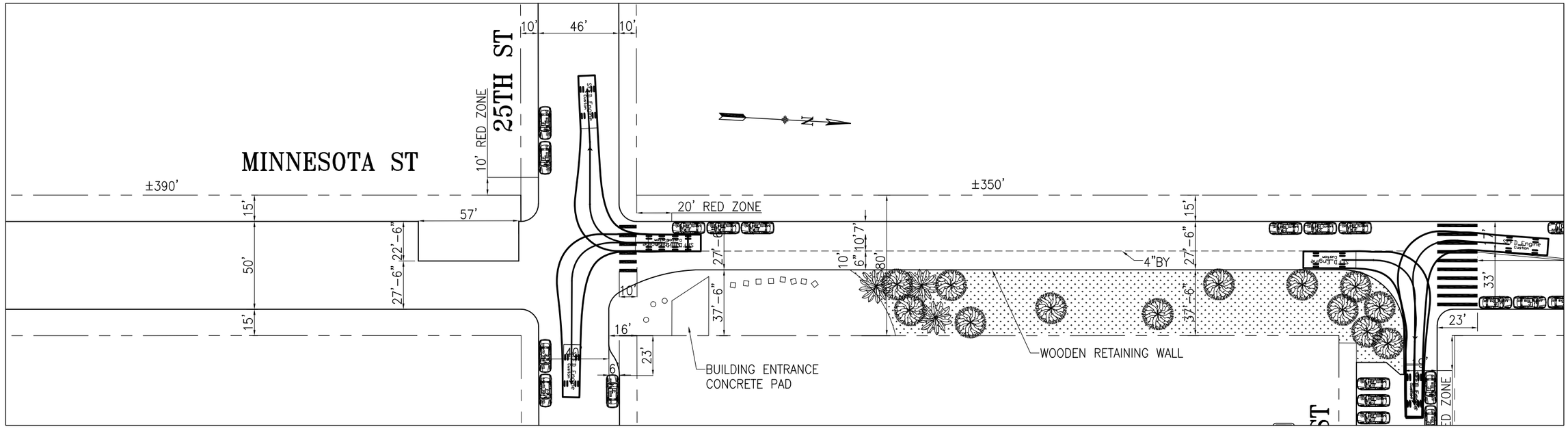

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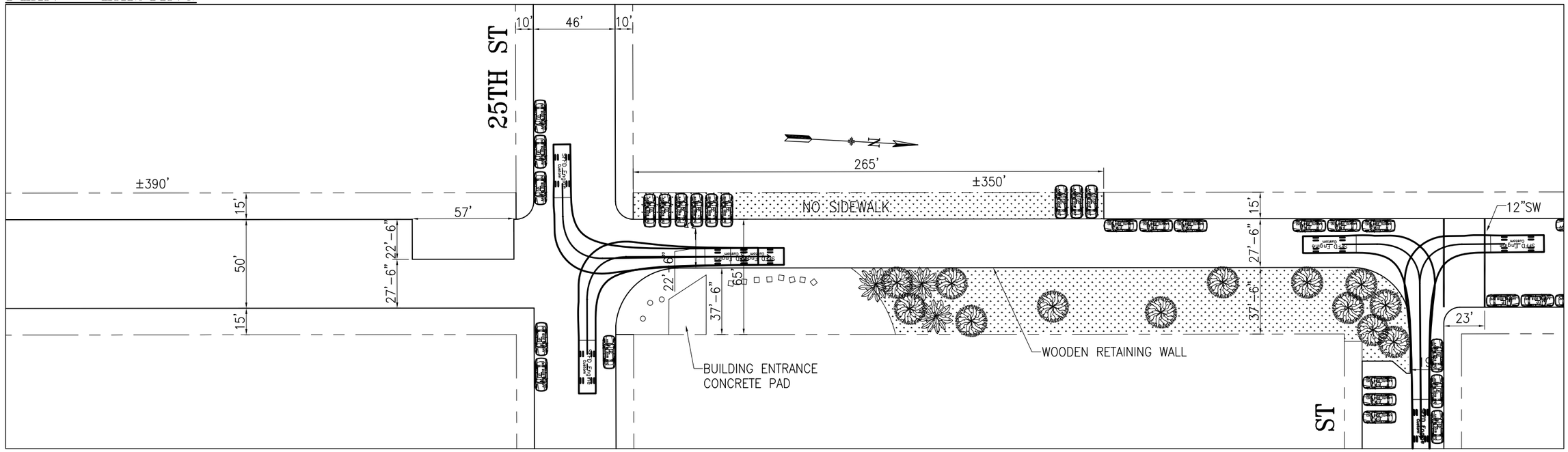

