

SFMTA - TASC SUMMARY SHEET

Pre Staff Date: 3/3/2020

Requested by: MTA

Handled: Pallavi Panyam *GH*

Section Head: MS *MS*

- Public Hearing Consent
- Public Hearing Regular
- Informational / Other
PH - Regular

No objections: _____

Item Held: _____

Other: _____

Location: Turk Street, between Market Street and Taylor Street

Subject: Protected Bikeway and Loading Island

PROPOSAL / REQUEST:

ESTABLISH -- PASSENGER LOADING ZONE, AT ALL TIMES
Turk Street, south side, from 94 feet to 194 feet east of Taylor Street

ESTABLISH -- BUS STOP
Turk Street, north side, from Mason Street to 150 feet westerly (shifts existing midblock bus zone by 100 feet)

This proposal establishes a passenger loading zone ~~and loading island~~ on the south side of Turk Street. This will provide loading for the new development at 950 Market while maintaining an existing Class IV protected bikeway and minimizing collisions between pedestrians, cyclists, and vehicles.

(Supervisor District 6)

pallavi.panyam@sfmta.com

RESCIND -- BUS STOP
Turk Street, north side, from 115 feet to 240 feet west of Mason Street

(added 7/2 for clarity. -GH)

BACKGROUND INFORMATION / COMMENTS

This proposal is the result of coordination with the 950 Market development to finalize roadway design, including a road diet to eliminate the #2 travel lane for the majority of the block. This one-way block of Turk Street currently has a Class IV protected bikeway and a mid-block Muni stop (31-Balboa and 7X-Noriega Express). The bikeway will be shifted closer to the curb and protected with ~~concrete islands~~. The mid-block Muni stop will be shifted 100 feet easterly to accommodate as well as future 31 trolley wire re-poling during Better Market Street construction.

The 950 Market development will include a hotel with significant loading needs. This proposal aims to maintain the protected bikeway while providing safe, accessible loading for hotel visitors through the use of concrete islands, buffer zones, and a crosswalk connecting the loading area to the sidewalk. The design also accommodates large trucks that will need access to the hotel's loading dock.

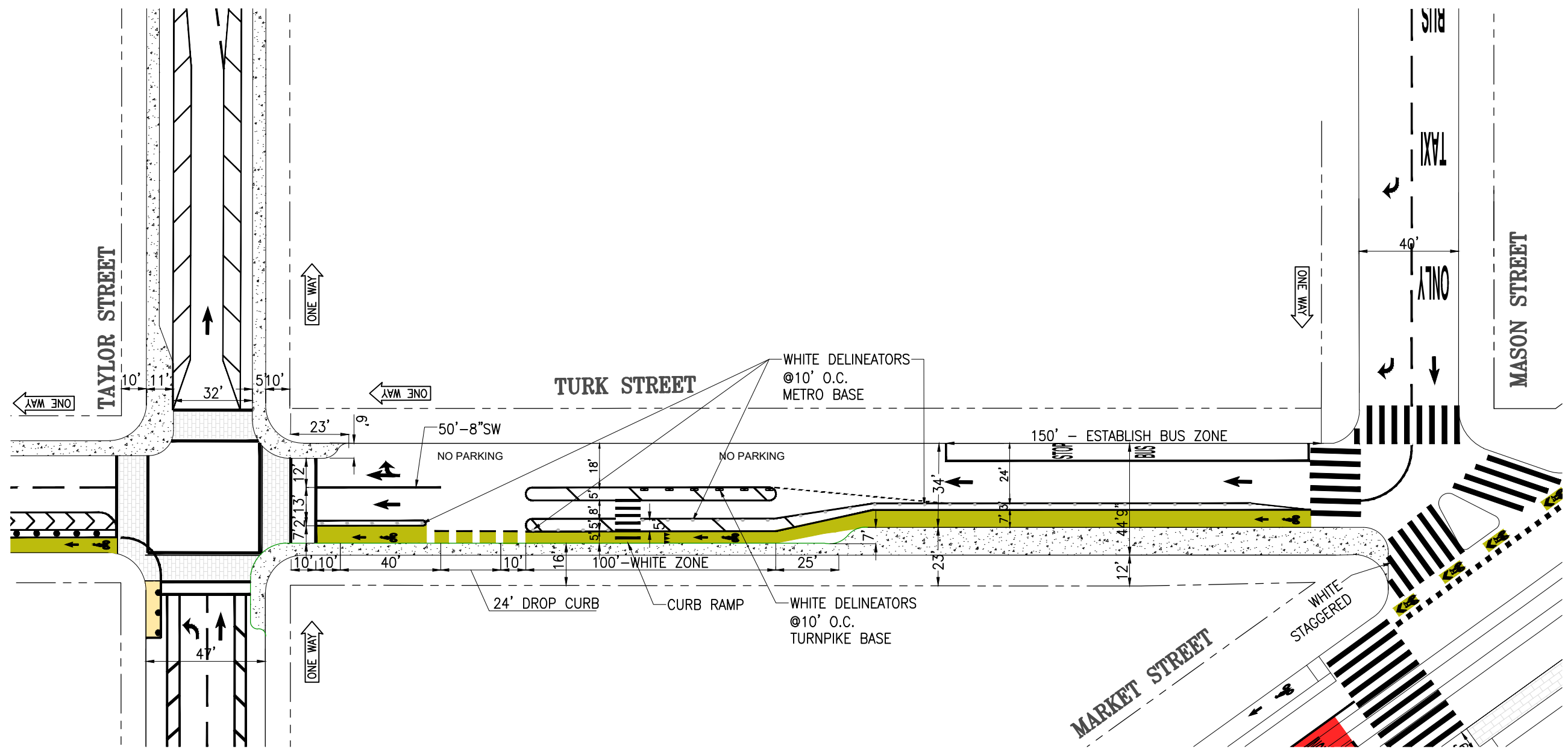
delineator posts
(revised 7/2. -GH)

HEARING NOTIFICATION AND PROCESSING NOTES:

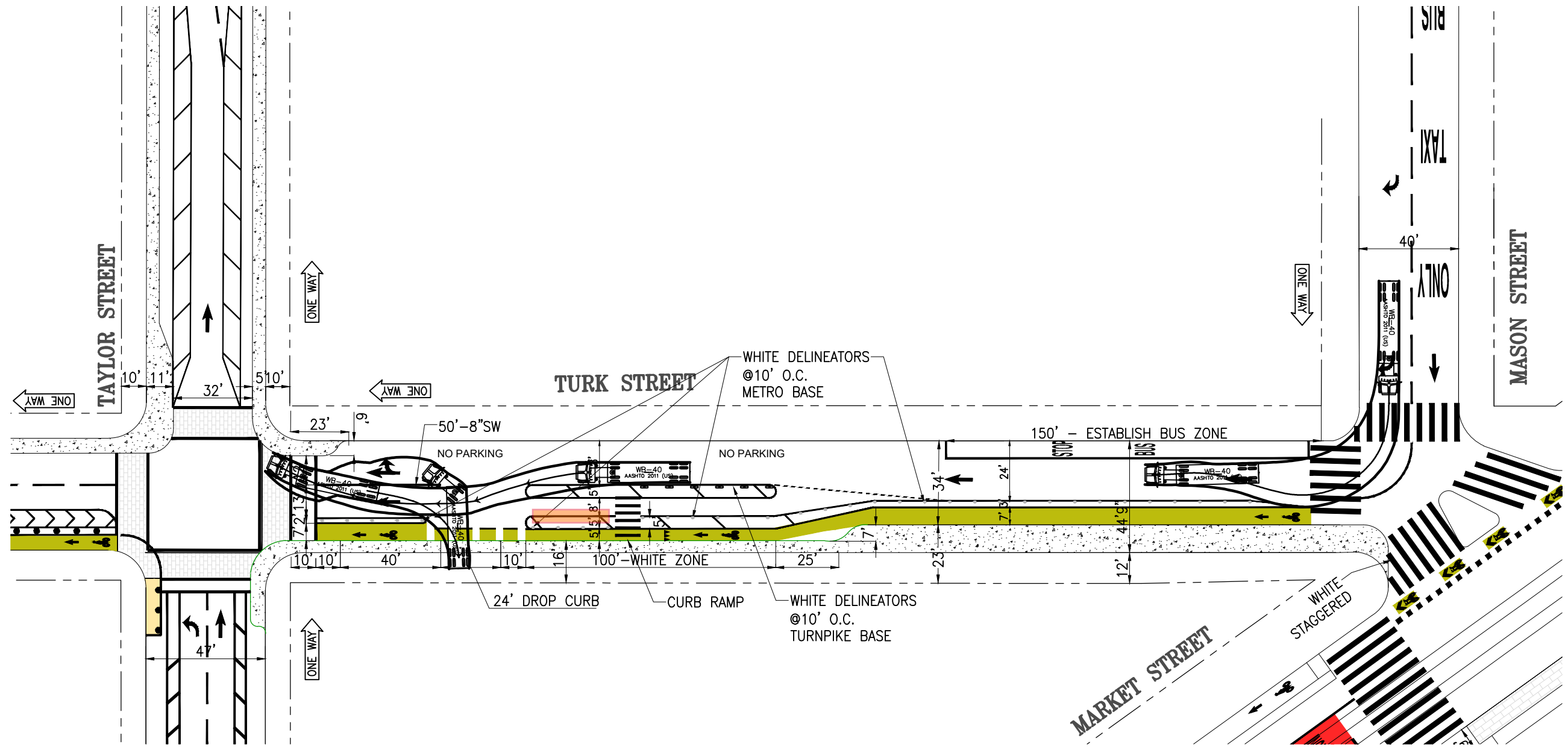
ENVIRONMENTAL CLEARANCE BY:

SFMTA Attached Pending

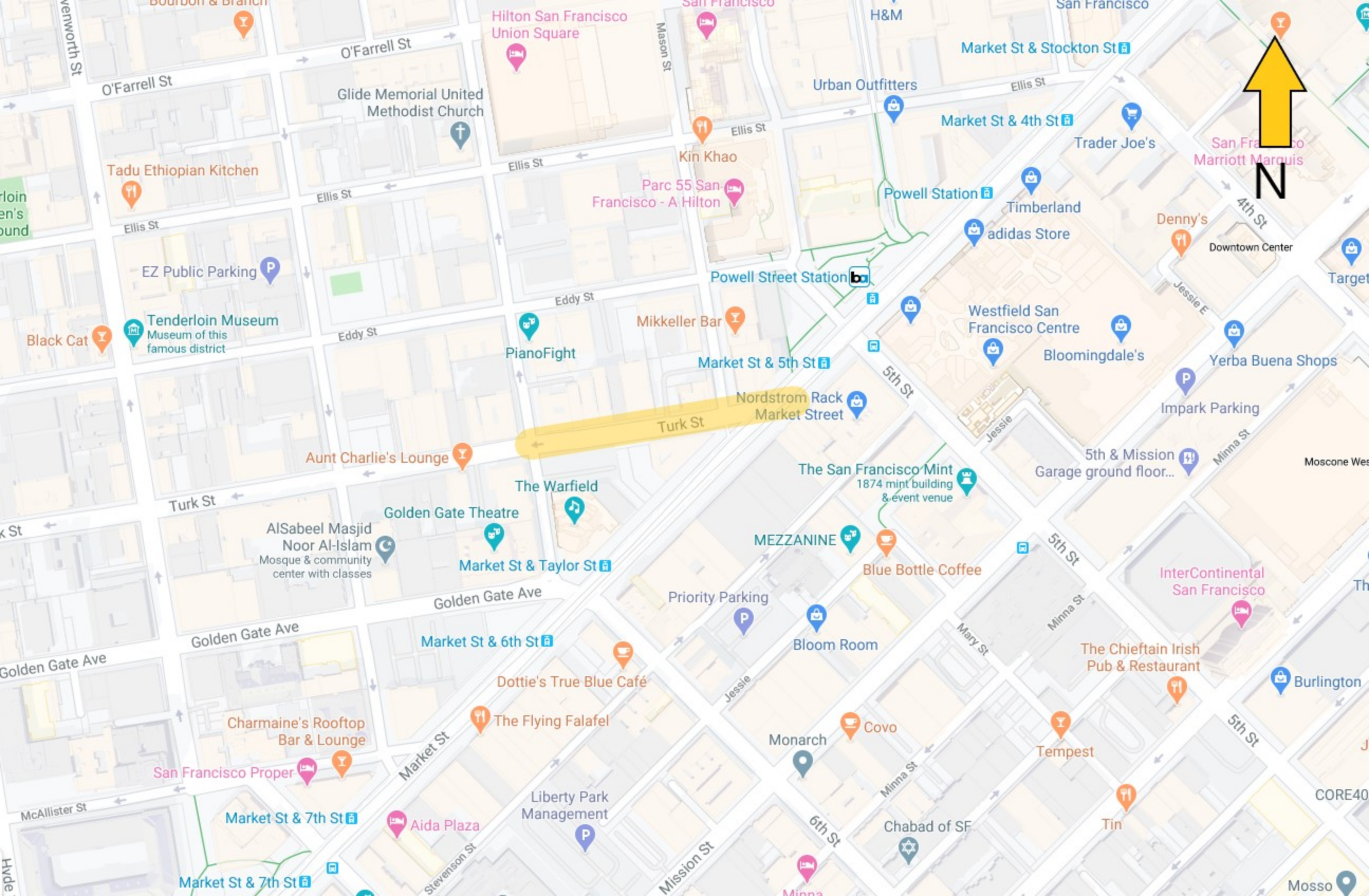
CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:



PROPOSED STRIPING — TURK UNIT BLOCK



PROPOSED STRIPING — TURK UNIT BLOCK



Turk St looking West from Mason St:



Turk St looking East from Taylor St:



Turk St looking West from Taylor St:



Turk St looking East from Mason St:



950-974 MARKET STREET SAN FRANCISCO, CA

OWNER
GROUP 1
500 SANSOME STREET, SUITE 750
SAN FRANCISCO, CA 94111

ARCHITECT
HANDEL ARCHITECTS, LLP
735 MARKET ST. 2ND FLOOR
SAN FRANCISCO, CA 94103
415-495-5588

STRUCTURAL ENGINEERS
MAGNUSON KLEMEVIC ASSOCIATES
1301 FIFTH AVENUE, SUITE 3200
SEATTLE, WA 98101-2599
206-215-9234

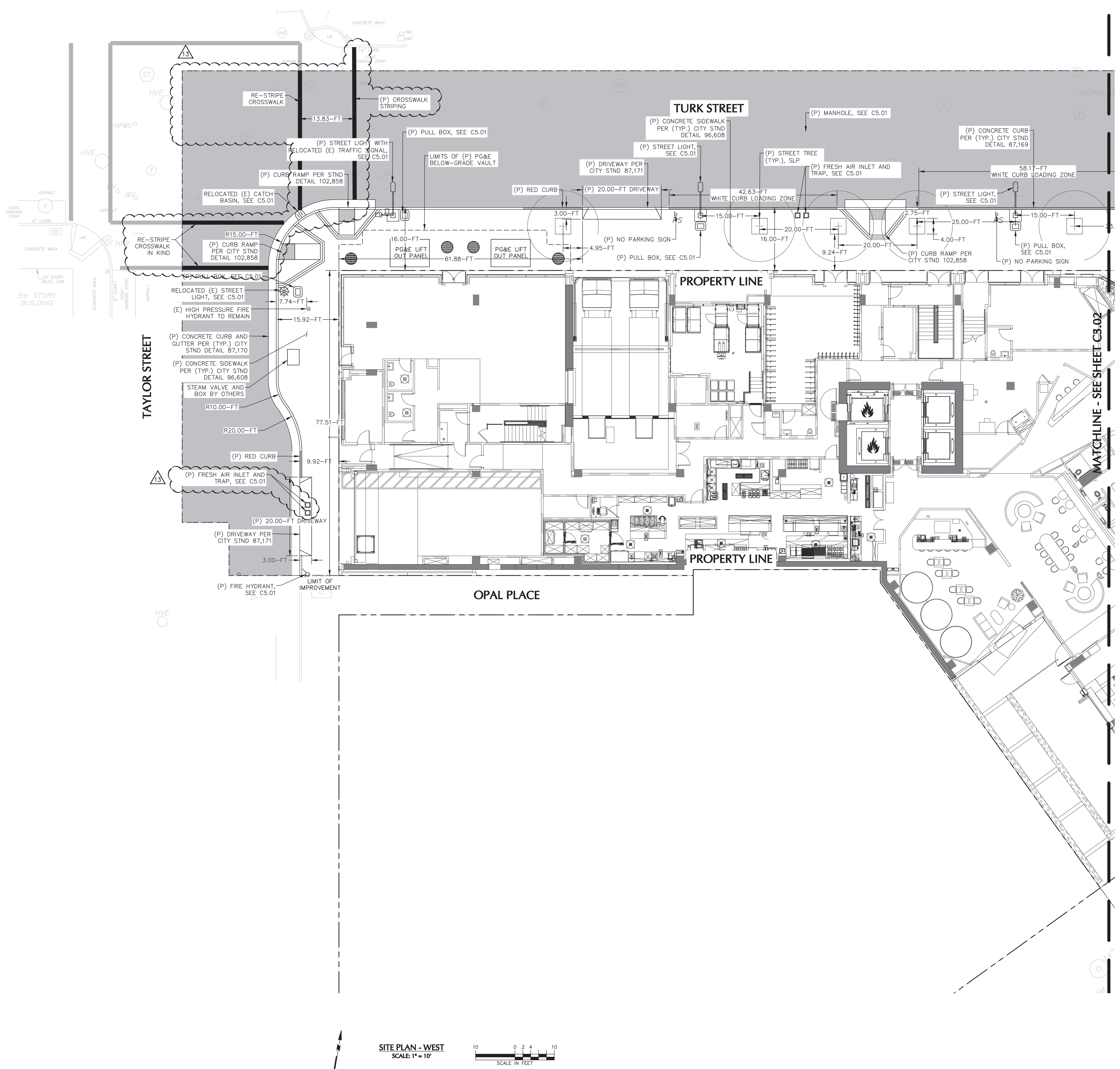
MEPS ENGINEERS
INTERFACE ENGINEERING
717 MARKET STREET, SUITE 500
SAN FRANCISCO, CA 94103
415-489-7248

CIVIL ENGINEER
LANGAN TREADWELL ROLLO
555 MONTGOMERY STREET, SUITE 1300
SAN FRANCISCO, CA 94111
415-955-5240

ELEVATOR CONSULTANT
EDGETT WILLIAMS
102 EAST BLYTHEDALE AVE., SUITE 1
MILL VALLEY, CA 94541
415-388-1880

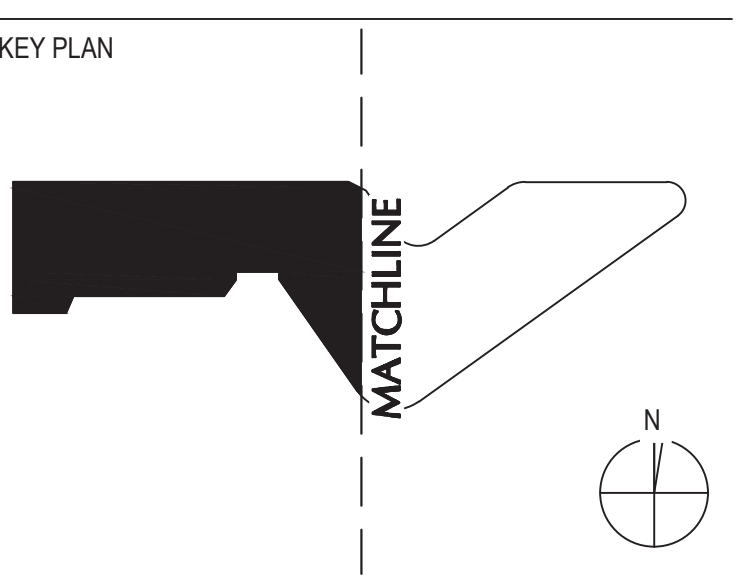
LIFE SAFETY & SMOKE CONTROL CONSULTANT
THE FIRE CONSULTANTS
1275 DURANT COURT
WALNUT CREEK, CA 94596
925-979-9993

REV.	DESCRIPTION	DATE
	SCHEMATIC DESIGN	10/01/2015
	DD 50%	05/27/2016
	DD 100%	11/04/2016
	CD 25%	03/17/2017
	CD 50%	10/09/2017
	CONTRACT DOCUMENTS 50%, NOVEMBER 15, 2017 - SUPPLEMENT A	11/15/2017
	CD 75%	03/01/2018
	SFPUC CDD APPROVAL	05/18/2018
	SFPUC CDD APPROVAL - REVISED	06/27/2018
	DPW SIP RFI RESPONSE	07/16/2018
	RFI 13.1 RESPONSE	10/22/2018
	CONSTRUCTION DOCUMENTS CD 90%	02/22/2019
	DPW SIP RESUBMITTAL	06/14/2019
	SIDE SEWER PERMIT RESPONSE	09/10/2019
	SIDE SEWER PERMIT RESPONSE	10/09/2019
13	BULLETIN 9	10/31/2019



NOTES:
1. WORK ON MARKET STREET TO BE COORDINATED WITH BETTER MARKET STREET TEAM.

