

SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 10/15/2024 Requested_by: SFPW & D11 Supervisor Handled: Shahram Shariati <i>MS</i> Head : M.Sallaberry <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: Sickles Avenue between Alemany Boulevard and Mission Street

Subject: New Traffic Signals, Sidewalk Extensions & Red Zone

PROPOSAL / REQUEST:

ESTABLISH - RECTANGULAR RAPID FLASHING BEACONS (RRFB)
 Sickles Avenue and Sears Street

ESTABLISH - SIDEWALK EXTENSION

Huron Avenue, east side, from Sickles Avenue to 20 feet southerly (21 foot wide sidewalk)
 Sickles Avenue, south side, from Huron Avenue to 20 feet easterly (18 foot wide sidewalk)
 Sickles Avenue, north side, from Mission Street to 28 feet westerly (17 foot wide sidewalk)
 Sickles Avenue, south side, from Mission Street to 18 feet westerly (17 foot wide sidewalk)

ESTABLISH - RED ZONE

Sickles Avenue, north side, from 18 feet west of Cayuga Avenue to 36 feet westerly Cayuga Avenue, east side, from Sickles Avenue to 20 feet northerly
 Cayuga Avenue, west side, from Sickles Avenue to 20 feet southerly
 Sears Street, east side, from Sickles Avenue to 20 feet northerly
 Sears Street, west side, from Sickles Avenue to 20 feet southerly
 Huron Avenue, east side, from Sickles Avenue to 20 feet northerly
 Huron Avenue, west side, from Sickles Avenue to 20 feet southerly
 Huron Avenue, east side, from Sickles Avenue to 20 feet southerly
 Sickles Avenue, north side, from 9 feet east of Huron Avenue to 30 feet easterly

(District Supervisor 11)
 Shahram Shariati, Shahram.Shariati@sfmta.com

Proposal to install traffic calming improvements such as rectangular rapid flashing beacons (RRFBs), concrete median, daylighting, warning signs, and accessible pedestrian signal (APS) push buttons are encompassed in this project.

BACKGROUND INFORMATION / COMMENTS

Improvements to Sickles Avenue, a neighborhood connection between major thoroughfares Alemany Boulevard and Mission Street as well as the I-280, will create a traffic calming impact and safety improvements for pedestrians while aesthetically enhancing the neighborhood. Drivers speed down Sickles Ave due to the wide straight road and close proximity to the freeway, the traffic calming improvements will change the dynamic of the street slowing drivers.

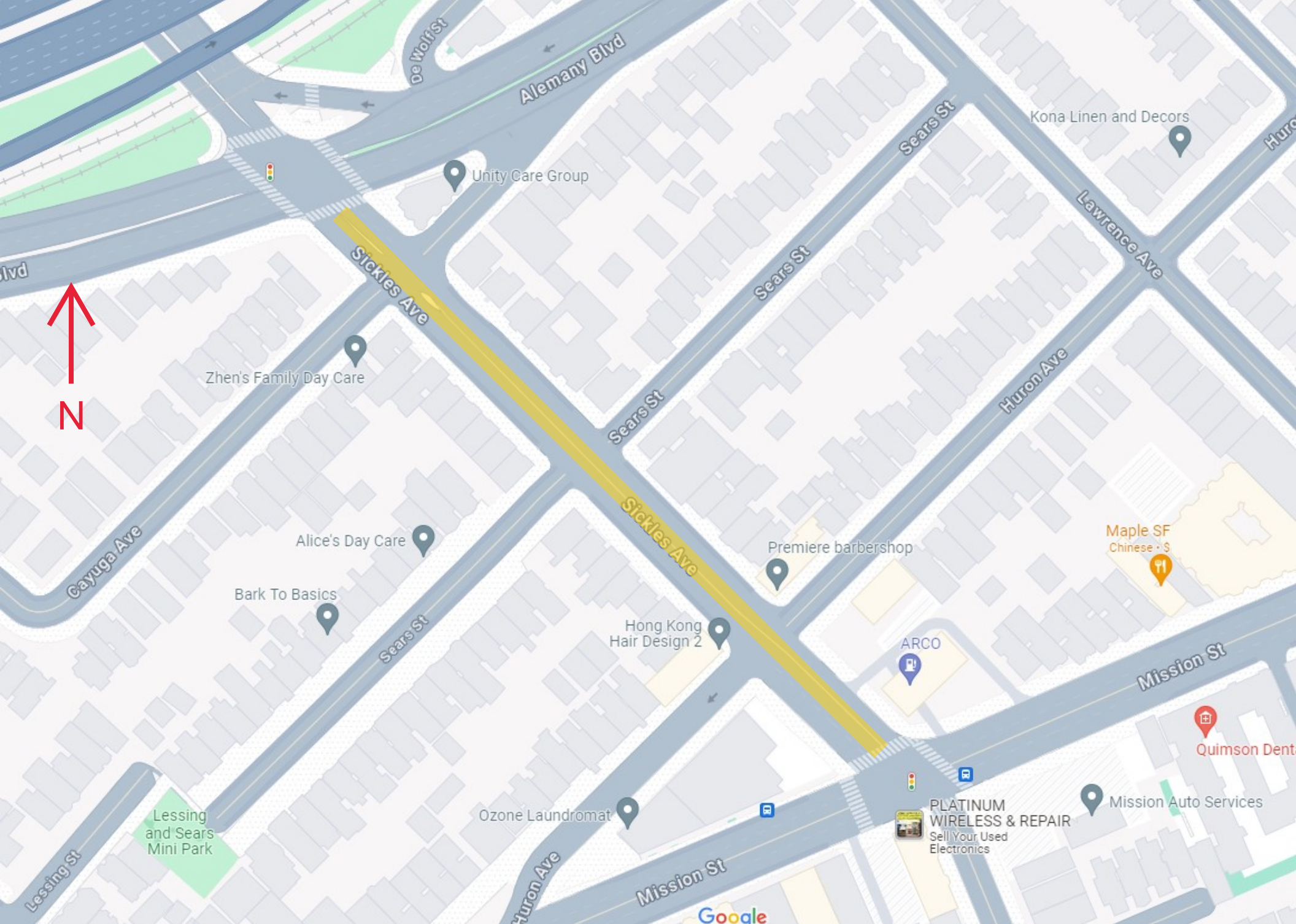
The proposed improvements include a new center median to be built along Sickles Avenue between Cayuga Avenue and Huron Avenue. A new rectangular rapid flashing beacons (RRFBs) to be installed at the intersection of Sickles Avenue and Sears Street, which is down the street from the Lessing and Sears Mini Park. Bulbouts to be constructed in place of the existing two painted safety zones (PSZs) at the northwest and northeast corners of Sickles Avenue and Mission Street intersection. An additional bulbout to be constructed at the southeast corner of Sickles Avenue and Huron Avenue intersection. Additional red zones are proposed for daylighting and improving San Francisco Fire Department response times.

Sickles Avenue is on a motor coach Muni non-revenue route.

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:

PROJECT MAP BOUNDARY

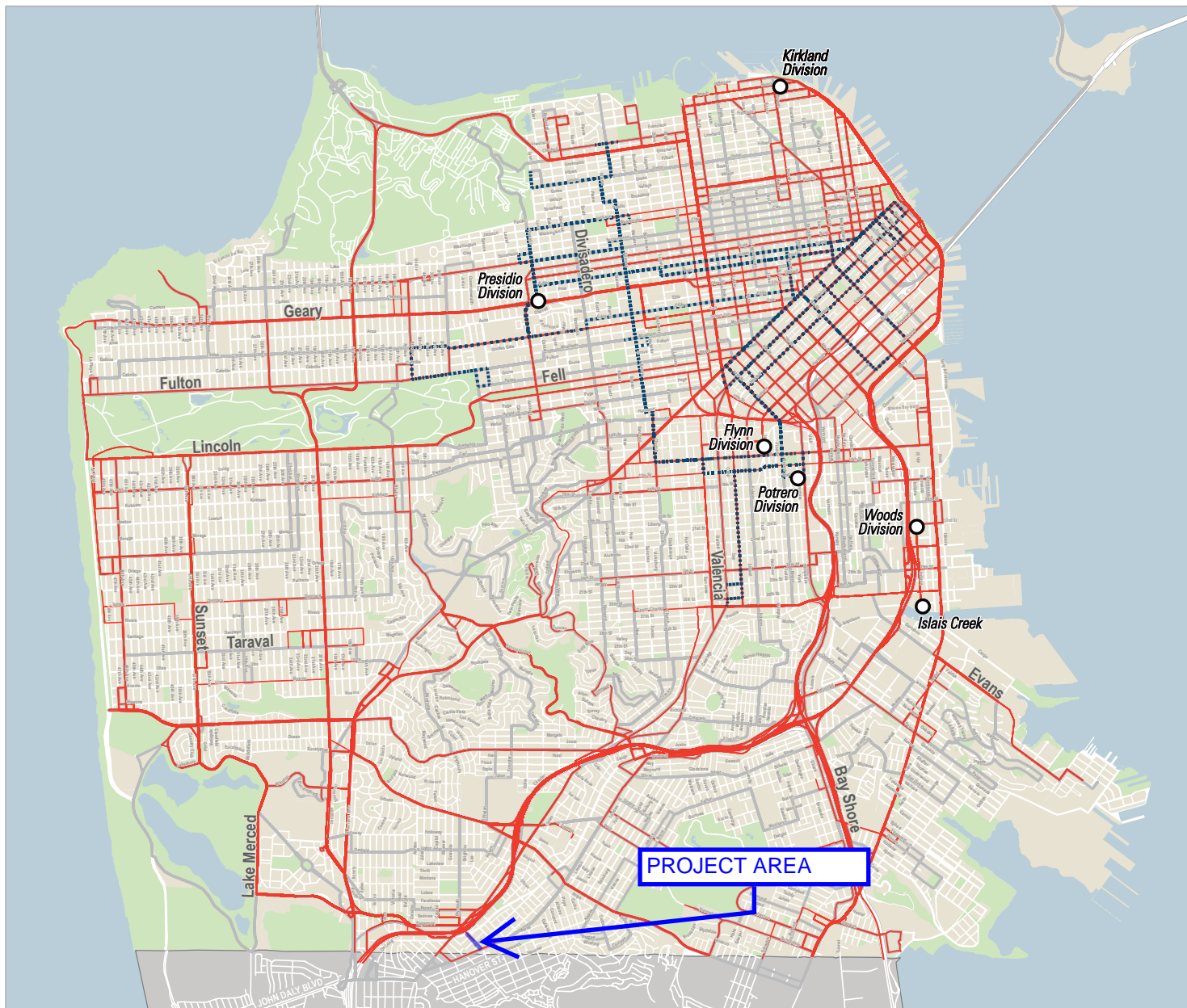


Traffic Calming Look Up Map



Basemap for proposed traffic calming location.

200ft



Non-Revenue Muni Routes

Pull-Out, Pull-In, and Deadhead Routes for Motor and Trolley Coaches

October 2016

LEGEND

- Motor Coach Muni Non-Revenue Routes
- - - Trolley Coach Muni Non-Revenue Routes
- Muni Revenue Routes
- Motor Coach and Trolley Coach Divisions



Scale 1:50,000

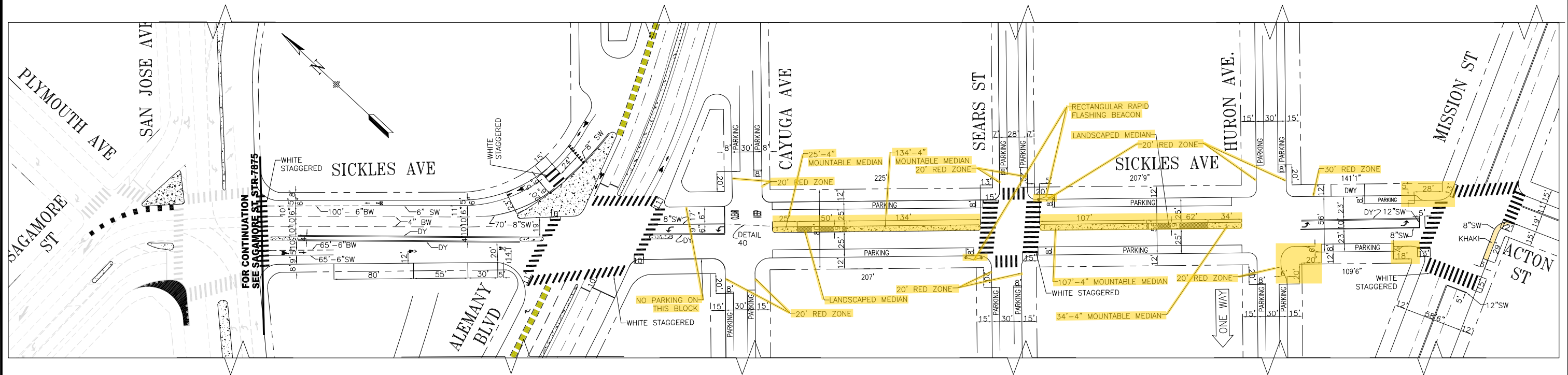
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For reference contact: jessica.garcia@sfmta.com

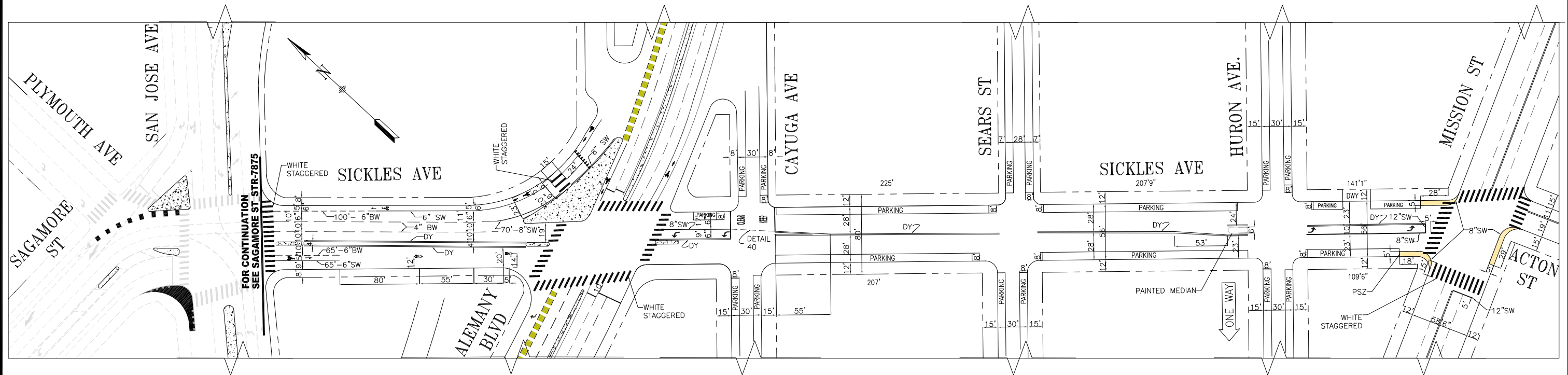
By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."



PROPOSED DESIGN



EXISTING DESIGN



NO.	DATE	DESCRIPTION	BY	APP
Δ	02/23/23	INSTALL TAPER AND DYI OFFSET FOR MEDIAN ISLAND @ HURON	A.CHUN	E.TSUI
Δ	06/25/21	ADDED ALL E. ON ALEMANY PER FIELD; REALIGN LT. ARROW & KC, BIKE LANE STRIPING AT ALEMANY	W.LEE	K.E.LEUNG
Δ	03/19/19	REALIGN SOUTH CONT. XWALK, ADD NB LIMIT LINE, REMO NB 4\"/>		


SFMTA



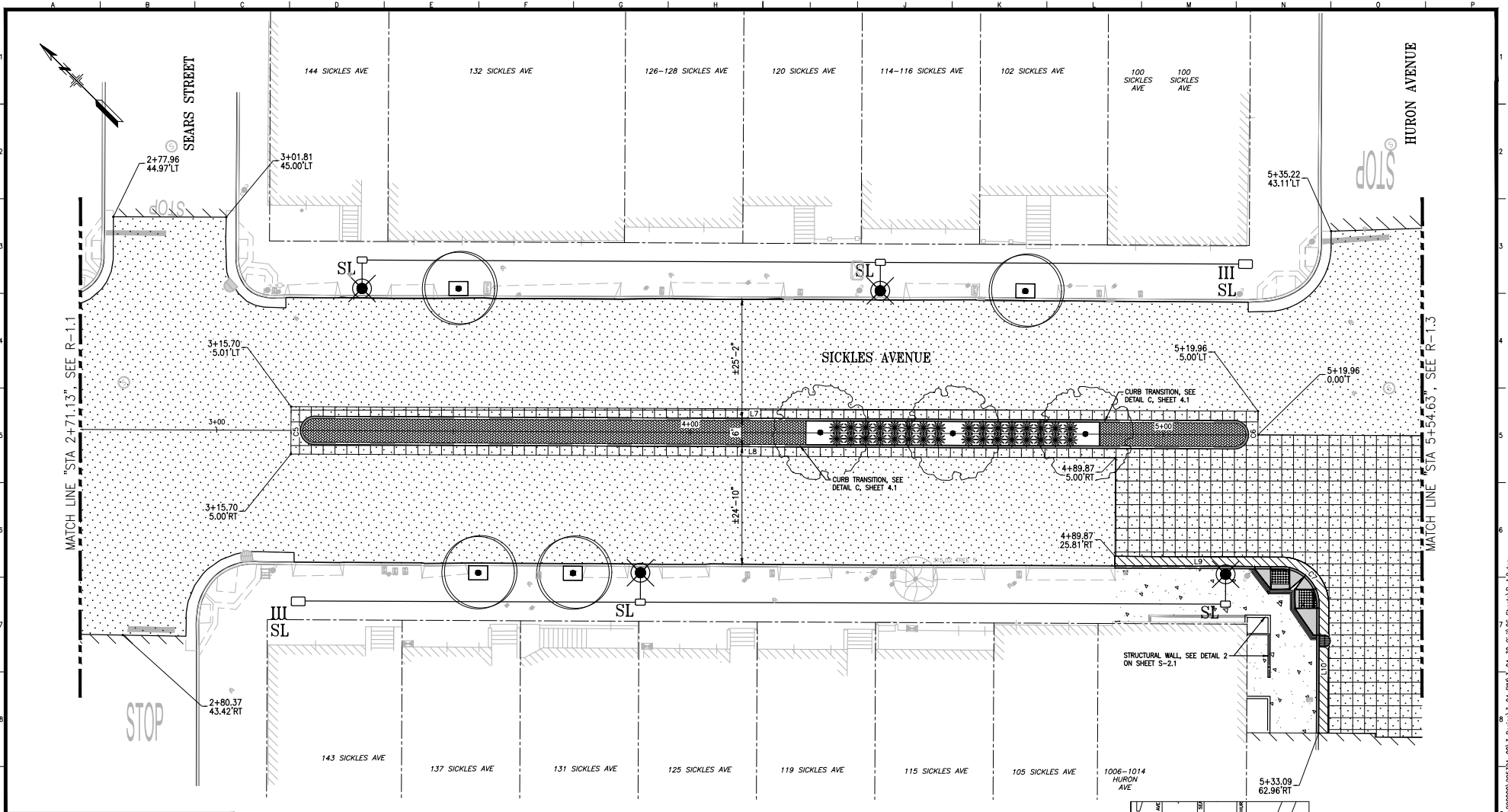
SUPERSEDES: STR-2379, REV 6	DATE: 12/08
DRAWN: T. ABDALLAH	CHECKED: R. OLEA
DATE: 12/08	DATE: MM/DD/YY

APPROVED	SCALE: 1" = 50'
THOMAS P. FOLKS 2004	SHEET/SHEETS:
SENIOR ENGINEER	
BOND M. YEE 2004	
CITY TRAFFIC ENGINEER	

TRAFFIC STRIPING
SICKLES AVENUE
SAN JOSE AVENUE TO MISSION STREET

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

FILE NAME: ---
DATE: ---



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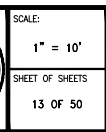
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BUREAU OF ENGINEERING
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 49 SOUTH VAN NESS AVENUE, SUITE 800
 SAN FRANCISCO, CA 94103

Acting Section Mgr:	
Deputy Bureau Mgr:	
Bureau Mgr:	

Date:	
DESIGNED: DATE:	GR 09/13/24
DRAWN: DATE:	JB 09/13/24
CHECKED: DATE:	AK 09/13/24



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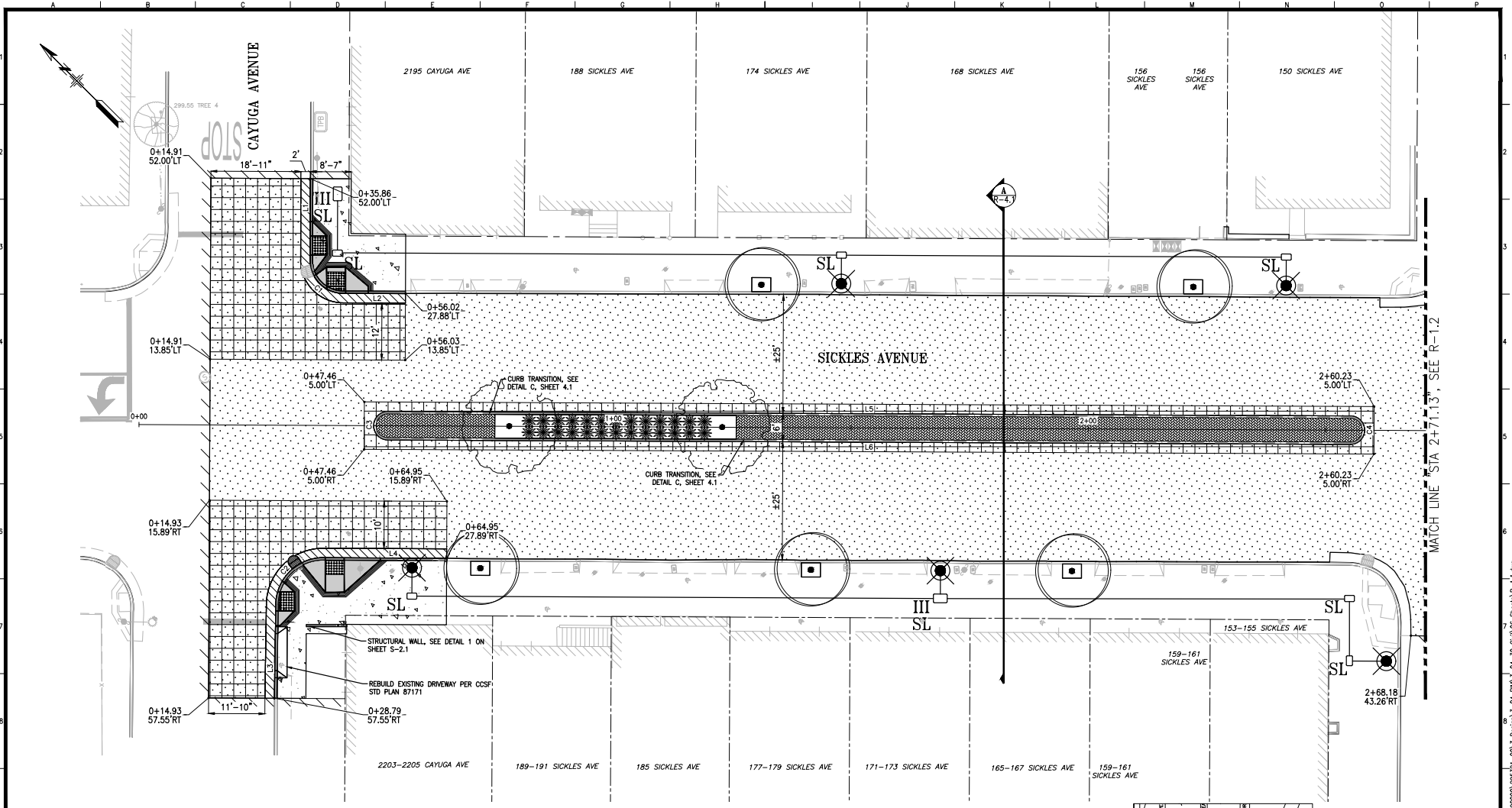
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SPPW SICKLES AVENUE STREETSCAPE

ROADWAY ALIGNMENT PAVEMENT PLAN
 SICKLES AVE - SEARS ST TO HURON AVE
 STA 2+71.13 TO 5+54.63

SOURCING EVENT ID: 0000008480
 DRAWING NO: R-1.2
 FILE NO:
 REV. NO: 01

Logon: Gabriela.Ruvalcaba (Log Time: Fri, 13 Sep 2024 10:02:05PDT)



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Acting Section Mgr:
 Deputy Bureau Mgr:
 Bureau Mgr:

Date:
 DESIGNED: DATE: GR 09/13/24
 DRAWN: DATE: JB 09/13/24
 CHECKED: DATE: AK 09/13/24

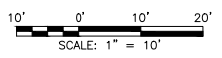


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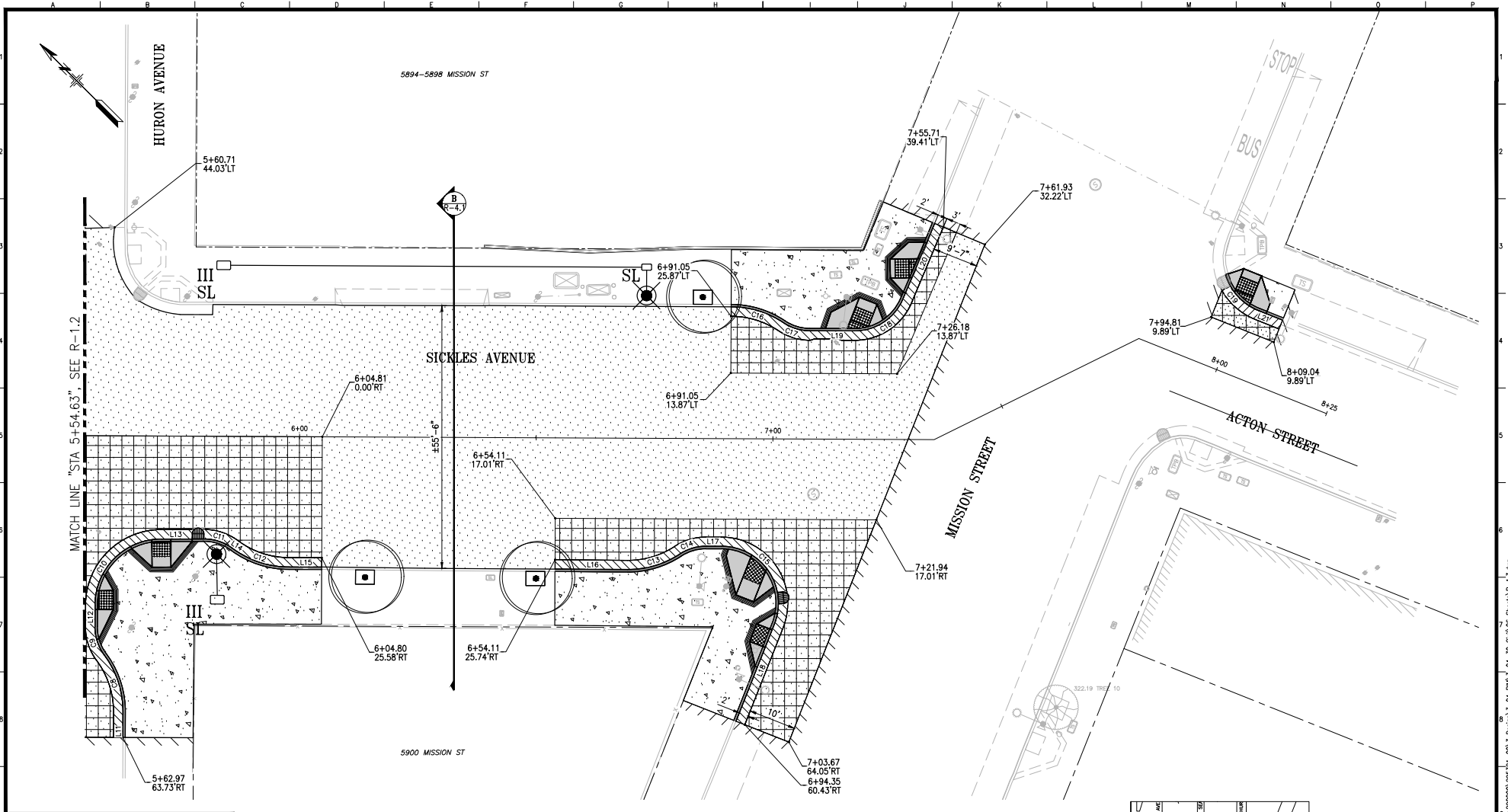
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ROADWAY ALIGNMENT PAVEMENT PLAN
SICKLES AVE - CAYUGA AVE TO SEARS ST
STA 0+00 TO 2+71.13

SOURCING EVENT ID:
 0000008480
 DRAWING NO:
R-1.1
 FILE NO:
 REV. NO:
 01

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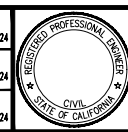
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Acting Section Mgr:	
Deputy Bureau Mgr:	
Bureau Mgr:	

Date:	
DESIGNED: DATE:	GR 09/13/24
DRAWN: DATE:	JB 09/13/24
CHECKED: DATE:	AK 09/13/24



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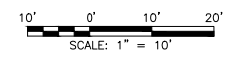
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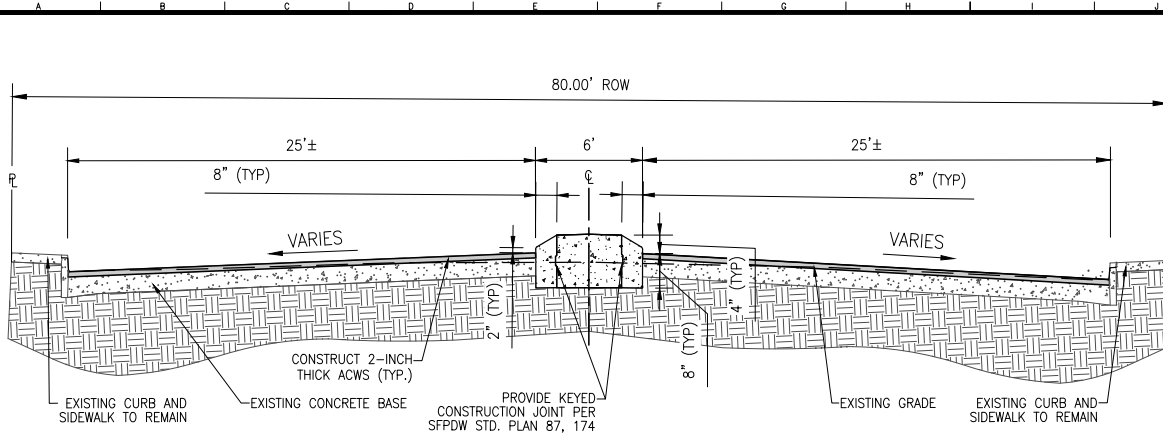
ROADWAY ALIGNMENT PAVEMENT PLAN
 SICKLES AVE - HURON AVE TO MISSION ST
 STA 5+54.63 TO 7+34.07

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REV. NO.:	01

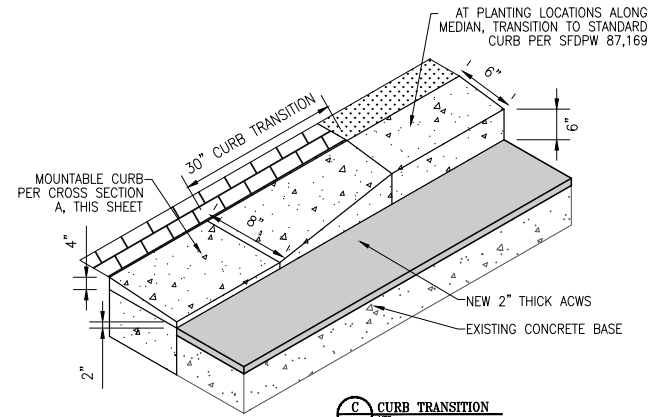
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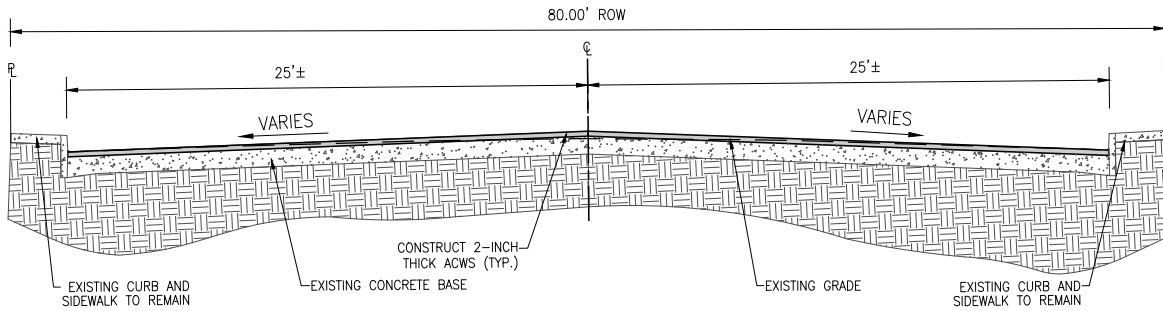
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A ROADWAY CROSS SECTION WITH MOUNTABLE CURB
R-1.1 NIS



C CURB TRANSITION
NIS



B ROADWAY CROSS SECTION WITHOUT MEDIAN
R-1.1 NIS

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TABLE OF REVISIONS				
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SAN FRANCISCO, CA 94103

Acting Section Mgr:	Date:
Deputy Bureau Mgr:	DESIGNED: DATE: GR 09/13/24
Bureau Mgr:	DRAWN: DATE: JB 09/13/24
	CHECKED: DATE: AK 09/13/24

REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA

SCALE:	AS SHOWN
SHEET OF SHEETS	24 OF 50

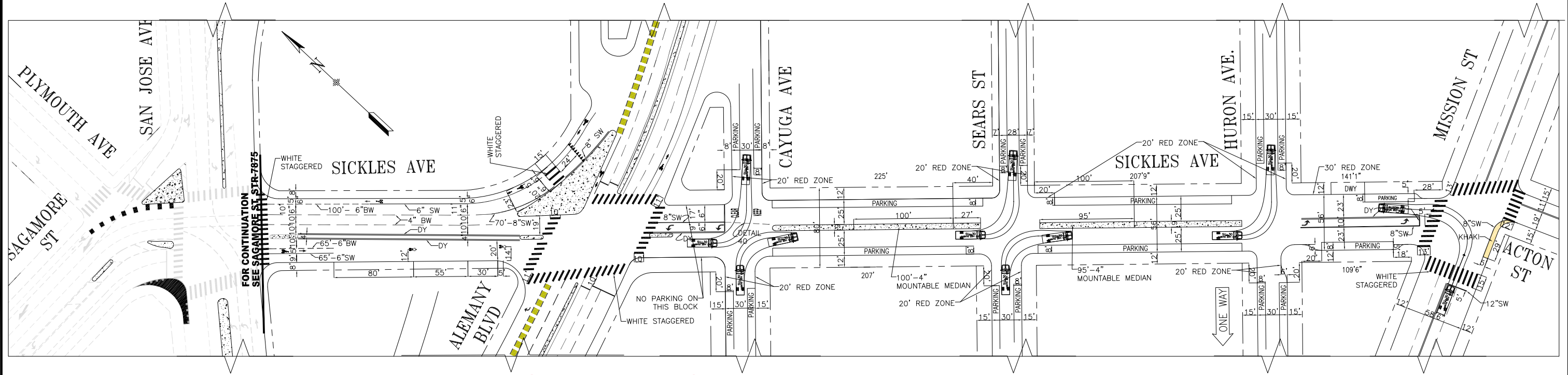
SFPW SICKLES AVENUE STREETSCAPE

ROADWAY CROSS SECTIONS

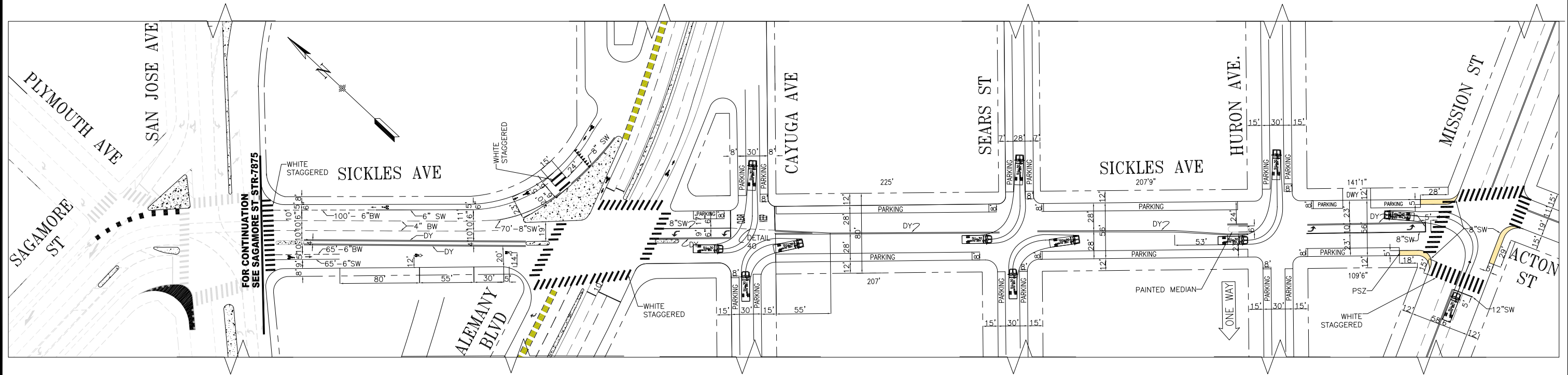
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REV. NO.:	01

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 Login: jacob@arup.com

PROPOSED DESIGN



SU30 TRUCK TURN TEMPLATE EXISTING DESIGN



NO.	DATE	DESCRIPTION	BY	APP
Δ	02/23/23	INSTALL TAPER AND DYL OFFSET FOR MEDIAN ISLAND @ HURON	A.CHUN	E.TSUI
Δ	06/25/21	ADDED ALL.E ON ALEMANY PER FIELD REVISION LT ARROW & KC, BIKE LANE STRIPING AT ALEMANY	W.LEE	K.E.LEUNG
Δ	03/19/19	REALIGN SOUTH CONT. XWALK, ADD NB LIMIT LINE, REMO NB 4" BW & DY, REMO SB LIMIT LINES ON MISSION	ASCALES	GDELEON
Δ	08/11/15	INSTALL PSZ AND CONTINENTALS AT MISSION	LWOODWARD	GDELEON
Δ	10/18/17	CONVERT XWALKS TO CONTINENTAL AT SAN JOSE	LSTONEHILL	GDELEON
Δ	02/11/13	EXPAND MEDIAN, STAGGERED X-WALK AT ALEMANY	CAGUDELO	DVALLE-SCHWENK

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



SUPERSEDES: STR-2379, REV 6	DATE: 12/08
DRAWN: T. ABDALLAH	CHECKED: R. OLEA
DATE: 12/08	DATE: MM/DD/YY

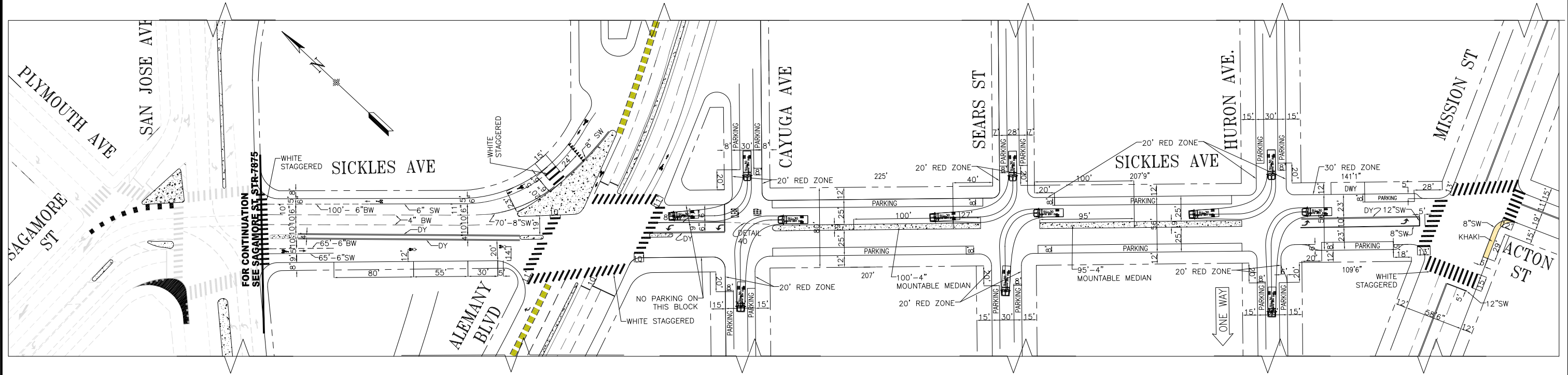
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THOMAS P FOLKS 2004	SHEET/SHEETS:
SENIOR ENGINEER	DATE:
BOND M. YEE 2004	DATE:
CITY TRAFFIC ENGINEER	DATE:

TRAFFIC STRIPING
SICKLES AVENUE
SAN JOSE AVENUE TO MISSION STREET

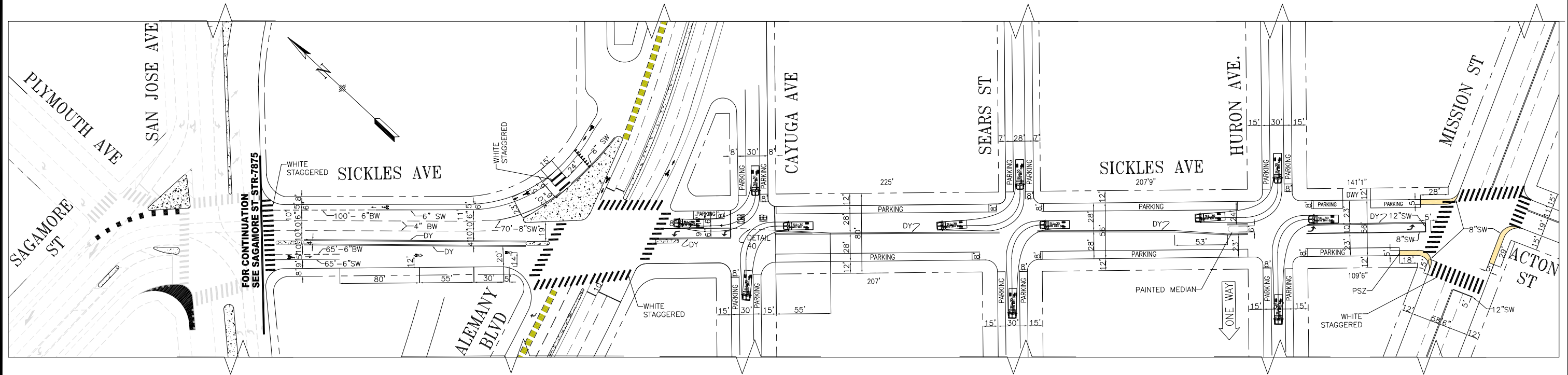
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DRAWING NO.	FILE NO.
REV. NO.	DRAFT

FILE NAME: ---
DATE: ---

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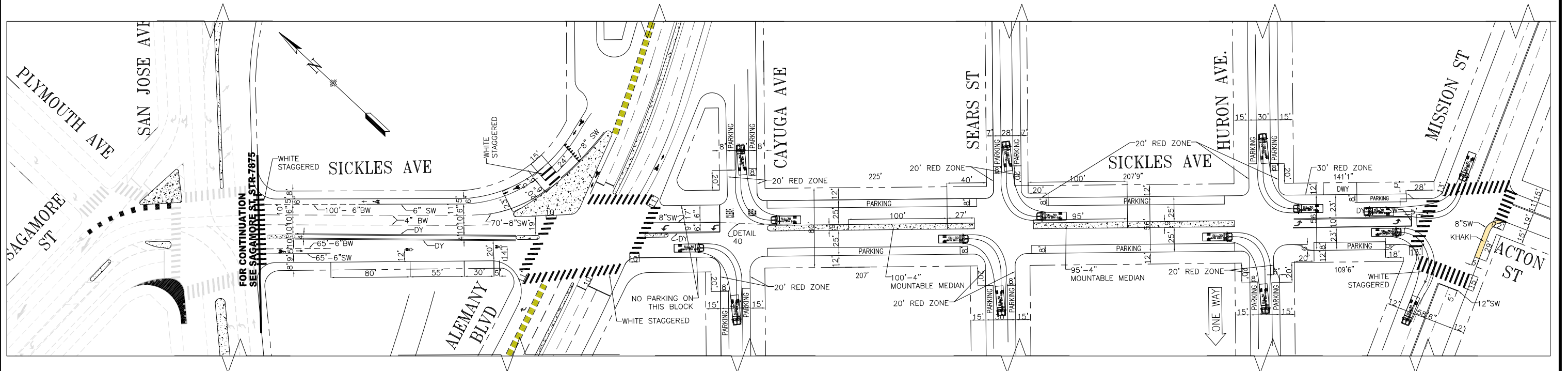
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THOMAS P FOLKS 2004	SHEET/SHEETS:
SENIOR ENGINEER	
BOND M. YEE 2004	
CITY TRAFFIC ENGINEER	

TRAFFIC STRIPING
SICKLES AVENUE
SAN JOSE AVENUE TO MISSION STREET

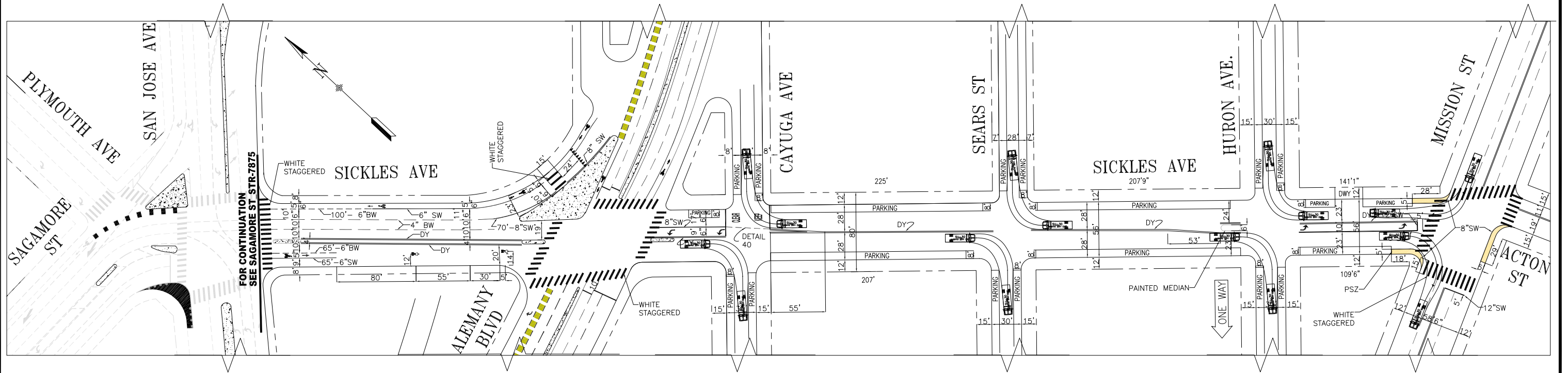
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FILE NO.	REV. NO. DRAFT

FILE NAME: ---
DATE: ---

PROPOSED DESIGN



SU30 TRUCK TURN TEMPLATE EXISTING DESIGN



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DRAWN: T. ABDALLAH	CHECKED: R. OLEA
DATE: 12/08	DATE: MM/DD/YY

APPROVED	THOMAS P. FOLKS 2004
SENIOR ENGINEER	DATE:
BOND M. YEE 2004	CITY TRAFFIC ENGINEER
DATE:	DATE:

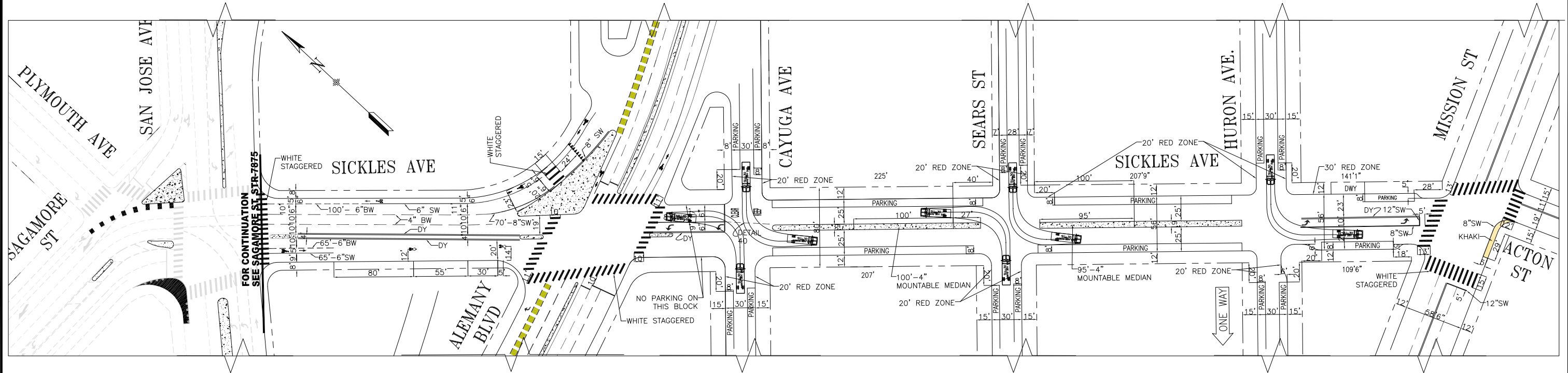
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1" = 50'

TRAFFIC STRIPING
SICKLES AVENUE
SAN JOSE AVENUE TO MISSION STREET

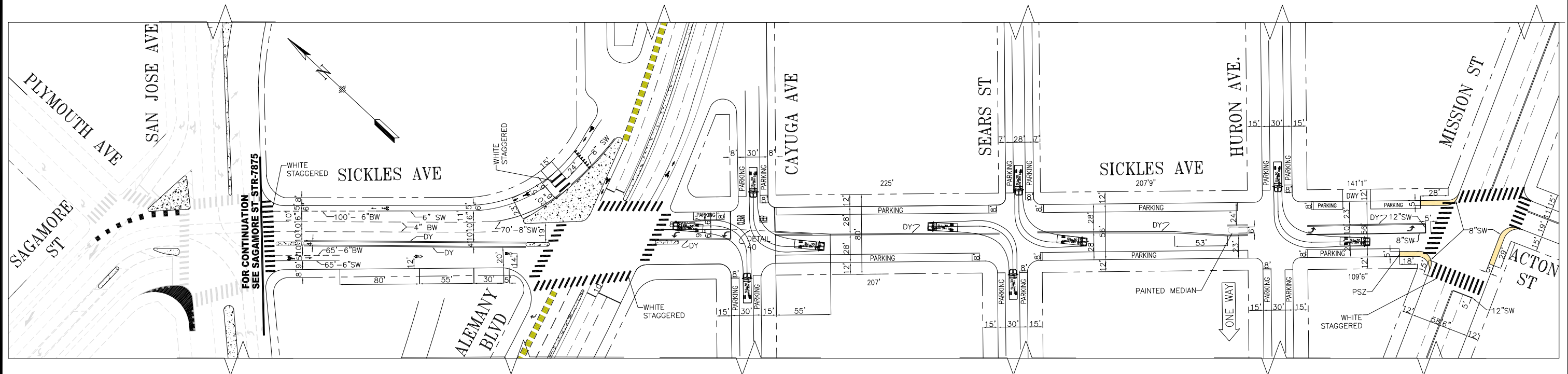
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DRAWING NO.	FILE NO.
REV. NO.	DRAFT

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

PROPOSED DESIGN



SU30 TRUCK TURN TEMPLATE EXISTING DESIGN



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Δ	02/23/23	INSTALL TAPER AND DYI OFFSET FOR MEDIAN ISLAND @ HURON	A.CHUN	E.TSUI
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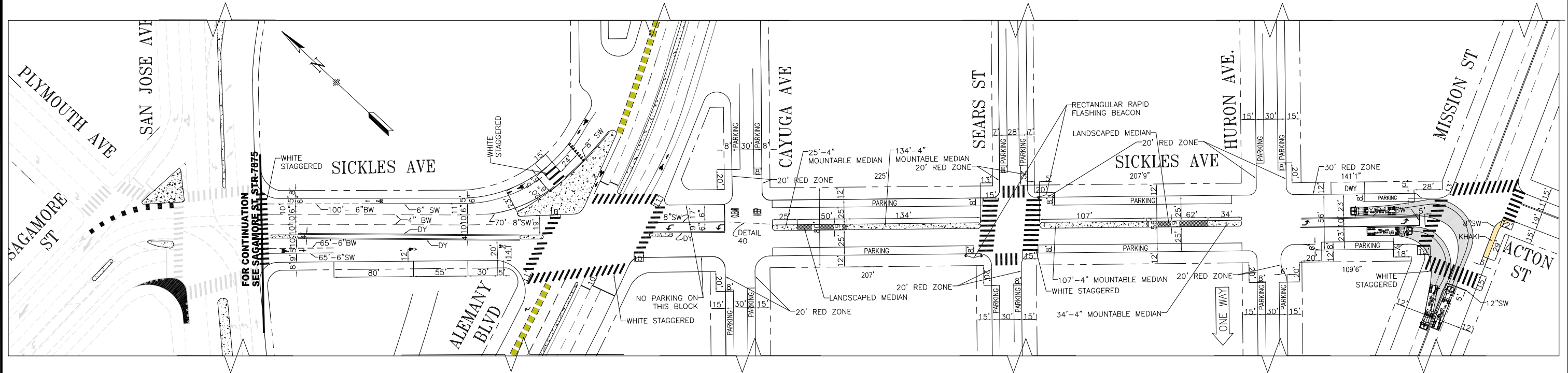
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THOMAS P. FOLKS 2004	SHEET/SHEETS:
SENIOR ENGINEER	DATE:
BOND M. YEE 2004	DATE:
CITY TRAFFIC ENGINEER	DATE:

TRAFFIC STRIPING
SICKLES AVENUE
SAN JOSE AVENUE TO MISSION STREET

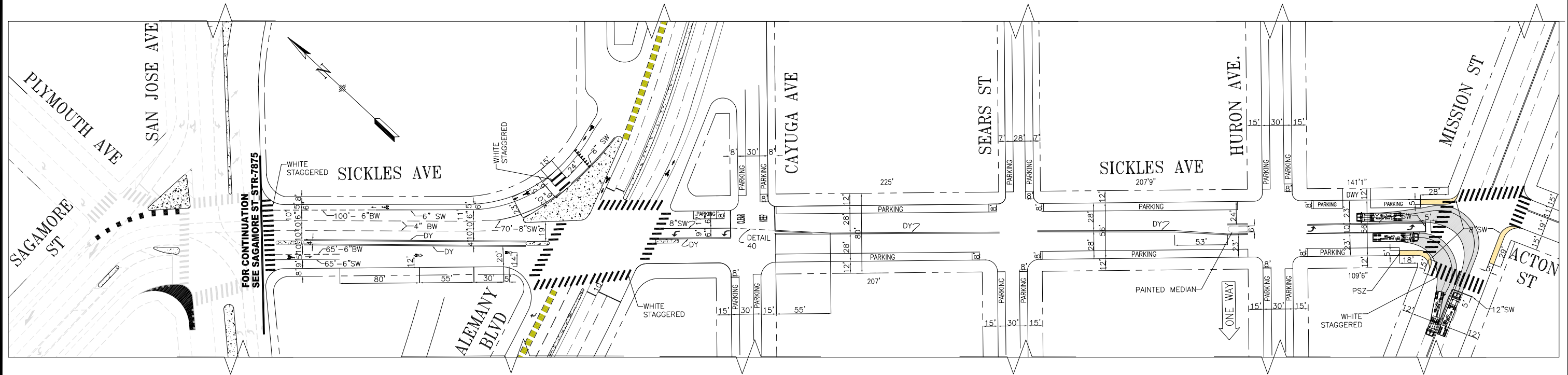
CONTRACT NO.	FILE NO.
DRAWING NO. DRAFT	REV. NO. DRAFT

FILE NAME: ---
DATE: ---

PROPOSED DESIGN



WB40 TRUCK TURN TEMPLATE EXISTING DESIGN



NO.	DATE	DESCRIPTION	BY	APP
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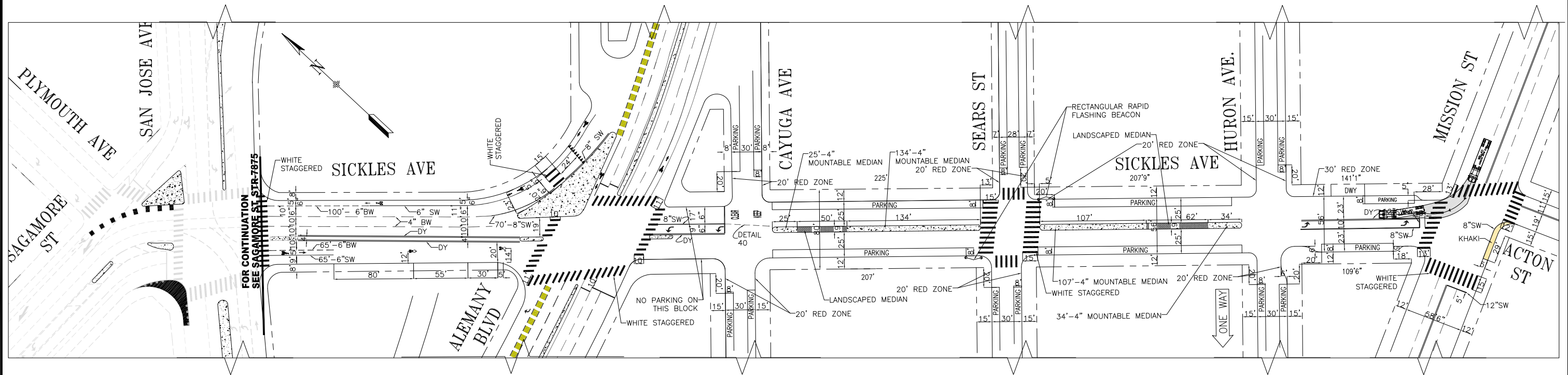
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THOMAS P FOLKS 2004	SHEET/SHEETS:
SENIOR ENGINEER	DATE:
BOND M. YEE 2004	DATE:
CITY TRAFFIC ENGINEER	DATE:

TRAFFIC STRIPING
SICKLES AVENUE
SAN JOSE AVENUE TO MISSION STREET

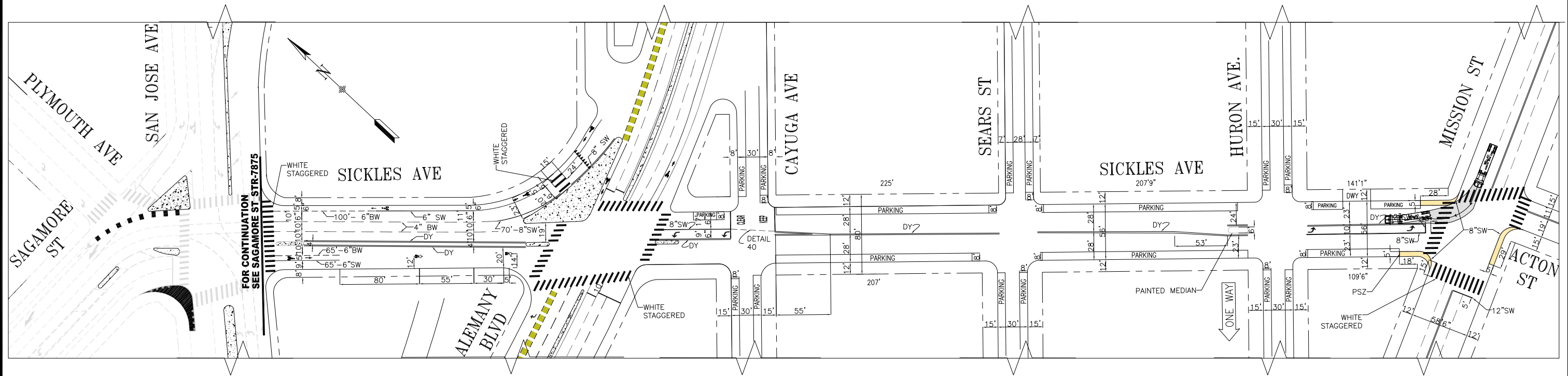
CONTRACT NO.	DRAWING NO. DRAFT
FILE NO.	REV. NO. DRAFT

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

PROPOSED DESIGN



WB40 TRUCK TURN TEMPLATE EXISTING DESIGN



NO.	DATE	DESCRIPTION	BY	APP
Δ	02/23/23	INSTALL TAPER AND DYL OFFSET FOR MEDIAN ISLAND @HURON	A.CHUN	E.TSUI
Δ	06/25/21	ADDED ALL.E ON ALEMANY PER FIELD; REALIGN LT ARROW & KC, BIKE LANE STRIPING AT ALEMANY	W.LEE	K.E.LEUNG
Δ	03/19/19	REALIGN SOUTH CONT. XWALK, ADD NB LIMIT LINE, REMO NB 4" BW & DY, REMO SB LIMIT LINES ON MISSION	ASCALES	GDELEON
Δ	08/11/15	INSTALL PSZ AND CONTINENTALS AT MISSION	LWOODWARD	GDELEON
Δ	10/18/17	CONVERT XWALKS TO CONTINENTAL AT SAN JOSE	LSTONEHILL	GDELEON
Δ	02/11/13	EXPAND MEDIAN, STAGGERED X-WALK AT ALEMANY	CAGUDELO	DVALLE-SCHWENK

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



SUPERSEDES: STR-2379, REV 6	DATE: 12/08
DRAWN: T. ABDALLAH	CHECKED: R. OLEA
DATE: 12/08	DATE: MM/DD/YY

APPROVED	SCALE: 1" = 50'
THOMAS P FOLKS 2004	SHEET/SHEETS:
SENIOR ENGINEER	DATE:
BOND M. YEE 2004	DATE:
CITY TRAFFIC ENGINEER	DATE:

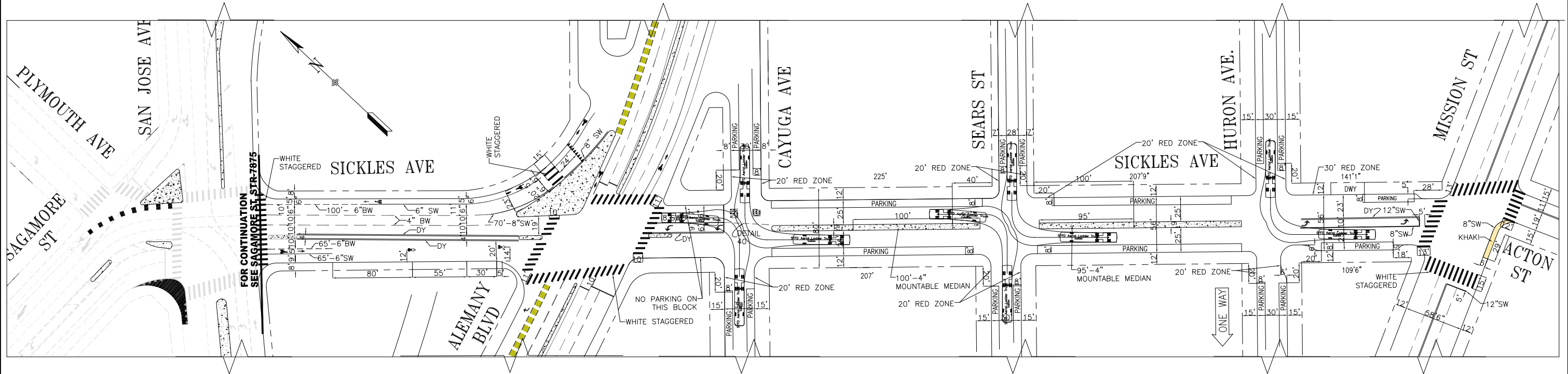
TRAFFIC STRIPING

SICKLES AVENUE
SAN JOSE AVENUE TO MISSION STREET

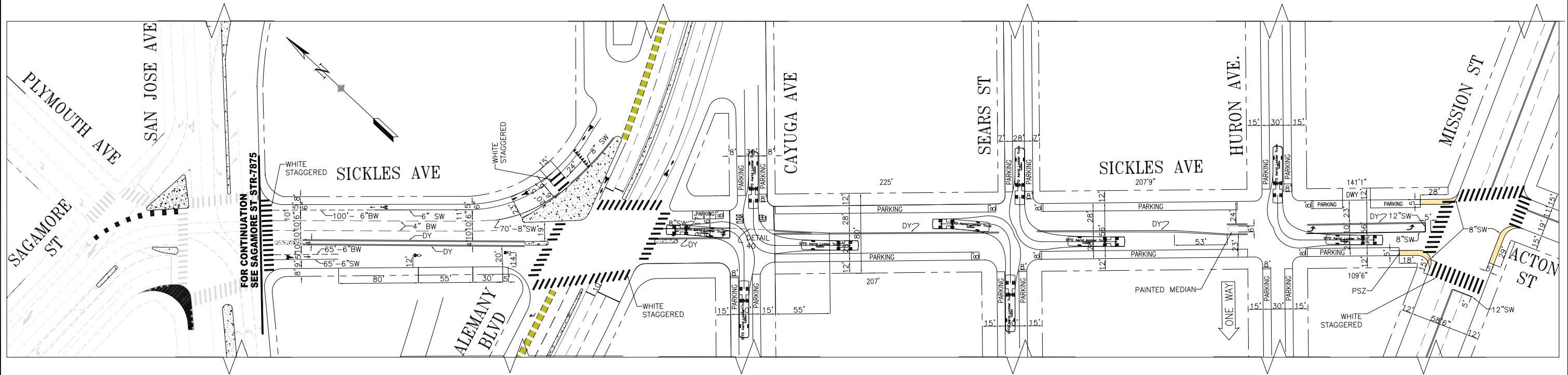
CONTRACT NO.	DRAWING NO. DRAFT
FILE NO.	REV. NO. DRAFT

FILE NAME: ---
DATE: ---

PROPOSED DESIGN



FIRE LADDER TRUCK TURN TEMPLATE EXISTING DESIGN



NO.	DATE	DESCRIPTION	BY	APP
Δ	02/23/23	INSTALL TAPER AND DYL OFFSET FOR MEDIAN ISLAND @ HURON	A.CHUN	E.TSUI
Δ	06/25/21	ADDED ALL E. ON ALEMANY PER FIELD; REALIGN LT ARROW & KC, BIKE LANE STRIPING AT ALEMANY	W.LEE	K.E.LEUNG
Δ	03/19/19	REALIGN SOUTH CONT. XWALK, ADD NB LIMIT LINE, REMO NB 4" BW & DY, REMO SB LIMIT LINES ON MISSION	ASCALES	GDELEON
Δ	08/11/15	INSTALL PSZ AND CONTINENTALS AT MISSION	LWOODWARD	GDELEON
Δ	10/18/17	CONVERT XWALKS TO CONTINENTAL AT SAN JOSE	LSTONEHILL	GDELEON
Δ	02/11/13	EXPAND MEDIAN, STAGGERED X-WALK AT ALEMANY	CAGUDELO	DVALLE-SCHWENK

TABLE OF REVISIONS
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SUPERSEDES: STR-2379, REV 6	DATE: 12/08
DRAWN: T. ABDALLAH	CHECKED: R. OLEA
DATE: 12/08	DATE: MM/DD/YY

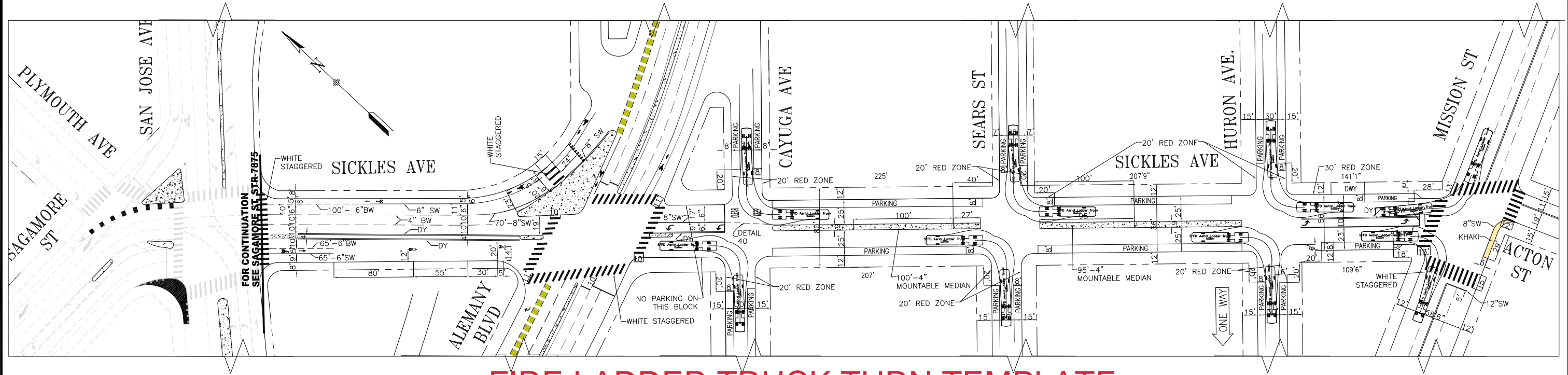
APPROVED	SCALE: 1" = 50'
THOMAS P FOLKS 2004	SHEET/SHEETS:
SENIOR ENGINEER	DATE:
BOND M. YEE 2004	DATE:
CITY TRAFFIC ENGINEER	DATE:

TRAFFIC STRIPING
SICKLES AVENUE
SAN JOSE AVENUE TO MISSION STREET

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

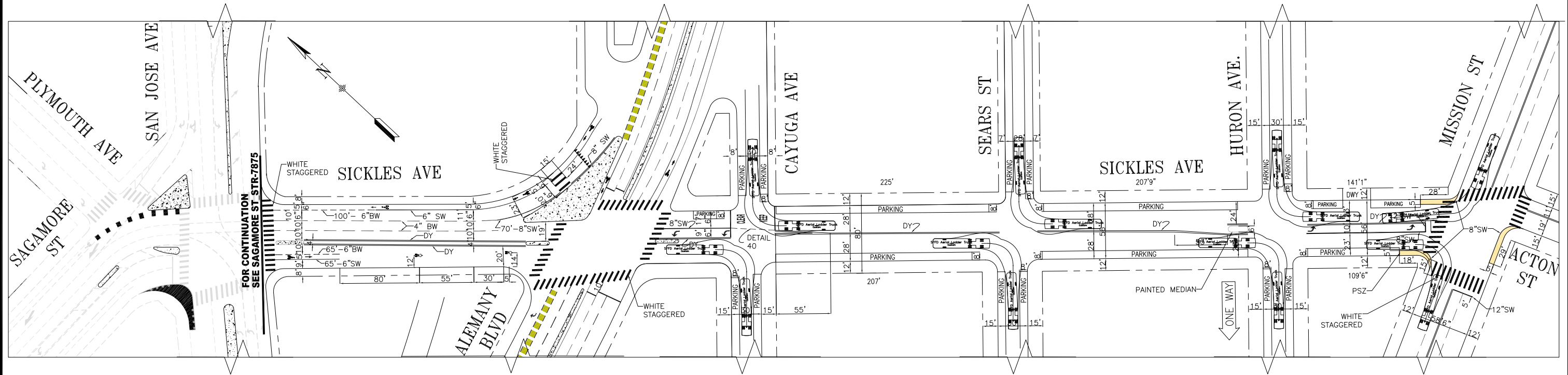
FILE NAME: ---
DATE: ---/---/---

PROPOSED DESIGN



FIRE LADDER TRUCK TURN TEMPLATE

EXISTING DESIGN



NO.	DATE	DESCRIPTION	BY	APP
Δ	02/23/23	INSTALL TAPER AND DYL OFFSET FOR MEDIAN ISLAND @ HURON	A.CHUN	E.TSUI
Δ	06/25/21	ADDED ALL E ON ALEMANY PER FIELD; REALIGN LT ARROW & KC, BIKE LANE STRIPING AT ALEMANY	W.LEE	K.E.LEUNG
Δ	03/19/19	REALIGN SOUTH CONT. XWALK, ADD NB LIMIT LINE, REMO NB 4\"/>		


SFMTA



SUPERSEDES: STR-2379, REV 6	DATE: 12/08
DRAWN: T. ABDALLAH	CHECKED: R. OLEA
DATE: 12/08	DATE: MM/DD/YY

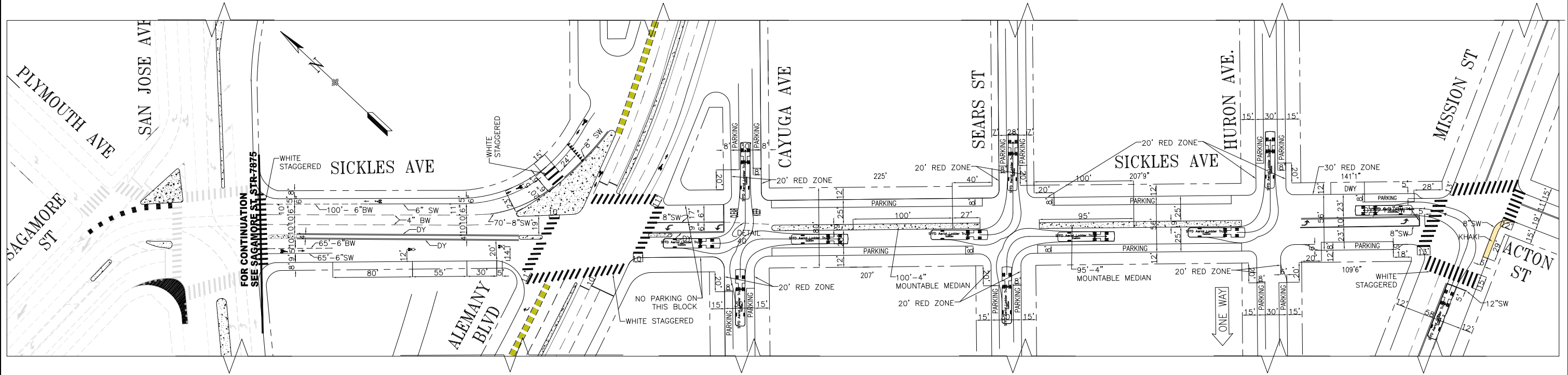
APPROVED	SCALE: 1" = 50'
THOMAS P FOLKS 2004	SHEET/SHEETS:
SENIOR ENGINEER	
BOND M. YEE 2004	
CITY TRAFFIC ENGINEER	

TRAFFIC STRIPING
SICKLES AVENUE
SAN JOSE AVENUE TO MISSION STREET

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

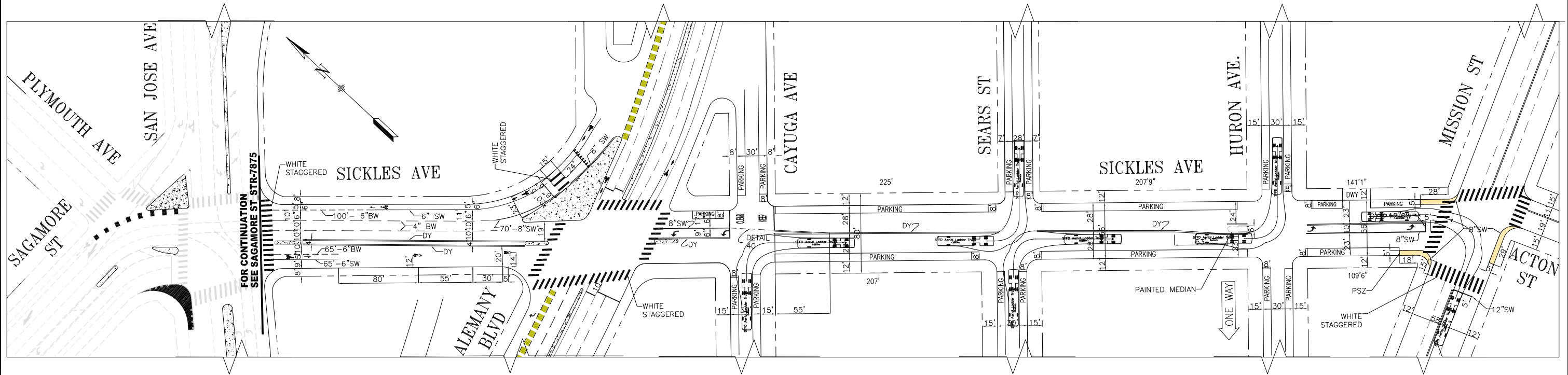
FILE NAME: ---
DATE: ---

PROPOSED DESIGN



FIRE LADDER TRUCK TURN TEMPLATE

EXISTING DESIGN



NO.	DATE	DESCRIPTION	BY	APP
1	02/23/23	INSTALL TAPER AND DYL OFFSET FOR MEDIAN ISLAND @HURON	A.CHUN	E.TSUI
2	06/25/21	ADDED K.L.E. ON ALEMANY PER FIELD; REALIGN LT ARROW & KC, BIKE LANE STRIPING AT ALEMANY	W.LEE	K.E.LEUNG
3	03/19/19	REALIGN SOUTH CONT XWALK, ADD NB TURN LINE, REMO NB 4" BW & DY, REMO SB LIMIT LINES ON MISSION	ASCALES	GDELEON
4	08/11/15	INSTALL PSZ AND CONTINENTALS AT MISSION	LWOODWARD	GDELEON
5	10/18/17	CONVERT XWALKS TO CONTINENTAL AT SAN JOSE	LSTONEHILL	GDELEON
6	02/11/13	EXPAND MEDIAN, STAGGERED X-WALK AT ALEMANY	CAGUDELO	DVALLE-SCHWENK

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SUPERSEDES: STR-2379, REV 6	DATE: 12/08
DRAWN: T. ABDALLAH	CHECKED: R. OLEA
DATE: 12/08	DATE: MM/DD/YY

APPROVED	THOMAS P FOLKS 2004
SENIOR ENGINEER	BOND M. YEE 2004
DATE:	CITY TRAFFIC ENGINEER

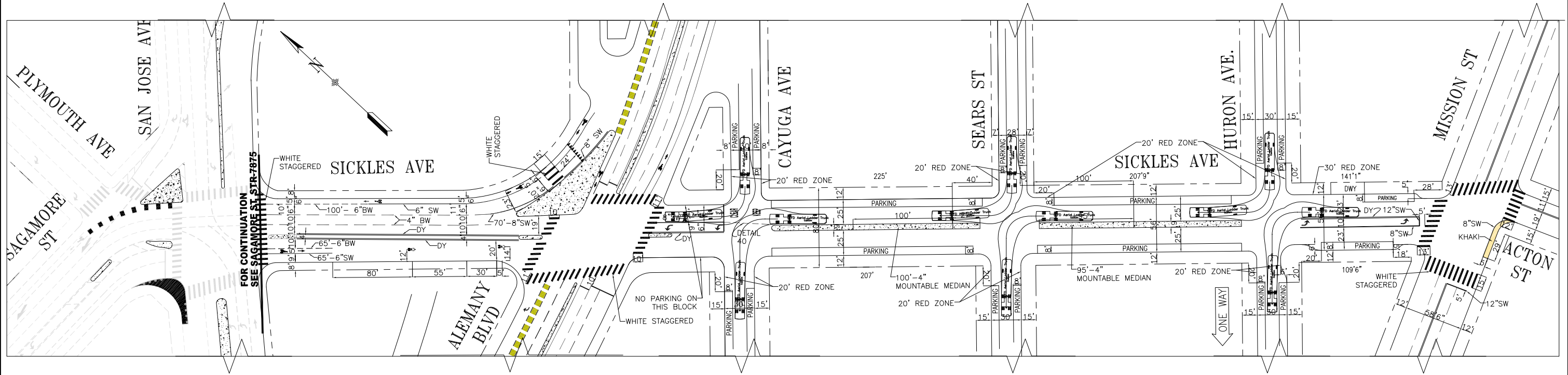
SCALE:
1" = 50'
SHEET/SHEETS:

TRAFFIC STRIPING
SICKLES AVENUE
SAN JOSE AVENUE TO MISSION STREET

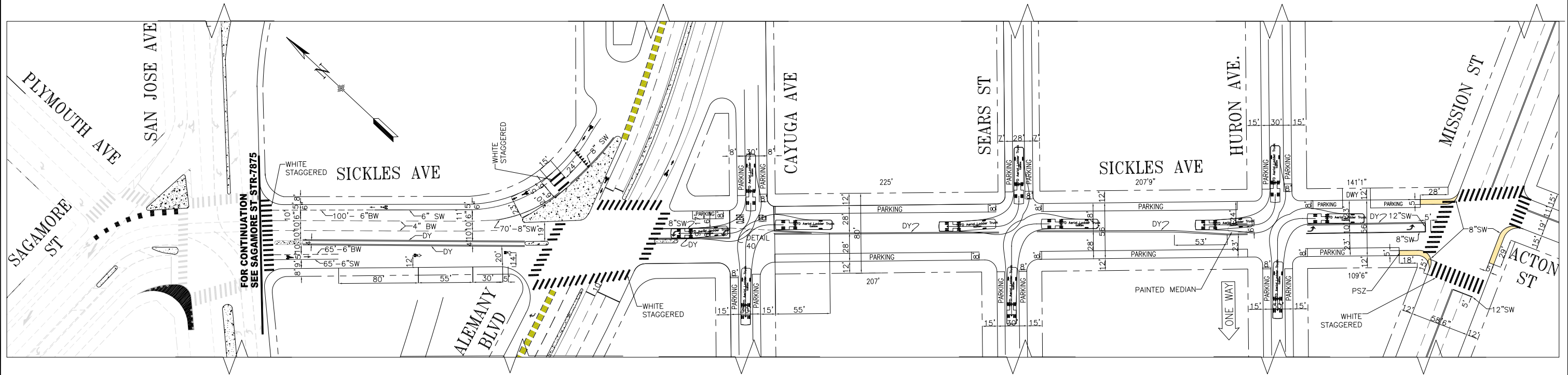
CONTRACT NO.	DRAFT
DRAWING NO.	DRAFT
FILE NO.	
REV. NO.	DRAFT

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

PROPOSED DESIGN



FIRE LADDER TRUCK TURN TEMPLATE EXISTING DESIGN



NO.	DATE	DESCRIPTION	BY	APP
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DATE: 12/08	DATE: MM/DD/YY

APPROVED	SCALE: 1" = 50'
THOMAS P. FOLKS 2004	SHEET/SHEETS:
SENIOR ENGINEER	
BOND M. YEE 2004	
CITY TRAFFIC ENGINEER	

TRAFFIC STRIPING
SICKLES AVENUE
SAN JOSE AVENUE TO MISSION STREET

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

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

SICKLES AVE/CAYUGA AVE INTERSECTION



EASTBOUND STREETVIEW

SICKLES AVE/SEARS ST INTERSECTION



EASTBOUND STREETVIEW

SICKLES AVE/MISSION ST INTERSECTION



WESTBOUND STREETVIEW

SICKLES AVE/HURON AVE INTERSECTION



WESTBOUND STREETVIEW

TransBASE Internal Dashboard

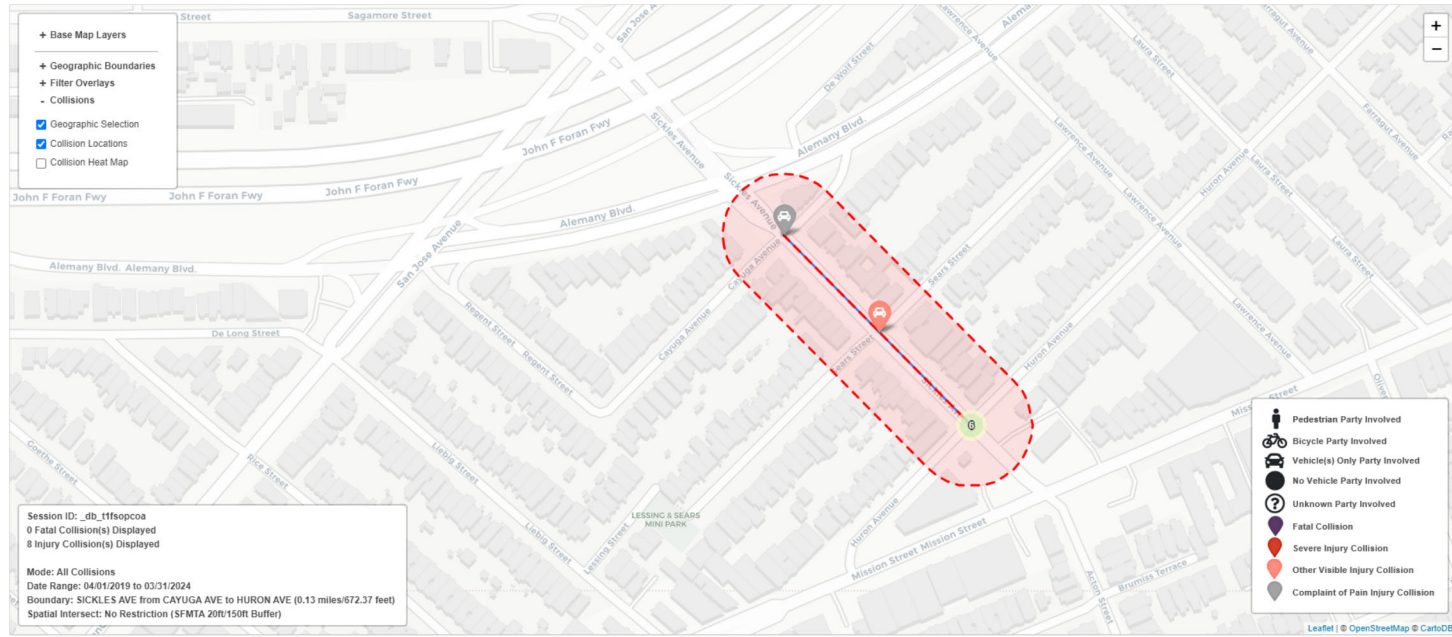
Geographic Extent: SICKLES AVE from CAYUGA AVE to HURON AVE (0.13 miles/672.37 feet)

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

Data Range: 04/01/2019 to 03/31/2024

Pull Date: 7/12/2024

Geographic Extent



TransBASE Internal Dashboard

Geographic Extent: SICKLES AVE from CAYUGA AVE to HURON AVE (0.13 miles/672.37 feet)

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

Data Range: 04/01/2019 to 03/31/2024

Pull Date: 7/12/2024

Collision/Party/Victim Table

Showing 1 to 8 of 8 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 8

Total Count of Fatal/Non-Fatal Injury Collisions: 8

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	Hit and Run	Road Surface	Road Condition	Light
240062452	01/28/2024	19:37	Sunday	SICKLES AVE	HURON AVE	0	Not Stated	Driver	South	Making Right Turn	Pedestrian	East	Proceeding Straight	CVC 22350	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated	Dark Street Light
230770659	10/27/2023	22:53	Friday	SICKLES AVE	HURON AVE	0	Not Stated	Driver	East	Making Left Turn	Driver	West	Proceeding Straight	CVC 21801(a)	Injury (Complaint of Pain)	Other	Other Motor Vehicle	Misdemeanor	Dry	No Unusual Condition/ Not Stated	Dark Street Light
220779661	11/12/2022	20:37	Saturday	SICKLES AVE	HURON AVE	0	Not Stated	Driver	South	Proceeding Straight	Driver	East	Proceeding Straight	CVC 22450(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	Felony	Dry	No Unusual Condition/ Not Stated	Dark Street Light
220426903	06/29/2022	12:31	Wednesday	SICKLES AVE	CAYUGA AVE	0	Not Stated	Driver	North	Making Left Turn	Driver	East	Proceeding Straight	CVC 21802(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Daylight
210114005	02/19/2021	18:46	Friday	HURON AVE	SICKLES AVE	0	Not Stated	Bicyclist	West	Proceeding Straight	Driver	South	Proceeding Straight	CVC 21800(a)	Injury (Complaint of Pain)	Broadside	Bicycle	No	Dry	No Unusual Condition/ Not Stated	Dark Street Light
200356483	06/13/2020	16:09	Saturday	SICKLES AVE	HURON AVE	0	Not Stated	Driver	South	Proceeding Straight	Driver	West	Proceeding Straight	CVC 21804(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Daylight
220356483	06/13/2020	16:09	Saturday	SICKLES AVE	HURON AVE	0	Not Stated	Driver	South	Proceeding Straight	Driver	West	Proceeding Straight	CVC 21804(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Daylight
190839870	11/06/2019	11:31	Wednesday	SICKLES AVE	SEARS ST	0	Not Stated	Driver	West	Making Left Turn	Driver	East	Proceeding Straight	CVC 22107	Injury (Other Visible)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Daylight

TransBASE Internal Dashboard

Geographic Extent: SICKLES AVE from CAYUGA AVE to HURON AVE (0.13 miles/672.37 feet)

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

Data Range: 04/01/2019 to 03/31/2024

Pull Date: 7/12/2024

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 7/12/2024
Collision Level: Injury Collisions
Boundary: SICKLES AVE from CAYUGA AVE to HURON AVE
(0.13 miles/672.37 feet)
Collision Dates: 04/01/2019 to 03/31/2024
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
Party Involved Autonomous Vehicle: 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



ABBREVIATED CEQA CHECKLIST FOR Better Streets Plan Improvement Projects

Please include the following supporting materials with this checklist:

- Project Description and scope of work
- Existing and Proposed Site plans
- Site photos
- Scope of work for: Air Quality Analysis Tech Memo (if applicable)¹
- Green House Gas Emission Checklist² (if applicable)

I - PROJECT INFORMATION	
DATE	
PROJECT NAME	
LOCATION/ NEIGHBORHOOD	
CONSTRUCTION DURATION	
II - PROJECT CONTACT	
RESPONSIBLE AGENCY	
NAME	
ADDRESS	
PHONE	
EMAIL	
III - PROJECT CHARACTERISTICS	
STREET TYPE ³	<input type="checkbox"/> Varies (See attachment _____) OR Provide a description:
STREET NAME	
⁴ FROM (CROSS-STREET 1) TO (CROSS-STREET 2)	

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

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

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

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

PROJECT NAME:

PROJECT SCREENING PART I

(On the table below, please identify BSP's design elements that are part of the proposed project)

DETAILED DESIGNED ELEMENTS

STANDARD IMPROVEMENTS

BSP NUMBER/ NAME	PROJECT ELEMENT	Requires Subsequent Environmental Review⁵ (EP PLANNER DETERMINATION ONLY)
SI-1 Accessible curb ramps	<input type="checkbox"/>	<input type="checkbox"/>
SI-2 Marked crosswalks	<input type="checkbox"/>	<input type="checkbox"/>
SI-3 Pedestrian signal timing	<input type="checkbox"/>	<input type="checkbox"/>
SI-4 Curb radii guidelines	<input type="checkbox"/>	<input type="checkbox"/>
SI-5 Corner curb extensions	<input type="checkbox"/>	<input type="checkbox"/>
SI-6 Street trees	<input type="checkbox"/>	<input type="checkbox"/>
SI-7 Tree basin furnishing	<input type="checkbox"/>	<input type="checkbox"/>
SI-8 Sidewalk planters	<input type="checkbox"/>	<input type="checkbox"/>
SI-9 Stormwater management tools	<input type="checkbox"/>	<input type="checkbox"/>
SI-10 Street lighting	<input type="checkbox"/>	<input type="checkbox"/>
SI-11 Special paving	<input type="checkbox"/>	<input type="checkbox"/>
SI-12 Site furnishings	<input type="checkbox"/>	<input type="checkbox"/>

CASE-BY-CASE IMPROVEMENTS

CBC-1 High-visibility crosswalk	<input type="checkbox"/>	<input type="checkbox"/>
CBC-2 Special crosswalk	<input type="checkbox"/>	<input type="checkbox"/>
CBC-3 Vehicle turning movements	<input type="checkbox"/>	<input type="checkbox"/>
CBC-4 Removal or reduction of permanent crosswalk closures	<input type="checkbox"/>	<input type="checkbox"/>

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

PROJECT NAME:

PROJECT SCREENING PART I CONT.

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

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

PROJECT NAME:

PROJECT SCREENING PART I CONT.		
NUMBER/ NAME	PROJECT ELEMENT	REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW⁷ (DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY)
CBC-22 Shared public ways	<input type="checkbox"/>	<input type="checkbox"/>
CBC-23 Pedestrian-only streets	<input type="checkbox"/>	<input type="checkbox"/>
CBC-24 Public stairs	<input type="checkbox"/>	<input type="checkbox"/>
CBC-25 Multi-use paths	<input type="checkbox"/>	<input type="checkbox"/>
CBC-26 Above-ground landscaping	<input type="checkbox"/>	<input type="checkbox"/>
OTHER DESIGN IMPROVEMENTS IN THE BETTER STREETS PLAN (BSP) (Not identified above)		
DESIGN ELEMENT NAME	BSP PAGE NUMBER	
		<input type="checkbox"/>
(EP PLANNER COMMENTS):		

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

PROJECT NAME:

PROJECT SCREENING PART I CONT.

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

IDENTIFY STORM WATER FACILITIES THAT ARE PART OF THE PROJECT

	Project Element	Requires Subsequent Environmental Review⁸ (FOR EP PLANNER DETERMINATION ONLY)
Permeable Paving	<input type="checkbox"/>	<input type="checkbox"/>
Bioretention Facilities	<input type="checkbox"/>	<input type="checkbox"/>
Swales	<input type="checkbox"/>	<input type="checkbox"/>
Infiltration Boardwalks	<input type="checkbox"/>	<input type="checkbox"/>
Infiltration and Soakage Trench	<input type="checkbox"/>	<input type="checkbox"/>
Channels and Runnels	<input type="checkbox"/>	<input type="checkbox"/>
Vegetated Buffer Strip	<input type="checkbox"/>	<input type="checkbox"/>
Vegetated Gutter	<input type="checkbox"/>	<input type="checkbox"/>
Other (describe stormwater improvements)	<input type="checkbox"/>	<input type="checkbox"/>

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

(EP PLANNER COMMENTS):

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

PROJECT NAME:

PROJECT SCREENING PART II
(If any of the questions listed below pertain to this project, please answer "YES". If none apply, indicate so by checking the red box below.
Note: If you answer "YES" to any of the questions listed below, this checklist may not be utilized, and therefore, and Environmental Evaluation application must be filled.)

TRANSPORTATION/CIRCULATION

Does the project include right turn on red (RTOR) at locations where the peak hour right-turning traffic volume exceeds 300 vehicles per hour; or require any removal of multiple turn lanes; or the bus stop is located in the near side?	Yes
Does the project include removal of crosswalk closures?	Yes
Does the project include mid-block crosswalks on a two-way street where traffic volumes exceed 500 vehicles per hour in either direction during the peak hour?	Yes
Does the project include roundabouts?	Yes
Does the project include pedestrian-only streets on a street where through traffic is greater than 100 vehicles per hour in the peak hour, or there is transit service, or there are driveways or parking garages, or loading activities cannot be accommodated during off-peak hours?	Yes
Does the project include multi-use paths? ⁹	Yes
Does the project include shared public ways on streets with park garages with parking spaces > 100, or through traffic > 100 cars per hours, or transit service?	Yes

PROJECT ELEMENTS THAT WILL REQUIRE TECH SPEC EVALUATION:¹⁰
(If the project includes any of the elements listed below, the project will require Tech Spec Evaluation).

HISTORICAL/ARCHEO RESOURCES
(All applications need preliminary review for potential impacts to archeological resources pursuant to EP practice.)

Is the proposed project located within a potential historic district or on a street adjacent to a historic landmark? Please state the name of the historic district or historic landmark: _____	Yes
Does the proposed project involve an identified historic resource among the following: street furniture, light standards, signage, curbs, places, bricks, walls, and other paving materials? Please identify the historic elements that are part of the proposed project: _____	Yes
Does the proposed project involve removal of trees adjacent to historic resources?	Yes

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

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

¹⁰ EP NEEDS TO DETERMINE HOW COORDINATION WILL OCCUR

PROJECT NAME:

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

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

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

PROJECT NAME:

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

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



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Sickles Avenue Streetscape Project

PROJECT OVERVIEW

The Sickles Avenue Streetscape project proposes improvements on Sickles Avenue between Cayuga Avenue and Mission Street to improve safety and aesthetically enhance the neighborhood. The project area is in a residential neighborhood with unmetered on-street parking and sidewalks with widths between 11'-6" and 12'-6".

On Sickles Avenue from Cayuga Avenue to Mission Street, the project would construct a new concrete median island with trees; concrete roadway-base repair, asphalt paving, striping, and hydraulic improvements; ADA-compliant curb ramp upgrades and pedestrian bulb-outs; traffic signal and street light installations and upgrades; utility improvements; and landscaping.

The project would require the following construction equipment: Excavator, dump truck, compactor, concrete mix truck, asphalt grinder, asphalt paving machine, skid steers, backhoes, loaders, jackhammers, saw cutters, water buffaloes, pickup trucks, and flood lights. Construction is anticipated to require 360 calendar days.

SICKLES AVENUE SCOPE

Proposed streetscape improvements on Sickles Avenue comprise:

New concrete median islands would be constructed. Concrete median island would be constructed down the center of Sickles Avenue between Cayuga Avenue and Huron Avenue as a non-pedestrian surface which would include sections for new trees to be planted as well as mountable sections. The island would be 6' wide with 6-inch wide concrete curbs and constructed with either aggregate or concrete base topped with cobble or concrete unit pavers or contain landscaping and tree planting.

Roadway resurfacing and replacement and traffic striping changes. The existing roadway on Sickles Avenue would be resurfaced by cold planed to 2-inch full depth of cut and regraded. The roadway would be restored with an approximately 2-inch-thick minimum Asphalt Concrete Wearing Surface (ACWS) on an 8- to 10-inch concrete base. The existing ACWS and concrete base would be demolished in parts of the roadway around corners, islands, and for utility relocations. Trenching along the centerline of the roadway to access utilities would follow demolition. The existing sub-grade would then be graded using the excavator to match the existing conditions and compacted using vibratory plate compactors or rollers. Roadway sections would be reconstructed with a new 8- to-10-inch thick concrete base and new 2-inch thick ACWS.

Striping construction would include standard installation of roadway striping, curb painting, signs, plastic delineators, and traffic signal upgrades.

Sidewalk replacement/repair, new bulb outs and ADA curb ramps, special sidewalk finishes. Sections of the existing sidewalk and gutters will be demolished and reconstructed. Sidewalks would be constructed to 3-and-1/2-inch-thick concrete with reinforcement at entrant corners per SF Public Works Standard Plan 96,608 Rev. 1.

ADA-compliant concrete curb ramps would be constructed with 12-inch wide grooved borders (warning bands) and cementitious detectable surface tiles (truncated domes) per SF Public Works Accessible Street Crossing Standard Plans 102,854 through 102,864. Concrete detectable tiles shall be yellow in color unless otherwise noted on plans.

The proposed installation of bulb outs would be constructed to 3-and-1/2-inch-thick concrete with reinforcement at entrant corners per SF Public Works Standard Plan 96,608 Rev. 1. The bulb outs would be constructed to widen the existing sidewalk by approximately 5-feet. These bulb outs would jointly shorten the road crossing from approximately 55-feet 6-inches to 50-feet 6-inches.

Existing granite curb (linear pieces) would be salvaged and re-set. Pull boxes, vaults for water meters and water valves, utility cabinets, and low-pressure hydrants would be adjusted and/or relocated as needed.

Electrical work, comprising new pedestrian-scale lighting and rectangular rapid flashing beacons, with related below-ground conduit installation.

Light poles and rectangular rapid flashing beacon poles would be installed with Cast-In-Drilled-Hole concrete piles on the center line of the site furnishing zone. Pole foundations would be anticipated to go down to a depth of 9-feet. The maximum depth of excavation for new signals would be twelve (12) feet for pole foundations, eighteen (18) inches for the pull boxes, sixteen (16) inches for the cabinet foundation, and twenty-four (24) inches for the underground conduits.

Drainage improvements, comprising new catchbasins, replacement of existing catchbasins, and new side-sewer laterals with in-sidewalk vent assemblies.

Existing catch basins would be demolished and reconstructed in place during pavement and sidewalk demolition and reconstruction as needed. New catch basins would be constructed and connected to the sewer mains requiring a new lateral connection (to a depth of 8') to the in-street sewer main. Additional drainage work would include construction of new drainage structures, side sewer lateral and vent assembly adjustment/relocation (as-needed), water meter adjustment/relocation (as-needed), low-pressure fire hydrant relocation (as-needed), and water valve relocations.

Adjustments to parking and traffic.

On-street parking will be adjusted to accommodate the new pedestrian bulb-outs as well as daylighting at intersections to increase visibility for pedestrians and drivers, thirteen (13) parking spaces are anticipated to be removed.

New landscaping, new street trees in new tree wells, replacement of trees in existing wells, and construction of irrigation systems with conduit, water lines, and controllers.

New landscaping would be constructed in sidewalk and new median island areas, including the installation of groundcover, shrubs, trees, and ground coverings. Approximately fifteen (15) new trees would be installed. New trees would each involve ground disturbance of approximately 5-foot wide (square) by 5-foot deep to accommodate planting and installation of aeration tubes, tree wells, staking, and support frames. Tree well headers would be constructed flush with the sidewalks. Irrigation

bubblers for shrubs and groundcover would be constructed approximately 12-inches below grade and would utilize the same pits and trenches excavated for installation of lines and plants.

Above ground irrigation features including backflow preventers and pedestal mount controllers would be constructed on 6-inch minimum thickness concrete pads on 95% compacted soil or compacted subgrade. These features will be protected by stainless steel enclosures (e.g., Guardshack Coast Guard stainless steel or SSE Heavy Duty stainless steel enclosure). Backflow lines would be constructed at a maximum of 30-inches below the top of concrete pads (top depth of pipe) via trenching approximately 32-inches deep into subgrade to accommodate line installation and concrete thrust blocks. Top depth to supply lines would be 36-inches below grade to be installed via trenching approximately 40-inches deep into subgrade or native soil to accommodate line installation as well as control, quick coupling, and gate valves with associated valve boxes. Valve boxes would be constructed from concrete and have vandal resistant lockable or bolt-down lids.