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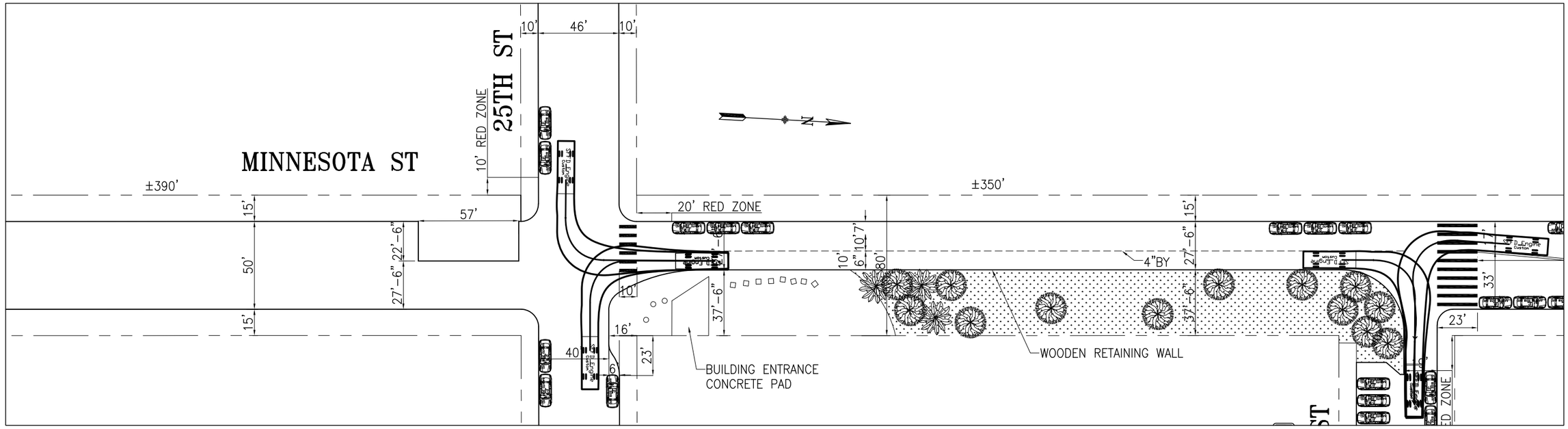