SITE PLAN - WEST
SCALE: 1" = 10'



STAMP

SCALE: 1" = 10'-0"
DRAWN BY: LANGAN
LANGAN PROJECT NO: 750615702

SITE PLAN
WEST

C3.01

950-974 MARKET STREET SAN FRANCISCO, CA

OWNER
GROUP I
500 SANSOME STREET, SUITE 750
SAN FRANCISCO, CA 94111

ARCHITECT
HANDEL ARCHITECTS, LLP
735 MARKET ST. 2ND FLOOR
SAN FRANCISCO, CA 94103
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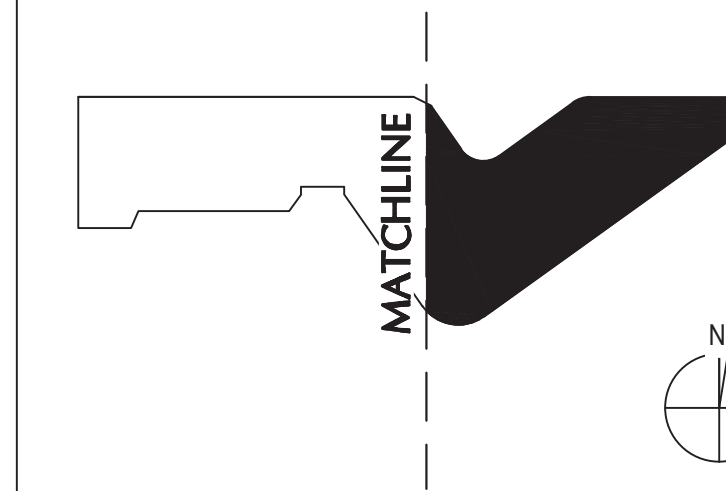
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THE FIRE CONSULTANTS
1278 DURANT COURT
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	CONTRACT DOCUMENTS 50%, NOVEMBER 15, 2017 - SUPPLEMENT A	11/15/2017
	CD 75%	03/01/2018
	SFPUC CDD APPROVAL	05/18/2018
	SFPUC CDD APPROVAL - REVISED	06/27/2018
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	RFI 13.1 RESPONSE	10/22/2018
	CONSTRUCTION DOCUMENTS CD 90%	02/22/2019
	DPW SIP RESUBMITTAL	06/14/2019
	SIDE SEWER PERMIT RESPONSE	09/10/2019
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KEY PLAN

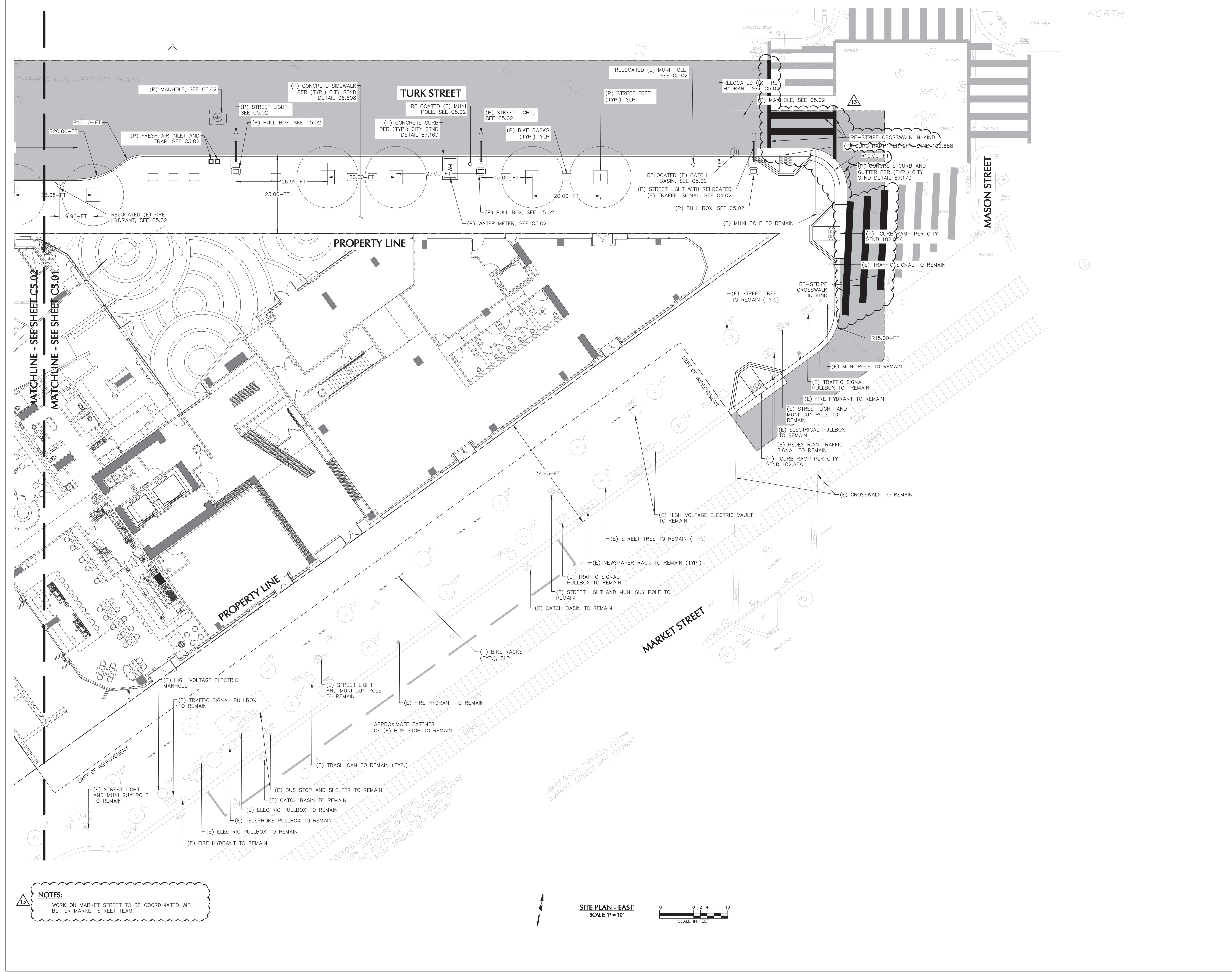


STAMP

SCALE: 1" = 10'-0"
DRAWN BY: LANGAN
LANGAN PROJECT NO: 750615702

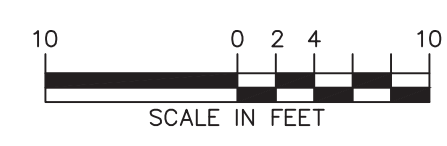
SITE PLAN
EAST

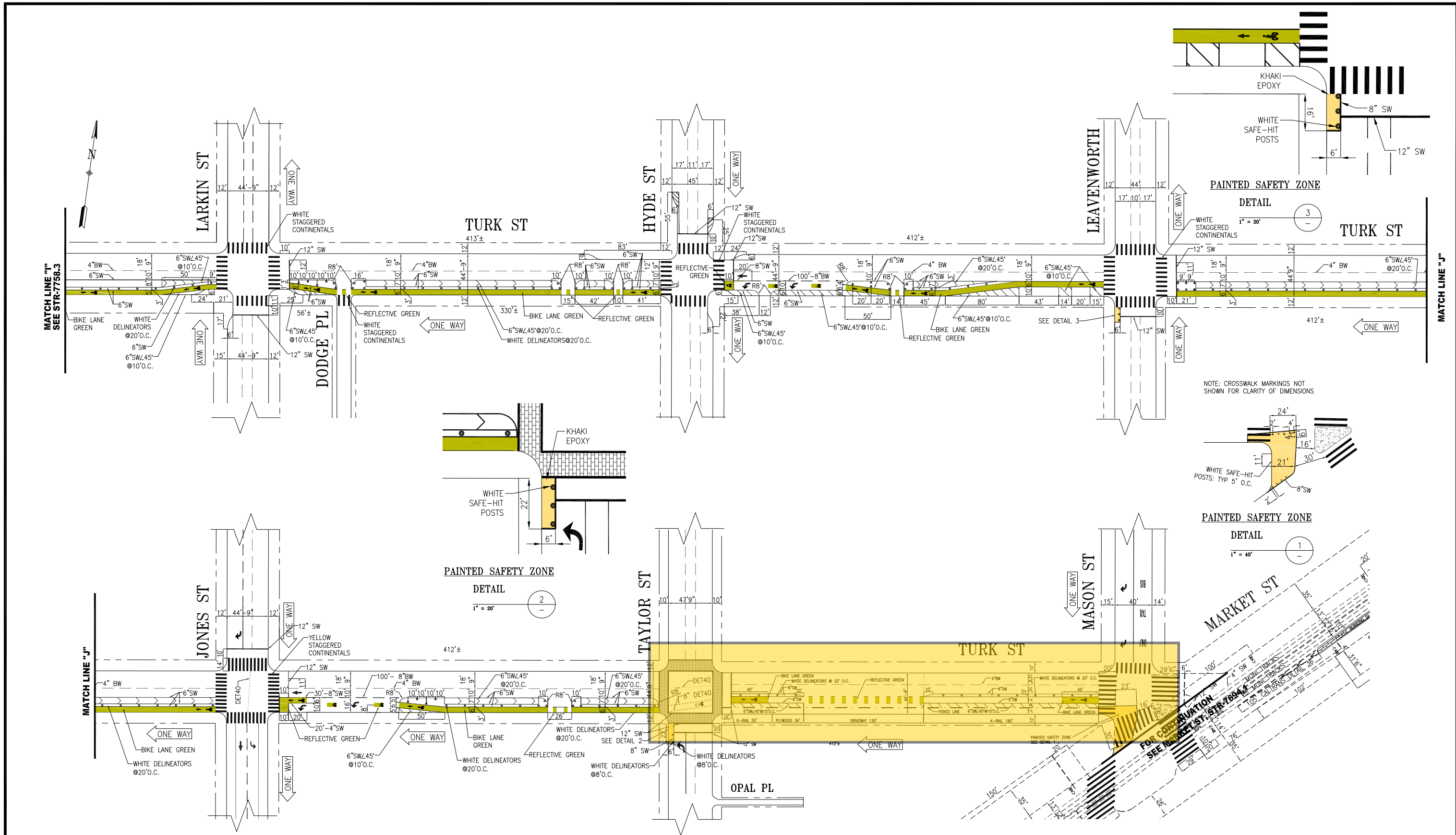
C3.02



NOTES:
1. WORK ON MARKET STREET TO BE COORDINATED WITH BETTER MARKET STREET TEAM.

SITE PLAN - EAST
SCALE: 1" = 10'





NO.	DATE	DESCRIPTION	BY	APP
1	05/31/19	INSTALL PROTECTED BIKE LANE FROM TAYLOR ST TO MASON ST	A LEUNG	M.SALLABERRY
2	08/30/18	INSTALL PROTECTED BIKE LANE FROM POLK ST TO LARKIN ST	S.VOHRA	M.SALLABERRY
3	09/12/18	PROTECTED BIKE LANE FROM LARKIN TO TAYLOR; ADV. LIMITS LINES UPDATED FROM SFT TO 10FT @ LARKIN, HYDE, LEAVENWORTH AND JONES; UPDATED PER FIELD: CONVERTED RIGHT LANE TO RT ONLY AND REMOVED THRU/RT LANE @ JONES	S.VOHRA	M.SALLABERRY
4	10/30/17	HATCHING AROUND BULBS & ADJUSTED LANE WIDTHS ON HYDE	L.STONEHILL	M.SALLABERRY

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



APPROVED	DATE:	APPROVED	DATE:
THOMAS FOLKS	10/27/10	THOMAS FOLKS	10/27/10
SENIOR ENGINEER		CITY TRAFFIC ENGINEER	
FOR			
RICARDO OLEA			

SCALE:	1"=50'
SHEET/SHEETS:	5 OF 5

TRAFFIC STRIPING
TURK STREET
POLK STREET TO MARKET STREET

CONTRACT NO.	
DRAWING NO.	STR-7758.4
FILE NO.	
REV. NO.	10

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
FILE NAME:
DATE:



N

06/04/2019

© 2019 Pictometry

TransBASE Internal Dashboard

Geographic Extent: TURK ST from TAYLOR ST to MARKET ST/MASON ST (0.19 miles/1021.85 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 01/01/2015 to 12/31/2019

Pull Date: 2/27/2020

Collision/Party/Victim Table

Showing 1 to 17 of 17 entries

Count of Fatal Collisions: 1

Count of Non-Fatal Injury Collisions: 16

Total Count of Fatal/Non-Fatal Injury Collisions: 17

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 Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
190851777	11/10/2019	18:37	Sunday	MASON ST	TURK ST	0	Not Stated	Pedestrian	West	Proceeding Straight	Driver	South	Making Right Turn	CVC 21453(d)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Dark - Street Lights
190781691	10/17/2019	00:37	Thursday	TURK ST	TAYLOR ST	12	East	Driver	West	Proceeding Straight	Driver	West	Stopped	CVC 22350	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Dark - Street Lights
190525972	07/20/2019	13:24	Saturday	TURK ST	TAYLOR ST	0	Not Stated	Pedestrian	North	Other	Driver	West	Making Left Turn	CVC 21950(b)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
190463106	06/26/2019	20:40	Wednesday	TAYLOR ST	TURK ST	0	Not Stated	Driver	West	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21453(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	Cloudy	Dark - Street Lights
190121990	02/18/2019	15:15	Monday	TURK ST	TAYLOR ST	0	Not Stated	Driver	West	Proceeding Straight	Pedestrian	North	Proceeding Straight	CVC 21453(c)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Not Stated	Clear	Daylight
180610630	08/14/2018	17:44	Tuesday	TAYLOR ST	TURK ST	0	Not Stated	Bicyclist	North	Proceeding Straight	Driver	West	Proceeding Straight	CVC 21453(a)	Fatal	Broadside	Bicycle	Cloudy	Daylight
180237579	03/30/2018	21:15	Friday	TURK ST	MASON ST	170	West	Driver	West	Proceeding Straight	Driver	West	Proceeding Straight	CVC 21658(a)	Injury (Other Visible)	Sideswipe	Other Motor Vehicle	Clear	Dark - Street Lights
180099460	02/06/2018	15:30	Tuesday	MARKET ST	MASON ST	0	Not Stated	Bicyclist	West	Proceeding Straight				CVC Unknown	Injury (Other Visible)	Not Stated	Non-Collision	Clear	Daylight
1711010984	12/14/2017	16:33	Thursday	POST ST	TAYLOR ST	215	East	Pedestrian	North	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21955	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
170463574	06/06/2017	17:57	Tuesday	TAYLOR ST	TURK ST	0	Not Stated	Driver	North	Proceeding Straight	Pedestrian	East	Other	CVC 21950(c)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
170366467	05/04/2017	15:29	Thursday	TURK ST	TAYLOR ST	148	East	Pedestrian	Not Stated	Not Stated	Driver	West	Not Stated	CVC 21954(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
170191775	03/08/2017	10:22	Wednesday	TAYLOR ST	TURK ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
160712870	09/02/2016	17:41	Friday	TURK ST	TAYLOR ST	0	Not Stated	Driver	West	Making Left Turn	Pedestrian	South	Other	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight

TransBASE Internal Dashboard

Geographic Extent: TURK ST from TAYLOR ST to MARKET ST/MASON ST (0.19 miles/1021.85 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 01/01/2015 to 12/31/2019

Pull Date: 2/27/2020

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 Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
160282011	04/05/2016	23:32	Tuesday	TAYLOR ST	TURK ST	0	Not Stated	Driver	West	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Broadside	Pedestrian	Clear	Dark - Street Lights
150719789	08/18/2015	02:40	Tuesday	TAYLOR ST	TURK ST	0	Not Stated	Pedestrian	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21453(d)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Dark - Street Lights
150245063	03/19/2015	16:41	Thursday	MARKET ST	MASON ST	0	Not Stated	Bicyclist	West	Proceeding Straight				CVC 21202(a)	Injury (Complaint of Pain)	Other	Fixed Object	Clear	Daylight
150204956	03/07/2015	02:12	Saturday	MASON ST	TURK ST	0	Not Stated	Bicyclist	West	Proceeding Straight	Driver	South	Proceeding Straight	CVC 21453(a)	Injury (Severe)	Broadside	Bicycle	Clear	Dark - Street Lights

TransBASE Internal Dashboard

Geographic Extent: TURK ST from TAYLOR ST to MARKET ST/MASON ST (0.19 miles/1021.85 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 01/01/2015 to 12/31/2019

Pull Date: 2/27/2020

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 2/27/2020
Collision Level: Injury Collisions
Boundary: TURK ST from TAYLOR ST to MARKET ST/MASON ST (0.19 miles/1021.85 feet)
Collision Dates: 01/01/2015 to 12/31/2019
Collision Month Filter(s): No Restrictions
Collision Distance: Any Distance
Collision Severity Filter(s): No Restrictions
Primary Collision Factor Filter(s): No Restrictions
Collision Type Filter(s): No Restrictions
Intersection/Midblock: No Restriction (SFMTA 20ft/150ft Buffer)

Party Filters

Party Involved Type: No Restrictions
Party Involved Gender: No Restrictions
Party Involved at Fault: No Restrictions
Party Involved Age: No Restriction
Party Involved Sobriety: No Restrictions
Party Involved Condition: No Restrictions
Party Involved Direction of Travel: No Restrictions
Party Involved Safety Equipment 1: No Restrictions
Party Involved Safety Equipment 2: No Restrictions
Party Involved Insurance: No Restrictions
Party Involved Other Associated Factors : No Restrictions
Party Involved Movement Preceding Collision: No Restrictions
Party Involved Vehicle Type: No Restrictions
Party Involved Race: No Restrictions
Party Involved Special Info: No Restrictions

Victim Filters

Victim Involved Role: No Restrictions
Victim Involved Degree of Injury: No Restrictions
Victim Involved Age: No Restriction
Victim Involved Seating Position: No Restrictions
Victim Involved Safety Equipment: No Restrictions
Victim Involved Ejected: No Restrictions

Environmental Filters

Nearest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions



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.

MODIFIED PROJECT DESCRIPTION

Modified Project Description: Please see attached modified project description.

The modified project would not result in an expansion or intensification of the original Turk Street Safety Project. The modified project would provide streetscape changes to one block of the original project scope. The project would not create or provide any new information or evidence that would necessitate further environmental analysis.

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

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

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

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input checked="" type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.	

Planner Name:	Date:
Laura Lynch	11/5/2020



Date: September 18, 2020
To: Laura Lynch, San Francisco Planning Department
From: Gabriel Ho, San Francisco Municipal Transportation Agency
Through: Forrest Chamberlain, San Francisco Municipal Transportation Agency
Subject: Turk Street Safety Project - Modifications
Case No. 2016-011880ENV

SUMMARY

The San Francisco Municipal Transportation Agency (SFMTA) proposes to modify the Turk Street Safety Project (which consisted of the establishment of a Class IV westbound bikeway on Turk Street from Mason to Polk streets) on one block of Turk Street between Mason and Taylor streets, herein referred to as the “Modified Project”. The Modified Project is intended to provide for safe and accessible passenger loading while accommodating a curbside Class IV westbound protected bikeway on Turk Street.

The Modified Project would implement a bikeway and roadway configuration that varies from the design analyzed under the Turk Street Safety Project Categorical Exemption issued in 2016 (Case Number - 2016-011880ENV – Attachment A). Additionally, the Modified Project would establish a floating passenger loading zone and would relocate one bus zone on the north side of Turk Street by shifting it east from the middle of the block closer to the corner of Turk and Mason streets. The Turk Street Safety Project was approved by the SFMTA Board of Directors on January 16, 2020 (Resolution Number 180116-011) and has been implemented on each segment comprising the scope of work (Polk to Taylor streets) except for the segment between Taylor and Mason streets.

On the segment of Turk Street between Taylor and Mason streets, the Turk Street Safety Project Categorical Exemption analyzed the establishment of a new six-foot wide Class IV bikeway, a three-foot wide painted buffer between the curb and bikeway, a four-foot painted buffer with protection posts, a 12-foot westbound travel lane, and a 20-foot westbound travel lane.

The Modified Project roadway design has been developed in coordination with the 950 Market Street residential/hotel development project – a 240-unit residential and 232-room hotel development currently under construction along the south side of Turk Street on this block. The 950 Market development is on the block bounded by Turk, Mason, Market, and Taylor streets and encompasses the entire frontage of Turk Street between Mason and Taylor streets. In particular, the passenger loading zone proposed would vary from the passenger loading zone configuration analyzed under

the 950 Market Street Final Mitigation Declaration (FMND) issued in 2016 (Case Number - 2013.1049E).

EXISTING CONDITIONS

The roadway for this block of Turk Street is 44-feet and nine inches wide in total. From north to south, the roadway consists of a westbound 12-foot and nine-inch wide westbound travel lane, a ten-foot wide westbound travel lane, a three-foot wide painted buffer with protection posts, a westbound seven-foot wide Class IV bikeway, a five-foot wide painted buffer, and a seven-foot wide parking lane.¹

The Class IV bikeway includes a 130-foot mid-block mixing zone to accommodate left-turning vehicles into the construction site of the 950 Market Street development project.

One mid-block Muni bus stop and bus zone is located along the north side of Turk Street, serving the 31-Balboa and 7X-Noriega Express Muni lines.

PROPOSED PROJECT

The Project consists of the following elements:

Class IV Bikeway

A Class IV bikeway would be implemented curbside along the south side of Turk Street with a six-foot wide westbound bike lane and a three-foot wide painted buffer with protection posts. The existing seven-foot parking lane would be removed. A 24-foot segment of the Class IV bikeway, on the south side of Turk, would consist of a mixing zone where left-turning service vehicles would enter the 950 Market Street loading dock (accessed through a 20-foot wide curb cut and) .

Travel Lane Reduction

The number of travel lanes would be reduced from two existing westbound travel lanes to one 24-foot-wide travel lane for the eastern half of the block, extending from the proposed mid-block passenger loading zone to Mason Street. The remaining western half of the block would consist of two westbound travel lanes extending to Taylor Street. The single 24-foot-wide travel lane would transition to two travel lanes mid-block at the proposed floating passenger loading zone.

Private vehicles would continue to access Turk Street from southbound Mason Street, while Muni buses and other vehicles allowed on Market Street would enter Turk Street from westbound Market Street. The existing vehicle volumes entering Turk Street from Mason Street (Attachment F) are at a rate that would not result in hazards or transit delay, as discussed below in transit.

¹ The parking lane is currently fenced off for the 950 Market Street construction and not available for parking.

Passenger Loading Zone

In 2019 a temporary fence was placed along the south side of Turk Street along the 950 Market Street construction site. The fence is seven feet from the curb line encompassing the width of the existing parking lane, which has not been used for parking or loading during construction. No curbside parking or loading currently exists on the north side of Turk Street on this block. A 100-foot long passenger loading zone would be established on the western side of the block, along the south side of Turk Street from 94-feet to 194-feet east of Taylor Street. The new loading zone² would be “floating” where passengers would need to cross the bike lane to reach the sidewalk. Additionally, when the commercial loading dock is not in use, additional passenger loading, including potential tour bus loading from the 950 Market Street hotel use, could occur at the 34-foot-long loading dock access area.

A five-foot wide, 100-foot long painted buffer with protection posts would be placed between the passenger loading zone and the adjacent 18-foot travel lane, and another five-foot wide painted buffer would separate the bike lane from the passenger loading zone.

A new mid-block crosswalk would be placed connecting the floating passenger loading zone with a new sidewalk curb ramp. Cyclists travelling westbound on Turk Street would yield the right of way to pedestrians at the crosswalk.

Transit Changes

The existing mid-block Muni stop located on the north side of Turk Street would be shifted 100-feet easterly and would be lengthened from 100-feet to 150-feet. The expanded bus zone would extend 150-feet west of Mason Street on Turk Street, and would continue to serve the 31-Balboa and 7X-Noriega Express Muni lines.

The Turk Street Safety Project Categorical Exemption concluded that the project would not result in hazardous conditions or substantial increase in transit delay or other modes. An updated traffic delay analysis based on February 2020 vehicle volumes in the Project Area similarly concluded that the Project would not cause substantially increase transit delay for the 31 and 7X Muni Lines or general vehicle traffic (see Attachment F).

² The 950 Market Street FMND analyzed a new 145-foot long passenger loading zone, including 20 foot curb-cut access to the loading dock, along the south side of Turk Street east of Taylor Street. The Modified Project would implement a modified passenger loading configuration to what was analyzed in the FMND. Rather than a 145-foot curbside passenger loading zone, the Project would implement a floating 100-foot long passenger loading zone, with an additional 34 feet of passenger loading to occur at the loading dock access area, with a mid-block crosswalk placed between the proposed curbside Class IV bikeway and the adjacent westbound travel lane.

Emergency Vehicle Access

The proposed project was reviewed by the San Francisco Fire Department on March 3, 2020 and July 07, 2020 through the Transportation Advisory Staff Committee (TASC). The San Francisco Fire Department did not have any additional comments or objections related to the project. Additionally, turning templates prepared for the modified project show that the design has adequate clearance for an aerial ladder fire engine with room for another vehicle to pass

Cumulative analysis

950 Market Street Development - 2013.1049E

The 950 Market Street³ is required to implement streetscape improvements along the streets surrounding the site pursuant to the Better Streets Plan. The project's proposed right-of-way improvements include an extended sidewalk on the south side of Turk Street, a midblock curb ramp for the proposed passenger loading zone, and streetscape features such as landscaping improvements and a new public plaza fronting the entrance of the hotel on Turk Street at Mason Street. The existing 12-foot sidewalk would be widened to 16-feet along the western half of this block of Turk Street and to 23-feet along the eastern half of the block at the new public plaza fronting the hotel entrance on Turk Street.

The FMND concluded that the new passenger loading zone would meet the project's loading demand and not result in significant loading impacts. In addition, an Improvement Measure focused on monitoring loading activities was proposed to further reduce the less-than-significant loading impacts. Commercial deliveries to 950 Market Street would use the building's interior loading docks accessed via the Turk Street garage entrance. The proposed project was reviewed on March 3, 2020 and July 07, 2020 by TASC and concluded that the proposed streetscape improvements would not preclude truck access to the loading dock. The proposed modification to the Turk Street Safety Project would not affect the ability of the 950 Market Street project to meet its loading demand. Additionally, the project analyzed the need for one tour bus loading space. This tour bus loading would continue to occur on-street, within the modified streetscape loading zone.

The FMND also concluded that the 950 Market Street development project would not result in hazardous conditions or substantial vehicle delay on Turk Street.

³ The 950 Market Street project is a 240 unit residential and 232 room hotel development bounded by Turk, Mason, Market, and Taylor streets. The development project has been under construction since 2018 and is anticipated for completion by early 2021. In November 2016 a Final Mitigated Declaration (FMND) was issued by the San Francisco Planning Department for the project (Case number 2013.1049E).

ATTACHMENTS:

Attachment A – 2016-011880ENV Categorical Exemption Certificate

Attachment B – Existing Striping

Attachment C – Proposed Striping

Attachment D – 950 Market Street Development Project Site Plan

Attachment E – Turk Street Safety Project Plan View

Attachment F – Travel Demand Analysis

Attachment G – Turk Street Safety Project SFMTA Board Resolution



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

Case No.: 2016-011880ENV
Project Title: SFMTA – Turk Street Safety Project
Location: Turk Street between Mason Street and Polk Street
Project Sponsor: Adrian Leung, SFMTA – (415) 646-2533
Staff Contact: Christopher Espiritu – (415) 575-9022
 Christopher.Espiritu@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION:

The San Francisco Municipal Transportation Agency (SFMTA) proposes the Turk Street Safety Project (proposed project) between Mason Street and Polk Street. The proposed project would establish a parking-protected bikeway (Class IV bikeway) from Mason to Polk streets and remove a mixed-flow travel lane for a three-block segment between Polk and Leavenworth streets. The proposed project would also relocate and remove existing on-street parking, restripe portions of the street (i.e., lane marking changes) change the color of curbs (i.e., daylighting), and install signs within the project limits. No excavation is required. Project construction, which includes painting and sign installation, is anticipated to last approximately 30 days.

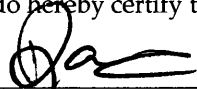
The proposed project is intended to help meet the City's adopted Vision Zero policy which seeks to eliminate all traffic-related fatalities by 2024. The proposed project is also intended to fulfill Mayor Ed Lee's Executive Directive on Pedestrian and Bicycle Safety issued on August 4, 2016, as it relates to safety improvements on Turk Street. (Continued on page 2)

EXEMPT STATUS:

Categorical Exemption, Class 1 (California Environmental Quality Act [CEQA] Guidelines Section 15301) and Categorical Exemption, Class 4 (CEQA Guidelines Section 15304)

DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and local requirements.


 for Lisa M. Gibson
 Acting Environmental Review Officer

November 10, 2016
 Date

cc: Adrian Leung, Project Sponsor, SFMTA
Andrea Contreras, SFMTA

Virna Byrd, M.D.F.
Supervisor Kim, District 6 (via Clerk of the Board)

PROJECT DESCRIPTION (continued):

Between Mason and Polk streets, Turk Street is a one-way westbound street. As shown in Figures 1A and 1B (Existing and Proposed Cross-Sections), the existing Turk Street includes a roadway width of approximately 44 feet, 9 inches. At the easternmost block of the project area, between Mason and Taylor streets, Turk Street consists of a 20 $\frac{3}{4}$ -foot-wide and 24-foot-wide mixed-flow travel lanes, with no existing parking or bicycle lanes. In addition, 12-foot-wide sidewalks exist on each side of the roadway.

Between Taylor Street and Leavenworth Street, Turk Street consists of a typical westbound cross-section of: a 7-foot-wide curbside parking lane, a 13 $\frac{3}{4}$ -foot-wide mixed-flow travel lane, a 17-foot-wide mixed-flow travel lane, and a 7-foot-wide curbside parking lane, with 12-foot-wide sidewalks on each side.

Between Leavenworth Street and the western project limit of Polk Street, the one-way westbound roadway is also 44 feet, 9 inches with 12-foot-wide sidewalks on each side. As shown in Figure 2, the existing Turk Street roadway consists of a mid-block cross-section of a 7-foot-wide parking lane, two 10-foot-wide mixed-flow travel lanes, a 10 $\frac{3}{4}$ -foot-wide mixed-flow travel lane, and a 7-foot-wide parking lane. In addition, a 12-foot-wide sidewalk exists on each side of the roadway.

The proposed project would maintain the width of the existing 44-foot, 9-inch-wide roadway, including the locations of the existing curbs (i.e., sidewalk widths). However, the proposed project would restripe the Turk Street roadway, between Mason and Polk streets. On the segment between Mason and Taylor streets, the project would not remove any existing travel lanes, but would narrow the roadway and result in a typical mid-block westbound cross-section of (parentheses indicate change to existing conditions): a 3-foot-wide painted buffer (new), a 6-foot-wide bikeway (new), a 4-foot-wide painted buffer (new), an 11 $\frac{3}{4}$ -foot-wide mixed-flow travel lane (a 9 $\frac{3}{4}$ -foot decrease in width), and a 20-foot-wide mixed-flow travel lane (a 4-foot decrease in width).

Between the eastern project limit of Taylor Street and Leavenworth Street, the project would result in a typical mid-block westbound cross-section of (parentheses indicate change to existing conditions): a 7 $\frac{3}{4}$ -foot-wide parking lane (a $\frac{3}{4}$ foot increase in width), a 10-foot-wide mixed-flow travel lane (a 3 $\frac{3}{4}$ -foot decrease in width), 11 -feet-wide mixed-flow travel lane (a 5 decrease in width), an 8-foot-wide parking lane (a one foot increase in width and relocated from curb), a 3-foot-wide painted buffer between the bicycle lane and parking lane (new), and a 5-foot-wide bicycle lane (new).

Between Leavenworth and Polk street, the project would result in a typical mid-block westbound cross-section of (parentheses indicate change to existing conditions): a 7 $\frac{3}{4}$ -foot-wide parking lane (a $\frac{3}{4}$ foot increase in width), a 10-foot-wide mixed-flow travel lane (a 3 $\frac{3}{4}$ -foot decrease in width), 11-foot-wide mixed-flow travel lane (a 5-foot decrease in width and the removal of one mixed-flow travel lane), an 8-foot-wide parking lane (a one foot increase in width and relocated from curb), a 3-foot-wide painted buffer between the bicycle lane and parking lane (new), and a 5-foot-wide bicycle lane (new).

In addition to the typical mid-block cross section described above, the proposed project would include travel lane modifications near intersections. These elements are described in further detail below and some are shown in Figure 2:

- Travel Lane Modifications
 - o At the far-side of a typical intersection, the new bikeway would be 5 feet wide with a 3-foot painted buffer, between the parking lane and bikeway.
 - o At the near-side of a typical intersection where left turns are permitted, the project proposes a 12-foot-wide turning zone for bicycles and right-turning vehicles. Some of the turning zones (i.e., at Polk Street and Jones Street) would remain separated from other travel lanes with a 4-foot-wide painted buffer.
 - o Install turning vehicle movement prohibition signage during red light phases (No Turns on Red) that would be intended to protect bicyclists queued at the proposed bicycle boxes.
 - o Create new left-turn pockets on Turk Street at Jones, Hyde and Polk streets.
- Curb Color Modifications
 - o Modify existing on-street parking along Turk Street.
 - The project would remove approximately 24 on-street parking spaces along Turk Street, between Taylor and Polk streets. The existing 24 on-street parking spaces to be removed would be converted to new red zones (i.e., no parking) near intersections for pedestrian safety improvements (also known as daylighting and pedestrian safety zones).
 - Remaining on-street parking would be shifted away from the curb and into a parking lane located between the proposed bikeway and mixed-flow travel lane along Turk Street, between Taylor and Polk streets (a total of 106 vehicle parking spaces).
 - o Install two painted safety zones at the northeast corner of Turk Street (at Taylor Street) and the southwest corner of Turk Street (at Mason Street).
 - o The project would not relocate or remove any existing commercial vehicle loading zones (yellow zones).
 - o The project would not relocate or remove any existing accessible parking space (blue zones).

Project Approvals

The proposed project is subject to internal review by SFMTA staff, a recommendation for approval by Transportation Advisory Staff Committee, Public Hearing with an SFMTA Hearing Officer, and finally approval by SFMTA Board. The proposed project is subject to notification through a Public Notice of Intent. If no objections are received to the Notice or the Public Hearing, the proposed project would be routed to the SFMTA Board of Directors for approval.

Approval Action: The Approval Action for the proposed project would be approval by the SFMTA Board of Directors, which approves the proposed roadway improvements to be implemented or constructed on the public right-of-way. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

EXEMPT STATUS (continued):

CEQA Guidelines Section 15301(c) or Class 1(c), provides an exemption from environmental review for minor alterations to “existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety).” This includes the installation of improvements such as turn restriction markings and signs, and minor restriping of streets (i.e., turn lane movements, painted bulb outs, and parking changes), where no more than a negligible increase in use of the street would result. The proposed project would include modifications to the existing roadway to accommodate a new separated bikeway on Turk Street. Therefore, the proposed project would be exempt from CEQA under Class 1 (c).

In addition, CEQA State Guidelines Section 15304, or Class 4, provides an exemption from environmental review for minor public or private alterations in the condition of land. Class 4(h) specifically provides an exemption from environmental review for the creation of bicycle lanes on existing rights-of-way. The proposed project would include the installation of a new Class IV bicycle lane along Turk Street, between Mason Street and Polk Street. Therefore, the proposed project would also be exempt from CEQA under Class 4(h).

DISCUSSION OF ENVIRONMENTAL ISSUES:

CEQA Guidelines Section 15300.2 establishes exceptions to the application of a categorical exemption for a project. None of the established exceptions applies to the proposed project.

Guidelines Section 15300.2, subdivision (b), provides that a categorical exemption shall not be used where the cumulative impact of successive projects of the same type in the same place, over time, is significant. As discussed below under "Transportation" and "Air Quality" there is no possibility of a significant cumulative effect on the environment due to the proposed project.

Guidelines Section 15300.2, subdivision (c), provides that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. As discussed below, there is no possibility of a significant effect on the environment due to unusual circumstances.

TRANSPORTATION

The proposed project was analyzed in a memorandum prepared by the SFMTA and reviewed by the Planning Department for transportation impacts in the study area¹. The following relies on the analysis conducted in that memorandum, as well as additional supplemental analysis.

Transit Impacts

The proposed project is a transportation project and the project is not anticipated to induce growth that would generate new trips, including transit trips, in contrast with a land use development project. In addition, the proposed project would not change transit service (e.g., decrease service, such that capacity may increase). Thus, a transit capacity utilization analysis is not necessary in considering CEQA impacts. However, transit travel time may change due to traffic congestion delay. As traffic congestion increases in the area, traffic delays could result in delays to transit while traveling along the transit route corridor if the transit vehicles share right-of-way with other vehicles (i.e., mixed-flow lanes).

The impact on transit travel times was assessed by comparing projected project effects on automobile delay along roadway segments where private vehicles and transit operate in mixed-flow travel lanes. The analysis was based on quantitative estimates of average vehicle delay at intersections in the study area of Turk Street, from Mason Street to Polk Street. This approach was used to assess whether the proposed project could add significant travel time delay to transit vehicles traveling through the study area.

The transit vehicle delay analysis addresses the streets in the study area that have transit routes operating in mixed-flow lanes during the PM peak hour and where the greatest increase in vehicular delay is estimated to occur during the PM peak hour, based upon intersection level of service (LOS) calculations. The transit vehicle travel delay reflects the delay experienced by other vehicles (including automobiles and trucks) at the intersection for the direction of bus travel. Thus, the total transit vehicle travel delay along the streets studied was calculated as the sum of all the related approach movement delays within the study area for those streets respectively. The transit vehicle travel delay was calculated separately for each direction of transit travel (i.e., inbound and outbound).

The proposed project would increase transit travel time if it increases vehicle travel delay (i.e., increased congestion) on streets within the study area where the transit vehicles operate in mixed-flow travel lanes. Changes in vehicle delay are compared below between the existing No Project, Existing Plus Project, and Cumulative 2040 scenarios for mixed-flow movements shared by these transit vehicles.

A significant impact would occur if the project were to cause delays to transit routes such that an additional transit vehicle would be required to maintain headways. The determination of whether a new

¹ SFMTA Memorandum to Planning Department – Environmental Clearance for the Turk Street Safety Project, September 2, 2016, October 21, 2016 and October 27, 2016. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2016-011880ENV.

transit vehicle would be needed is based on whether project-associated transit delays would increase travel times by more than half of the service frequency. The service frequency (i.e., headway) of the Muni 31-Balboa bus route during the AM and PM peak periods is 12 minutes. The 7X-Noriega Express operates at 10-minute headways during PM peak period. Therefore, a delay exceeding five minutes would be considered a significant impact.

SFMTA staff used Synchro software to estimate transit delay due to traffic congestion for the 31-Balboa and 7X-Noriega Express as a bus would travel along Turk Street, between Mason and Polk streets. During PM peak hour conditions, the proposed project would result in a transit travel delay of approximately five seconds per vehicle for the 31-Balboa, and approximately 19 seconds per vehicle for the 7X-Noriega Express with the implementation of the project and approximately 12seconds per vehicle in the 2040 Cumulative Baseline Plus Project condition for the 31-Balboa and approximately 39 seconds per vehicle in the 2040 Cumulative Baseline Plus Project condition for the 7X-Noriega Express.

It was determined by SFMTA that as a result of this analysis, delay would not increase travel times by more than half of the service frequency for the 31-Balboa and 7X-Noriega Express bus route during existing plus project and 2040 cumulative baseline conditions plus project. Therefore, given that the proposed project would not substantially affect transit operations or cause significant increases in delays, the transit impacts associated with the implementation of the project would be less than significant.

Pedestrian Impacts

The proposed project is not anticipated to induce growth that would generate new pedestrian trips. Therefore, the proposed project would not result in substantial overcrowding on nearby public sidewalks. In addition, the proposed project would not include sidewalk narrowing, roadway widening, removal of center medians, or other conditions that could create potentially hazardous conditions or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

Turk Street is identified as a High Injury Corridor for pedestrians, bicyclists, and vehicles. The proposed project would improve pedestrian conditions and reduce the collision potential at potential high frequency collision locations along Turk Street. Two examples of potential high frequency collision locations include Turk Street at Hyde Street and Turk Street at Taylor Street. The project would include pedestrian safety improvements such as daylighting at various intersections along Turk Street, thereby increasing visibility of all road users (pedestrians, bicyclists, and drivers) and requiring turning vehicles to reduce their speed to complete their turn movement. Further, the majority of collisions on Turk Street under existing conditions occurred at intersection locations. The installation of painted safety zones at intersections would lessen the potential for these types of collisions to occur. Therefore, the proposed project would result in a less-than-significant impact to pedestrians.

Bicycle Impacts

The proposed project includes the installation of a new separated (Class IV) bikeway with a 5-foot-wide bicycle lane on westbound Turk Street, between Mason Street and Polk Street. The proposed project would not generate new bicycle trips, but would continue to accommodate bicyclists traveling along nearby bicycle facilities (Polk Street and McAllister Street). The proposed Class IV bikeway would create a new westbound bicycle connection to other nearby bicycle facilities, including east-west bicycle facilities located on Market Street and eastbound bicycle facilities on Golden Gate Avenue.

The proposed project would generally enhance cycling conditions along the Turk Street corridor. Provision of a separated bikeway on the segment between Mason Street and Polk Street would increase bicyclists' visibility. The dedicated bicycle lane and the reduction in the number of mixed-flow travel lanes would reduce the potential for injury to bicyclists as a result of "dooring" (i.e., when a vehicle driver or passenger opens a door in the path of an oncoming bicyclist, causing a collision). Further, implementation of the proposed project would include other supporting features (e.g., vehicle turn restrictions, turn boxes, buffer zones) that would enhance bicycle circulation and safety on Turk Street, and improve connectivity with other east-west and north-south bicycle facilities. Thus, for these reasons, the impact of the proposed project on bicycle facilities and circulation would be less than significant.

Emergency Vehicle Access Impacts

In general, implementation of the proposed project would not hinder or preclude emergency vehicle access. Between Mason Street and Polk Street, a minimum of two mixed-flow travel lanes would be retained. Although this would not be considered a significant impact, the new Class IV bikeway in this segment would not include any raised separation that would restrict vehicles from accessing these lanes in the event of an emergency. The design of proposed project improvements, including the new bicycle lane was reviewed by SFMTA's Transportation Advisory Staff Committee (TASC)² on September 8, 2016 and September 22, 2016. The Transportation Advisory Staff Committee will provide a recommendation for approval regarding the proposed project, which will include a review of applicable standards, including emergency vehicle access.

SFMTA staff conducted a field survey to collect the location of emergency assets (i.e., fire alarm box, low-pressure fire hydrant, high-pressure fire hydrant, stand pipe, valves). The proposed project would not include closures or modifications to any existing streets or entrances to nearby buildings. SFMTA staff also analyzed the proposed project's design using aerial ladder fire engine turning templates agreed upon by SFMTA and the San Francisco Fire Department. The results of the turning analysis show that aerial ladder fire engines would be able to successfully complete turning movements to and from intersections on Turk Street with project completion. Therefore, the proposed project would not create conditions resulting in inadequate emergency vehicle access.

² SFMTA's Transportation Advisory Staff Committee is an interdepartmental committee that includes representatives from Public Works, SFMTA, the Police Department, the Fire Department, and the Planning Department.

Overall, with implementation of the proposed project, adequate street widths, clearance, and capacity for emergency vehicle access would be maintained, and therefore, the proposed project's impact on emergency vehicle access would be less than significant.

Loading

The proposed project would not eliminate any existing loading zones located on Turk Street nor would the project create additional demand for loading activities. The project would keep the same number of existing loading zones located along Turk Street, between Mason Street and Polk Street.

Further, the proposed project would not create additional demand for loading. Given that the number of existing loading zones would not be reduced, the proposed project would not create potentially hazardous conditions for transit, bicyclists, or pedestrians or significant delays affecting transit. Therefore, the proposed project would not result in significant loading impacts.

AIR QUALITY

Criteria Air Pollutants

The proposed project would not generate any new vehicle trips in the project area. However, the proposed project would result in physical roadway changes along the extent of Turk Street, between Mason Street and Polk Street, where the reduction in roadway capacity (between Leavenworth and Polk streets) and the reconfiguration of lane geometries would alter travel patterns in and around the project area. The results of the intersection LOS evaluation indicate that implementation of the proposed project would cause an increase in PM peak hour vehicle delay at some intersections. As stated above, the proposed project would not generate additional vehicles trips, but reducing roadway capacity may result in increased delay at some locations, and therefore increased emissions of criteria pollutants or ozone precursors would occur in those locations. These increases are likely to be minor because drivers would be expected to modify their travel routes, or in some cases change their travel modes. Any changes in travel mode to buses, bicycles, and/or walking would reduce vehicle-generated emissions that would otherwise occur. Furthermore, changes in criteria air pollutant and ozone precursor emissions are evaluated on an average daily and maximum annual basis. The proposed project would not generate new vehicle trips, would not divert trips to alternate corridors, and would increase delay at some intersections, thus the air quality impact related to vehicle delay at intersections would be relatively minor. Therefore, impacts would be less than significant.

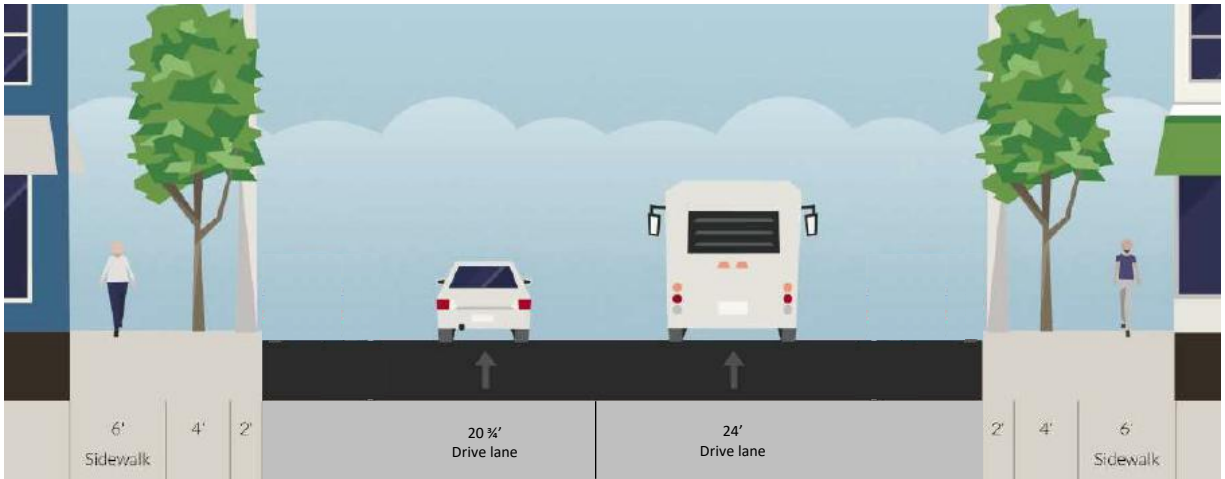
Overall, the proposed project would not result in significant impacts related to any environmental topics.

