

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.3**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving parking and traffic modifications on Sloat Boulevard between 21<sup>st</sup> Avenue and Skyline Boulevard in conjunction with a California Department of Transportation (Caltrans) project that will improve pedestrian and bicycle safety and support the City's Vision Zero program.


**SUMMARY:**

- Sloat Boulevard is Caltrans State Route 35 between 19<sup>th</sup> Avenue and Skyline Boulevard.
- Caltrans has delegated the authority to regulate parking on state highways in San Francisco to the SFMTA.
- Caltrans has approved a project to repave Sloat Boulevard, upgrade curb ramps throughout the corridor, add pedestrian hybrid beacons, pedestrian or bus bulbs and bicycle lanes along portions of the corridor.
- The Caltrans project builds upon numerous safety improvements implemented by Caltrans and the City between 2012 and 2016.
- In coordination with the SFMTA and San Francisco Department of Public Works, Caltrans hosted two community meetings in January and February 2016, followed by a SFMTA public hearing on May 20, 2016. Caltrans and the SFMTA coordinated to revise elements of the project based on input received.

**ENCLOSURES:**

1. SFMTA Board Resolution
2. Caltrans CEQA and NEPA findings

**APPROVALS:**

		<b>DATE</b>
DIRECTOR	 _____	5/8/2017 _____
SECRETARY	 _____	5/8/2017 _____

**ASSIGNED SFMTAB CALENDAR DATE:** May 16, 2017

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### **PURPOSE**

Approving parking and traffic modifications on Sloat Boulevard between 21<sup>st</sup> Avenue and Skyline Boulevard in conjunction with a California Department of Transportation (Caltrans) project that will improve pedestrian and bicycle safety and support the City's Vision Zero program.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the Vision Zero Policy goal to eliminate traffic fatalities as well as the following SFMTA Strategic Plan Goals and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes.

This action also supports the following sections of the Transit-First Policy:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
3. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
4. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

### **DESCRIPTION**

Sloat Boulevard is Caltrans State Route 35 between 19<sup>th</sup> Avenue and Skyline Boulevard and under Caltrans jurisdiction. Caltrans has delegated the authority to regulate parking on state highways in San Francisco to the SFMTA. Over the past ten years, there have been 11 collisions involving pedestrians along Sloat Boulevard, including two pedestrian fatalities that occurred 2010 and 2013. Caltrans and the City have collaborated on numerous safety improvements along Sloat Boulevard over the past several years, including: a road diet, speed limit reduction, upgraded pedestrian warning signs and crosswalks and addition of bicycle lanes along most of the corridor in 2012; bulb outs, median extensions and a pedestrian hybrid beacon (PHB) at the intersection of Forest View Drive and Sloat Boulevard in 2013 and at the intersection of 23<sup>rd</sup> Avenue and Sloat Boulevard in 2016; and bulb outs and median extensions at the intersection of Constanso Way/Everglade Drive and Sloat Boulevard in 2016.

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In 2015, through its State Highway Operation and Protection Program (SHOPP), Caltrans approved a project to enhance pedestrian safety at 25 intersections along state routes in San Francisco and Santa Clara counties, including installation of PHBs and other pedestrian safety treatments at five intersections along Sloat Boulevard. Caltrans has combined the Sloat Boulevard portion of this project with a planned pavement rehabilitation project. In addition to repaving and installing PHBs, the project will upgrade curb ramps throughout the corridor, add pedestrian or bus bulbs at four intersections and add bicycle lanes along portions of the corridor where they do not already exist. Caltrans completed design in June 2016 and construction funding for the project was approved by the California Transportation Commission on August 18, 2016. Caltrans began implementation of this project in April 2017 and is scheduled to complete construction by fall 2017.

### **Pedestrian Safety Improvements**

Caltrans will install PHBs and bulb-outs at the following intersections along Sloat Boulevard:

- 21<sup>st</sup> Avenue
- 26<sup>th</sup> Avenue
- El Mirasol Place
- Constanso Way/Everglade Drive (bulb outs completed by San Francisco Department of Public Works in 2016)
- 36<sup>th</sup> Avenue

This project will provide PHBs at all of the remaining uncontrolled crosswalks along this portion of Sloat Boulevard. PHBs are beacons used to warn and control traffic at pedestrian crossings. PHBs include two red lenses above a single yellow lens, which remain off until activated by a pedestrian pushbutton. Upon activation, PHBs display a flashing yellow signal followed by a steady yellow and then a steady red. During the steady red interval stopping traffic, pedestrians receive a WALK signal. When the WALK indication changes to a flashing orange hand to notify pedestrians that their clearance time is ending, the steady red indication changes to flashing red, allowing traffic to proceed if clear. PHBs provide pedestrian safety benefits in areas without the high pedestrian traffic volumes that typically warrant the installation of a signal and with less impacts to traffic flow.

The PHBs will be similar to those installed at the intersections of Forest View Drive and Sloat Boulevard in 2013 and at 23<sup>rd</sup> Avenue and Sloat Boulevard in 2016. Bulb outs will shorten pedestrian crossings distances, enhance pedestrian visibility and slow the speed of turning vehicles. In some locations, bulb outs are required to provide space for the PHB signal poles and controllers while maintaining an accessible path of travel on the sidewalk. In the westbound direction at 21<sup>st</sup> Avenue, a bus bulb will replace an existing bus zone for Muni's 23 Monterey bus route. In the eastbound direction at 21<sup>st</sup> Avenue and in both directions at 26<sup>th</sup> Avenue, shorter bulbs that serve the front door of buses will replace bus zones for Muni's 23 Monterey bus route. These bus bulbs will improve transit performance and safety by eliminating the need for buses to pull to the curb and back into traffic.

### **Bicycle Safety Improvements**

Caltrans will add bicycle lanes to close gaps in existing bicycle lanes on Sloat Boulevard in the following locations: eastbound between Skyline Boulevard and Riverton Drive and westbound between Constanso Way and 39<sup>th</sup> Avenue. The SFMTA is also working with Caltrans to explore adding bicycle lanes eastbound between 22<sup>nd</sup> and 19<sup>th</sup> avenues and westbound between 19<sup>th</sup> and 23<sup>rd</sup> avenues.

**Transit Improvements**

On March 28, 2014 through Resolution 14-042, the SFMTA Board of Directors approved various transit service improvements, including realignment and extension of the 17 Parkmerced bus route connecting it to the Lakeshore Plaza shopping center on Sloat Boulevard. Starting on April 25, 2015, the SFMTA renamed this bus route from the 17 Parkmerced to the 57 Parkmerced. On September 15, 2015 through Resolution 15-127, the SFMTA Board of Directors approved a new bus terminal on Sloat Boulevard at Clearfield Drive to support the extension of the 57 Parkmerced bus route to Lakeshore Plaza. This route extension would provide a direct connection for customers to Lakeshore Plaza and provide Muni operators convenient access to restroom facilities within Lakeshore Plaza. On September 26, 2015, the SFMTA implemented transit service changes, including increasing service frequency and realigning the 57 Parkmerced bus route. However, the 57 Parkmerced bus route was not extended all the way to Lakeshore Plaza and currently terminates on Sloat Boulevard at 36<sup>th</sup> Avenue, which forces customers to walk several hundred feet to reach Lakeshore Plaza and does not provide a permanent restroom facility for operators. The SFMTA will continue to investigate extending the 57 Parkmerced bus route to connect to Lakeshore Plaza to improve customer access to shopping opportunities and to provide a permanent restroom facility for operators.

**Proposed Parking Modifications**

A total of four parking spaces will be removed to add bulbs, primarily at the northeast corner of El Mirasol Place and Sloat Boulevard. Approximately ten parking spaces will be removed to add a curbside bicycle lane on the south side of Sloat Boulevard between Clearfield Drive and Lakeshore Plaza. Approximately 15 parking spaces will be removed to add a curbside bicycle lane on the south side of Sloat Boulevard in the vicinity of the Sunset Boulevard Bridge and SFMTA staff observations indicate that parking along most of this segment is rarely utilized because there are no fronting properties.

Caltrans has delegated the authority to regulate parking on state highways in San Francisco to the SFMTA. Therefore, SFMTA approval of parking and traffic regulations is required to support the project. Specifically the SFMTA proposes the following:

- A. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, ESTABLISH – SIDEWALK WIDENING - Sloat Boulevard, north side, from 35 feet east of 21<sup>st</sup> Avenue western crosswalk to 110 feet westerly (6-foot wide bus bulb, replaces existing bus zone, removes 1 parking space); Sloat Boulevard, south side, from 21<sup>st</sup> Avenue to 45 feet westerly (6-foot wide front-door bus bulb, replaces existing bus zone, adds 1 parking space); Sloat Boulevard, north side, from 40 feet east of 26<sup>th</sup> Avenue western crosswalk to 85 feet westerly (7-foot wide front-door bus bulb, replaces existing bus zone, no parking changes); Sloat Boulevard, south side, from 26<sup>th</sup> Avenue to 45 feet westerly (7-foot wide front-door bus bulb, replaces existing bus zone, adds 1 parking space); Sloat Boulevard, north side, from El Mirasol Place to 60 feet easterly (7-foot wide bulb, removes 2 parking spaces); El Mirasol Place, east side, from Sloat Boulevard to 35 feet northerly (6-foot wide bulb, removes 2 parking spaces); 36<sup>th</sup> Avenue, west side, from Sloat Boulevard to 23 feet northerly (6-foot wide bulb, removes 1 parking space).
- B. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Sloat Boulevard, south side, from Skyline Boulevard to Lakeshore Plaza (curbside bike lane, removes approximately 10 parking spaces near Lakeshore Plaza and removes approximately 15 parking spaces near the Sunset Boulevard Bridge).

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### **ALTERNATIVES CONSIDERED**

The SFMTA previously proposed relocating bus zones in the following locations along Sloat Boulevard:

- 21<sup>st</sup> Avenue (eastbound move from nearside to farside)
- 26<sup>th</sup> Avenue (eastbound move from nearside to farside)
- 26<sup>th</sup> Avenue (westbound move from farside to nearside)
- El Mirasol Place (eastbound move from within stem of intersection to nearside)

Based on the concerns raised by residents about parking removal and the location of bus zones in relation to fronting properties, the bus zone relocations listed above are not being pursued. Front-door bus bulbs will replace existing bus zones in the eastbound direction at 21<sup>st</sup> Avenue and in both directions at 26<sup>th</sup> Avenue. The eastbound bus zone at El Mirasol place will remain in its existing location.

### **STAKEHOLDER ENGAGEMENT**

Two community meetings were held in coordination with Caltrans and the San Francisco Department of Public Works in January and February 2016 to discuss the project with the community. These meetings were advertised by DPW via email to neighborhood organizations, mailed notices were sent to addresses within one block of the project area and an announcement was placed on Nextdoor.com. The SFMTA held a public hearing on May 20, 2016 to gather additional feedback. Caltrans hosted a project update meeting on April 6, 2017 to inform residents of the upcoming construction. Caltrans and the SFMTA revised elements of the project based on input received during these meetings and follow-up communications with individual stakeholders.

Community members generally expressed support of pedestrian safety enhancements, repaving of Sloat Boulevard and curb-ramp upgrades; however, there was concern expressed over the previously proposed bus zone relocations. In response to this concern, SFMTA worked with Caltrans to modify the bulb-out designs so that the bus stops would remain at their current location.

Additionally, some community members expressed concern that proposed PHB and intersection signalization was out of scale for the neighborhood. Based on these concerns, Caltrans and SFMTA have agreed to change the proposed traffic signal at the El Mirasol Place and Sloat Boulevard intersection a PHB. This is consistent with the other four PHBs to be constructed along the corridor.

### **FUNDING IMPACT**

The total cost of this project is approximately \$5 million. Caltrans is funding the project with a combination of State and Federal funds, including a \$1.7 million grant through the California Office of Traffic Safety for the pedestrian hybrid beacons. The cost to SFMTA is minimal and will be paid through the SFMTA's Fiscal Year Operating budgets.

### **ENVIRONMENTAL REVIEW**

The proposed project is subject to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Title 14 of the California Code of Regulations Section

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15301 provides an exemption from CEQA for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities. Title 23 of the Code of Federal Regulations Section 771.117 provides an exclusion from NEPA for the construction of bicycle and pedestrian lanes, paths, and facilities.

On August 27, 2015 and May 3, 2017, Caltrans determined that the project is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301 and categorically excluded from NEPA pursuant to Title 23 of the Code of Federal Regulations Section 771.117.

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 California Department of Transportation at 111 Grand Avenue, MS 8B, Oakland, CA, and is incorporated herein by reference.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney's Office has reviewed this calendar item.

**RECOMMENDATION**

SFMTA staff recommends that the SFMTA Board of Directors approve the parking and traffic modifications set forth in items A and B above, to support a Caltrans project on Sloat Boulevard that supports the City's Vision Zero policy and improves Muni service.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, the California Department of Transportation (Caltrans) approved a project to improve safety on Sloat Boulevard including pedestrian hybrid beacons, pedestrian bulbs, bus bulbs and bicycle lanes; and,

WHEREAS, the Caltrans project supports the City's Vision Zero Goal of eliminating all traffic fatalities in San Francisco by 2024; and,

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) collaborated with Caltrans and the San Francisco Department of Public Works to solicit public feedback via two community meetings and modified project proposals in response to feedback; and,

WHEREAS, Sloat Boulevard is Caltrans State Route 35 between 19<sup>th</sup> Avenue and Skyline Boulevard and under Caltrans jurisdiction; and,

WHEREAS, Caltrans has delegated the authority to regulate parking on state highways in San Francisco to the SFMTA; and,

WHEREAS, SFMTA staff proposed the following parking and traffic modifications to support the Caltrans project on Sloat Boulevard:

- A. ESTABLISH – TOW AWAY NO STOPPING ANYTIME, ESTABLISH – SIDEWALK WIDENING - Sloat Boulevard, north side, from 35 feet east of 21<sup>st</sup> Avenue western crosswalk to 110 feet westerly (6-foot wide bus bulb, replaces existing bus zone, removes 1 parking space); Sloat Boulevard, south side, from 21<sup>st</sup> Avenue to 45 feet westerly (6-foot wide front-door bus bulb, replaces existing bus zone, adds 1 parking space); Sloat Boulevard, north side, from 40 feet east of 26<sup>th</sup> Avenue western crosswalk to 85 feet westerly (7-foot wide front-door bus bulb, replaces existing bus zone, no parking changes); Sloat Boulevard, south side, from 26<sup>th</sup> Avenue to 45 feet westerly (7-foot wide front-door bus bulb, replaces existing bus zone, adds 1 parking space); Sloat Boulevard, north side, from El Mirasol Place to 60 feet easterly (7-foot wide bulb, removes 2 parking spaces); El Mirasol Place, east side, from Sloat Boulevard to 35 feet northerly (6-foot wide bulb, removes 2 parking spaces); 36<sup>th</sup> Avenue, west side, from Sloat Boulevard to 23 feet northerly (6-foot wide bulb, removes 1 parking space).
- B. ESTABLISH – TOW AWAY NO STOPPING ANYTIME - Sloat Boulevard, south side, from Skyline Boulevard to Lakeshore Plaza (curbside bike lane, removes approximately 10 parking spaces near Lakeshore Plaza and removes approximately 15 parking spaces near the Sunset Boulevard Bridge).

WHEREAS, The proposed project is subject to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA); and

WHEREAS, Title 14 of the California Code of Regulations Section 15301 provides an exemption from CEQA for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities; Title 23 of the Code of Federal Regulations Section 771.117 provides an exclusion from NEPA for the construction of bicycle and pedestrian lanes, paths, and facilities; and

WHEREAS, On August 27, 2015 and May 3, 2017, Caltrans determined that the project is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301 and categorically excluded from NEPA pursuant to Title 23 of the Code of Federal Regulations Section 771.117; 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 California Department of Transportation at 111 Grand Avenue, MS 8B, Oakland, CA, and is incorporated herein by reference; and

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment through the public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications, as set forth in items A and B above, in conjunction with a California Department of Transportation (Caltrans) project that will improve pedestrian and bicycle safety and support the City's Vision Zero program.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 16, 2017.


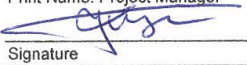


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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency



ENCLOSURE 2 – CALTRANS NEPA AND CEQA FINDINGS

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

<b>04-SCL, SF-Various</b>	<b>Various</b>	<b>04-4H750</b>	<b>0413000259</b>
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A	Project No.
<b>PROJECT DESCRIPTION:</b> (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)			
<p>The California Department of Transportation proposes to enhance existing marked crosswalks across uncontrolled intersections at various locations in San Francisco County on Routes 35, 80 and 82, and in Santa Clara County on Routes 82, 130 and 152. The purpose of the project is to enhance pedestrian crossing safety along state conventional highways. This project is needed to provide pedestrians with their own dedicated crossing phase when traversing these existing marked crosswalks. The scope of work will include installing new Pedestrian Hybrid Beacon systems, new stop bars, high-visibility crosswalk pavement markings, new pedestrian push button signals, new pull-boxes and controller cabinets, lighting at crosswalks, advanced loop detectors, video cameras, bulbouts (curb extensions), signal interconnectivity, curb ramps, and adjusting utility boxes for electrical service connections. No new right-of-way acquisition will be required. If the scope of work changes at any phase of the project, then environmental reevaluation will be needed. See continuation sheet for project locations.</p>			
<b>CEQA COMPLIANCE</b> (for State Projects only)			
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):			
<ul style="list-style-type: none"> <li>• If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.</li> <li>• There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.</li> <li>• There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.</li> <li>• This project does not damage a scenic resource within an officially designated state scenic highway.</li> <li>• This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").</li> <li>• This project does not cause a substantial adverse change in the significance of a historical resource.</li> </ul>			
<b>CALTRANS CEQA DETERMINATION</b> (Check one)			
<input type="checkbox"/> Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)			
Based on an examination of this proposal, supporting information, and the above statements, the project is:			
<input checked="" type="checkbox"/> <b>Categorically Exempt. Class 1.</b> (PRC 21084; 14 CCR 15300 et seq.)			
<input type="checkbox"/> <b>Categorically Exempt. General Rule exemption.</b> [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3].)]			
<b>Jamie Ledent</b>		<b>Frank Fuk Nyan Kurniawan</b>	
Print Name: Environmental Branch Chief		Print Name: Project Manager	
			
Signature		Signature	
8/27/15		08/28/15	
Date		Date	
<b>NEPA COMPLIANCE</b>			
In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:			
<ul style="list-style-type: none"> <li>• does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and</li> <li>• has considered unusual circumstances pursuant to 23 CFR 771.117(b).</li> </ul>			
<b>CALTRANS NEPA DETERMINATION</b> (Check one)			
<input checked="" type="checkbox"/> <b>23 USC 326:</b> The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated June 07, 2013, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:			
<input checked="" type="checkbox"/> 23 CFR 771.117(c): activity (c) ( <u>3</u> )			
<input type="checkbox"/> 23 CFR 771.117(d): activity (d) ( <u>    </u> )			
<input type="checkbox"/> Activity <u>    </u> listed in Appendix A of the MOU between FHWA and the State			
<input type="checkbox"/> <b>23 USC 327:</b> Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327.			
<b>Jamie Ledent</b>		<b>Frank Fuk Nyan Kurniawan</b>	
Print Name: Environmental Branch Chief		Print Name: Project Manager	
			
Signature		Signature	
8/27/15		08/28/15	
Date		Date	
Date of Categorical Exclusion Checklist completion: 8/26/15		Date of ECR or equivalent : 8/26/15	

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

February 12, 2014

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

04-SCL, SF-Various		Various	04-4H750	0413000259	
Dist.-Co.-Rte. (or Local Agency)		P.M./P.M.	E.A	Project No.	
Continued from page 1:					
Project Locations:					
	County	Route	PM	City/Town	Intersection
1	SF	35	2.150	San Francisco	36th Ave
2	SF	35	2.390	San Francisco	Constanso Way/Everglade Dr
3	SF	35	2.560	San Francisco	El Mirasol Pl
4	SF	35	2.780	San Francisco	26th Ave
5	SF	35	3.060	San Francisco	21st Ave
6	SF	80	4.335	San Francisco	Harrison St
7	SF	82	0.040	San Francisco	Goethe St
8	SF	82	0.080	San Francisco	Rice St
9	SCL	82	10.24	San Jose	Idaho St/Alameda Ct
10	SCL	82	10.30	Santa Clara	Portola Ave.
11	SCL	82	11.31	Santa Clara	Harrison St
12	SCL	82	12.93	Santa Clara	Morse Ln
13	SCL	82	13.00	Santa Clara	Buchanan Dr
14	SCL	82	13.48	Santa Clara	Alpine Ave
15	SCL	82	14.64	Sunnyvale	Helen Ave
16	SCL	82	21.271	Los Altos	Distel Cir
17	SCL	82	22.272	Los Altos	Monroe Dr
18	SCL	82	23.02	Palo Alto	Vista Ave
19	SCL	82	23.41	Palo Alto	Baron Ave/Wilton Ave
20	SCL	82	23.602	Palo Alto	Fernando Ave
21	SCL	82	24.42	Palo Alto	College Ave
22	SCL	82	26.342	Palo Alto	Alma Rd
23	SCL	130	2.300	San Jose	Millar Ave
24	SCL	130	2.600	San Jose	Laumer Ave
25	SCL	152	9.638	Gilroy	Howson St

See attached Environmental Commitments Records for project conditions.

## ENVIRONMENTAL CERTIFICATION

DIST/CO/RTE/PM: 04/SF/35/2.1-3.1

EA/Project No: EA 04-4H753 / EFIS 0416000121

**A. Environmental Documentation**

- NEPA compliance type: CE  FONSI  Approval Date: 8/28/15  
 EIS  Approval Date: \_\_\_\_\_ ROD Date: \_\_\_\_\_
- CEQA compliance type: CE  ND/MND  EIR  Approval Date: 8/28/15
- Supplemental or new document needed (NEPA) Yes  No  Date: 6/22/16
- Addendum, Supplemental, or Subsequent (CEQA) Yes  No  Date: 6/22/16
- NEPA determination checked for validity/Re-evaluation Approval Date(s): 6/22/16  
*(The Re-Validation form serves as the required consultation for all NEPA documentation including CEs in accordance with 23 CFR 771.129.)*

B. Do Environmental Construction Windows Apply? Yes  No

**C. Each of the following conditions must be true in order to complete this certification:**

- All environmental commitments that belong in this PS&E are included.
- All actions in this PS&E are covered by the approved environmental documentation, which remains valid.
- All environmental permits, licenses, agreements, and certifications (PLACs) are complete. Project PLACs are listed below:

Agency	Type	Issue Date	Expiration Date
<u>NA</u>			

D. Environmental Commitment Record has been prepared: Date: 8/28/15

E. Environmental Commitment Record has been updated: Yes  Date: 6/22/16 No

*I certify that, for environmental purposes, this project is ready to list, and, as applicable, Caltrans has fully carried out all environmental responsibilities assumed under 23 USC 326 or 23 USC 327 for this project in accordance with NEPA Assignment and applicable federal laws, regulations, and policies.*

  
 Environmental Branch Chief (sign name)  
 Jamie Le Dent  
 Environmental Branch Chief (print name)

6/22/16  
 Date

Changes to this PS&E submittal shall be discussed with the signature authority and may require an updated environmental certification. This project may be advertised for contract award. If the project has not been advertised within twelve months of the date of Environmental Certification, this Environmental Certification expires and a new certification or update is required.

Certification expiration date is 6/30/2017.

**NEPA/CEQA RE-VALIDATION FORM**

DIST./CO./RTE.	04/SF/35
PM/PM	2.1/3.1
E.A. or Fed-Aid Project No.	04-4H753
Other Project No. (specify)	EFIS 0416000121
PROJECT TITLE	SF 35
ENVIRONMENTAL APPROVAL TYPE	CE/CE
DATE APPROVED	8/28/15
REASON FOR CONSULTATION (23 CFR 771.129)	<i>Check reason for consultation:</i> <input checked="" type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> N/A (Re-Validation for CEQA only)
DESCRIPTION OF CHANGED CONDITIONS	The scope of work was increased to also include the installation of bulb outs, advanced loop detectors, and a drainage inlet.

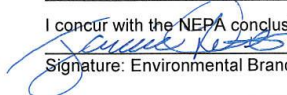

**NEPA CONCLUSION - VALIDITY**

Based on an examination of the changed conditions and supporting information: [Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]

- The original environmental document or CE remains valid. No further documentation will be prepared.
- The original environmental document or CE is in need of updating; further documentation has been prepared and  is included on the continuation sheet(s) or  is attached. With this additional documentation, the original ED or CE remains valid.  
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes  No
- The original document or CE is no longer valid.  
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes  No   
 Supplemental environmental document is needed. Yes  No   
 New environmental document is needed. Yes  No  (If "Yes," specify type: \_\_\_\_\_)

**CONCURRENCE WITH NEPA CONCLUSION**

I concur with the NEPA conclusion above:


 Signature: Environmental Branch Chief     
 
 Signature: Project Manager/DLAE  
 Date: 6/22/16      Date: 6/22/16

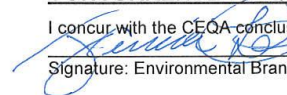

**CEQA CONCLUSION:** (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)

- Original document remains valid. No further documentation is necessary.
- Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be  prepared and is  included on the continuation sheets or  will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162) (Specify type of subsequent document, e.g., Subsequent FEIR)
- The CE is no longer valid. New CE is needed. Yes  No

**CONCURRENCE WITH CEQA CONCLUSION**

I concur with the CEQA conclusion above:


 Signature: Environmental Branch Chief     
 
 Signature: Project Manager/DLAE  
 Date: 6/22/16      Date: 6/22/16

**NEPA/CEQA RE-VALIDATION FORM**

**CONTINUATION SHEET(S)**

*Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.*

**Changes in project design, e.g., scope change; a new alternative; change in project alignment**

New project elements were added to the project. In addition to the Pedestrian Hybrid Beacon (PHB) systems, the project will also include installation of bulb outs, advanced loop detectors, and a drainage inlet.

	County	Route	PM	Intersection	Scope of Work
1	SF	35	2.15	36th Ave	PHB, Bulb Out
2	SF	35	2.39	Constanso Way/Everglade Dr	PHB
3	SF	35	2.56	El Mirasol Pl	PHB, Bulb Out, Drainage Inlet
4	SF	35	2.68	Forest View Drive	Loop Detector
5	SF	35	2.78	26th Ave	PHB, Bulb Out
6	SF	35	2.93	23 <sup>rd</sup> Ave	Loop Detector
7	SF	35	3.06	21st Ave	PHB, Bulb Out

**Changes in environmental setting, e.g., new development affecting traffic or air quality;**

No change.

**Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.**

No change. The species list was reran on 6/22/16 and there were no changes to the species determinations.

**Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.**

No change.

**Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.**

No change.

**Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.**

Updated Environmental Commitments Record is attached.

# Environmental Commitments Record for EA 04-4H753\_ / ID 0416000121

Last updated 6/22/2016

04-4H753\_SF 035 Crosswalk Enhancements : D.E.

EP: Emily Chen

VAR-035-2.1/3.1

CL: Ryan Graybehl

510-286-6071

Current Project Phase: 1

RE:

Permits						
Permit	Agency	Date Submitted	Date Received	Expiration	Requirements Completed Name	Comments
1- No Permits Required	n/a					

## Commitments

Task and Brief Description	Source	SSP/ NOSP	Responsible Staff	Action to Comply	Task Completed Name	Task Completed Date	Remarks/Due Date
<b>PS&amp;E/ Before RTL</b>							
<b>Visual Resources</b>							
Impact to roadside trees will be avoided by using directional drilling to avoid pruning of tree roots.	VIA		Project Engineer, Landscape Architect		Louis Faglano	5/23/16	No roadside trees immediately within the area where electrical conduit is to be installed.
Tree Trimming shall be kept to a minimum.	VIA		Project Engineer, Landscape Architect		Louis Faglano	5/5/16	Project will not involve tree trimming.

## Pre-Construction

### Biology

Nesting Bird Surveys NES(MI)

If construction will occur during nesting season (Feb 15-Sept 1), then the Resident Engineer will notify the Project Biologist 30 days before construction. The biologist will conduct an initial survey of the job site.

# Environmental Commitments Record for EA 04-4H753\_ / ID 0416000121

Last updated 6/22/2016

04-4H753 SF 035 Crosswalk Enhancements : D.E.

EP: Emily Chen


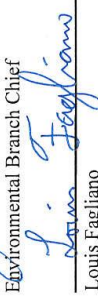

VAR-035-2.1/3.1

CL: Ryan Graybehl

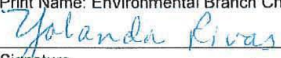



510-286-6071

Current Project Phase: 1

RE:

Task and Brief Description	Source	SSP/ NSSP	Responsible Staff	Action to Comply	Task Completed Name	Remarks/Due Date
 Jamie Ledent Environmental Branch Chief		6/22/16 Date				
 Louis Faglino Project Engineer		6/22/16 Date		 KANG, JOON K Project Manager	6/22/16 Date	
_____ Resident Engineer		_____ Date				

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**

<b>04-SF-35</b>	<b>PM 2.0/3.2</b>	<b>04-3J3100 -0415000130</b>	
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.
<b>PROJECT DESCRIPTION:</b> (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)			
<p>This is a repaving project to preserve and extend the life of the existing pavement and improve conditions for users. Within the project limits, it is proposed: (a) to repave the northbound and southbound lanes of Route 35 (Sloat Blvd.) to preserve and extend the life of the existing pavement and improve ride quality; (b) to reconstruct 62 curb ramps and 8 passageways to make them compliant to current American with Disabilities Act (ADA) standards; (c) to reconstruct 7 driveways and sidewalk sections; and (d) to upgrade 19 drainage inlets (DI) and relocate 10 of them. All work is located within the Caltrans right-of-way.</p>			
<b>CEQA COMPLIANCE</b> (for State Projects only)			
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):			
<ul style="list-style-type: none"> <li>• If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.</li> <li>• There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.</li> <li>• There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.</li> <li>• This project does not damage a scenic resource within an officially designated state scenic highway.</li> <li>• This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").</li> <li>• This project does not cause a substantial adverse change in the significance of a historical resource.</li> </ul>			
<b>CALTRANS CEQA DETERMINATION</b> (Check one)			
<input type="checkbox"/> Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)			
Based on an examination of this proposal, supporting information, and the above statements, the project is:			
<input checked="" type="checkbox"/> <b>Categorically Exempt. Class 1(c).</b> (PRC 21084; 14 CCR 15300 et seq.)			
<input type="checkbox"/> <b>Categorically Exempt. General Rule exemption.</b> [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3].)]			
<b>Yolanda Rivas</b>		<b>Joon Kang</b>	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
			
Signature		Signature	
2/11/16		2/12/16	
Date		Date	
<b>NEPA COMPLIANCE</b>			
In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:			
<ul style="list-style-type: none"> <li>• does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and</li> <li>• has considered unusual circumstances pursuant to 23 CFR 771.117(b).</li> </ul>			
<b>CALTRANS NEPA DETERMINATION</b> (Check one)			
<input checked="" type="checkbox"/> <b>23 USC 326:</b> The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated June 07, 2013, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:			
<input checked="" type="checkbox"/> <b>23 CFR 771.117(c): activity (c)(8)</b>			
<input type="checkbox"/> <b>23 CFR 771.117(d): activity (d)(___)</b>			
<input type="checkbox"/> <b>Activity ___ listed in Appendix A of the MOU between FHWA and the State</b>			
<input type="checkbox"/> <b>23 USC 327:</b> Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327.			
<b>Yolanda Rivas</b>		<b>Joon Kang</b>	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
			
Signature		Signature	
2/11/16		2/12/16	
Date		Date	
Date of Categorical Exclusion Checklist completion: 2/11/16		Date of ECR or equivalent : 2/11/16	

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).



**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM  
Continuation Sheet**

04-SF-35 Dist.-Co.-Rte. (or Local Agency)	PM 2.0/3.2 P.M./P.M.	04-3J3100 -0415000130 E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.
<p>This Capital Preventive Maintenance (CAPM) project proposes to rehabilitate Route 35 within the post miles 2.0 and 3.2 by cold planing to a depth of 0.25' the existing asphalt concrete (AC) pavement from 36' to 48' width of each traffic direction and replacing it with 0.25' depth of Hot Mix Asphalt (Type A). Some failed AC pavement sections will be repaired by removing 0.5' depth of AC pavement and replacing it with 0.5' depth of HMA (Type A).</p>			
<p>The pavement area that will be rehabilitated is saw cut at the perimeters before proceeding with the cold planing. During the cold planing and HMA (Type A) paving process, the cold planer, on-highway truck, asphalt paver and roller will be used. For the failed AC pavement, the sections are saw cut at the edges, the AC is broken into smaller manageable pieces and then the sections are paved with HMA (Type A). Equipment that will be used for these processes are: the motor grader, excavator, dozer, on-highway truck, asphalt paver and roller.</p>			
<p>To upgrade the existing curb ramps to current ADA standards, the existing sidewalk will be separated by a saw cut from the existing non-standard curb ramp. The saw cut section is then removed with a jack hammer and the broken pieces are picked on and shoveled for removal. Any debris will be moved out with the use of a shovel, wheelbarrow and/or backhoe and loaded onto a dump truck for disposal. Excavations are 0.5' maximum in depth, and the bottom is compressed at a 90% minimum compaction. After molds are formed, concrete will be poured with the aid of the concrete truck. The surface of new concrete is formed most likely manually to the shape of a standard ADA compliant curb ramp with the use of hand-tools. The 7 driveways and sidewalk due for reconstruction are handled in the same way with the use of same equipment. The new curb, gutter, sidewalk and driveways will match closely the shape, surface texture and color of the existing concrete structures being replaced.</p>			
<p>When upgrading a drainage inlet (DI) adjacent a curb ramp, which is also to be upgraded, the existing DI is broken into small, manageable pieces with the use of the sledgehammer and jack hammer. It will be replaced with a new cast-in-place or prefabricated DI with a bicycle proof grate. Where a DI that is both to be upgraded and relocated, the existing underground pipes are reconnected with a new pipe section at the location that was vacated by the old DI if pipes are in one tangent line. A new DI (either cast-in-place or prefabricated) is constructed at the new location and is connected to the existing drainage system with a new pipe and possibly a manhole. Standard Best Management Practices (BMP's) will be implemented.</p>			
<p><u>Environmental Impacts</u> There are no aerially deposited lead (ADL) or hazardous waste issues, no air quality or noise impacts. There are no impacts to archaeological or historic architecture resources studies. The project will have no impacts to any federal or state special-status species or aquatic resources. The project will not result in any discharge of fill to jurisdictional waters of the U.S. or State. No permits are required. Additional studies may be required if project plans change.</p>			
<p><u>Environmental Conditions</u> No mitigation is required for the proposed project. The following measures shall be incorporated into the build package:</p>			
<p><u>Cultural Resources</u> If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significant of the kind.</p>			
<p><u>Visual Resources</u> Any trimming of trees or shrubs necessary for project construction shall be kept to the minimum necessary. In accordance with Caltrans Policies, landscaping and other vegetation as well as irrigation systems that are damaged or removed during construction of the project shall be replaced or repaired. All disturbed ground surfaces shall be restored.</p>			
<p><u>Biological Resources</u> All work will be restricted to existing pavement and adjacent landscaped areas. If the project is modified and construction is anticipated to occur off the existing pavement, then a Caltrans-approved biologist will need to reevaluate the project impacts.</p>			
<p>The MBTA regulates migratory non-game birds and their nests. Construction activities that have the potential to disturb nesting birds will be limited to the extent feasible to the non-nesting season, August 31 to February 15. If any construction activities must occur outside this window, a Caltrans approved biologist will conduct nest surveys no more than 3 days prior to the commencement of those activities. Appropriate number of work buffers will be established around any active nests at the direction of the Caltrans Biologist. If vegetation removal occurs during the winter wet season, then all trees and shrubs in any riparian areas should be cut above the ground and their stumps left in place to prevent soil disturbance and erosion.</p>			

February 12, 2014

**NEPA/CEQA RE-VALIDATION FORM**

DIST./CO./RTE.	04/SF/35
PM/PM	2.0/3.2
E.A. or Fed-Aid Project No.	04-2K5504
Other Project No. (specify)	0415000130, 04-3J310
PROJECT TITLE	Capital Preventive Maintenance Project on State Route 35 in San Francisco County
ENVIRONMENTAL APPROVAL TYPE	CE/CE
DATE APPROVED	2/12/2016
REASON FOR CONSULTATION (23 CFR 771.129)	<i>Check reason for consultation:</i> <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> N/A (Re-Validation for CEQA only)
DESCRIPTION OF CHANGED CONDITIONS	See Attached.

**NEPA CONCLUSION - VALIDITY**

Based on an examination of the changed conditions and supporting information: [Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]

- The original environmental document or CE remains valid. No further documentation will be prepared.
- The original environmental document or CE is in need of updating; further documentation has been prepared and  is included on the continuation sheet(s) or  is attached. With this additional documentation, the original ED or CE remains valid.  
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes  No
- The original document or CE is no longer valid.  
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes  No   
 Supplemental environmental document is needed. Yes  No   
 New environmental document is needed. Yes  No  (If "Yes," specify type: \_\_\_\_\_)

**CONCURRENCE WITH NEPA CONCLUSION**

I concur with the NEPA conclusion above.

Yolanda Rivas      5/3/17      [Signature]      5/3/17  
 Signature: Environmental Branch Chief      Date      Signature: Project Manager/DLAE      Date

**CEQA CONCLUSION:** (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)

- Original document remains valid. No further documentation is necessary.
- Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be  prepared and is  included on the continuation sheets or  will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162) (Specify type of subsequent document, e.g., Subsequent FEIR)
- The CE is no longer valid. New CE is needed. Yes  No

**CONCURRENCE WITH CEQA CONCLUSION**

I concur with the CEQA conclusion above.

Yolanda Rivas      5/3/17      [Signature]      5/3/17  
 Signature: Environmental Branch Chief      Date      Signature: Project Manager/DLAE      Date

NEPA/CEQA RE-VALIDATION FORM

CONTINUATION SHEET(S)

Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

**Changes in project design, e.g., scope change; a new alternative; change in project alignment**

As part of the Capital Preventive Maintenance Project, it is proposed to stripe a segment of Class II bike lane onto the existing pavement in order to connect bike lanes in both directions of State Route (SR) 35 in San Francisco County. The change of scope would entail removing an existing number of parking spaces on eastbound SR 35, from Skyline Boulevard to Havenside Drive. The bike lane striping would be added to connect the existing bike lanes across Skyline Boulevard as a safety measure, as recommended by the Caltrans Office of Traffic Safety. The length of the new striping would be approximately 2,700 feet, on eastbound SR 35, from Skyline Boulevard to Riverton Drive, and approximately 2,300 feet on westbound SR 35, from Constanso Way to 39<sup>th</sup> Avenue.

**Changes in environmental setting, e.g., new development affecting traffic or air quality;**

There are no changes to the environmental setting since the original document approval.

**Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.**

There have been no changes in environmental circumstances since project approval.

**Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.**

There are no new types of impacts or changes in magnitude of an existing impact since original project approval.

**Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.**

There are no other changes to avoidance, minimization or mitigation measures since the environmental document was approved.

**Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.**

There are no new commitments since the environmental document was approved.