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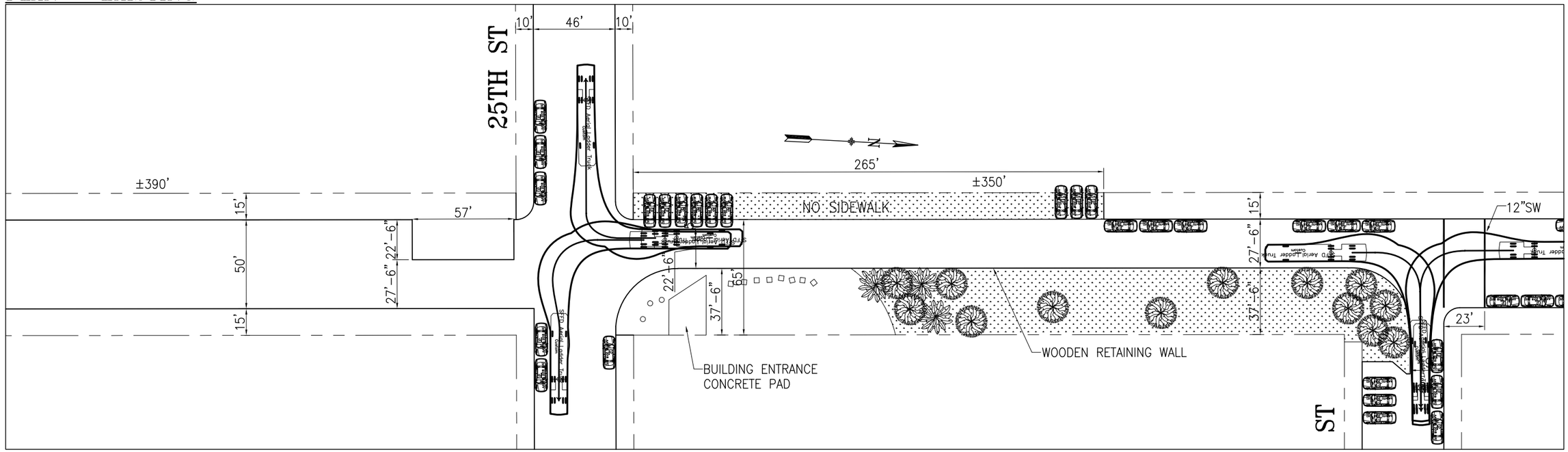
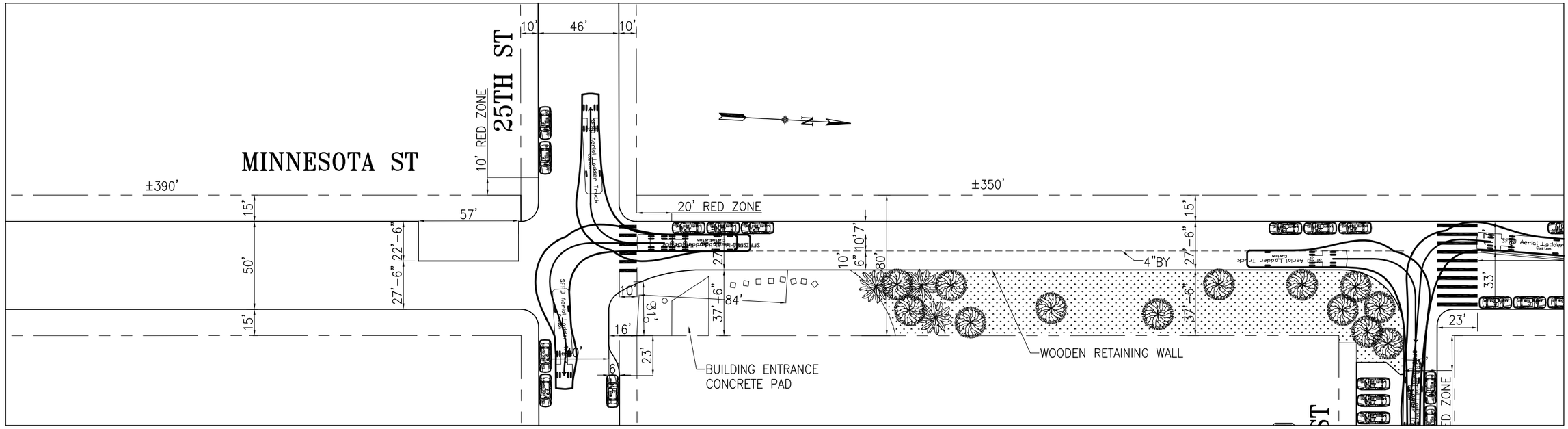


PLAN – PROPOSED WITH SIDEWALK CHANGES



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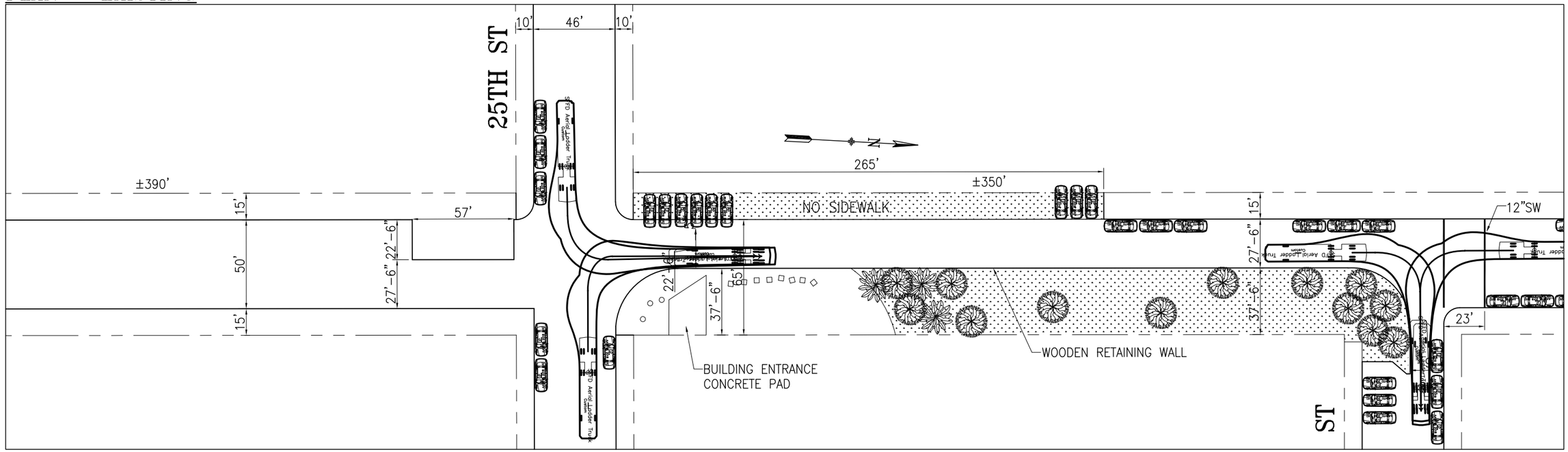

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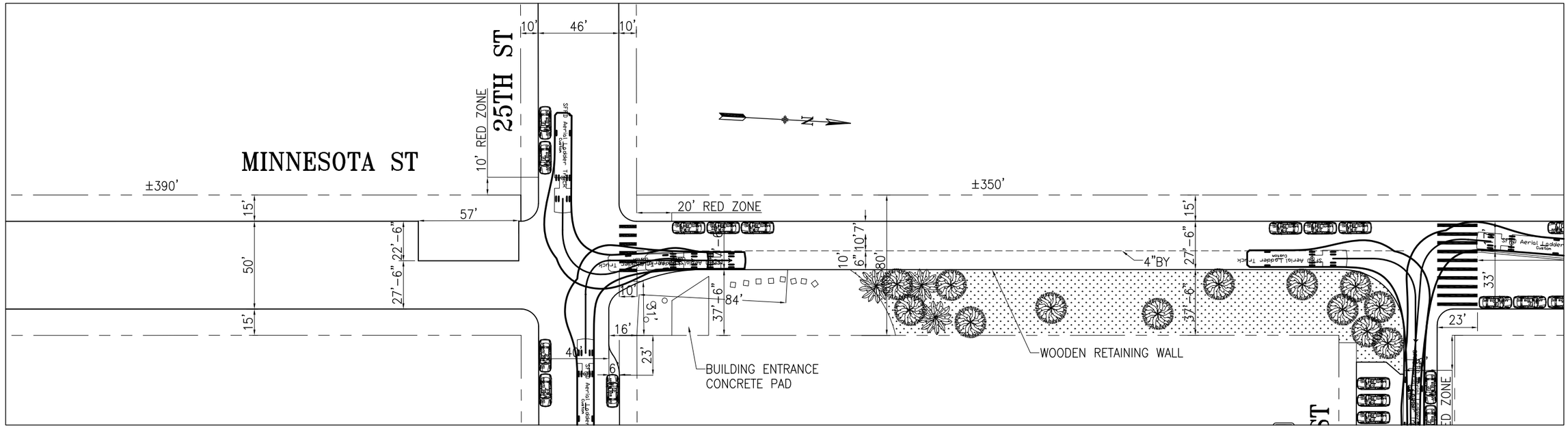

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