Conclusion. The proposed project satisfies the criteria for exemption under the above-cited classification(s). In addition, none of the CEQA Guidelines Section 15300.2 exceptions to the use of a

categorical exemption applies to the proposed project. For the above reasons, the proposed project is appropriately exempt from environmental review.

Figure 1A – Existing and Proposed Cross-Sections

Turk Street Safety Project



Turk Street – Existing Conditions
(Mason Street to Taylor Street - Mid-Block)



Turk Street – Existing Conditions
(Taylor Street to Leavenworth Street - Mid-Block)

Not to Scale

Figure 1B – Existing and Proposed Cross-Sections

Turk Street Safety Project



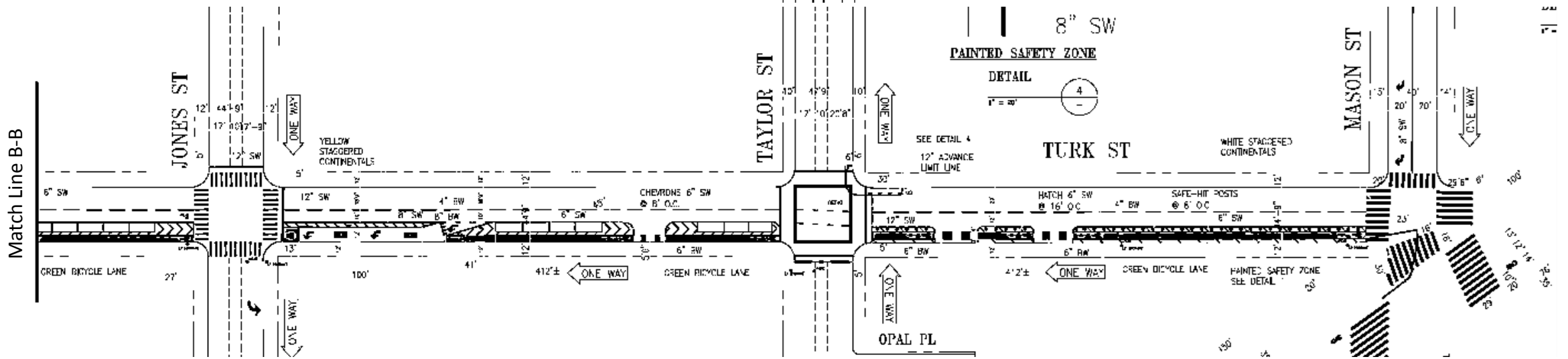
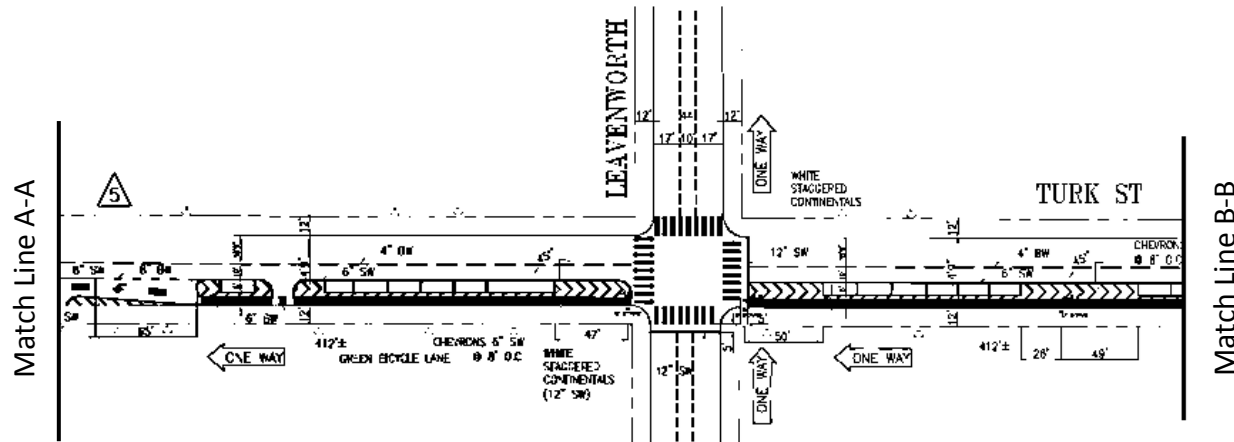
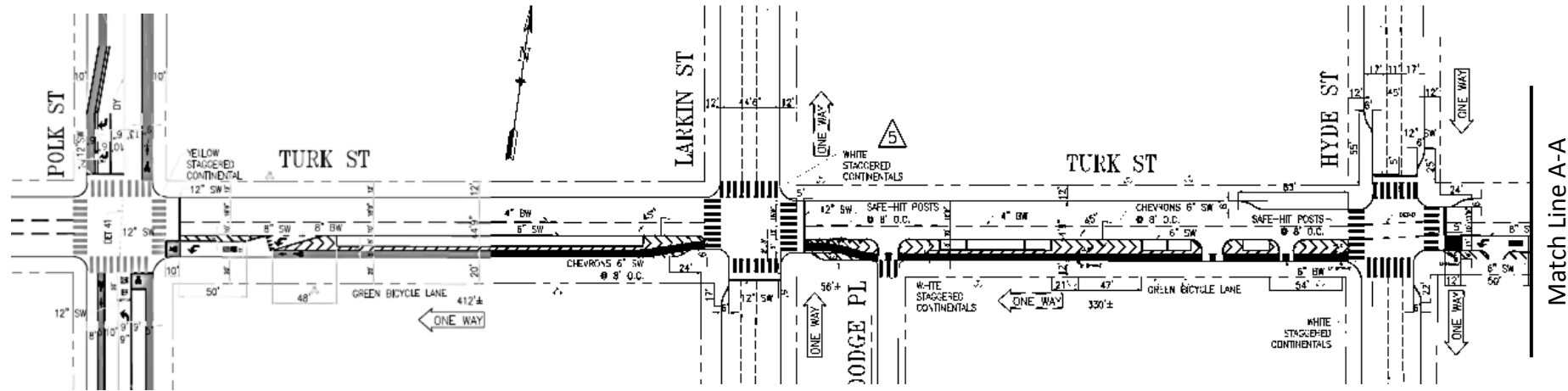
Turk Street – Existing Conditions
(Leavenworth Street to Polk Street - Mid-Block)



Turk Street – Proposed Conditions
(Mason Street to Polk Street - Mid-Block)

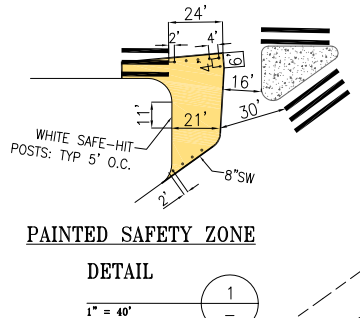
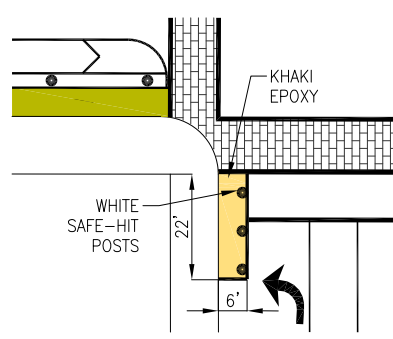
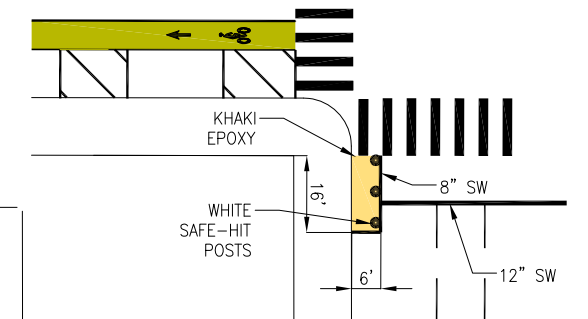
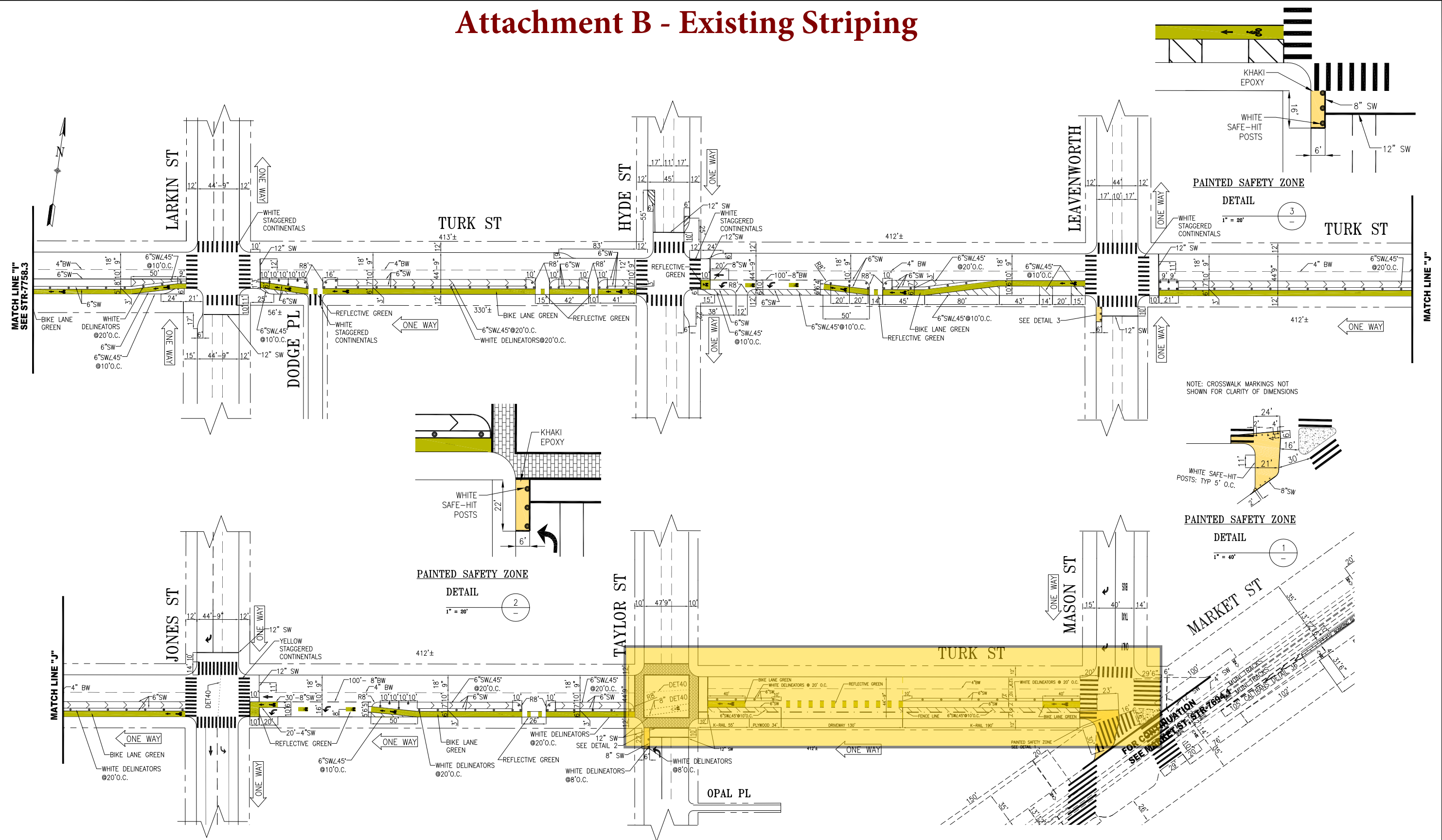
Not to Scale

Figure 2 – Proposed Striping Plan
Turk Street Safety Project



Turk Street – Proposed Conditions
(Polk Street to Mason Street)

Attachment B - Existing Striping



NOTE: CROSSWALK MARKINGS NOT SHOWN FOR CLARITY OF DIMENSIONS

NO.	DATE	DESCRIPTION	BY	APP
1	05/31/19	INSTALL PROTECTED BIKE LANE FROM TAYLOR ST TO MASON ST	A LEUNG	M.SALLABERRY
2	08/30/18	INSTALL PROTECTED BIKE LANE FROM POLK ST TO LARKIN ST	S.VOHRA	M.SALLABERRY
3	09/12/18	PROTECTED BIKE LANE FROM LARKIN TO TAYLOR; ADV. LIMITS LINES UPDATED FROM SFT TO 10FT @ LARKIN, HYDE, LEAVENWORTH AND JONES; UPDATED PER FIELD: CONVERTED RIGHT LANE TO RT ONLY AND REMOVED THRU/RT LANE @ JONES	S.VOHRA	M.SALLABERRY
4	10/30/17	HATCHING AROUND BULBS & ADJUSTED LANE WIDTHS ON HYDE	L.STONEHILL	M.SALLABERRY

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



APPROVED	DATE:	APPROVED	DATE:
THOMAS FOLKS	10/27/10	THOMAS FOLKS	10/27/10
SENIOR ENGINEER		CITY TRAFFIC ENGINEER	
DATE:	2/2008	DATE:	2/2008
T.ABDALLAH		M.VELASCO	
CHECKED:			

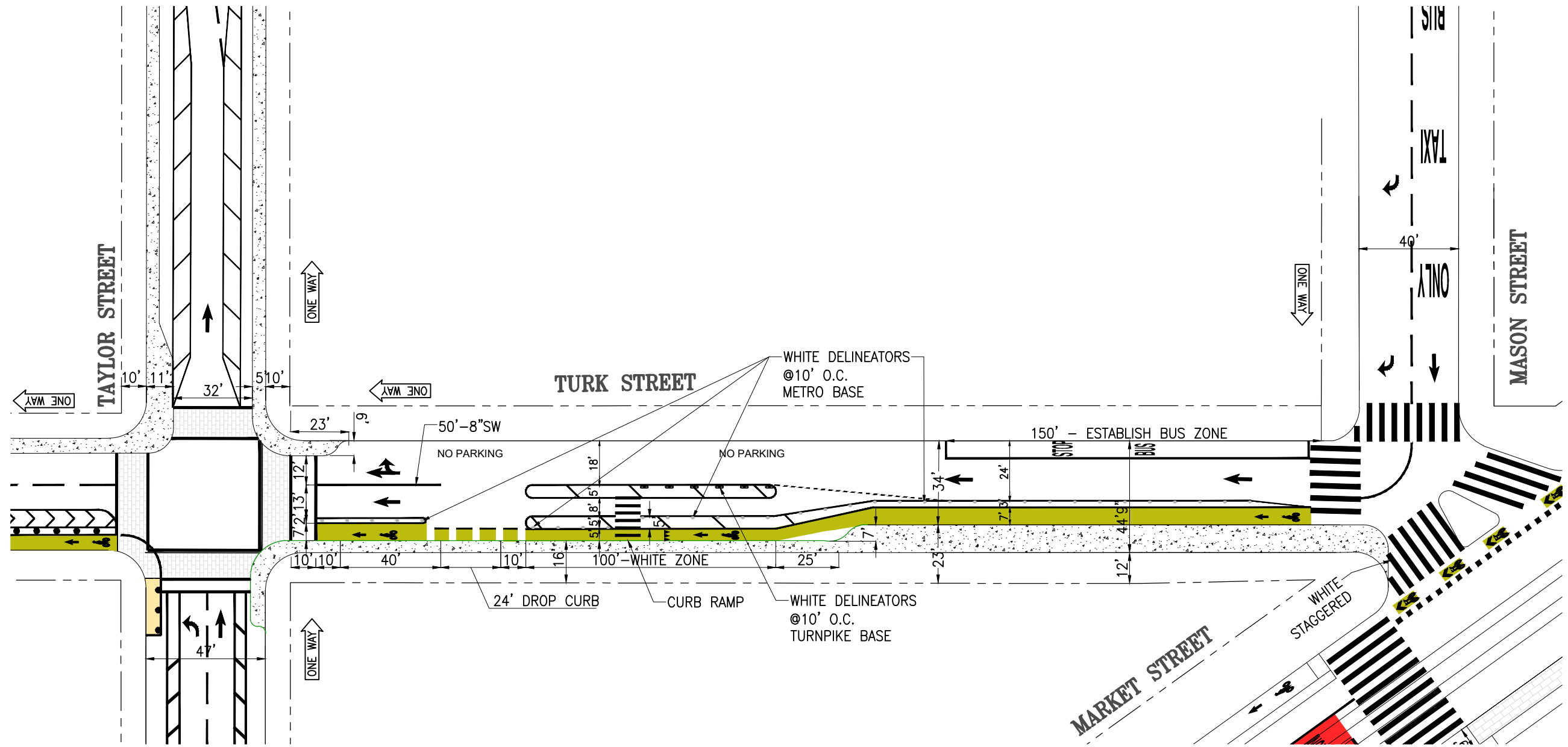
SCALE:	1"=50'
SHEET/SHEETS:	5 OF 5

TRAFFIC STRIPING
TURK STREET
POLK STREET TO MARKET STREET

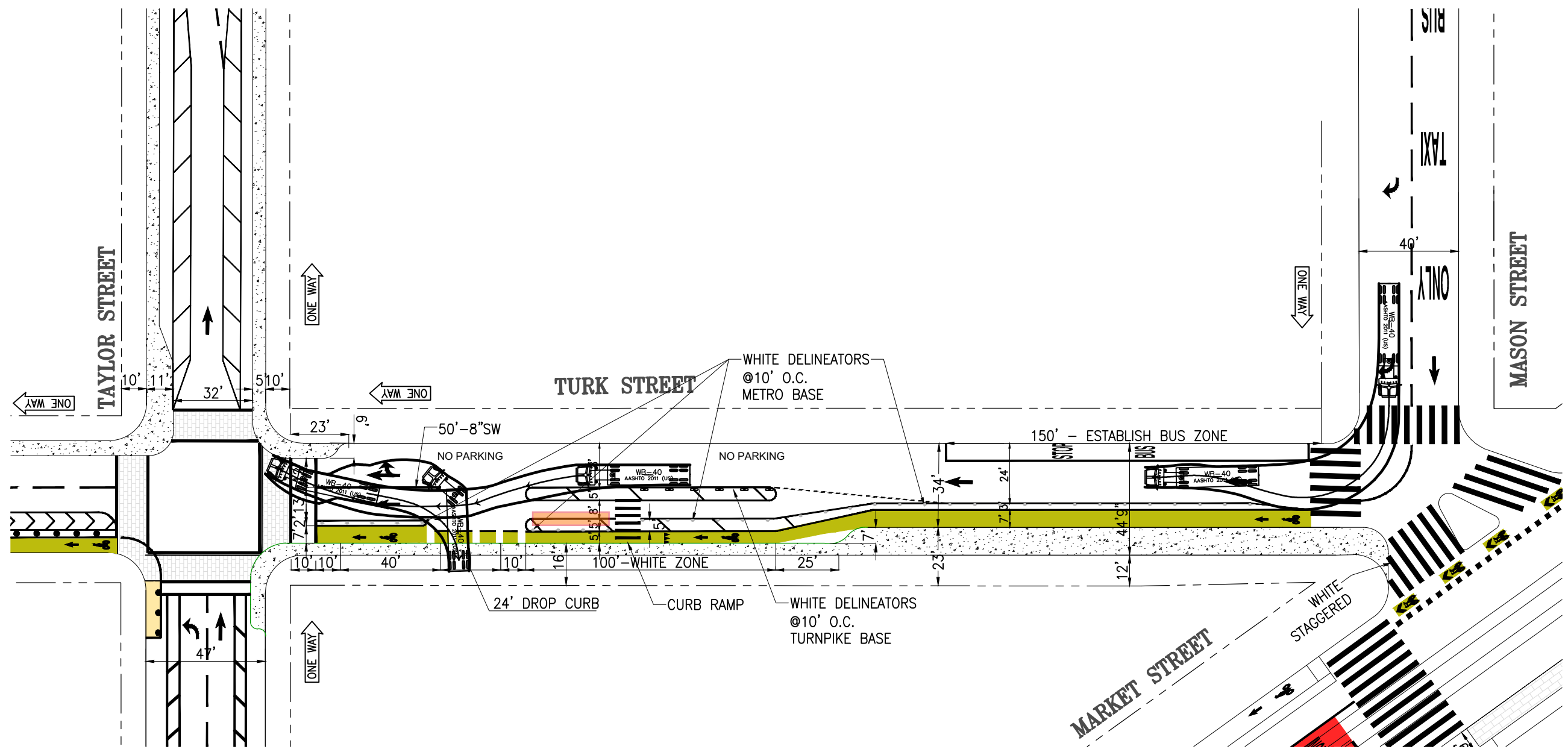
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DRAWING NO.	STR-7758.4
FILE NO.	
REV. NO.	10

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
FILE NAME:
DATE:
ORIGIN: OPERATIONS

Attachment C- Proposed Striping



PROPOSED STRIPING — TURK UNIT BLOCK



PROPOSED STRIPING — TURK UNIT BLOCK

Attachment D 950 Market Street Project Site Plan

950-974 MARKET STREET SAN FRANCISCO, CA

OWNER
GROUP 1
500 SANSOME STREET, SUITE 750
SAN FRANCISCO, CA 94111

ARCHITECT
HANDEL ARCHITECTS, LLP
735 MARKET ST. 2ND FLOOR
SAN FRANCISCO, CA 94103
415-495-5588

STRUCTURAL ENGINEERS
MAGNUSON KLEMEVIC ASSOCIATES
1301 FIFTH AVENUE, SUITE 3200
SEATTLE, WA 98101-2599
206-275-9234

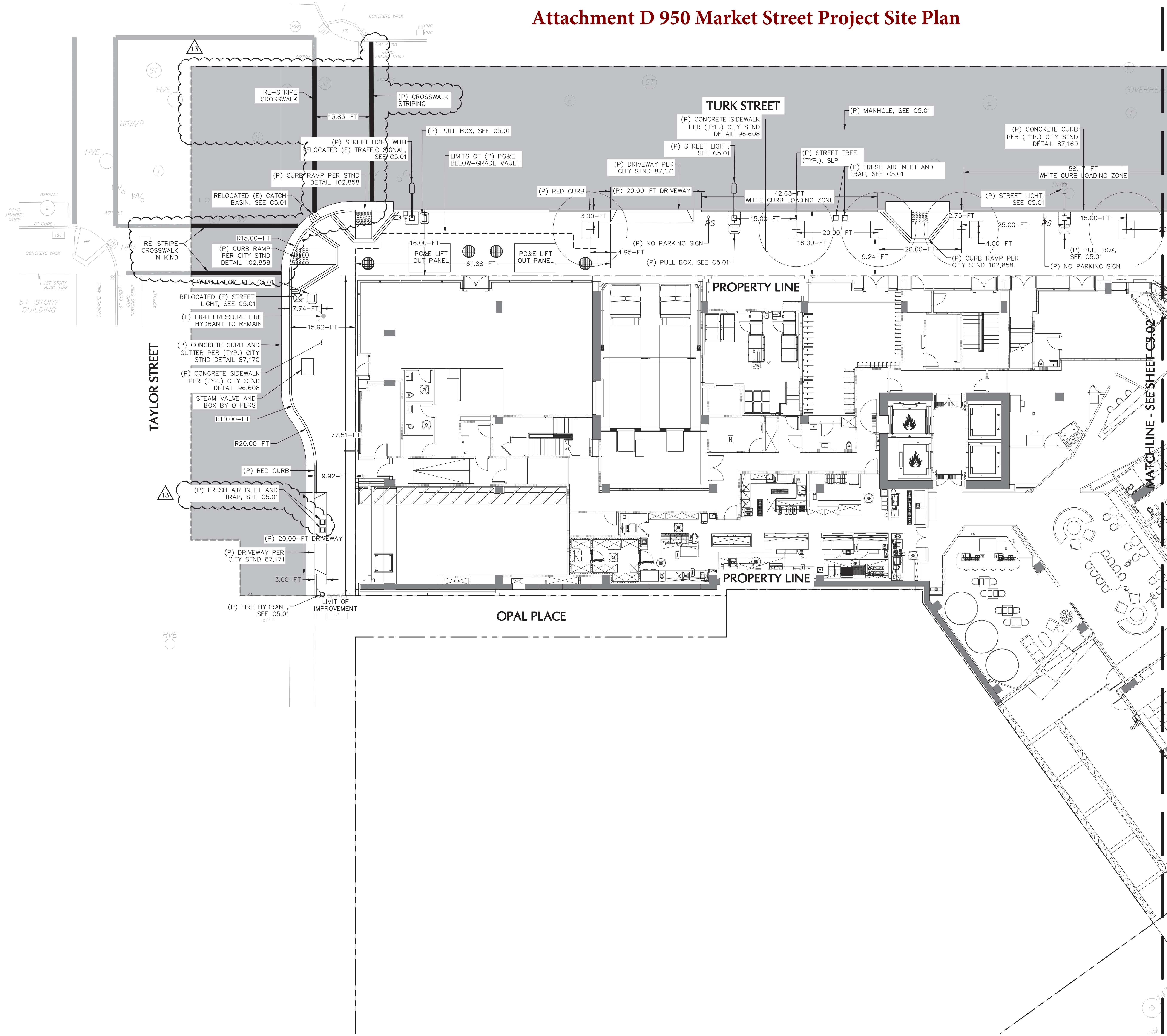
MEPS ENGINEERS
INTERFACE ENGINEERING
717 MARKET STREET, SUITE 500
SAN FRANCISCO, CA 94103
415-489-7248

CIVIL ENGINEER
LANGAN TREADWELL ROLLO
555 MONTGOMERY STREET, SUITE 1300
SAN FRANCISCO, CA 94111
415-955-5240

ELEVATOR CONSULTANT
EDGETT WILLIAMS
102 EAST BLITHEDALE AVE., SUITE 1
MILL VALLEY, CA 94541
415-388-1880

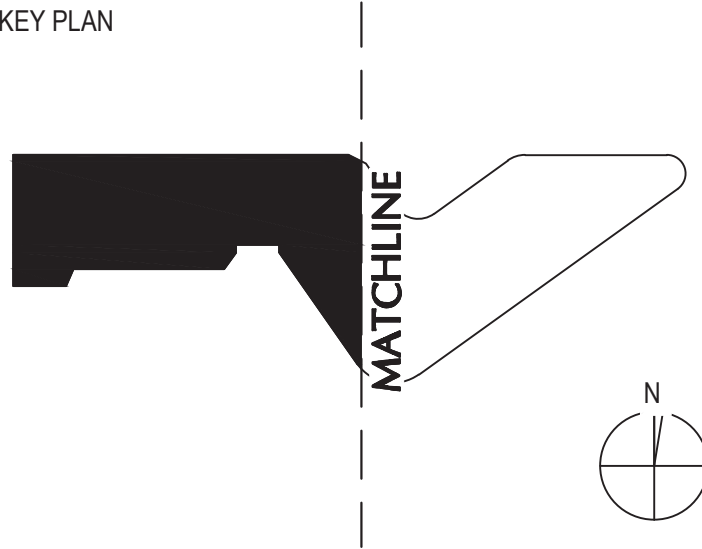
LIFE SAFETY & SMOKE CONTROL CONSULTANT
THE FIRE CONSULTANTS
1278 DURANT COURT
WALNUT CREEK, CA 94596
925-979-9993

REV.	DESCRIPTION	DATE
	SCHEMATIC DESIGN	10/01/2015
	DD 50%	05/27/2016
	DD 100%	11/04/2016
	CD 25%	03/17/2017
	CD 50%	10/09/2017
	CONTRACT DOCUMENTS 50%, NOVEMBER 15, 2017 - SUPPLEMENT A	11/15/2017
	CD 75%	03/01/2018
	SFPUC CDD APPROVAL	05/18/2018
	SFPUC CDD APPROVAL - REVISED	06/27/2018
	DPW SIP RFI RESPONSE	07/16/2018
	RFI 13.1 RESPONSE	10/22/2018
	CONSTRUCTION DOCUMENTS CD 90%	02/22/2019
	DPW SIP RESUBMITTAL	06/14/2019
	SIDE SEWER PERMIT RESPONSE	09/10/2019
	SIDE SEWER PERMIT RESPONSE	10/09/2019
13	BULLETIN 9	10/31/2019



NOTES:
1. WORK ON MARKET STREET TO BE COORDINATED WITH BETTER MARKET STREET TEAM.

SITE PLAN - WEST
SCALE: 1" = 10'



STAMP

SCALE: 1" = 10'-0"
DRAWN BY: LANGAN
LANGAN PROJECT NO: 750615702

**SITE PLAN
WEST**

C3.01

950-974 MARKET STREET SAN FRANCISCO, CA

OWNER
GROUP I
500 SANSOME STREET, SUITE 750
SAN FRANCISCO, CA 94111

ARCHITECT
HANDEL ARCHITECTS, LLP
735 MARKET ST. 2ND FLOOR
SAN FRANCISCO, CA 94103
415-495-5588

STRUCTURAL ENGINEERS
MAGNUSON KLEMENCIC ASSOCIATES
1301 FIFTH AVENUE, SUITE 3200
SEATTLE, WA 98101-2599
206-215-9234

MEPS ENGINEERS
INTERFACE ENGINEERING
717 MARKET STREET, SUITE 500
SAN FRANCISCO, CA 94103
415-489-7248

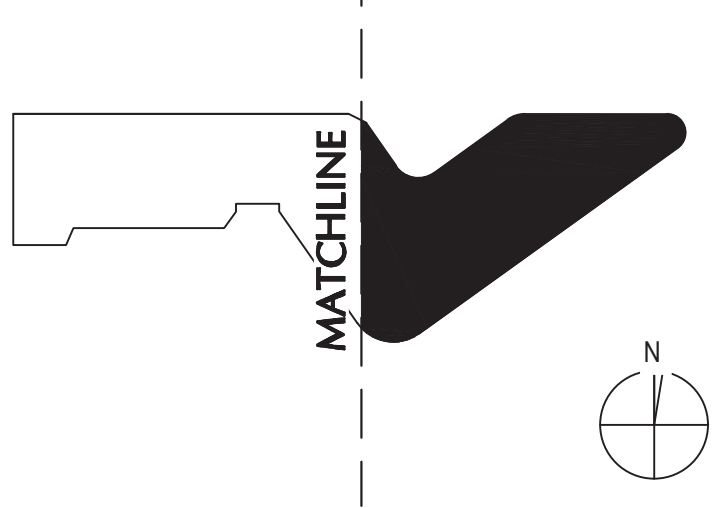
CIVIL ENGINEER
LANGAN TREADWELL ROLLO
555 MONTGOMERY STREET, SUITE 1300
SAN FRANCISCO, CA 94111
415-955-5240

ELEVATOR CONSULTANT
EDGETT WILLIAMS
102 EAST BLYTHEDALE AVE., SUITE 1
MILL VALLEY, CA 94941
415-388-1880

LIFE SAFETY & SMOKE CONTROL CONSULTANT
THE FIRE CONSULTANTS
1278 DURANT COURT
WALNUT CREEK, CA 94596
925-979-9993

REV.	DESCRIPTION	DATE
	SCHEMATIC DESIGN	10/01/2015
	DD 50%	05/27/2016
	DD 100%	11/04/2016
	CD 25%	03/17/2017
	CD 50%	10/09/2017
	CONTRACT DOCUMENTS 50%, NOVEMBER 15, 2017 - SUPPLEMENT A	11/15/2017
	CD 75%	03/01/2018
	SFPUC CDD APPROVAL	05/18/2018
	SFPUC CDD APPROVAL - REVISED	06/27/2018
	DPW SIP RFI RESPONSE	07/16/2018
	RFI 13.1 RESPONSE	10/22/2018
	CONSTRUCTION DOCUMENTS CD 90%	02/22/2019
	DPW SIP RESUBMITTAL	06/14/2019
	SIDE SEWER PERMIT RESPONSE	09/10/2019
	SIDE SEWER PERMIT RESPONSE	10/09/2019
13	BULLETIN 9	10/31/2019

KEY PLAN

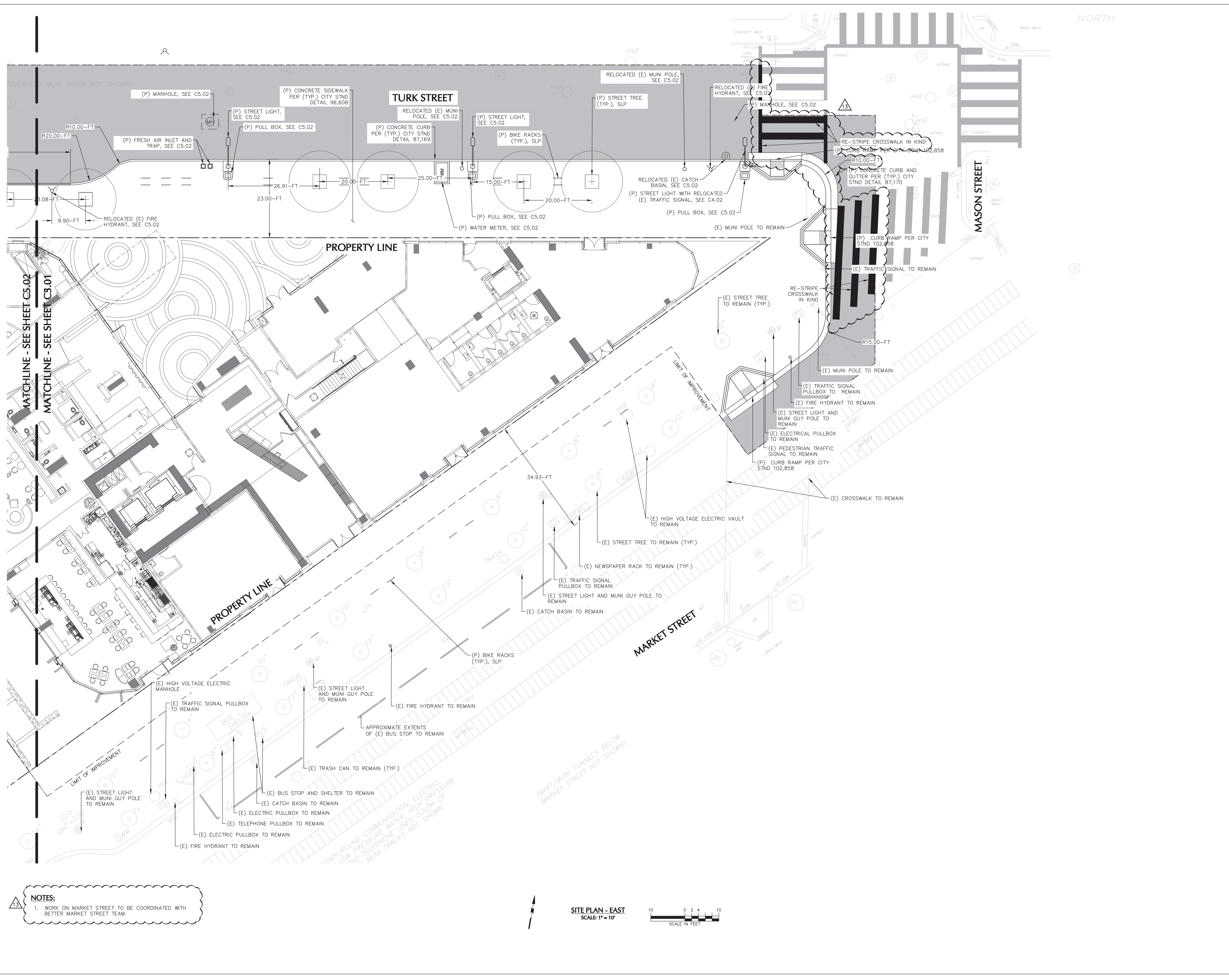


STAMP

SCALE: 1" = 10'-0"
DRAWN BY: LANGAN
LANGAN PROJECT NO: 750615702

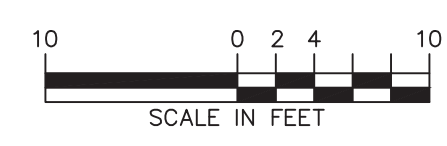
SITE PLAN
EAST

C3.02

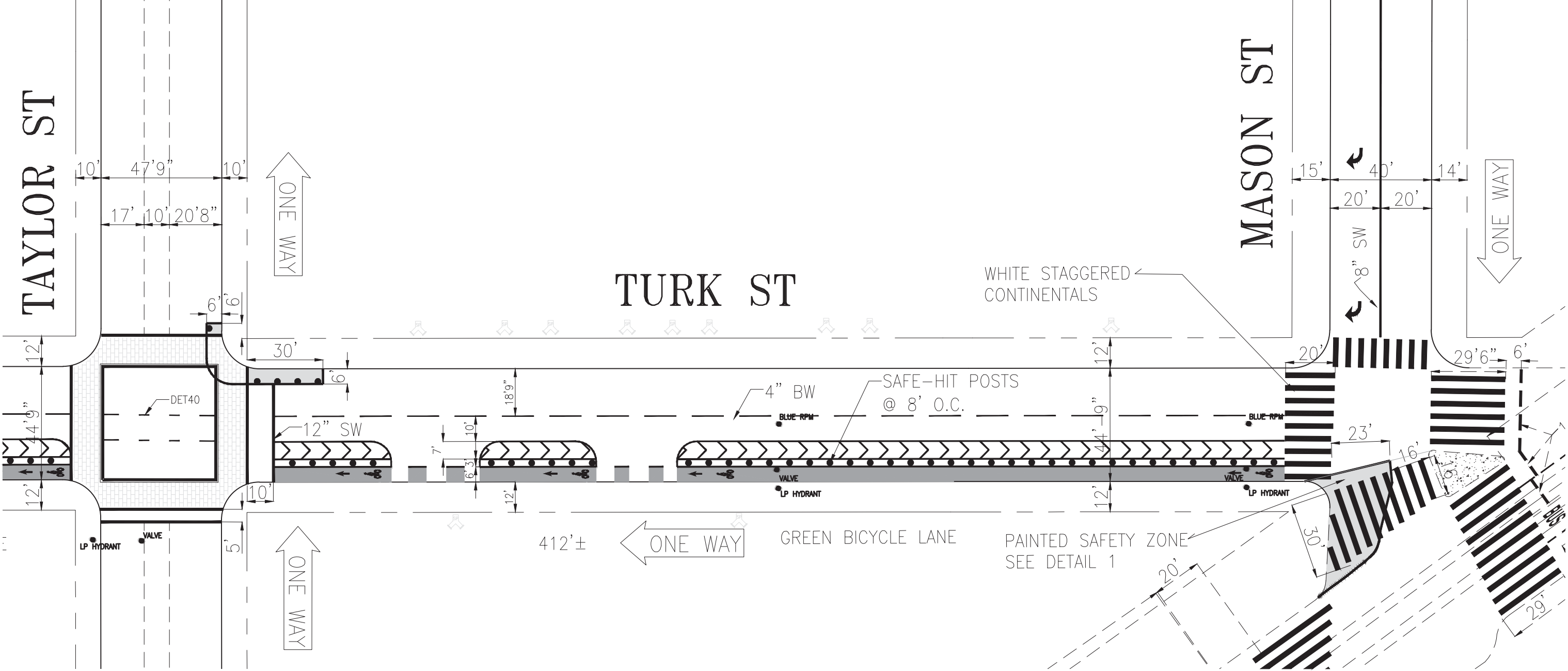


NOTES:
1. WORK ON MARKET STREET TO BE COORDINATED WITH BETTER MARKET STREET TEAM.

SITE PLAN - EAST
SCALE: 1" = 10'

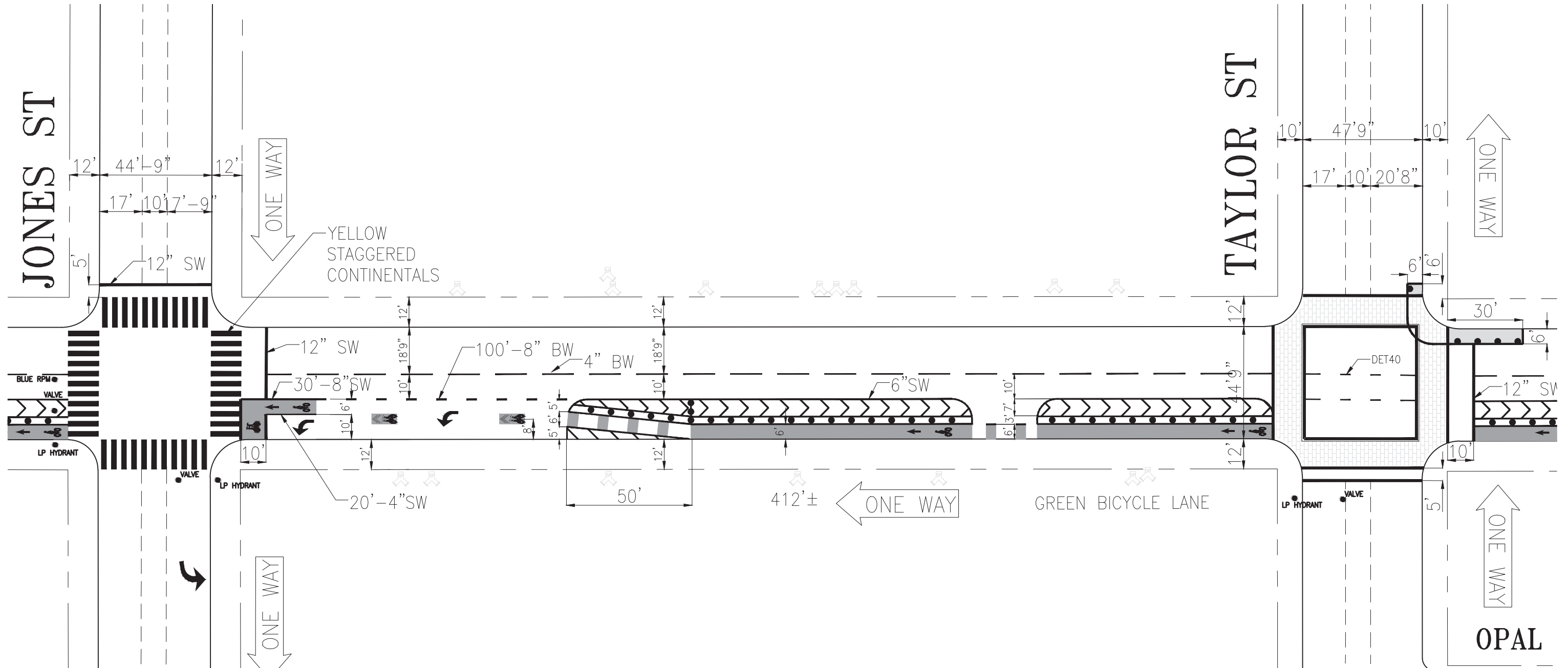


Attachment D - Turk Street Safety Project Plan View



JONES ST

TAYLOR ST



ONE WAY

ONE WAY

ONE WAY

ONE WAY

ONE WAY

OPAL

YELLOW STAGGERED CONTINENTALS

GREEN BICYCLE LANE

DET40

BLUE RPM VALVE

LP HYDRANT

LP HYDRANT



12' 44'-9" 12' 17'-10" 17'-9"

12" SW

12" SW

30'-8" SW

20'-4" SW

100'-8" BW

4" BW

5'-6.5'

50'

412'±

6" SW

6'-3.7'

44'-9"

10' 47'-9" 10'

17' 10' 20'-8"

30'

6'

12" SW

10'

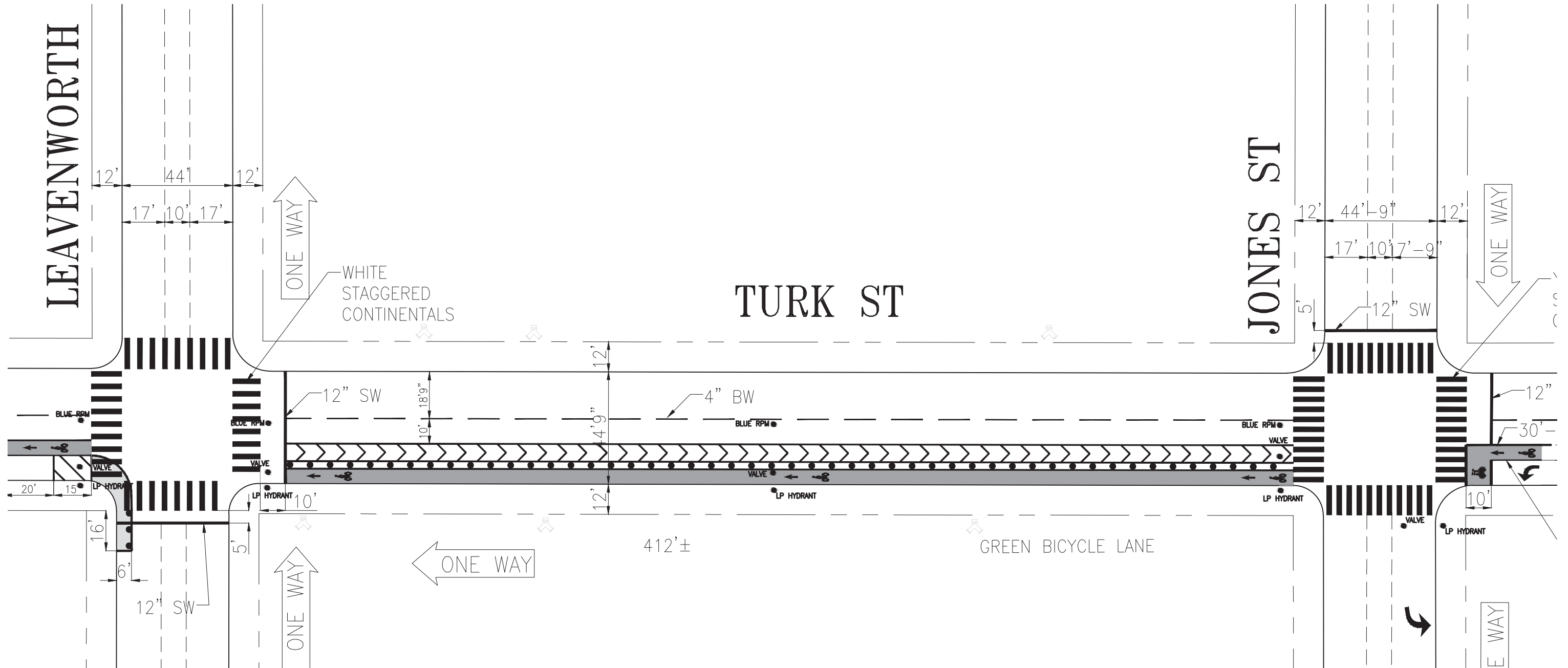
5'

6' 9"

LEAVENWORTH

JONES ST

TURK ST



ONE WAY

ONE WAY

ONE WAY

E WAY

WHITE STAGGERED CONTINENTALS

GREEN BICYCLE LANE

412'±

12' 44' 12'

12' 44'-9" 12'

17' 10' 17'

17' 10' 17'-9"

12" SW

4" BW

12" SW

12"

30'

12" SW

10'

BLUE RPM

BLUE RPM

BLUE RPM

BLUE RPM

VALVE

LP HYDRANT

VALVE

LP HYDRANT

LP HYDRANT

LP HYDRANT

10'

20'

15'

16'

6'

5'

12'

12'

12'

12'

10' 18'9"

4'9"

12'

12'

12'

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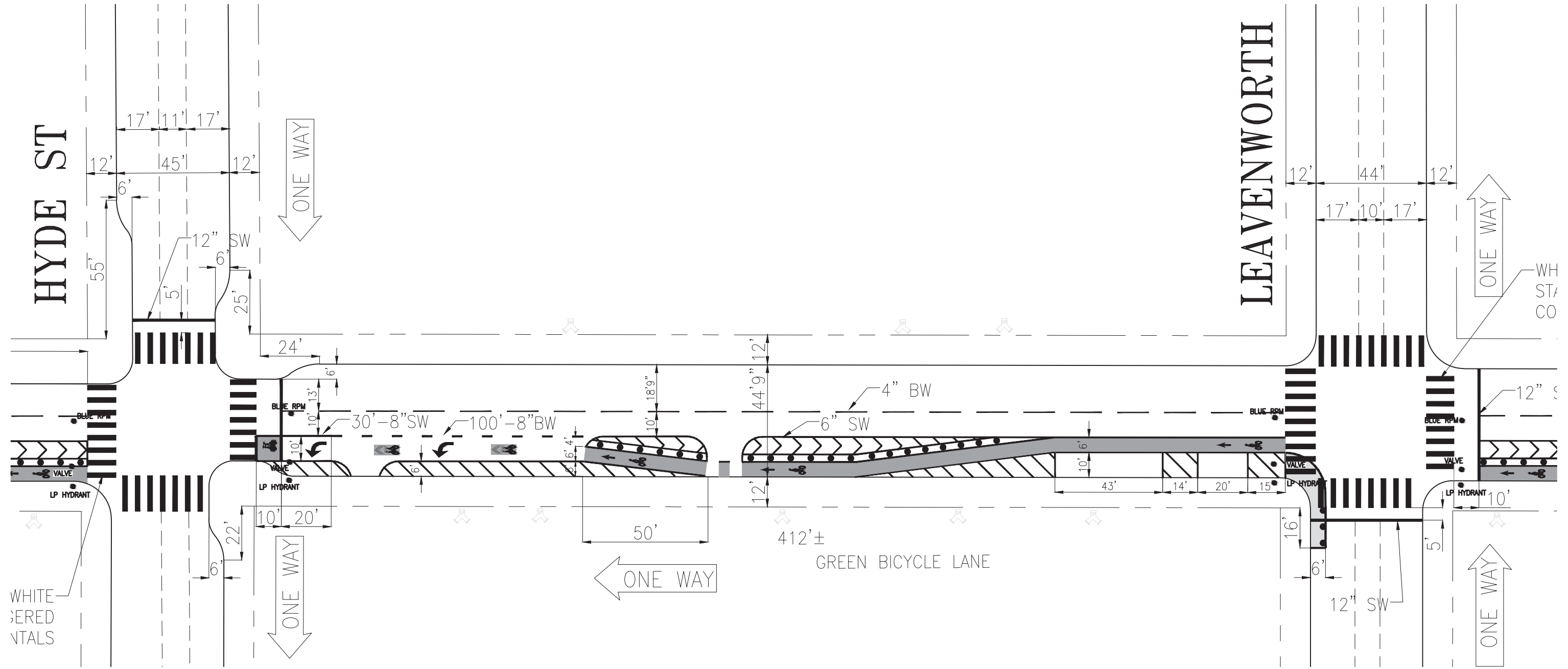
12'

12'

12'

HYDE ST

LEAVENWORTH



ONE WAY

ONE WAY

ONE WAY

ONE WAY

ONE WAY

WH
ST/
CO

WHITE
PAVER
STRIPS

GREEN BICYCLE LANE

412'±

17' 11' 17'
12' 45' 12'

12' 44' 12'
17' 10' 17'

55' 6' 12" SW 6' 25'

12' 17' 12" SW 15'

30' -8" SW 100' -8" BW

44' 9" 12'

4" BW 6" SW

43' 14' 20'

LP HYDRANT

LP HYDRANT

LP HYDRANT

BLUE RPM

BLUE RPM

BLUE RPM

VALVE

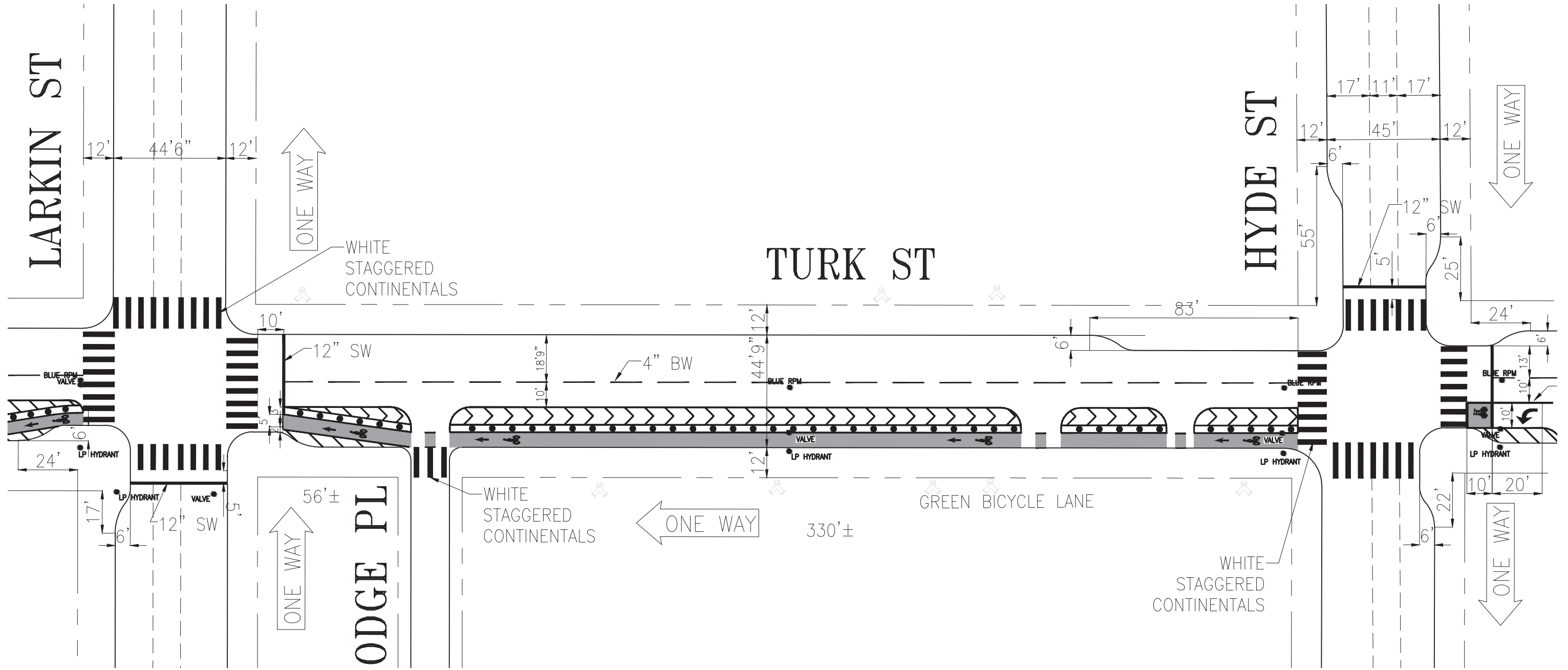
VALVE

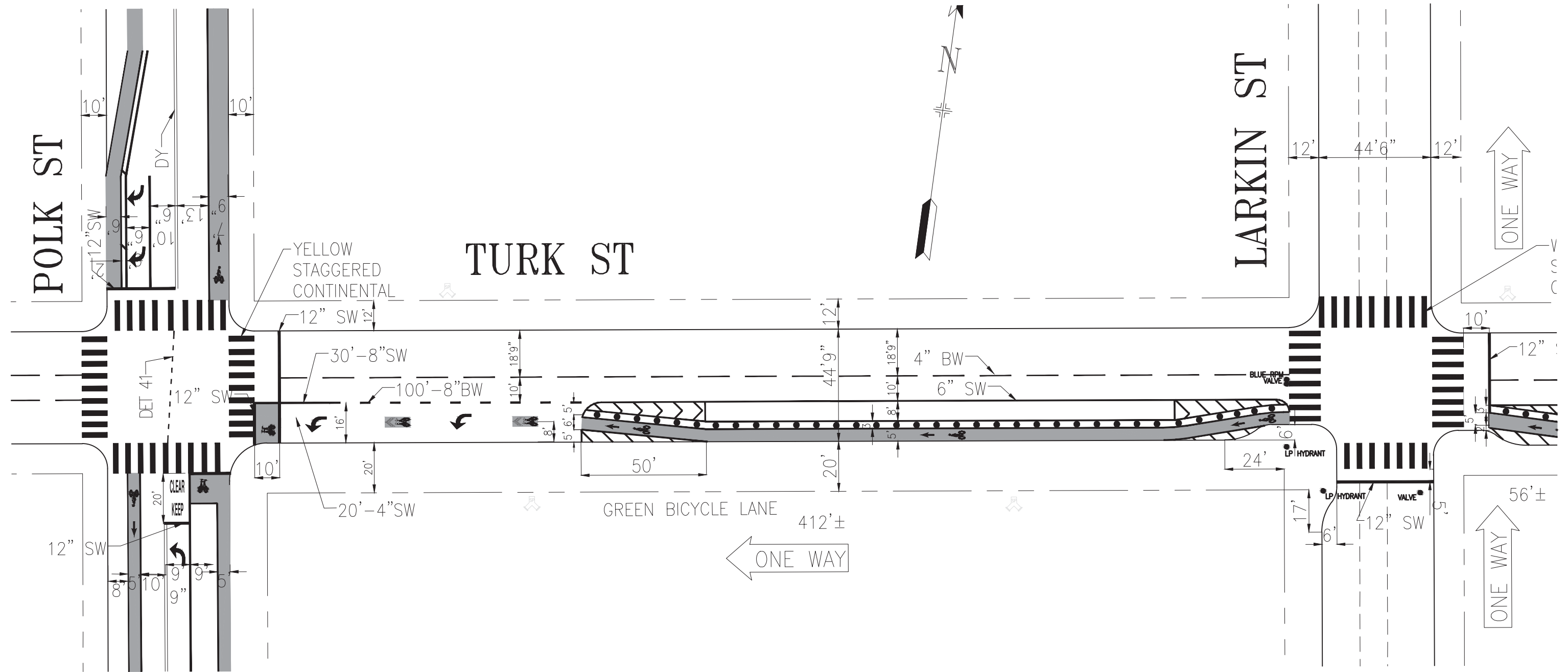
VALVE

10' 20' 6' 22'

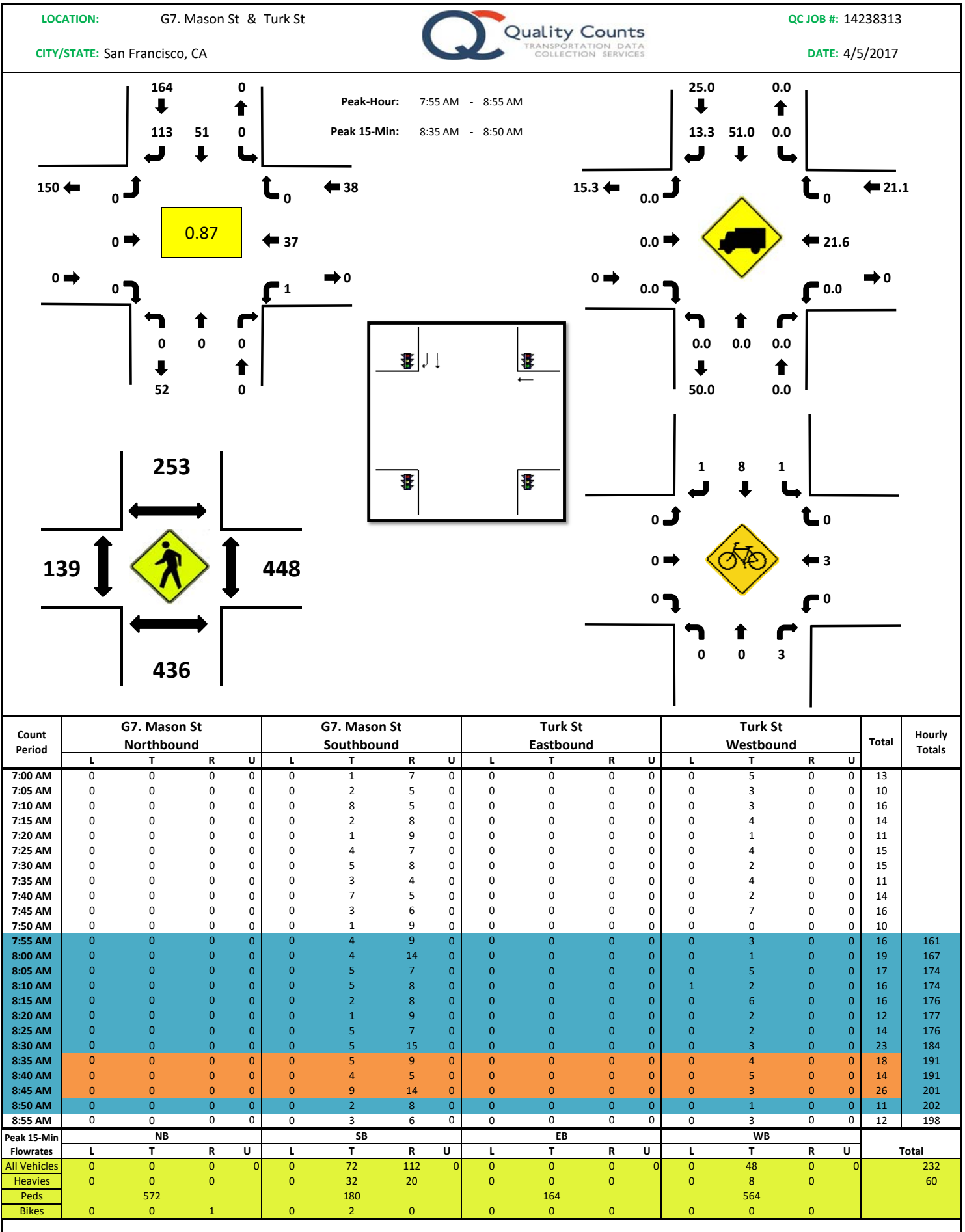
16' 6' 5' 10'

12" SW





Attachment F - Travel Demand Analysis



LOCATION: Taylor St & Turk St

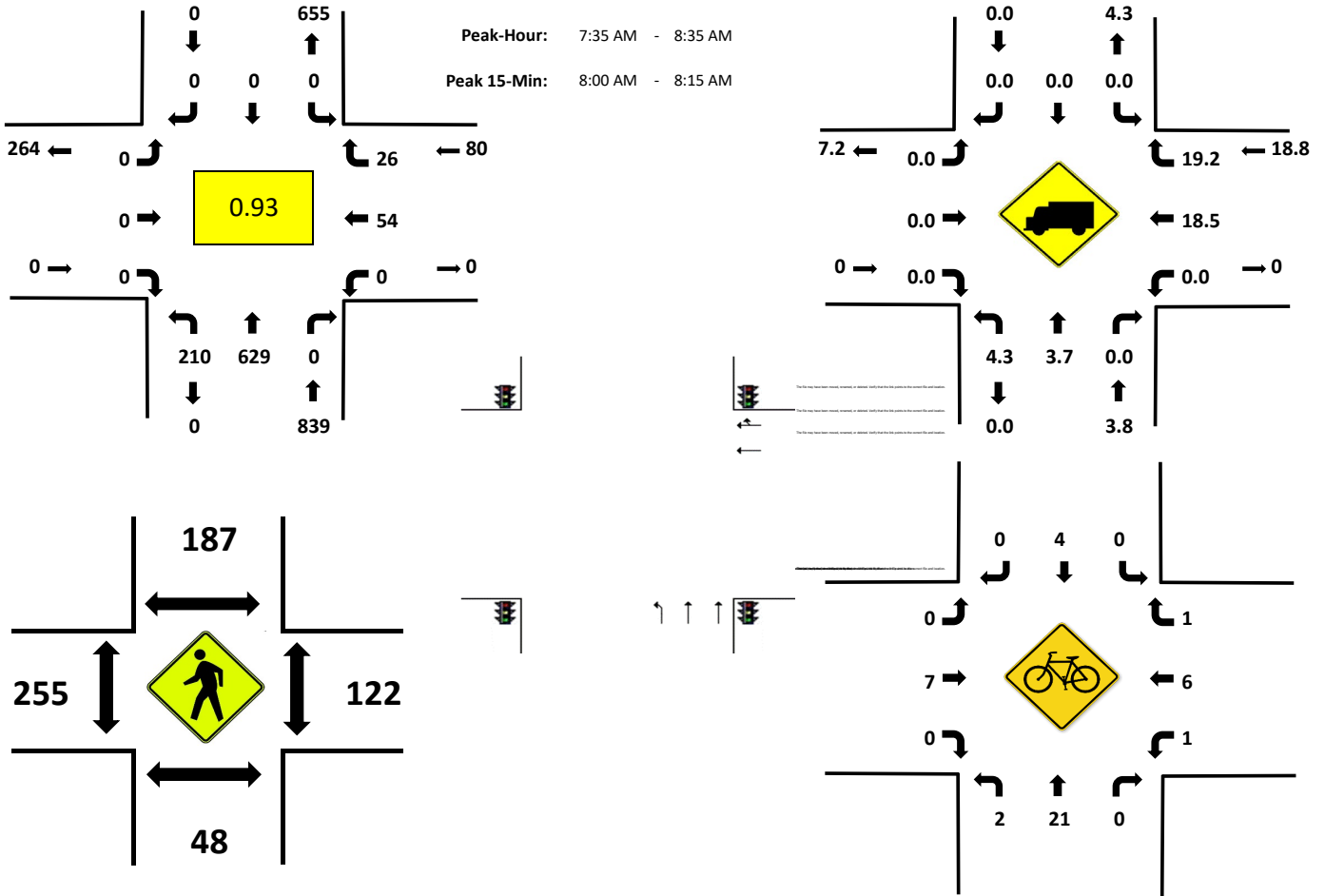
QC JOB #: 15181301

CITY/STATE: San Francisco, CA



DATE: 2/20/2020

Peak-Hour: 7:35 AM - 8:35 AM
 Peak 15-Min: 8:00 AM - 8:15 AM



Count Period	Taylor St Northbound				Taylor St Southbound				Turk St Eastbound				Turk St Westbound				Total	Hourly Totals
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
7:00 AM	8	36	0	0	0	0	0	0	0	0	0	0	0	2	0	0	46	
7:05 AM	13	36	0	0	0	0	0	0	0	0	0	0	0	2	5	0	56	
7:10 AM	17	41	0	0	0	0	0	0	0	0	0	0	0	2	0	0	60	
7:15 AM	11	36	0	0	0	0	0	0	0	0	0	0	1	5	2	0	55	
7:20 AM	14	47	0	0	0	0	0	0	0	0	0	0	0	4	2	0	67	
7:25 AM	9	44	0	0	0	0	0	0	0	0	0	0	0	5	0	0	58	
7:30 AM	10	43	0	0	0	0	0	0	0	0	0	0	0	3	0	0	56	
7:35 AM	25	70	0	0	0	0	0	0	0	0	0	0	0	4	2	0	101	
7:40 AM	14	49	0	0	0	0	0	0	0	0	0	0	0	7	1	0	71	
7:45 AM	20	41	0	0	0	0	0	0	0	0	0	0	0	2	2	0	65	
7:50 AM	22	59	0	0	0	0	0	0	0	0	0	0	0	3	2	0	86	
7:55 AM	16	42	0	0	0	0	0	0	0	0	0	0	0	5	6	0	69	790
8:00 AM	15	50	0	0	0	0	0	0	0	0	0	0	0	6	3	0	74	818
8:05 AM	22	63	0	0	0	0	0	0	0	0	0	0	0	8	1	0	94	856
8:10 AM	18	58	0	0	0	0	0	0	0	0	0	0	0	2	0	0	78	874
8:15 AM	11	47	0	0	0	0	0	0	0	0	0	0	0	3	3	0	64	883
8:20 AM	18	58	0	0	0	0	0	0	0	0	0	0	0	3	2	0	81	897
8:25 AM	17	48	0	0	0	0	0	0	0	0	0	0	0	7	2	0	74	913
8:30 AM	12	44	0	0	0	0	0	0	0	0	0	0	0	4	2	0	62	919
8:35 AM	12	57	0	0	0	0	0	0	0	0	0	0	0	3	0	0	72	890
8:40 AM	15	63	0	0	0	0	0	0	0	0	0	0	0	10	2	0	90	909
8:45 AM	12	55	0	0	0	0	0	0	0	0	0	0	0	5	2	0	74	918
8:50 AM	20	47	0	0	0	0	0	0	0	0	0	0	0	4	3	0	74	906
8:55 AM	16	40	0	0	0	0	0	0	0	0	0	0	0	7	4	0	67	904
Peak 15-Min Flowrates	NB				SB				EB				WB				Total	
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
All Vehicles	220	684	0	0	0	0	0	0	0	0	0	0	0	64	16	0	984	
Heavies	4	32	0	0	0	0	0	0	0	0	0	0	0	16	4	0	56	
Peds		28				168				284				112			592	
2HR Bikes	6	31	1		0	9	3		0	13	0		1	15	2		81	

LOCATION: Taylor St & Turk St

QC JOB #: 15181302

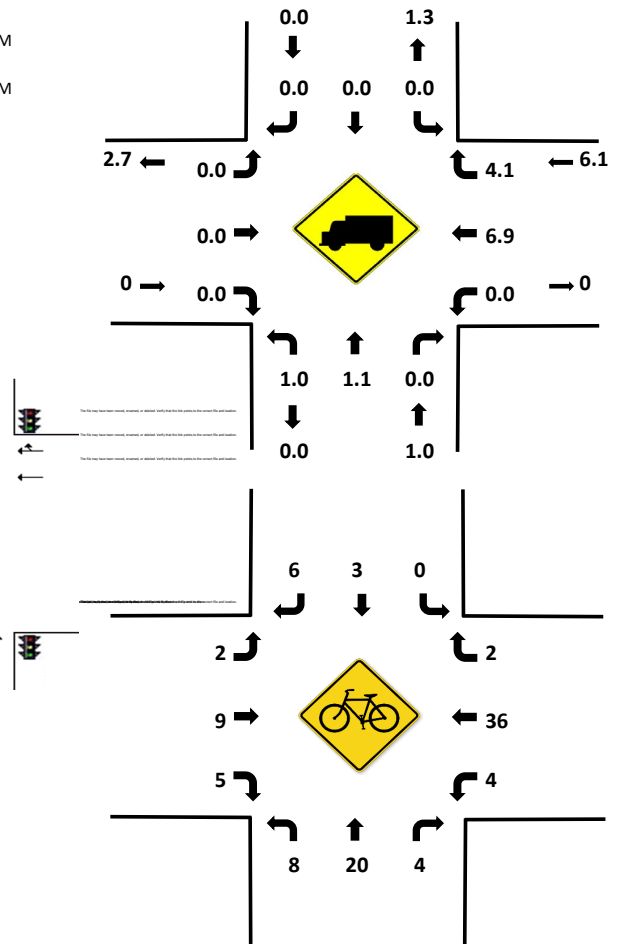
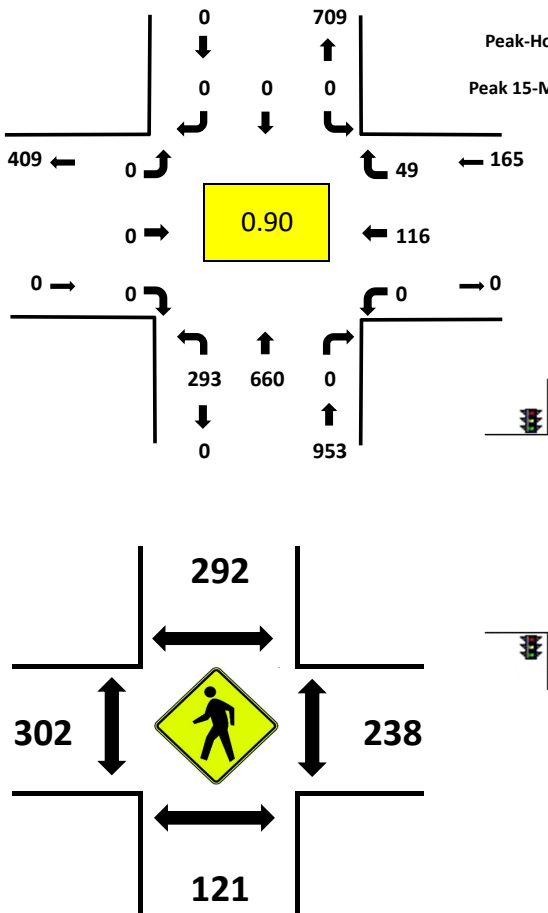
CITY/STATE: San Francisco, CA



DATE: 2/20/2020

Peak-Hour: 4:50 PM - 5:50 PM

Peak 15-Min: 5:30 PM - 5:45 PM



Count Period	Taylor St Northbound				Taylor St Southbound				Turk St Eastbound				Turk St Westbound				Total	Hourly Totals
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
4:00 PM	16	48	0	0	0	0	0	0	0	0	0	0	0	10	5	0	79	
4:05 PM	13	59	0	0	0	0	0	0	0	0	0	0	0	5	6	0	83	
4:10 PM	17	38	0	0	0	0	0	0	0	0	0	0	0	10	5	0	70	
4:15 PM	18	58	0	0	0	0	0	0	0	0	0	0	0	9	4	0	89	
4:20 PM	15	53	0	0	0	0	0	0	0	0	0	0	0	16	4	0	88	
4:25 PM	9	45	0	0	0	0	0	0	0	0	0	0	0	7	1	0	62	
4:30 PM	17	44	0	0	0	0	0	0	0	0	0	0	0	4	2	0	67	
4:35 PM	19	43	0	0	0	0	0	0	0	0	0	0	0	5	4	0	71	
4:40 PM	17	52	0	0	0	0	0	0	0	0	0	0	0	8	5	0	82	
4:45 PM	16	45	0	0	0	0	0	0	0	0	0	0	0	3	7	0	71	
4:50 PM	22	41	0	0	0	0	0	0	0	0	0	0	0	12	8	0	83	
4:55 PM	23	48	0	0	0	0	0	0	0	0	0	0	0	11	6	0	88	933
5:00 PM	25	71	0	0	0	0	0	0	0	0	0	0	0	10	4	0	110	964
5:05 PM	27	58	0	0	0	0	0	0	0	0	0	0	0	10	3	0	98	979
5:10 PM	21	37	0	0	0	0	0	0	0	0	0	0	0	12	3	0	73	982
5:15 PM	24	47	0	0	0	0	0	0	0	0	0	0	0	6	4	0	81	974
5:20 PM	11	52	0	0	0	0	0	0	0	0	0	0	0	8	3	0	74	960
5:25 PM	23	56	0	0	0	0	0	0	0	0	0	0	0	11	6	0	96	994
5:30 PM	28	68	0	0	0	0	0	0	0	0	0	0	0	10	1	0	107	1034
5:35 PM	27	65	0	0	0	0	0	0	0	0	0	0	0	7	4	0	103	1066
5:40 PM	27	56	0	0	0	0	0	0	0	0	0	0	0	13	3	0	99	1083
5:45 PM	35	61	0	0	0	0	0	0	0	0	0	0	0	6	4	0	106	1118
5:50 PM	32	43	0	0	0	0	0	0	0	0	0	0	0	6	0	0	81	1116
5:55 PM	20	45	0	0	0	0	0	0	0	0	0	0	0	7	6	0	78	1106
Peak 15-Min Flowrates	NB				SB				EB				WB				Total	
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
All Vehicles	328	756	0	0	0	0	0	0	0	0	0	0	0	120	32	0	1236	
Heavies	0	4	0	0	0	0	0	0	0	0	0	0	0	8	8	0	20	
Peds		128				264				288				280			960	
2HR Bikes	14	39	19		1	9	8		3	15	8		11	63	4		194	

LOCATION: Taylor St & Ellis St

QC JOB #: 15181303

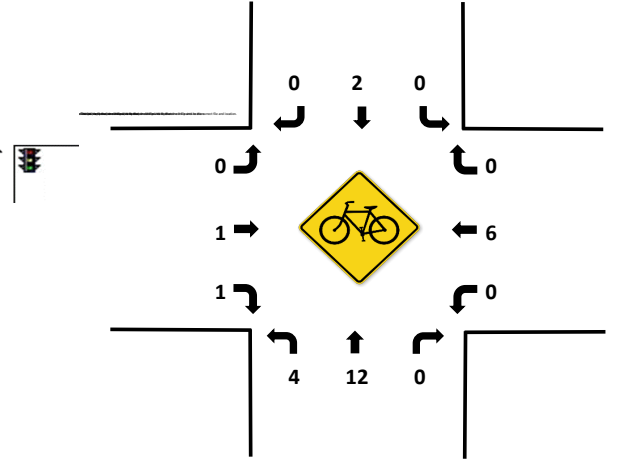
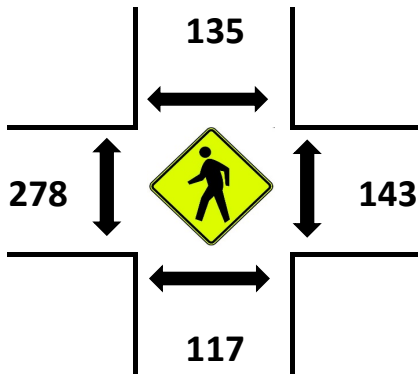
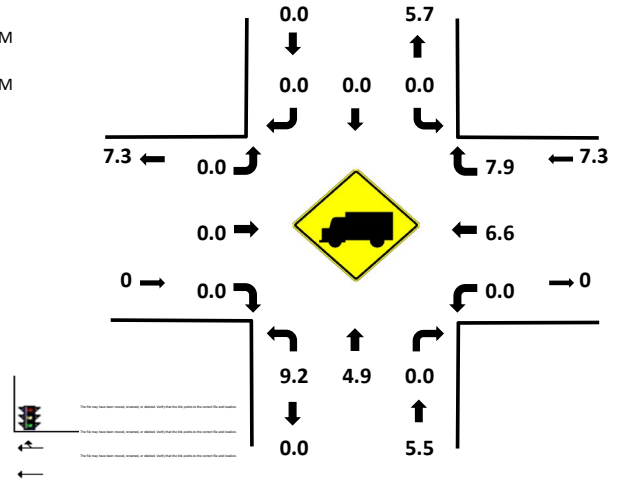
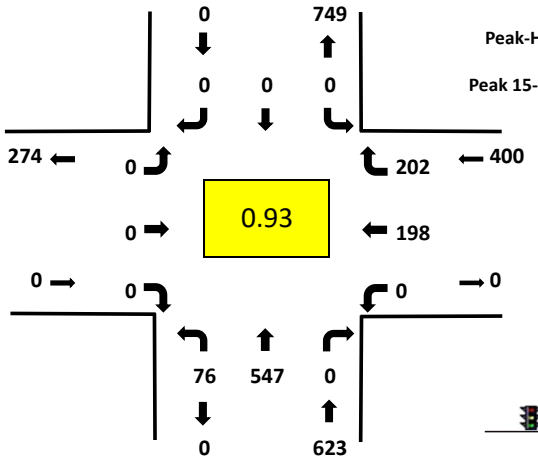
CITY/STATE: San Francisco, CA



DATE: 2/20/2020

Peak-Hour: 7:55 AM - 8:55 AM

Peak 15-Min: 8:15 AM - 8:30 AM



Count Period	Taylor St Northbound				Taylor St Southbound				Ellis St Eastbound				Ellis St Westbound				Total	Hourly Totals
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
7:00 AM	3	32	0	0	0	0	0	0	0	0	0	0	0	13	19	0	67	
7:05 AM	4	28	0	0	0	0	0	0	0	0	0	0	0	18	15	0	65	
7:10 AM	7	30	0	0	0	0	0	0	0	0	0	0	0	14	17	0	68	
7:15 AM	10	29	0	0	0	0	0	0	0	0	0	0	0	15	14	0	68	
7:20 AM	11	35	0	0	0	0	0	0	0	0	0	0	0	11	17	0	74	
7:25 AM	4	43	0	0	0	0	0	0	0	0	0	0	0	14	4	0	65	
7:30 AM	3	42	0	0	0	0	0	0	0	0	0	0	0	13	11	0	69	
7:35 AM	9	52	0	0	0	0	0	0	0	0	0	0	0	15	15	0	91	
7:40 AM	4	42	0	0	0	0	0	0	0	0	0	0	0	18	9	0	73	
7:45 AM	7	49	0	0	0	0	0	0	0	0	0	0	0	24	10	0	90	
7:50 AM	6	45	0	0	0	0	0	0	0	0	0	0	0	11	9	0	71	
7:55 AM	10	40	0	0	0	0	0	0	0	0	0	0	0	12	28	0	90	891
8:00 AM	8	42	0	0	0	0	0	0	0	0	0	0	0	16	8	0	74	898
8:05 AM	4	50	0	0	0	0	0	0	0	0	0	0	0	13	14	0	81	914
8:10 AM	8	52	0	0	0	0	0	0	0	0	0	0	0	18	12	0	90	936
8:15 AM	10	42	0	0	0	0	0	0	0	0	0	0	0	19	20	0	91	959
8:20 AM	10	37	0	0	0	0	0	0	0	0	0	0	0	23	16	0	86	971
8:25 AM	6	51	0	0	0	0	0	0	0	0	0	0	0	20	21	0	98	1004
8:30 AM	2	37	0	0	0	0	0	0	0	0	0	0	0	17	17	0	73	1008
8:35 AM	4	50	0	0	0	0	0	0	0	0	0	0	0	18	17	0	89	1006
8:40 AM	5	48	0	0	0	0	0	0	0	0	0	0	0	12	21	0	86	1019
8:45 AM	5	55	0	0	0	0	0	0	0	0	0	0	0	12	18	0	90	1019
8:50 AM	4	43	0	0	0	0	0	0	0	0	0	0	0	18	10	0	75	1023
8:55 AM	8	43	0	0	0	0	0	0	0	0	0	0	0	18	10	0	79	1012
Peak 15-Min Flowrates	NB				SB				EB				WB				Total	
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
All Vehicles	104	520	0	0	0	0	0	0	0	0	0	0	0	248	228	0	1100	
Heavies	4	20	0	0	0	0	0	0	0	0	0	0	0	20	28	0	72	
Peds		164				144				292				136			736	
2HR Bikes	6	17	0	0	0	2	0	0	0	3	2	0	0	9	1	0	40	

LOCATION: Taylor St & Ellis St

QC JOB #: 15181304

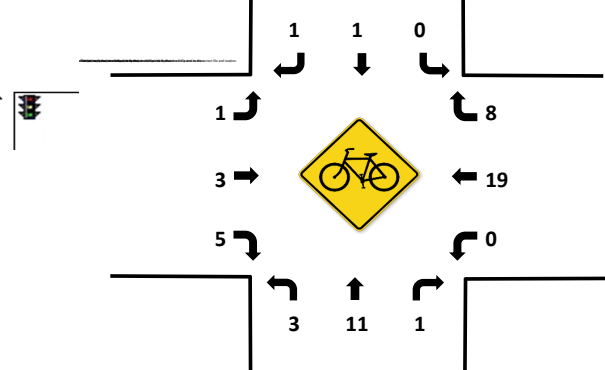
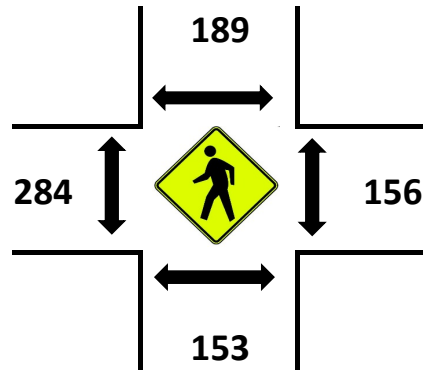
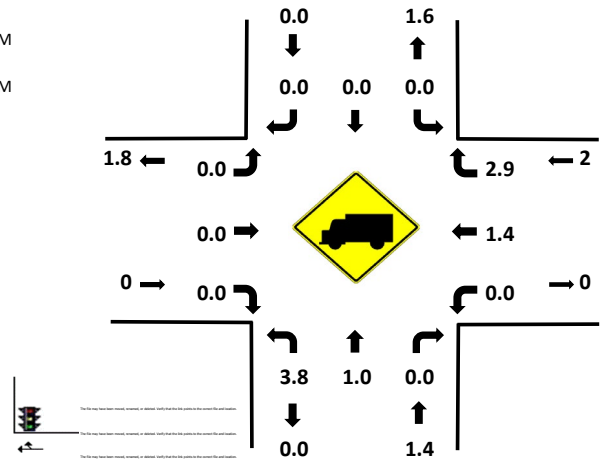
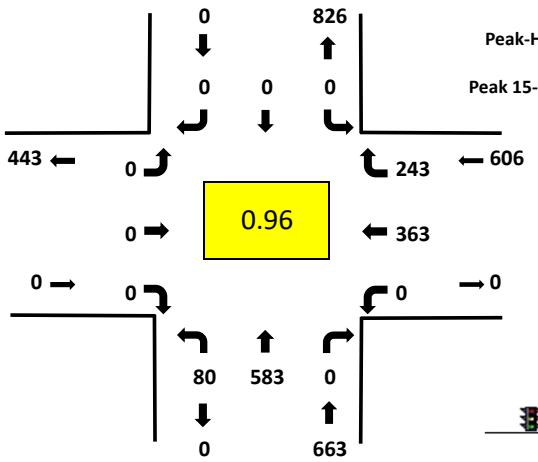
CITY/STATE: San Francisco, CA



DATE: 2/20/2020

Peak-Hour: 4:50 PM - 5:50 PM

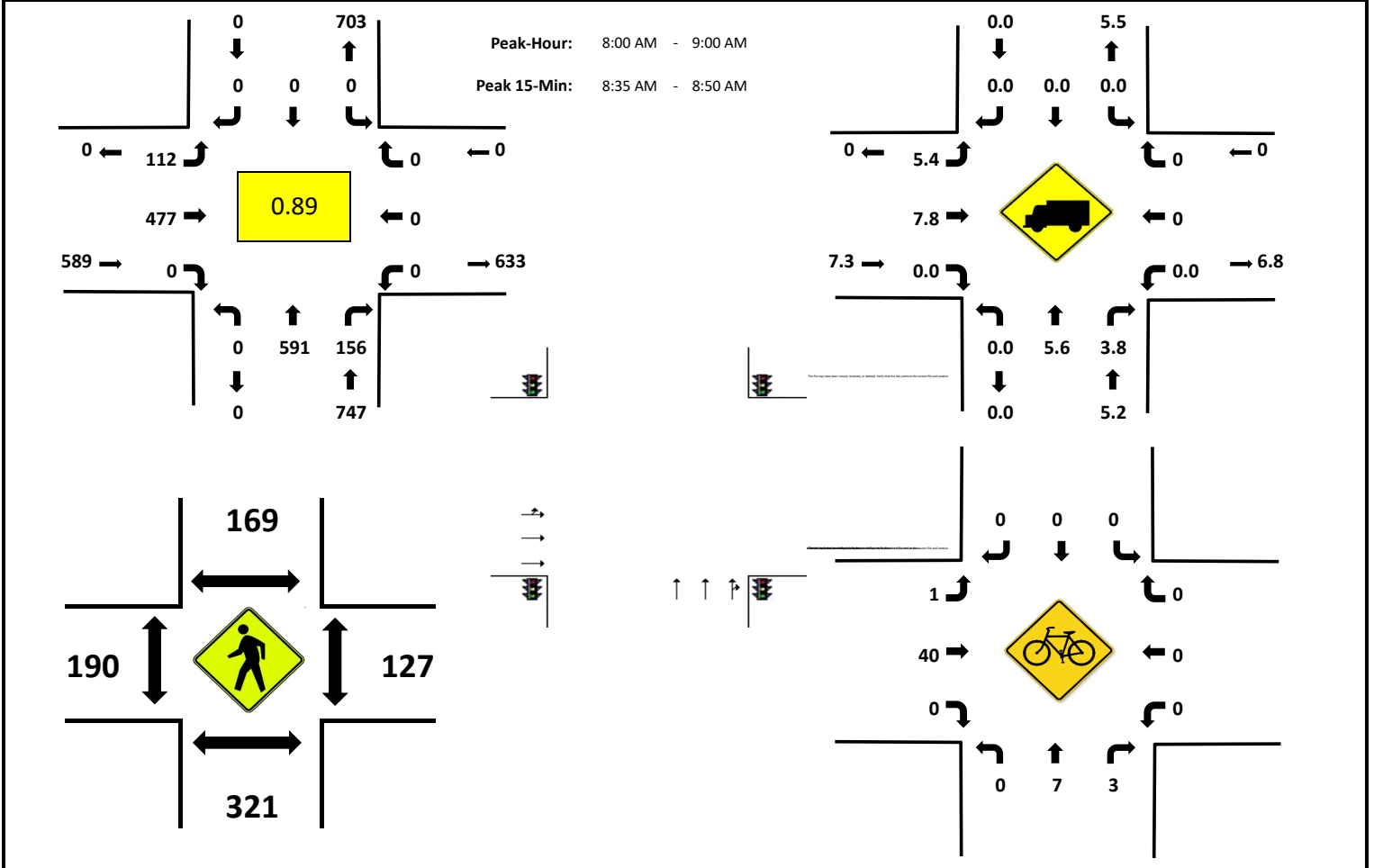
Peak 15-Min: 4:55 PM - 5:10 PM



Count Period	Taylor St Northbound				Taylor St Southbound				Ellis St Eastbound				Ellis St Westbound				Total	Hourly Totals
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
4:00 PM	5	43	0	0	0	0	0	0	0	0	0	0	0	23	13	0	84	
4:05 PM	7	52	0	0	0	0	0	0	0	0	0	0	0	25	21	0	105	
4:10 PM	6	42	0	0	0	0	0	0	0	0	0	0	0	33	20	0	101	
4:15 PM	6	45	0	0	0	0	0	0	0	0	0	0	0	23	16	0	90	
4:20 PM	9	49	0	0	0	0	0	0	0	0	0	0	0	22	18	0	98	
4:25 PM	3	47	0	0	0	0	0	0	0	0	0	0	0	28	14	0	92	
4:30 PM	4	44	0	0	0	0	0	0	0	0	0	0	0	31	19	0	98	
4:35 PM	6	40	0	0	0	0	0	0	0	0	0	0	0	27	25	0	98	
4:40 PM	8	46	0	0	0	0	0	0	0	0	0	0	0	23	26	0	103	
4:45 PM	4	45	0	0	0	0	0	0	0	0	0	0	0	28	23	0	100	
4:50 PM	3	39	0	0	0	0	0	0	0	0	0	0	0	27	20	0	89	
4:55 PM	10	46	0	0	0	0	0	0	0	0	0	0	0	29	24	0	109	1167
5:00 PM	9	56	0	0	0	0	0	0	0	0	0	0	0	38	20	0	123	1206
5:05 PM	9	49	0	0	0	0	0	0	0	0	0	0	0	24	18	0	100	1201
5:10 PM	6	39	0	0	0	0	0	0	0	0	0	0	0	36	23	0	104	1204
5:15 PM	5	40	0	0	0	0	0	0	0	0	0	0	0	31	23	0	99	1213
5:20 PM	6	49	0	0	0	0	0	0	0	0	0	0	0	26	22	0	103	1218
5:25 PM	4	55	0	0	0	0	0	0	0	0	0	0	0	27	21	0	107	1233
5:30 PM	6	47	0	0	0	0	0	0	0	0	0	0	0	31	20	0	104	1239
5:35 PM	6	54	0	0	0	0	0	0	0	0	0	0	0	30	15	0	105	1246
5:40 PM	7	61	0	0	0	0	0	0	0	0	0	0	0	33	17	0	118	1261
5:45 PM	9	48	0	0	0	0	0	0	0	0	0	0	0	31	20	0	108	1269
5:50 PM	7	35	0	0	0	0	0	0	0	0	0	0	0	26	14	0	82	1262
5:55 PM	7	50	0	0	0	0	0	0	0	0	0	0	0	25	14	0	96	1249
Peak 15-Min Flowrates	NB				SB				EB				WB				Total	
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
All Vehicles	112	604	0	0	0	0	0	0	0	0	0	0	0	364	248	0	1328	
Heavies	8	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	16	
Peds		116				212				264				164			756	

2HR Bikes	9	22	2	0	2	1	1	6	8	0	33	9	93
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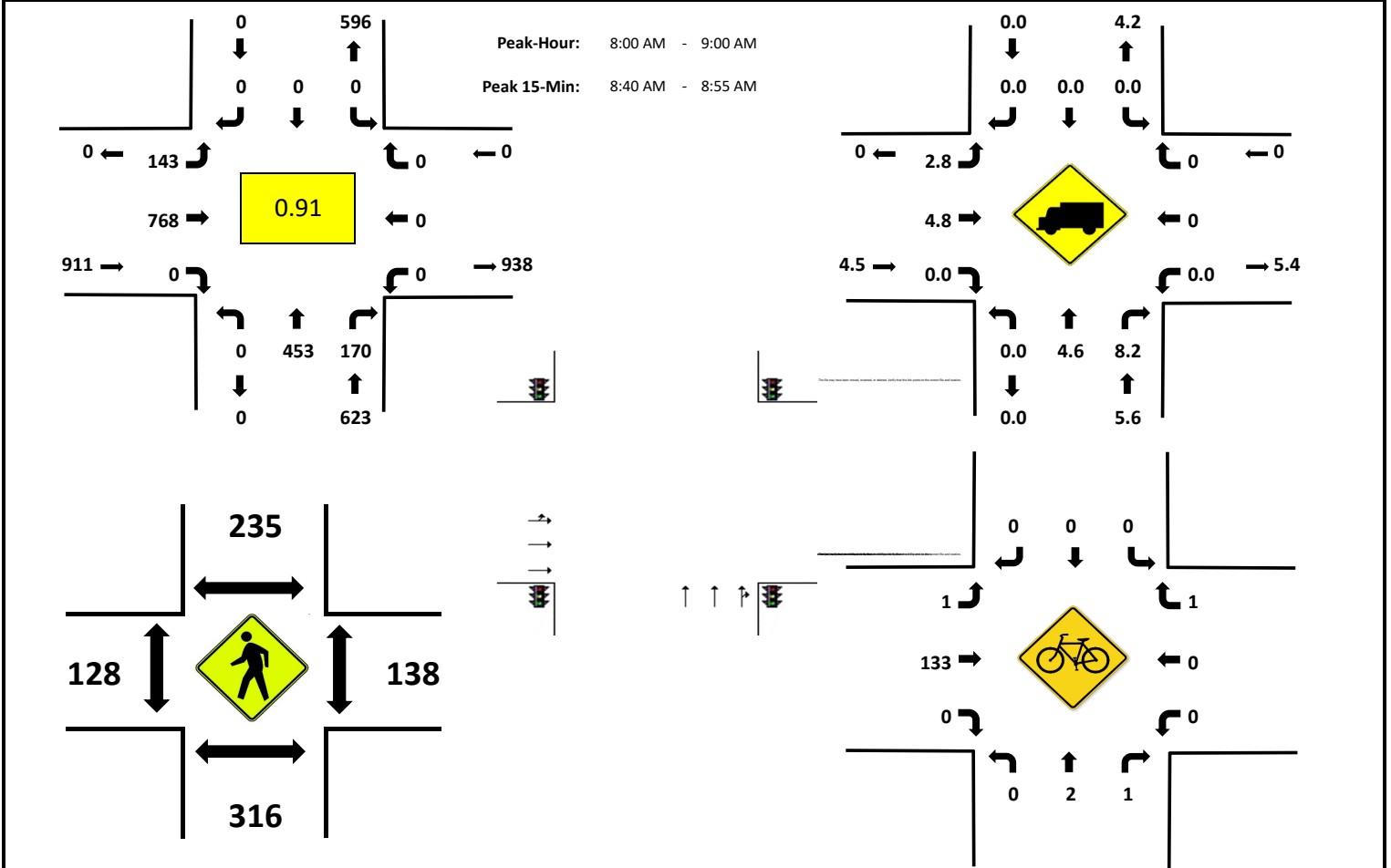
LOCATION: Taylor St & O'Farrell St
CITY/STATE: San Francisco, CA
QC JOB #: 15181305
DATE: 2/20/2020

Count Period	Taylor St Northbound				Taylor St Southbound				O'Farrell St Eastbound				O'Farrell St Westbound				Total	Hourly Totals
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
7:00 AM	0	44	10	0	0	0	0	0	7	17	0	0	0	0	0	0	78	
7:05 AM	0	30	9	0	0	0	0	0	5	18	0	0	0	0	0	0	62	
7:10 AM	0	44	7	0	0	0	0	0	6	22	0	0	0	0	0	0	79	
7:15 AM	0	32	13	0	0	0	0	0	6	20	0	0	0	0	0	0	71	
7:20 AM	0	40	8	0	0	0	0	0	6	8	0	0	0	0	0	0	62	
7:25 AM	0	42	7	0	0	0	0	0	4	13	0	0	0	0	0	0	66	
7:30 AM	0	46	11	0	0	0	0	0	6	12	0	0	0	0	0	0	75	
7:35 AM	0	57	8	0	0	0	0	0	5	25	0	0	0	0	0	0	95	
7:40 AM	0	39	9	0	0	0	0	0	11	24	0	0	0	0	0	0	83	
7:45 AM	0	51	11	0	0	0	0	0	7	32	0	0	0	0	0	0	101	
7:50 AM	0	42	8	0	0	0	0	0	9	19	0	0	0	0	0	0	78	
7:55 AM	0	57	11	0	0	0	0	0	6	29	0	0	0	0	0	0	103	953
8:00 AM	0	41	16	0	0	0	0	0	12	29	0	0	0	0	0	0	98	973
8:05 AM	0	46	15	0	0	0	0	0	6	39	0	0	0	0	0	0	106	1017
8:10 AM	0	52	12	0	0	0	0	0	5	32	0	0	0	0	0	0	101	1039
8:15 AM	0	54	8	0	0	0	0	0	9	41	0	0	0	0	0	0	112	1080
8:20 AM	0	50	8	0	0	0	0	0	6	44	0	0	0	0	0	0	108	1126
8:25 AM	0	52	16	0	0	0	0	0	6	39	0	0	0	0	0	0	113	1173
8:30 AM	0	43	18	0	0	0	0	0	6	37	0	0	0	0	0	0	104	1202
8:35 AM	0	44	21	0	0	0	0	0	13	38	0	0	0	0	0	0	116	1223
8:40 AM	0	67	12	0	0	0	0	0	11	39	0	0	0	0	0	0	129	1269
8:45 AM	0	53	14	0	0	0	0	0	13	52	0	0	0	0	0	0	132	1300
8:50 AM	0	45	9	0	0	0	0	0	10	45	0	0	0	0	0	0	109	1331
8:55 AM	0	44	7	0	0	0	0	0	15	42	0	0	0	0	0	0	108	1336
Peak 15-Min Flowrates	NB				SB				EB				WB				Total	
All Vehicles	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
Heavies	0	40	8	0	0	0	0	0	12	48	0	0	0	0	0	0	108	

Heavies	0	12	4	0	0	0	0	36	0	0	0	0	52
Peds		352			288			240			188		1068
2HR Bikes	1	27	3	0	2	0	1	33	2	2	4	1	76

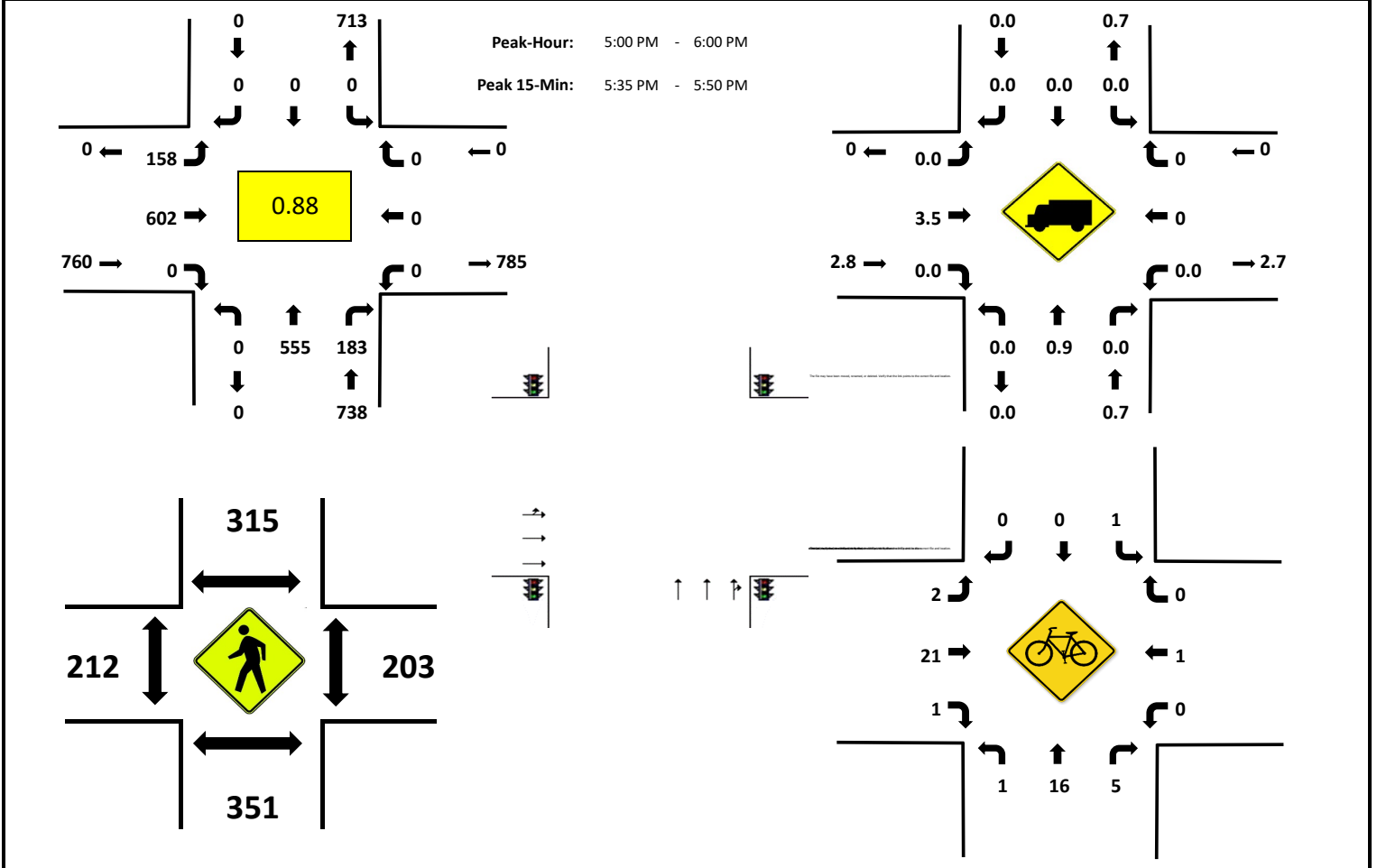
LOCATION: Taylor St & Post St
CITY/STATE: San Francisco, CA
QC JOB #: 15181307
DATE: 2/20/2020



Count Period	Taylor St Northbound				Taylor St Southbound				Post St Eastbound				Post St Westbound				Total	Hourly Totals
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
7:00 AM	0	27	13	0	0	0	0	0	4	19	0	0	0	0	0	0	63	
7:05 AM	0	25	6	0	0	0	0	0	11	20	0	0	0	0	0	0	62	
7:10 AM	0	32	10	0	0	0	0	0	5	25	0	0	0	0	0	0	72	
7:15 AM	0	25	10	0	0	0	0	0	5	26	0	0	0	0	0	0	66	
7:20 AM	0	33	9	0	0	0	0	0	6	24	0	0	0	0	0	0	72	
7:25 AM	0	25	14	0	0	0	0	0	7	29	0	0	0	0	0	0	75	
7:30 AM	0	37	12	0	0	0	0	0	11	31	0	0	0	0	0	0	91	
7:35 AM	0	41	9	0	0	0	0	0	6	40	0	0	0	0	0	0	96	
7:40 AM	0	35	8	0	0	0	0	0	14	33	0	0	0	0	0	0	90	
7:45 AM	0	39	10	0	0	0	0	0	4	29	0	0	0	0	0	0	82	
7:50 AM	0	19	13	0	0	0	0	0	10	43	0	0	0	0	0	0	85	
7:55 AM	0	41	14	0	0	0	0	0	9	46	0	0	0	0	0	0	110	964
8:00 AM	0	34	11	0	0	0	0	0	7	51	0	0	0	0	0	0	103	1004
8:05 AM	0	40	14	0	0	0	0	0	8	68	0	0	0	0	0	0	130	1072
8:10 AM	0	38	8	0	0	0	0	0	16	65	0	0	0	0	0	0	127	1127
8:15 AM	0	50	13	0	0	0	0	0	8	72	0	0	0	0	0	0	143	1204
8:20 AM	0	32	24	0	0	0	0	0	12	66	0	0	0	0	0	0	134	1266
8:25 AM	0	43	10	0	0	0	0	0	15	51	0	0	0	0	0	0	119	1310
8:30 AM	0	33	15	0	0	0	0	0	9	56	0	0	0	0	0	0	113	1332
8:35 AM	0	31	14	0	0	0	0	0	12	68	0	0	0	0	0	0	125	1361
8:40 AM	0	38	14	0	0	0	0	0	13	62	0	0	0	0	0	0	127	1398
8:45 AM	0	43	15	0	0	0	0	0	16	80	0	0	0	0	0	0	154	1470
8:50 AM	0	36	20	0	0	0	0	0	16	69	0	0	0	0	0	0	141	1526
8:55 AM	0	35	12	0	0	0	0	0	11	60	0	0	0	0	0	0	118	1534
Peak 15-Min Flowrates	NB				SB				EB				WB				Total	
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		

All Vehicles	0	468	196	0	0	0	0	0	180	844	0	0	0	0	0	0	1688
Heavies	0	20	24	0	0	0	0	0	4	44	0	0	0	0	0	0	92
Peds		412				312				164			132				1020
2HR Bikes	0	4	3	0	0	0	0	0	5	198	2	0	1	1	0	0	214

LOCATION: Taylor St & Post St
CITY/STATE: San Francisco, CA
QC JOB #: 15181308
DATE: 2/20/2020



Count Period	Taylor St Northbound				Taylor St Southbound				Post St Eastbound				Post St Westbound				Total	Hourly Totals
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
4:00 PM	0	44	9	0	0	0	0	0	14	46	0	0	0	0	0	0	113	
4:05 PM	0	45	16	0	0	0	0	0	9	41	0	0	0	0	0	0	111	
4:10 PM	0	46	17	0	0	0	0	0	13	37	0	0	0	0	0	0	113	
4:15 PM	0	33	17	0	0	0	0	0	8	41	0	0	0	0	0	0	99	
4:20 PM	0	32	17	0	0	0	0	0	13	51	0	0	0	0	0	0	113	
4:25 PM	0	42	12	0	0	0	0	0	11	51	0	0	0	0	0	0	116	
4:30 PM	0	41	16	0	0	0	0	0	15	50	0	0	0	0	0	0	122	
4:35 PM	0	49	12	0	0	0	0	0	17	37	0	0	0	0	0	0	115	
4:40 PM	0	52	11	0	0	0	0	0	9	55	0	0	0	0	0	0	127	
4:45 PM	0	60	13	0	0	0	0	0	13	27	0	0	0	0	0	0	113	
4:50 PM	0	39	18	0	0	0	0	0	17	40	0	0	0	0	0	0	114	
4:55 PM	0	45	15	0	0	0	0	0	14	29	1	0	0	0	0	0	104	1360
5:00 PM	0	40	18	0	0	0	0	0	15	55	0	0	0	0	0	0	128	1375
5:05 PM	0	51	11	0	0	0	0	0	18	33	0	0	0	0	0	0	113	1377
5:10 PM	0	49	11	0	0	0	0	0	16	47	0	0	0	0	0	0	123	1387
5:15 PM	0	44	12	0	0	0	0	0	13	42	0	0	0	0	0	0	111	1399
5:20 PM	0	41	17	0	0	0	0	0	9	50	0	0	0	0	0	0	117	1403
5:25 PM	0	44	19	0	0	0	0	0	8	50	0	0	0	0	0	0	121	1408
5:30 PM	0	48	14	0	0	0	0	0	17	50	0	0	0	0	0	0	129	1415
5:35 PM	0	56	14	0	0	0	0	0	15	59	0	0	0	0	0	0	144	1444
5:40 PM	0	52	23	0	0	0	0	0	14	51	0	0	0	0	0	0	140	1457
5:45 PM	0	52	21	0	0	0	0	0	4	66	0	0	0	0	0	0	143	1487
5:50 PM	0	32	11	0	0	0	0	0	16	55	0	0	0	0	0	0	114	1487
5:55 PM	0	46	12	0	0	0	0	0	13	44	0	0	0	0	0	0	115	1498

Peak 15-Min

NB

SB

EB

WB

Flowrates	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	Total
All Vehicles	0	640	232	0	0	0	0	0	132	704	0	0	0	0	0	0	1708
Heavies	0	12	0		0	0	0		0	20	0		0	0	0		32
Peds		424				388				212				232			1256
2HR Bikes	2	25	8		1	1	0		2	42	1		0	2	2		86

Attachment F - Turk Street Safety Project SFMTA Board Resolution

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 180116-011

WHEREAS, The San Francisco Municipal Transportation Agency identified a need for traffic calming within the WalkFirst program, specifically the Turk Street Safety Project; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and

WHEREAS, The protected bike lane proposed as part of the project meets these three requirements; and

WHEREAS, The protected bike lane has been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The Turk Street Safety Project identified a protected bike lane to be the preferred solution as follows:

- A. ESTABLISH - BIKE LANE - Turk Street, south side, from Mason Street to Polk Street (Class IV Protected Bike Lane)
- B. RESCIND – PASSENGER LOADING ZONE - Turk Street, south side, from 139 feet to 199 feet east of Leavenworth Street; Turk Street, south side, from 254 feet to 296 feet east of Leavenworth Street; Turk Street, south side, from 196 feet to 216 feet east of Hyde Street.
- C. RESCIND – TOW-AWAY, NO STOPPING ANYTIME EXCEPT FEDERAL PROTECTIVE SERVICE VEHICLES - Turk Street, south side, from Polk Street to 180 feet easterly.
- D. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME - Turk Street, south side, from Taylor Street to 180 feet easterly; Turk Street, south side, from Jones Street to 180 feet easterly; Turk Street, south side, from 280 feet to 327 feet east of Jones Street; Turk Street, south side, from Hyde Street to 206 feet easterly. Turk Street, south side, from 239 feet to 317 feet east of Hyde Street; Turk Street, south side, from Larkin Street to Dodge Place; Turk

Street, south side, from 294 feet east of Dodge Place to Hyde Street; Turk Street, south side, from Polk Street to 180 feet easterly.

- E. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME - Turk Street, south side, from 180 feet to 280 feet east of Jones Street; Turk Street, south side, from 327 feet east of Jones Street to Taylor Street; Turk Street, south side, from 31 feet east of Leavenworth Street to Jones Street; Turk Street, south side, from 206 feet to 239 feet east of Hyde Street; Turk Street, south side, from 27 feet to 294 feet east of Dodge Place.

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

WHEREAS, The proposed Turk Street Safety Project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, as well as for minor public alterations in the condition of land including the creation of bicycle lanes on existing rights-of-way as defined in Title 14 of the California Code of Regulations Sections 15301 and 15304 respectively; and,


WHEREAS, The Planning Department determined that the proposed Turk Street Safety Project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301 and 15304; and,

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

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed bicycle, traffic and parking modifications listed in items A-E above associated with the Turk Street Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 16, 2018.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency