

SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 1/5/2021 Requested_by: Community Handled: Philip Louie, 701-4464 Section Head : MS <i>MS</i>	<input type="checkbox"/> Public Hearing Consent <input checked="" type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational / Other <small>PH - Regular</small>	No objections: _____ Item Held: _____ Other: _____
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Location: Alemany Boulevard between Putnam and San Bruno Aves, and at San Bruno Ave

Subject: Crosswalk, Establish. Traffic Signal.

PROPOSAL / REQUEST:
 ESTABLISH - TRAFFIC SIGNAL
 ESTABLISH - CROSSWALK
 Alemany Boulevard (westbound) (midblock) between Putnam Avenue and San Bruno Avenue

ESTABLISH - CROSSWALK
 Alemany Boulevard (eastbound) at San Bruno Avenue

(Supervisor District 9)

New traffic signal and crosswalks for the new pedestrian path connecting San Bruno Avenue with the Alemany Farmers Market.

Philip Louie, philip.louie@sfmta.com

BACKGROUND INFORMATION / COMMENTS

SFPW was awarded a Caltrans ATP grant to construct a new multi-use path between San Bruno Avenue and the Alemany Farmers Market underneath the US-101/I-280 interchange. The new path includes two new crosswalks, one new traffic signal and one traffic signal modification. New lighting and curb ramps will also be constructed.

Currently, pedestrians from the Portola District are using San Bruno Avenue and crossing both directions of Alemany Boulevard under the US-101/I-280 interchange on an unimproved "goat path" to reach the Farmers Market. Seeing the demand for this desire line, the SFCTA worked with Supervisor Mendelmen and the neighborhood to design a pedestrian/bike path and traffic control plan to address this need. A new entrance to the Farmers Market will be constructed at the north end of the path of accommodate this.

Muni 23 line runs along Alemany Blvd.

Alemany/San Bruno intersection ADT-24,000. WB Alemany west of Bayshore Blvd ADT-18,000.

29 reported collisions in this area in the last 5 years.

HEARING NOTIFICATION AND PROCESSING NOTES:	ENVIRONMENTAL CLEARANCE BY: <input type="checkbox"/> SFMTA <input checked="" type="checkbox"/> Attached <input type="checkbox"/> Pending
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CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:



TRACKING COVER SHEET FOR LEGISLATION ITEMS WITHOUT CORLOG NUMBER

Request No.		Section	LIV
TSC No.		Staff Assigned	PL
Director's No.		Due Date	
Mayor's No.		Neighborhood	
Requested Date		School Name	
Received Date		Organization	

Firm	
Requested By	Community
Address	
City/State/Zip	San Francisco, CA
Letter Subject	New traffic signal and crosswalks

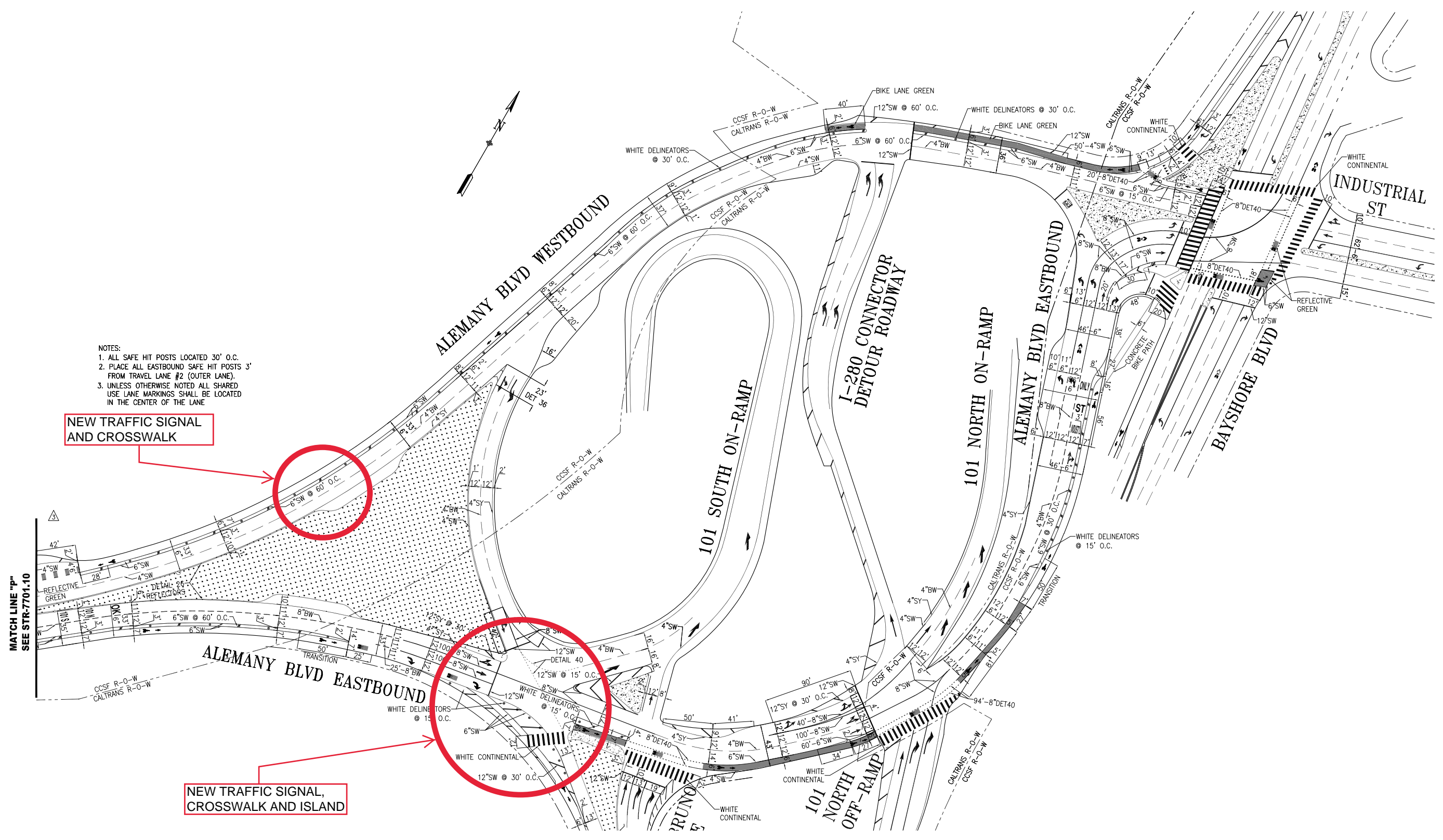
Subject Location	Work Description
Alemany Blvd between Putnam and San Bruno Aves, and at San Bruno Ave	

Additional Correspondence		Legislation	Action	Date
From/To	Date			
		TASC		
		Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment

Remarks

EXISTING CONDITIONS



- NOTES:
1. ALL SAFE HIT POSTS LOCATED 30' O.C.
 2. PLACE ALL EASTBOUND SAFE HIT POSTS 3' FROM TRAVEL LANE #2 (OUTER LANE).
 3. UNLESS OTHERWISE NOTED ALL SHARED USE LANE MARKINGS SHALL BE LOCATED IN THE CENTER OF THE LANE.

NEW TRAFFIC SIGNAL AND CROSSWALK

NEW TRAFFIC SIGNAL, CROSSWALK AND ISLAND

NO.	DATE	DESCRIPTION	BY	APP
xx/xx/xx		ADDED PROTECTED BIKEWAYS, ROAD DIET, EDGELINES, CONTIS, ADV. LLs; BIKE TURN BOX IN BAYSHORE I/S; ADDED BIKE PATH PER FIELD, CORRECTED ROW	E. ROBINSON	M. SALLABERRY
9/2019		UPDATED CURBS, LANE WIDTHS AND STRIPING PER FIELD, CORRECTED ROW	E. ROBINSON	M. SALLABERRY
06/08/11		ADDED BICYCLE LANE AND SHARROWS	R. CARPENTER	D. CURTIS

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

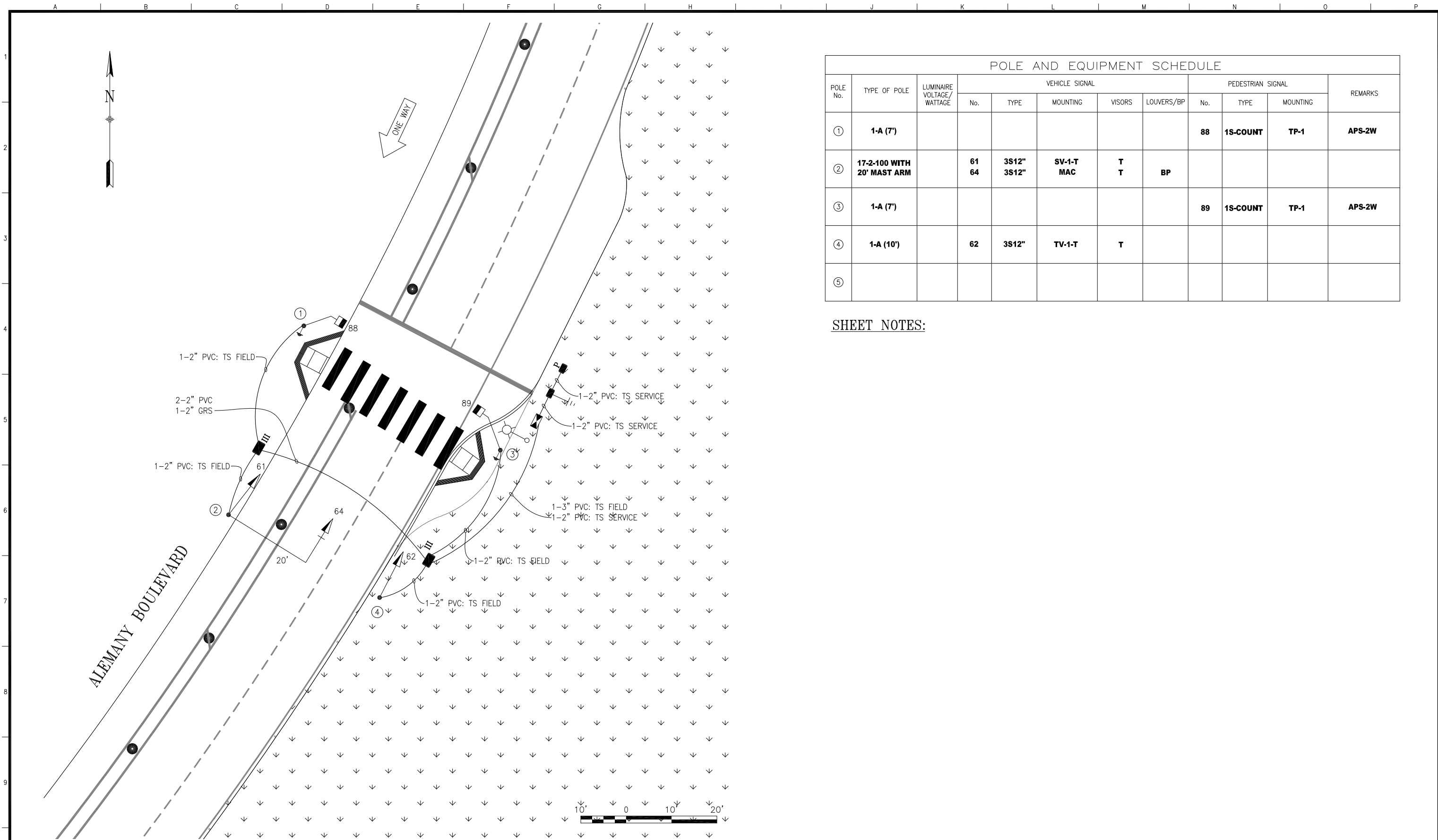


SUPERCEDES STR-2343.4 REV "4"		APPROVED THOMAS P. POLKS 2005 SENIOR ENGINEER		SCALE: 1"=50'
DRAWN: T.A.	DATE: 6/2010	DATE: DATE:		SHEET/SHEETS:
CHECKED: M.V.	DATE: 6/2010	APPROVED BOND M. YEE 2005 CITY TRAFFIC ENGINEER		DATE:

TRAFFIC STRIPING	
ALEMANY BOULEVARD I-280 OFF-RAMP TO BAYSHORE BOULEVARD	

CONTRACT NO.	
DRAWING NO.	STR-7701.11
FILE NO.	
REV. NO.	3

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



POLE AND EQUIPMENT SCHEDULE												
POLE No.	TYPE OF POLE	LUMINAIRE VOLTAGE/WATTAGE	VEHICLE SIGNAL					PEDESTRIAN SIGNAL			REMARKS	
			No.	TYPE	MOUNTING	VISORS	LOUVERS/BP	No.	TYPE	MOUNTING		
①	1-A (7')								88	1S-COUNT	TP-1	APS-2W
②	17-2-100 WITH 20' MAST ARM		61 64	3S12" 3S12"	SV-1-T MAC	T T		BP				
③	1-A (7')								89	1S-COUNT	TP-1	APS-2W
④	1-A (10')		62	3S12"	TV-1-T	T						
⑤												

SHEET NOTES:

NO.	DATE	DESCRIPTION	BY	APP.
0	00/00/00	SFPW CONTRACT #3006J	XX	XX

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

REFERENCE INFORMATION & FILE NO. OF SURVEYS



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
TRANSPORTATION ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

DESIGNED: DATE: XX --/--
 DRAWN: DATE: XX --/--
 CHECKED: DATE: XX --/--

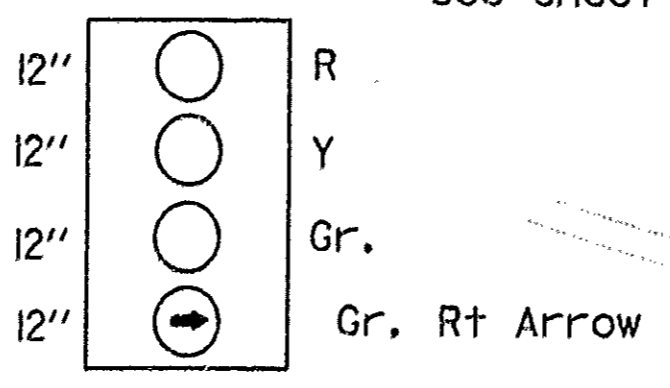
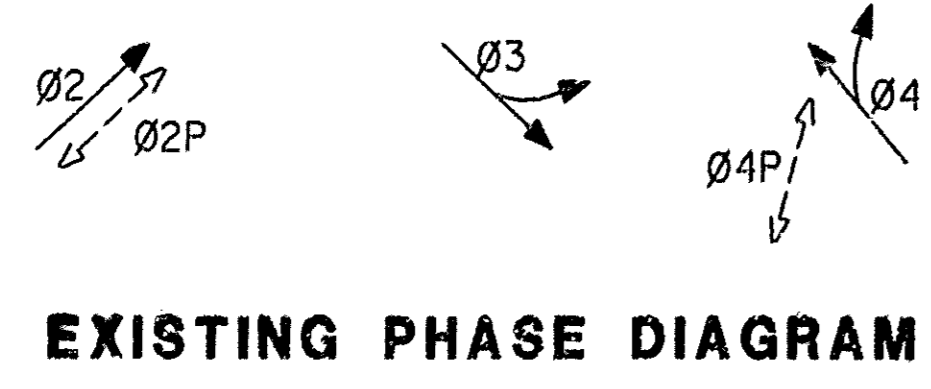
APPROVED
 SECTION ENGINEER DATE:
 CITY TRAFFIC ENGINEER DATE:

SCALE:
 1"=10'
 SHEET OF SHEETS
 XX OF XX

TRAFFIC SIGNAL PLAN
 ALEMANY BOULEVARD
 NEW WB SAN BRUNO AVE PED CROSSING

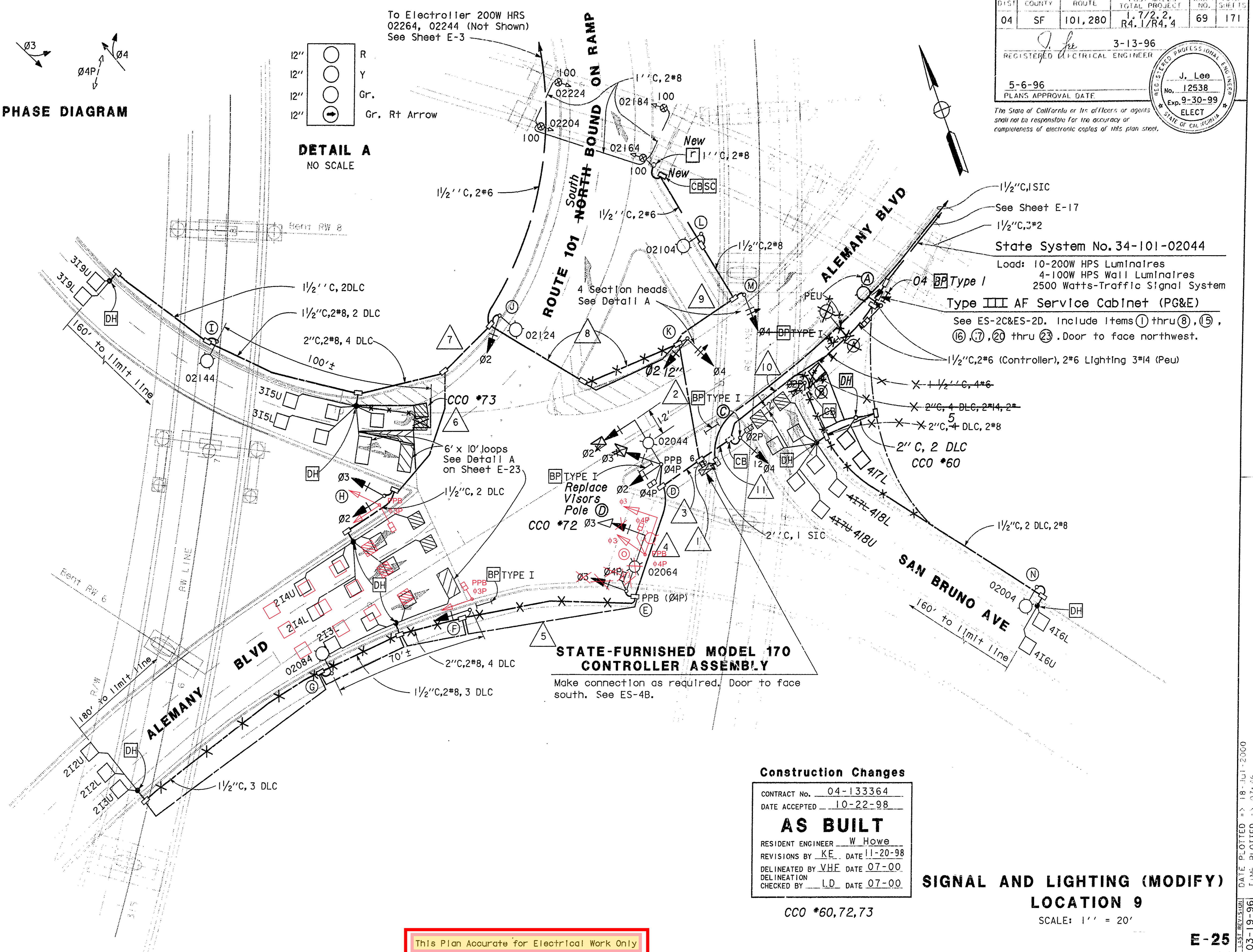
SPECIFICATION NO.
 DRAWING NO. DRAFT
 FILE NO. XXXXX
 REV. NO. 0

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION Caltrans ELECTRICAL	PROJECT ENGINEER	J. LEE		
	CALCULATED/DESIGNED BY	DATE	REVISOR	DATE
	CHECKED BY		DATE	REVISOR



DIST	COUNTY	ROUTE	POST MILES	SHEET NO.	TOTAL SHEETS
04	SF	101, 280	1.7/2.2 R4.1/R4.4	69	171
PLANS APPROVAL DATE			3-13-96		
REGISTERED ELECTRICAL ENGINEER			J. Lee		
No. 12538					
Exp. 9-30-99					
ELECT					

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



State System No. 34-101-02044
 Load: 10-200W HPS Luminaires
 4-100W HPS Wall Luminaires
 2500 Watts-Traffic Signal System
Type III AF Service Cabinet (PG&E)
 See ES-2C&ES-2D. Include Items ① thru ⑧, ⑩, ⑫, ⑬, ⑮ thru ⑲. Door to face northwest.

STATE-FURNISHED MODEL 170 CONTROLLER ASSEMBLY
 Make connection as required. Door to face south. See ES-4B.

Construction Changes

CONTRACT No.	04-133364
DATE ACCEPTED	10-22-98
AS BUILT	
RESIDENT ENGINEER	W. Howe
REVISIONS BY	K.E. DATE 11-20-98
DELINEATED BY	V.H.E. DATE 07-00
DELINEATION CHECKED BY	L.D. DATE 07-00

CCO #60, 72, 73

SIGNAL AND LIGHTING (MODIFY)
LOCATION 9
 SCALE: 1" = 20'

This Plan Accurate for Electrical Work Only

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

USERNAME -> vfrancis
 DGN FILE -> 413336u2518074633

CU 04228

EA 133361

LAST REVISED DATE PLOTTED 18-JUL-2000
 TIME PLOTTED 9:21:46
 vfrancis@f4ntasy.com
 Tue Jul 18 2000 09:21:46 AM PDT
 413336u25.025.dwg



CONDUCTOR SCHEDULE

CONDUCTOR DESIGNATION	NUMBER OF CONDUCTORS													
	RUN NUMBER													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
No. 14 Conductors														
Ø2	6	3	3	3	3	3	3	3						
Ø3	6	3	3	3		3	3	3						
Ø4	6	3							3	3				
Ø2P	2	2								2	2			
Ø4P	2	2	2	2										
PPB (Ø2P)	2	+								1	1			
PPB (Ø4P)	1	+	1	1										
PPB Neutral	1	+	1	1						1	1			
Spares	6	3	3	3	3	3	3	3	3	3	3	3	3	
		12												
Total No. 14 Conductors	34	19	13	13	6	9	9	9	6	7	10			
No. 6 Conductors														
No. 6 Conductors														
Signal Controller (120V)	2									2	2			
Lighting (240V)		2	2	2	2	-	2	2	2	2	2			
Total No. 6 Conductors	2	2	2	2	2	-	2	2	2	4	4			
No. 8 Conductors														
No. 8 Conductors														
Signal Neutral (120V)	2	1	1	1	1	1	1	1	1	1	1			
Detector LeadIn Cable														
2I2U	1	+	1	1	1	1	1	1	1	1	1			
2I2L	1	+	1	1	1	1	1	1	1	1	1			
2I3U	1	+	1	1	1	1	1	1	1	1	1			
2I3L	1	+	1	1	1	1	1	1	1	1	1			
2I4U	1	1	1	1	1	1	1	1	1	1	1			
2I4L	1	1	1	1	1	1	1	1	1	1	1			
3I5U	1	1	1	1	1	1	1	1	1	1	1			
3I5L	1	1	1	1	1	1	1	1	1	1	1			
3I9U	1	1	1	1	1	1	1	1	1	1	1			
3I9L	1	1	1	1	1	1	1	1	1	1	1			
4I6L	1	1	1	1	1	1	1	1	1	1	1			
4I6U	1	1	1	1	1	1	1	1	1	1	1			
4I7L	1	1	1	1	1	1	1	1	1	1	1			
4I7U 4I8L	1	1	1	1	1	1	1	1	1	1	1			
4I8U	1	1	1	1	1	1	1	1	1	1	1			
Total DLC	14	10	4	4	4	2	6	6	5	5				
	15	6												
CONDUIT SIZE (INCHES)	3	2	2	2	2	2	2	2	2	2	2			
	Two 3"													

DIST	COUNTY	ROUTE	POST MILES	TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
04	SF	101,280	1.7/2.2,	R4.1/R4.4	70	171
REGISTERED ELECTRICAL ENGINEER			3-13-96		J. Lee	
5-6-96			PLANS APPROVAL DATE		No. 12538	
					Exp. 9-30-99	

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

Construction Changes

CONTRACT No. 04-133364
 DATE ACCEPTED 10-22-98

AS BUILT

RESIDENT ENGINEER W. Howe
 REVISIONS BY KE DATE 11-20-98
 DELINEATED BY VHE DATE 07-00
 DELINEATION CHECKED BY LD DATE 07-00

CCO *60

POLE AND EQUIPMENT SCHEDULE

LOCATION	STANDARD			VEH. SIGNAL MOUNTING		PED SIGNAL MOUNTING	PPB Ø	HPS LUMINAIRE (WATTS)	SPECIAL REQUIREMENT *
	TYPE	SIG. MA (FEET)	LUM. MA (FEET)	MAST ARM	POLE				
(A)	15		15		SV-T	SP-1-T	2P	200	
(B)	1B ^E (10')	15					2P		RS 1B Standard, AB Foundation
(C)	1B (13')				TV-1-T	SP-1-T	2P		
(D)	19-4-70	25'	15	MAS MAS	SV-2-T	SP-1-T	4P	200	
(E)	19-2-70	25'	15	MAS	SV-T	SP-1-T	4P	200	Remove pole
(F)	1B (10')				TV-1-T	SP-1-T	3P		
(G)	15		15					200	
(H)	1B (13')				TV-2-T	SP-1-T	3P		
(I)	15		15					200	
(J)	15		15		SV-1-T			200	
(K)	1B (10')				TV-1-T				4 Section Signal head (R, Y, G, Gr, Rt Arrow)
(L)	15		15					200	
(M)	1B (10')				TV-1-T				4 Section Signal head (R, Y, G, Gr, Rt Arrow)
(N)	15		15					200	
(O)	17-2-100	20'	12	MAS	SV-1-T	SP-1-T	4P	200	

* OTHER REQUIREMENTS ARE COVERED BY NOTES, LEGEND, SPECIAL PROVISIONS, AND STANDARD SPECIFICATIONS. FOR TYPE OF STANDARD, VEHICLE AND PEDESTRIAN SIGNAL MOUNTING, SEE STANDARD PLANS. (E)--Existing

SIGNAL AND LIGHTING (MODIFY)
 (CONDUCTOR, POLE AND EQUIPMENT SCHEDULES)
LOCATION 9

E-26

413336u2618075437 18-Jul-2000 vfrancis

FORM DC-OE-92-PF (REV. 3/88)

FOR REDUCED PLANS ORIGINAL SCALE 15 IN INCHES

USERNAME => vfrancis DGN FILE => 413336u2618075437

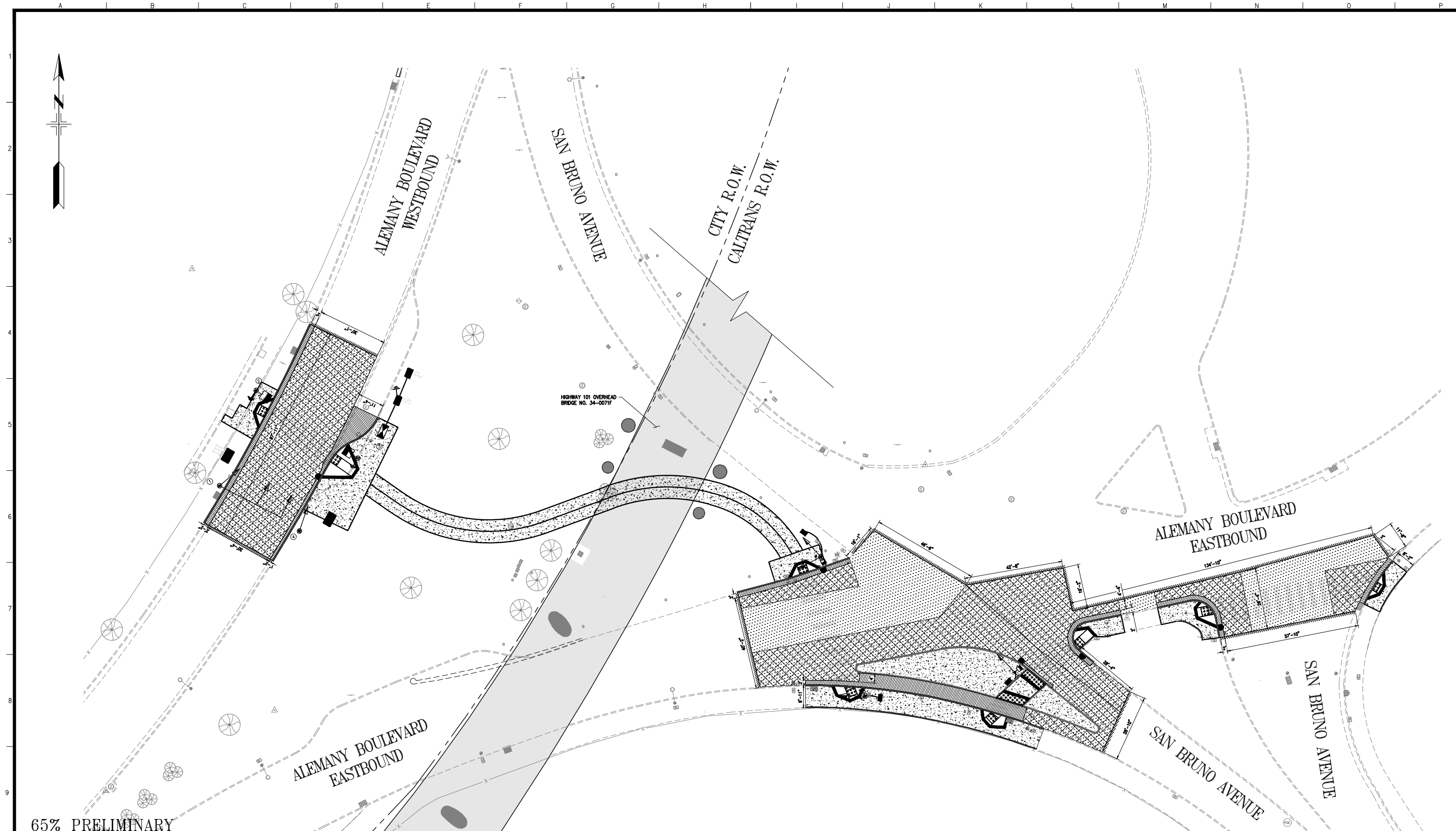
CU 04228

CA 133361

DATE PLOTTED => 18-Jul-2000 TIME PLOTTED => 07:54
 vfrancis@413336u2618075437

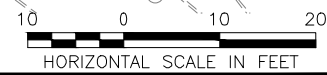






65% PRELIMINARY
NOT FOR CONSTRUCTION

NOTE: Ignore signal design on this drawing.



ESH-3006J

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 10/13/20 09:37, BY: YTL				

REFERENCE INFORMATION & FILE NO. OF SURVEYS
BSM JOB NO: 2017-26 & 2017-17
TOPO DATE: 06/01/2017 & 01/08/2019
ISSUE DATE: 02/05/2019



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

Date: _____
Acting Section Mgr: ERIC KJELSBERG
Deputy Bureau Mgr: FERNANDO CISNEROS
Acting Bureau Mgr: IQBAL DHAPA

DESIGNED: DATE: YLA 10/2020
DRAWN: DATE: YLA 10/2020
CHECKED: DATE: D.CALLEROS 10/2020

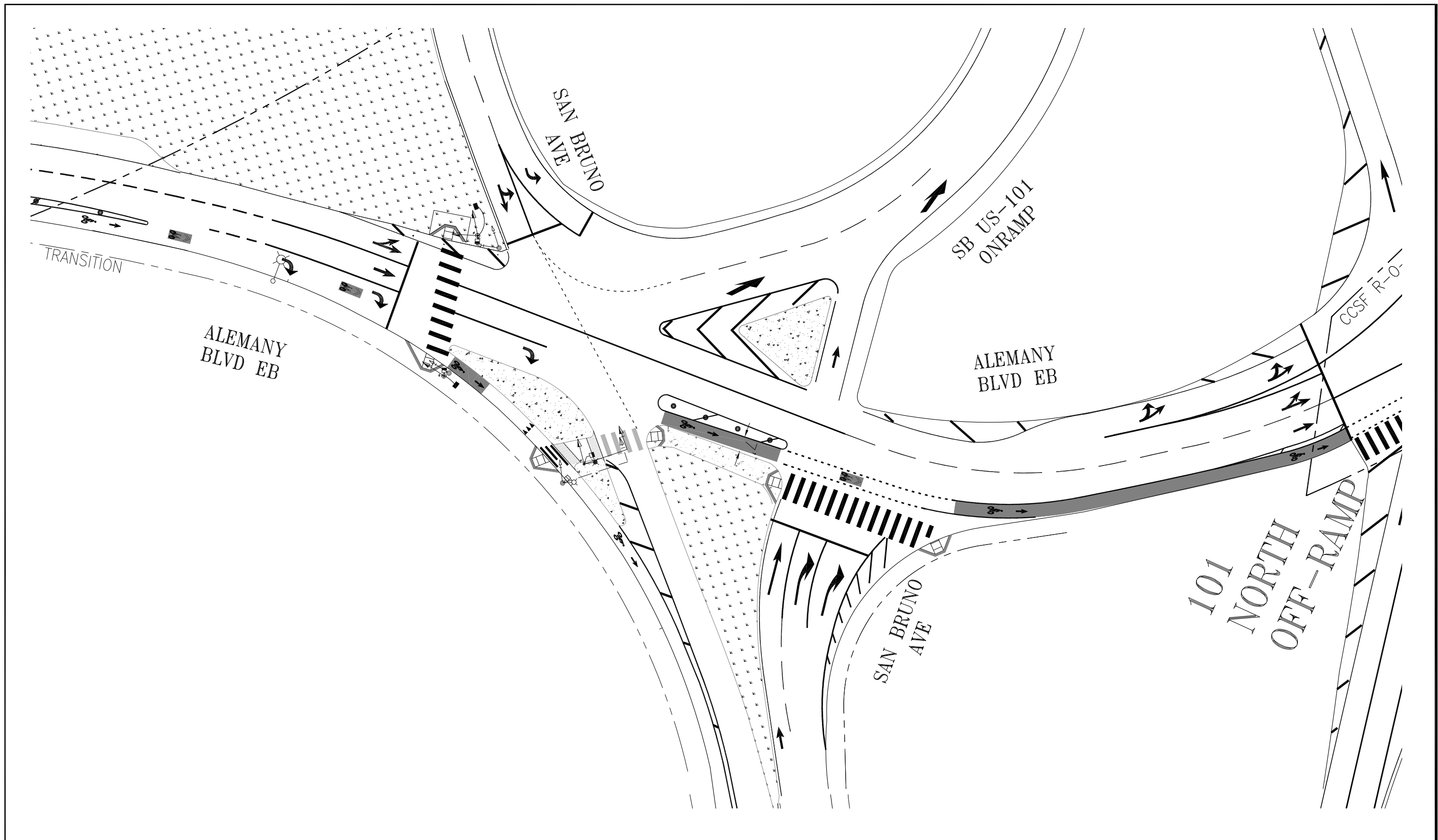


SCALE:
1"=20'
SHEET OF SHEETS
OF

**ALEMANY INTERCHANGE IMPROVEMENTS
PHASE 2**
**ROADWAY AND PAVEMENT PLAN
ALEMANY BLVD AND SAN BRUNO AVE**

CONTRACT NO. 000003760
DRAWING NO. R-1
FILE NO.
REV. NO.

Xrefs: V:\3006J_Alemany_Interchange_Improvements\Official_Plot\TSS_BE2_TB_22x34.dwg
 V:\3006J_Alemany_Interchange_Improvements\2_Design\Working_Drawings\ESH\Current\02_CAD\BIM_EXST_3006J.dwg
 V:\3006J_Alemany_Interchange_Improvements\2_Design\Working_Drawings\ESH\Current\02_CAD\BIM_EXST_3006J.dwg
 V:\3006J_Alemany_Interchange_Improvements\2_Design\Working_Drawings\ESH\Current\02_CAD\BIM_EXST_3006J.dwg
 Model Units: Feet
 Measurement Units are English
 Plot Time: Thu, 15 Oct 2020 10:38am



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED

SCALE:
1"=30'

TRAFFIC SIGNAL MODIFICATION

ALEMANY BOULEVARD
SAN BRUNO AVENUE / SB US 101 ONRAMP

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
DRAFT

FILE NAME: T:\e\off_rec\dwgs\va_2\010100101\010100101.dwg
 ORIGINAL: OPERATIONS
 SCALE FACTOR:
 PLOT SCALE:
 EXTERNAL REFERENCES:
 FONTS USED:

TransBASE Internal Dashboard

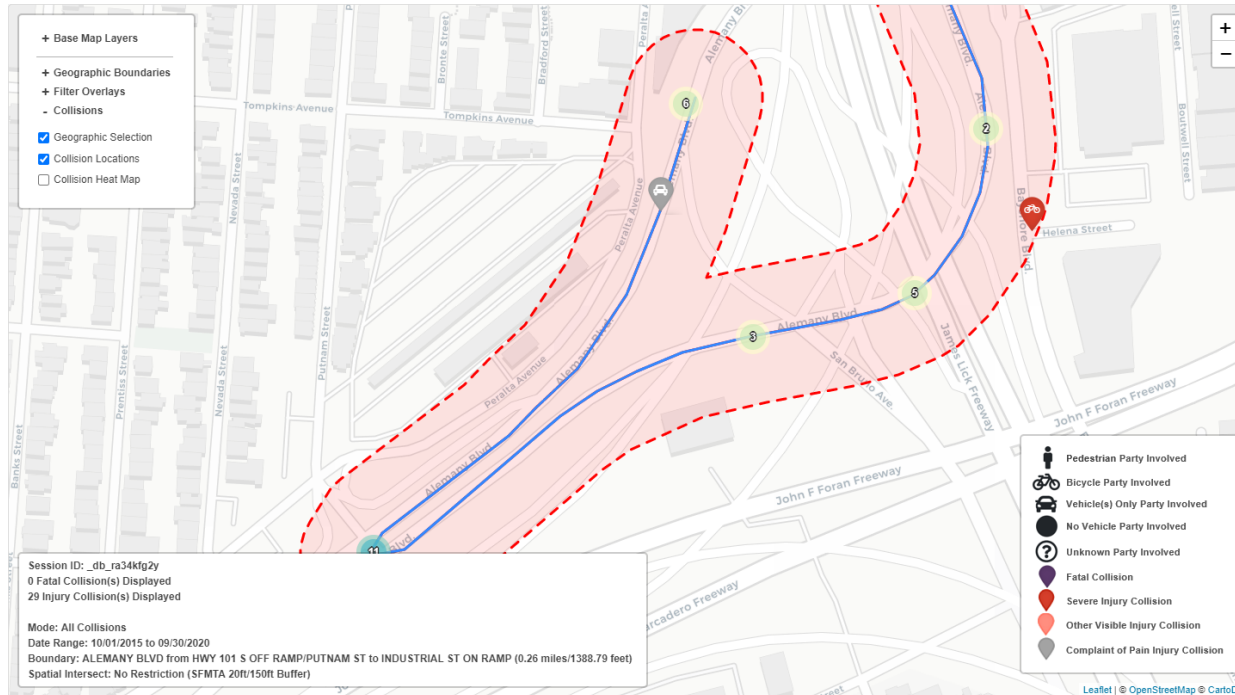
Geographic Extent: ALEMANY BLVD from HWY 101 S OFF RAMP/PUTNAM ST to INDUSTRIAL ST ON RAMP (0.26 miles/1388.79 feet)

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

Data Range: 10/01/2015 to 09/30/2020

Pull Date: 12/30/2020

Geographic Extent



TransBASE Internal Dashboard

Geographic Extent: ALEMANY BLVD from HWY 101 S OFF RAMP/PUTNAM ST to INDUSTRIAL ST ON RAMP (0.26 miles/1388.79 feet)

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

Data Range: 10/01/2015 to 09/30/2020

Pull Date: 12/30/2020

Collision/Party/Victim Table

Showing 1 to 29 of 29 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 29

Total Count of Fatal/Non-Fatal Injury Collisions: 29

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
200539510	09/07/2020	18:45	Monday	ALEMANY BLVD	HWY 101 N ON RAMP	9	East	Driver	East	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21703	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Daylight
200311829	05/22/2020	15:44	Friday	ALEMANY BLVD	PUTNAM ST	0	Not Stated	Driver	East	Proceeding Straight	Bicyclist	South	Making Left Turn	CVC 21453(a)	Injury (Other Visible)	Rear End	Bicycle	Clear	Daylight
190844415	11/07/2019	19:50	Thursday	ALEMANY BLVD	PUTNAM ST	0	Not Stated	Driver	North	Making Left Turn	Driver	West	Proceeding Straight	CVC 21801(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Dark - Street Lights
190690854	09/16/2019	07:53	Monday	ALEMANY BLVD	INDUSTRIAL ST ON RAMP	300	West	Driver	West	Proceeding Straight				CVC 22350	Injury (Complaint of Pain)	Overtaken	Fixed Object	Raining	Daylight
190652246	09/02/2019	11:02	Monday	ALEMANY BLVD	PUTNAM ST	0	Not Stated	Driver	South	Proceeding Straight	Driver	West	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
190624972	08/23/2019	18:05	Friday	ALEMANY BLVD	PUTNAM ST	20	North	Driver	North	Proceeding Straight	Driver	North	Proceeding Straight	CVC 22350	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Daylight
190516056	07/16/2019	17:15	Tuesday	ALEMANY BLVD	HWY 101 N ON RAMP	20	North	Driver	North	Proceeding Straight	Driver	North	Stopped	CVC 21453(a)	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Clear	Daylight
190131654	02/21/2019	22:00	Thursday	ALEMANY BLVD	INDUSTRIAL ST OFF RAMP	82	West	Driver	East	Proceeding Straight	Driver	East	Stopped	CVC 23152(a)	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Dark - Street Lights
180955282	12/19/2018	18:50	Wednesday	ALEMANY BLVD	HWY 101 TO I-280 RAMP	50	North	Driver	East	Proceeding Straight	Driver	East	Changing Lanes	CVC 22107	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Clear	Dark - Street Lights
180891965	11/25/2018	17:56	Sunday	ALEMANY BLVD	SAN BRUNO AV OFF RAMP	0	Not Stated	Driver	West	Proceeding Straight				CVC 22350	Injury (Severe)	Other	Not Stated	Other	Dark - Street Lights
180784213	10/16/2018	08:35	Tuesday	ALEMANY BLVD	PUTNAM ST	0	Not Stated	Driver	East	Making Left Turn	Driver	West	Proceeding Straight	CVC 21801(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
180664013	08/29/2018	21:45	Wednesday	ALEMANY BLVD	INDUSTRIAL ST	0	Not Stated	Driver	East	Not Stated	Driver	East	Not Stated	CVC Unknown	Injury (Complaint of Pain)	Not Stated	Not Stated	Not Stated	Not Stated
180585152	08/05/2018	19:07	Sunday	ALEMANY BLVD	PUTNAM ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	West	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Dusk - Dawn

TransBASE Internal Dashboard

Geographic Extent: ALEMANY BLVD from HWY 101 S OFF RAMP/PUTNAM ST to INDUSTRIAL ST ON RAMP (0.26 miles/1388.79 feet)

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

Data Range: 10/01/2015 to 09/30/2020

Pull Date: 12/30/2020

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
180312933	04/27/2018	18:48	Friday	ALEMANY BLVD	PUTNAM ST	0	Not Stated	Driver	South	Proceeding Straight	Driver	North	Making Left Turn	CVC 23152(a)	Injury (Complaint of Pain)	Other	Other Motor Vehicle	Clear	Not Stated
180187689	03/12/2018	07:53	Monday	ALEMANY BLVD	SAN BRUNO AVE	0	Not Stated	Driver	North	Other Unsafe Turning	Bicyclist	East	Proceeding Straight	CVC 21804(a)	Injury (Complaint of Pain)	Head-On	Bicycle	Clear	Daylight
180175703	03/07/2018	08:32	Wednesday	BAY SHORE BLVD	HELENA ST	14	North	Driver	East	Making Left Turn	Bicyclist	North	Proceeding Straight	CVC 22107	Injury (Severe)	Broadside	Bicycle	Clear	Daylight
180065217	01/25/2018	01:20	Thursday	ALEMANY BLVD	PUTNAM ST	0	Not Stated	Driver	West	Ran Off Road				CVC Unknown	Injury (Other Visible)	Head-On	Fixed Object	Raining	Dark - Street Lights
171049212	12/29/2017	09:21	Friday	SAN BRUNO AVE	ALEMANY BLVD WEST	0	Not Stated	Driver	Not Stated	Proceeding Straight	Driver	Not Stated	Stopped In Road	CVC 21703	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Daylight
170930288	11/15/2017	08:50	Wednesday	ALEMANY BLVD WEST	PUTNAM ST	0	Not Stated	Driver	West	Slowing/ Stopping	Driver	West	Stopped In Road	CVC 21703	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Raining	Daylight
170716163	09/02/2017	11:30	Saturday	ALEMANY BLVD WEST	PUTNAM ST	0	Not Stated	Driver	West	Proceeding Straight	Driver	West	Stopped In Road	CVC 22350	Injury (Other Visible)	Head-On	Other Motor Vehicle	Clear	Daylight
170610612	07/27/2017	11:32	Thursday	ALEMANY BLVD WEST	SAN BRUNO AVE	0	Not Stated	Driver	South	Proceeding Straight	Driver	South	Stopped In Road	CVC 21703	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Daylight
179004284	04/30/2017	01:30	Sunday	ALEMANY BLVD EAST	BAY SHORE BLVD	450	South	Driver	North	Making Left Turn	Driver	North	Proceeding Straight	CVC 23152(a)	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Clear	Dark - Street Lights
160667071	08/18/2016	09:30	Thursday	ALEMANY BLVD	SAN BRUNO AVE	0	Not Stated	Driver	North	Stopped In Road	Bicyclist	East	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Broadside	Bicycle	Clear	Daylight
160636838	08/07/2016	17:10	Sunday	ALEMANY BLVD	PUTNAM ST	137	East	Driver	West	Proceeding Straight	Driver	West	Stopped In Road	CVC 22350	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Daylight
160395783	05/14/2016	22:23	Saturday	PERALTA AVE	TOMPKINS AVE	0	Not Stated	Driver	North	Slowing/ Stopping				CVC 21658(a)	Injury (Complaint of Pain)	Hit Object	Fixed Object	Clear	Dark - Street Lights
160140265	02/17/2016	21:00	Wednesday	SAN BRUNO AVE	ALEMANY BLVD	0	Not Stated	Pedestrian	West	Proceeding Straight	Driver	South	Proceeding Straight	CVC 21456(b)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Clear	Dark - Street Lights
160026643	01/10/2016	16:00	Sunday	ALEMANY BLVD	SAN BRUNO AV OFF RAMP	0	Not Stated	Bicyclist	East	Making Left Turn	Driver	East	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Sideswipe	Bicycle	Cloudy	Dusk - Dawn
151113285	12/26/2015	23:13	Saturday	ALEMANY BLVD	HWY 101 N ON RAMP	0	Not Stated	Driver	North	Proceeding Straight	Driver	North	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Clear	Dark - Street Lights
151076865	12/13/2015	15:40	Sunday	ALEMANY BLVD	HWY 101 N ON RAMP	26	West	Driver	West	Proceeding Straight	Driver	West	Stopped In Road	CVC 22350	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Cloudy	Daylight

TransBASE Internal Dashboard

Geographic Extent: ALEMANY BLVD from HWY 101 S OFF RAMP/PUTNAM ST to INDUSTRIAL ST ON RAMP (0.26 miles/1388.79 feet)

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

Data Range: 10/01/2015 to 09/30/2020

Pull Date: 12/30/2020

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 12/30/2020
Collision Level: Injury Collisions
Boundary: ALEMANY BLVD from HWY 101 S OFF RAMP/
PUTNAM ST to INDUSTRIAL ST ON RAMP (0.26 miles/1388.79
feet)
Collision Dates: 10/01/2015 to 09/30/2020
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

Your California Environmental Quality Act (CEQA) environmental-clearance document is attached. What happens next?

PROJECT APPROVAL. CEQA is not complete until the project is "approved", which happens when the City commits itself to constructing the project. In the case of your project, this happens when:

- The building permit is issued
- The Director directs you to proceed with the project
- The project is formally approved at a project meeting (such as of the Board of Supervisors)
- Other: _____

After approval, there is a period during which the public may challenge your CEQA Categorical Exemption ("CE" or CatEx") determination. This period lasts for 180 days from the date of approval. (You may still proceed with project development and construction during this time, unless successfully challenged.

For this reason, it is important that you are aware that the approval action has occurred, and that you provide a record of the approval action to Regulatory Affairs. Please forward to us a scan of the building permit, the meeting agenda at which the project was approved, the communication in which the direction to proceed was sent to you, or other relevant record of the approval, along with the FSP ID.

This 180-day period can be shortened to 30 days by filing a "Notice of Exemption" (NOE) with the County Clerk and the state Office of Planning and Research. Please feel free to discuss with the Regulatory Affairs Section whether filing an NOE would be useful or appropriate for your project. Additional fees from Planning and Regulatory Affairs may apply.

Projects with other forms of clearance have different appeals periods — contact Regulatory Affairs for information.

PROJECT COMMITMENTS. Projects cleared under a Mitigated Negative Declaration (MND, such as the Better Streets Plan MND) or an Environmental Impact Report (EIR, such as an Area Plan EIR) will have mitigation commitments. ("Mitigation" under CEQA means an action that needs to be taken to reduce a project impact below the threshold of significance.) Projects cleared by a CE may have avoidance of impacts to resources, particularly historic resources, built into the design, which need to be incorporated into the final design. Projects cleared under a Public Works directive may also have "measures" from the directive that must be incorporated for avoidance of impacts. For your project, the following apply:

Mitigation Measures: <input type="checkbox"/>	Avoidance Features: <input type="checkbox"/>
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See your Environmental Commitment Record for details. Please ensure that these are incorporated into plans and construction specifications by 100% design. Regulatory Affairs can provide appropriate specifications for a fee. Projects requiring the disposal of excavated material may require handling and disposal specifications provided by Site Assessment and Remediation (SAR) for compliance with state and federal law. Please consult with SAR for more information.

FURTHER ACTIONS BY PLANNING. If your project requires a building permit, it will proceed to Current Planning staff, who will evaluate the project for compliance with City code. Be advised that code-compliance review for projects affecting historic properties rarely can be conducted over the counter at the Planning Information Center (PIC). The current planner who checks the code will generally want to confer with the preservation planner who reviewed the project for CEQA before signing off on the permit application. Coordinate your PIC visit with the preservation planner who previously reviewed your project.

Projects that trigger Better Streets obligations for street trees and sidewalk width may be routed to Sidewalk Design Advisory Team (SDAT); substantial architectural projects visible to the public may be routed to the Urban Design Advisory Team (UDAT). For larger projects, we recommend you consider a Project Review meeting (application form is available at <http://forms.sfplanning.org/ProjectReviewApplication-Fillable-rev040416.pdf>) to head off potential code and design issues before project design advances too far.

Projects that are required to demonstrate conformity with the General Plan will be required to submit a General Plan Referral. These include :

1. Property acquisition, sale or lease by the City
2. Ordinances concerning the extension, widening, narrowing, removal, relocation, vacation, abandonment, sale or change in the use of any public way, transportation route, ground, open space, building, or structure owned by the City and County
3. Subdivisions of land within the City and County
4. Projects for the construction, improvement of, or demolition of City-owned buildings or structures within the City and County
5. Programs that link the General Plan to the al-
6. location of local, state and federal resources, the City's annual capital expenditure plan, six-year capital improvement program, a capital improvement project or a long-term financing proposal, general obligation or revenue bonds or nonprofit corporation proposals
7. Project plans for public housing, or publicly assisted private housing in the City and County
8. Proposed Redevelopment project plans within the City and County
9. Substantial change to the above

Projects with substantial interactions with historic resources may require a Certificate of Appropriateness (CoA) and/or Historic Preservation Commission review.

Projects for which the scope has changed substantially since the date of environmental clearance may need to have their environmental clearances revisited. Please contact Regulatory Affairs should this be the case, so that we can reinitiate consultations with Environmental Planning.

ENVIRONMENTAL PERMITS. Your project may require the issuance of environmental permits from regulatory agencies. You may request that Regulatory Affairs obtain these permits for you. Additional fees will apply.

If your project is in the Coastal Zone on the west coast of San Francisco, you will require a coastal development permit. Construction in the San Francisco Bay Shoreline band requires a San Francisco Bay Conservation and Development Commission permit. Projects in or around water or in the vicinity of biological resources may trigger various state and federal permitting requirements. Navigational impacts require Coast Guard permitting. Installation of new generators or similar stationary-source generators of airbourne emissions require permitting by the Bay Area Air Quality Management District (BAAQMD).

If this box is checked, one or more of these permits is expected to apply. Please consult with Regulatory Affairs regarding an appropriate permitting strategy:

Some City permits are customarily pulled by contractors; you will need to include appropriate language in your construction specifications to reflect this. The following are common permits for Public Works projects:

Land disturbance activities of 5,000 square feet or more of the ground surface, measured cumulatively, are prohibited without a Construction Site Runoff Control Permit that your contractor obtains from the San Francisco Public Utilities Commission (SFPUC), which requires the submittal of an Erosion and Sediment Control Plan (ESCP). SFPUC also issues permits for use of potable water for construction purposes, and for similar activities.

The Bureau of Street Use and Mapping issues a wide range of permits for excavation, temporary occupation of the public right-of-way, and for the construction of various streetscape features.

If the project falls within the Separate (MS4) sewer area as mapped by the San Francisco Public Utilities Commission, land disturbance of one (1) or more acres of soil, either as a single project or as part of a larger common plan of development as determined by the City Representative is prohibited without a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD) prepared by your contractor for the RE's approval.



SAN FRANCISCO PLANNING DEPARTMENT

CEQA Categorical Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
DPW: ALEMANY BIKEWAY PROJECT		5733A/002
Case No.		Permit No.
2018-007824ENV		
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
Project description for Planning Department approval.		
<p>The San Francisco Public Works proposes to construct an approximately 240' long bikeway located within the gore area bounded by eastbound Alemany Boulevard Alemany Boulevard westbound, San Bruno Avenue. Currently, there is no existing pedestrian or bicycle infrastructure that directly connects the Alemany Market to San Bruno Avenue and neighborhoods to the south. The project would establish safer paths of travel for bicycles and pedestrians traveling at this location. The project would also construct ADA-compliant curb ramps at the end points of the bikeway, and on the opposite side of Alemany Blvd. westbound, facing the western end of the bikeway.</p> <p>The proposed bikeway would be 10' wide, with one 5' lane in each direction, with a 2' shoulder on each side, at approximately 5" above existing grade. A 3:1 or flatter graded side slope to return from the elevation of the new bikeway to existing grade would be constructed to enhance drainage and provide new planting area. The shoulder would be delineated from the traveled way of the bikeway with an edgeline. A minimum 2' horizontal clearance from the paved edge of the bikeway to existing overpass columns would be provided. On each side of the new bikeway, at the lowest elevations of the toe of the new sideslope, the project would install a new bioretention basin, the features of which would correspond to those given in "San Francisco Stormwater Management Requirements and Design Guidelines: Green Infrastructure Typical Details and Specifications." CONTINUED ON PAGE 5</p>		

STEP 1: EXEMPTION CLASS

Note: If neither class applies, an <i>Environmental Evaluation Application</i> is required.	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input checked="" type="checkbox"/>	Class 4 - Minor Alterations to Land. Minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes. The creation of bicycle lanes on existing rights-of-way.

**STEP 2: CEQA IMPACTS
TO BE COMPLETED BY PROJECT PLANNER**

If any box is checked below, an *Environmental Evaluation Application* is required.

<input type="checkbox"/>	Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g., backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to EP_ArcMap > CEQA Catex Determination Layers > Air Pollution Exposure Zone)
<input type="checkbox"/>	Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? If yes, this box must be checked and the project applicant must submit an Environmental Application with a Phase I Environmental Site Assessment. <i>Exceptions: do not check box if the applicant presents documentation of enrollment in the San Francisco Department of Public Health (DPH) Maher program, a DPH waiver from the Maher program, or other documentation from Environmental Planning staff that hazardous material effects would be less than significant (refer to EP_ArcMap > Maher layer).</i>
<input type="checkbox"/>	Transportation: Does the project create six (6) or more net new parking spaces or residential units? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
<input type="checkbox"/>	Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non -archeological sensitive area? (refer to EP_ArcMap > CEQA Catex Determination Layers > Archeological Sensitive Area)
<input type="checkbox"/>	Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography)
<input type="checkbox"/>	Slope = or > 20%: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Topography) If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Landslide Zone: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report is required.
<input type="checkbox"/>	Seismic: Liquefaction Zone: Does the project involve any of the following: (1) square footage expansion greater than 1,000 sq. ft. outside of the existing building footprint, (2) excavation of 50 cubic yards or more of soil, (3) new construction? (refer to EP_ArcMap > CEQA Catex Determination Layers > Seismic Hazard Zones) If box is checked, a geotechnical report will likely be required.

If no boxes are checked above, GO TO STEP 3. If one or more boxes are checked above, an *Environmental Evaluation Application* is required, unless reviewed by an Environmental Planner.

Comments and Planner Signature (optional): Christopher Espiritu

The project meets the criteria for a Class 4 categorical exemption, 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 project is a safety project that would improve pedestrian and bicycle safety through the Alemany interchange area and would include elements that would not substantially alter travel patterns for vehicles, transit, or emergency vehicles traveling within the project vicinity. The project would slightly alter local travel patterns for pedestrians and bicycles within the Alemany interchange area, but not such that hazardous conditions to traffic, pedestrian, bicyclists, or transit would occur. CONTINUED ON PAGE 5

STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER

PROPERTY IS ONE OF THE FOLLOWING: (refer to Parcel Information Map)	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input checked="" type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

STEP 5: CEQA IMPACTS - ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PROJECT PLANNER

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

<input type="checkbox"/>	7. Addition(s) , including mechanical equipment that are minimally visible from a public right-of-way and meet the <i>Secretary of the Interior's Standards for Rehabilitation</i> .
<input type="checkbox"/>	8. Other work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties</i> (specify or add comments):
<input type="checkbox"/>	9. Other work that would not materially impair a historic district (specify or add comments): (Requires approval by Senior Preservation Planner/Preservation Coordinator)
<input type="checkbox"/>	10. Reclassification of property status. (Requires approval by Senior Preservation Planner/Preservation <input type="checkbox"/> Reclassify to Category A <input type="checkbox"/> Reclassify to Category C a. Per HRER dated (attach HRER) b. Other (specify):
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST check one box below.	
<input type="checkbox"/>	Further environmental review required. Based on the information provided, the project requires an <i>Environmental Evaluation Application</i> to be submitted. GO TO STEP 6.
<input type="checkbox"/>	Project can proceed with categorical exemption review. The project has been reviewed by the Preservation Planner and can proceed with categorical exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature:	

**STEP 6: CATEGORICAL EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	Further environmental review required. Proposed project does not meet scopes of work in either (check all that apply): <input type="checkbox"/> Step 2 - CEQA Impacts <input type="checkbox"/> Step 5 - Advanced Historical Review STOP! Must file an <i>Environmental Evaluation Application</i>.				
<input checked="" type="checkbox"/>	No further environmental review is required. The project is categorically exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.				
<table border="1" style="width: 100%;"> <tr> <td style="width: 60%;">Project Approval Action: Public Works Director Approval</td> <td style="width: 40%;">Signature: Christopher Espiritu 05/24/2019</td> </tr> <tr> <td colspan="2">If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.</td> </tr> </table>		Project Approval Action: Public Works Director Approval	Signature: Christopher Espiritu 05/24/2019	If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.	
Project Approval Action: Public Works Director Approval	Signature: Christopher Espiritu 05/24/2019				
If Discretionary Review before the Planning Commission is requested, the Discretionary Review hearing is the Approval Action for the project.					
<p>Once signed or stamped and dated, this document constitutes a categorical exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.</p> <p>Please note that other approval actions may be required for the project. Please contact the assigned planner for these approvals.</p>					

Project Description (Continued from Page 1)

The project would also construct ADA-compliant curb ramps at the end points of the bikeway, and on the opposite side of Alemany Boulevard, westbound, facing the western end of the bikeway. Existing fencing at the location at the opposite side of Alemany would be modified to allow access. The project would move the existing traffic signal at Alemany Boulevard westbound. The bikeway would be provided with pedestrian lighting using luminaires from the SFPUC lighting catalog. Power for the new electrical features will be pulled from existing lighting in the gore area; this will require trenching for new conduit to 18", and installation of new conduit and three small electrical vaults within the project footprint.

An excavation depth no greater than 12 feet would be required to install traffic signals and light poles, if existing poles at the project site cannot be utilized. The San Francisco of Public Works would oversee repaving and island construction, sidewalk extension construction and traffic signal upgrades or installation. Landscaping and the removal of existing shrubs and small trees (approximately 4 inches in diameter) would be required, however existing trees (varying from 24 to 28 inches in diameter) located on the gore area would be retained by the project. Construction activities may require roadway closure but would comply with SFMTA Blue Book and Public Works requirements. Expected duration of construction is three months.

Analysis (Continued from Page 2)

Further, the project would not affect other transit routes operating within the vicinity nor would there be a transit delay impact to nearby transit routes. The project would include the excavation of approximately 12 feet below existing ground surface in order to install light poles, related equipment, and signage. On October 31, 2018, archeology staff determined that the project and any related excavation would not likely result in significant effects on archeological resources due to previous disturbance from freeway construction. However, implementation of Public Works Standard Archeological Measure I (Discovery during construction) is recommended and would be implemented by Public Works in the event of a discovery during construction.

There are no exceptions as described in CEQA Guidelines section 15300.2 Exceptions that would prevent the project from being exempt under CEQA as follows. The project would not affect a scenic highway or historic district. The project site is not located on a site included on a list compiled pursuant to section 65962.5 of the California Government Code. The project would not result in a significant effect due to unusual circumstances. As described below, due to the scope and nature of the project, the project in combination with other reasonably foreseeable project would not result in a significant cumulative impact.

Cumulative Analysis:

As of May 2019, there is one nearby public streetscape improvement project located within the vicinity of the San Francisco Public Works - Alemany Bikeway Project. The San Francisco Municipal Transportation Agency (SFMTA) proposes to implement a set of safety improvements on Alemany Boulevard, between Putnam Street and Bayshore Boulevard, with the purpose of improving safety, accessibility, and completing the bicycle network on Alemany Boulevard. The proposed changes include the following and are further discussed below: 1) reducing the number of travel lanes on Alemany Boulevard from three to two in each direction, 2) adding curbside bike lanes, 3) upgrading crosswalks with continental striping, 4) narrowing some travel lanes from 11 and 12 feet wide to 10 and 11 feet wide, respectively, and 5) Constructing a short off-street bike path across the grassy plot at the southwest corner of the Alemany Boulevard/Bayshore Boulevard intersection to detour bicycle riders around the curved Alemany Boulevard East intersection approach. Curbside, paint-buffered bicycle lanes would be added to Alemany Boulevard between Putnam Street and Bayshore Boulevard. New paint-buffered bike lanes or sharrows would be added to Putnam Street (between Crescent Avenue and Alemany Boulevard) and San Bruno Avenue (between Hale Street and Alemany Boulevard) by narrowing wide existing lanes and connect the new Alemany Boulevard bikeways to the bicycle network north and south of the project area.

The proposed SFMTA bicycle lanes project along with the proposed project were identified in the San Francisco County Transportation Authority's Alemany Interchange Improvement Study (April 2017) to address safety and accessibility needs for people walking and cycling in the Alemany Boulevard interchange area. While located within the same area, implementation of these two projects is not dependent on one another and they would be constructed separately. The SFMTA - Alemany Boulevard Bike Lanes project would be installed within the existing roadway and was approved by the SFMTA Board of Directors in August 2018 and would be constructed in the summer of 2019. The proposed bikeway and multi-use path proposed by Public Works would be located in the right-of-way, but off-street on Caltrans property between the separated roadway. It would be accessed from Alemany Boulevard by new crosswalks located at the northern and southern ends of the proposed multi-use path.

Further, the proposed project is also located within a 1/4-mile from proposed development projects. However, those development projects: demolition and new construction of a 5-story, 50-unit residential building at 992 Peralta Avenue and conversion of existing garage space to five new dwelling units at 40 Gaven Street would include new land uses or expansion of existing residential uses, but would not substantially increase the number of vehicles, pedestrians, bicyclists, or other transportation users in the area or make changes to the public right-of-way.

The proposed project's environmental impacts would be less than significant and would not combine with the potential impacts of the bicycle lanes project to result in a significant cumulative impact for the following reasons. The proposed project and the proposed bicycle lanes project do not have elements that have the potential to result in combined effects. These projects would not create potentially hazardous conditions for people walking or bicycling and would improve safety conditions compared to existing conditions by facilitating safer pedestrian and bicycle travel on Alemany Boulevard and through the interchange area.

Similarly, the proposed project would not combine with the identified development projects in the vicinity to result in significant cumulative impacts because the proposed project would not generate any new trips that could combine with the minor increase in the number transportation users generated by the proposed development projects.

Lastly, construction of these nearby projects could coincide with construction of the proposed project. However, the combined construction impacts would be temporary and of limited duration and would be required to comply with city regulations (the SFMTA Blue Book and public works code and orders) that would ensure safe travel in the projects' vicinity for all travel modes. Therefore, construction impacts for the proposed project and cumulative projects would not combine to result in significant construction impacts.

Therefore, overall the impacts of these cumulative projects would not combine with the project's impacts to result in significant cumulative impacts.

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address (If different than front page)		Block/Lot(s) (If different than front page)
DPW: ALEMANY BIKEWAY PROJECT		5733A/002
Case No.	Previous Building Permit No.	New Building Permit No.
2018-007824PRJ		
Plans Dated	Previous Approval Action	New Approval Action
	Other (please specify)	
Modified Project Description:		

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
<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 type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are categorically exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice.	
Planner Name:	Date: