

SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 12/8/2020 Requested_by: SFPW Handled: Ellen Robinson 701-4322 Section Head Approval : MS <i>MS</i>	<input checked="" type="checkbox"/> Public Hearing Consent <input type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational / Other <small>PH - Consent</small>	No Objection: _____ Objection: _____ Item Held: _____
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Location: Fern Street, between Van Ness Avenue and Polk Street

Subject: Fern Alley West ^P project

PROPOSAL / REQUEST:

ESTABLISH - RAISED CROSSWALK
 Fern Street at Polk Street, west leg
 ESTABLISH - SPEED TABLE
 Fern Street, mid-block between Van Ness Avenue and Polk Street
 ESTABLISH - TOW-AWAY NO STOPPING ANYTIME
 Fern Street, south side, from Polk Street to 201 feet westerly (for midblock 3-foot sidewalk widening and 6-foot north-side corner sidewalk widening, removes blue zone, bike share station, parking meter #119)
 ESTABLISH - BLUE ZONE
 Polk Street, west side, from 6 feet to 28 feet south of Bush Street (removes parking meter #1241)
 ESTABLISH - BIKE SHARE STATION
 Hemlock Street, south side, from 4 feet to 62 feet west of Polk Street (58-foot bike share station, replaces parking meters #101, 103 and 105) (Supervisor District 3)

The proposed Fern Alley West project will extend streetscape enhancements on Fern Street east of Polk Street to the half-block of Fern Street west of Polk Street. The project will add sidewalk extensions, a raised crosswalk at Polk Street, a mid-block speed table, decorative paving treatments, improved lighting and new street trees.

Ellen Robinson, ellen.robinson@sfmta.com

BACKGROUND INFORMATION / COMMENTS

Building on the completed streetscape improvements to Fern Street between Polk and Larkin streets (completed in 2019 with the Polk Streetscape Project), the Fern Alley West project aims to provide enhanced public space for community use on Fern Street west of Polk Street. The project was developed as part of the Lower Polk Alleyways District Vision Plan by the non-profit Lower Polk Neighbors in 2015. Design and construction of the project is being managed by San Francisco Public Works.

Decorative paving treatments, pedestrian-scale lighting and street trees will create visual cohesion between the project area and Fern Street east of Polk Street. Sidewalk extensions, a raised crosswalk at Polk Street, a mid-block speed table, relocation of a bike share station and removal of parking (one metered space and one blue zone) will create a more welcoming pedestrian atmosphere and space for gathering. The project will relocate the blue zone to Polk Street south of Bush Street, a location 1/2 block away with superior curb ramp access, and relocate the bike share station one block south to Hemlock Street.

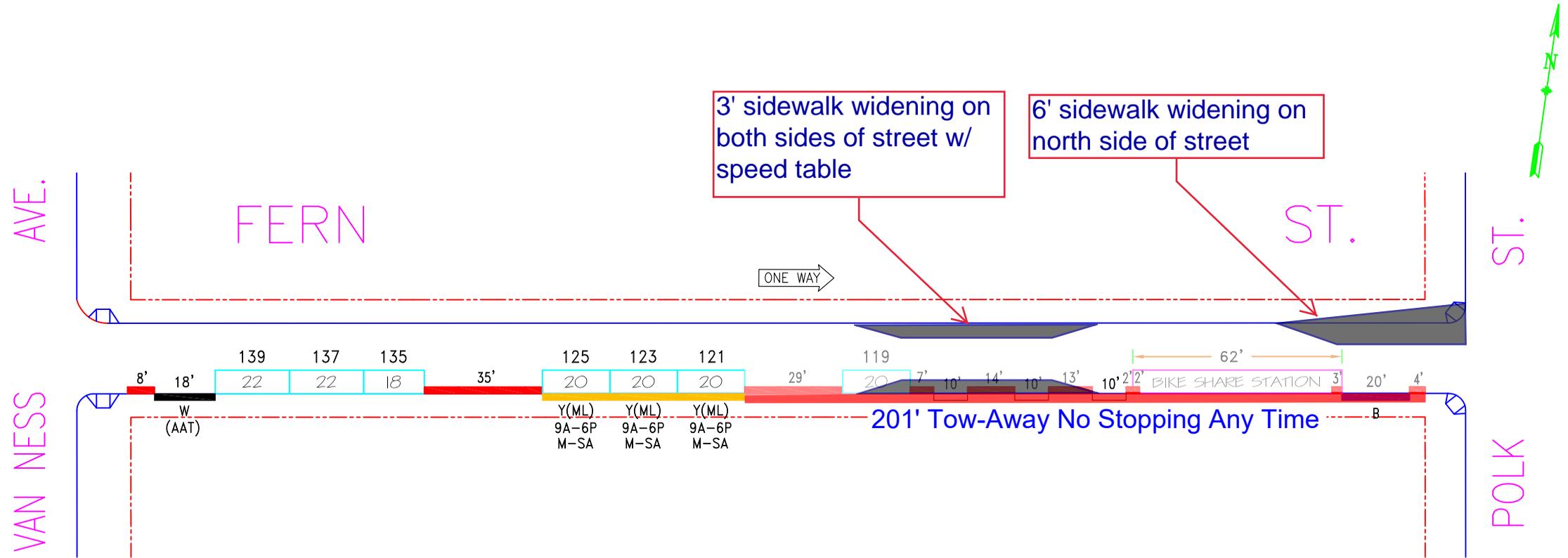
Fern Street is a 21-foot wide alley with 7-foot wide sidewalks on each side and a de facto 15 mph speed limit. This block has a downgrade of approximately 7 percent from Van Ness Avenue to Polk Street. Fern Street is side-street STOP controlled at Polk Street, where the decorative paving design will leave space for the STOP legend and marked crosswalk.

HEARING NOTIFICATION AND PROCESSING NOTES:

ENVIRONMENTAL CLEARANCE BY:

SFMTA Attached Pending

Parking Meter Drawing for Fern Street - Proposed Changes



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	3	Establish PLZ-AAT, MOS# 149-S/S	JB	3/7/17	5730
1	Rescind 1 Hr, Est.. 2 Hr. Time Limit	JB	9/23/08		4	Establish Blue zone, MOS#101-S/S	JB	1/20/18	15-034
2	Remove ML#113 for new dwy.	JB	8/10/10		5	Est.BikeShareStn., MOS#103,5,9-S/S	JB	6/4/19	6075



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO
 PARKING METER SPACES

SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		
ODD			7		4		9A-6P	M-SA	3				3		4		7	
EVEN																		

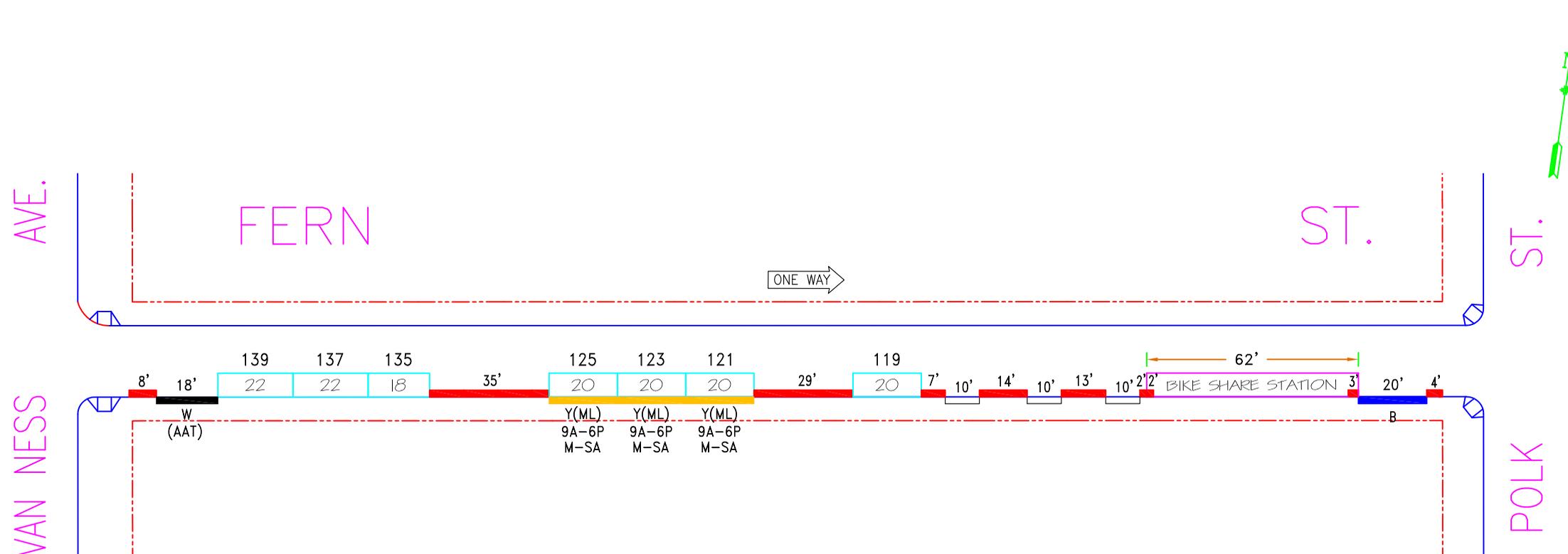
FERN ST. (FER, 412)
(100) BLOCK
 Meters #412-01XY

POLK ST. TO VAN NESS AVE.

SCALE: **1" = 40'** DATE: **8/10/12** BY: **JB**

AREA
3

Parking Meter Drawing for Fern Street - Existing



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	3	Establish PLZ-AAT, MOS# 149-S/S	JB	3/7/17	5730
1	Rescind 1 Hr, Est.. 2 Hr. Time Limit	JB	9/23/08		4	Establish Blue zone, MOS#101-S/S	JB	1/20/18	15-034
2	Remove ML#113 for new dwy.	JB	8/10/10		5	Est.BikeShareStn., MOS#103,5,9-S/S	JB	6/4/19	6075



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO
 PARKING METER SPACES

SIDE	TOW-AWAY		METER CT.		GENERAL			LOADING			METERED SPACES						TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	
ODD			7		4		9A-6P	M-SA	3				3		4		7
EVEN																	

FERN ST. (FER, 412)
(100) BLOCK
 Meters #412-01XY

POLK ST. TO VAN NESS AVE.

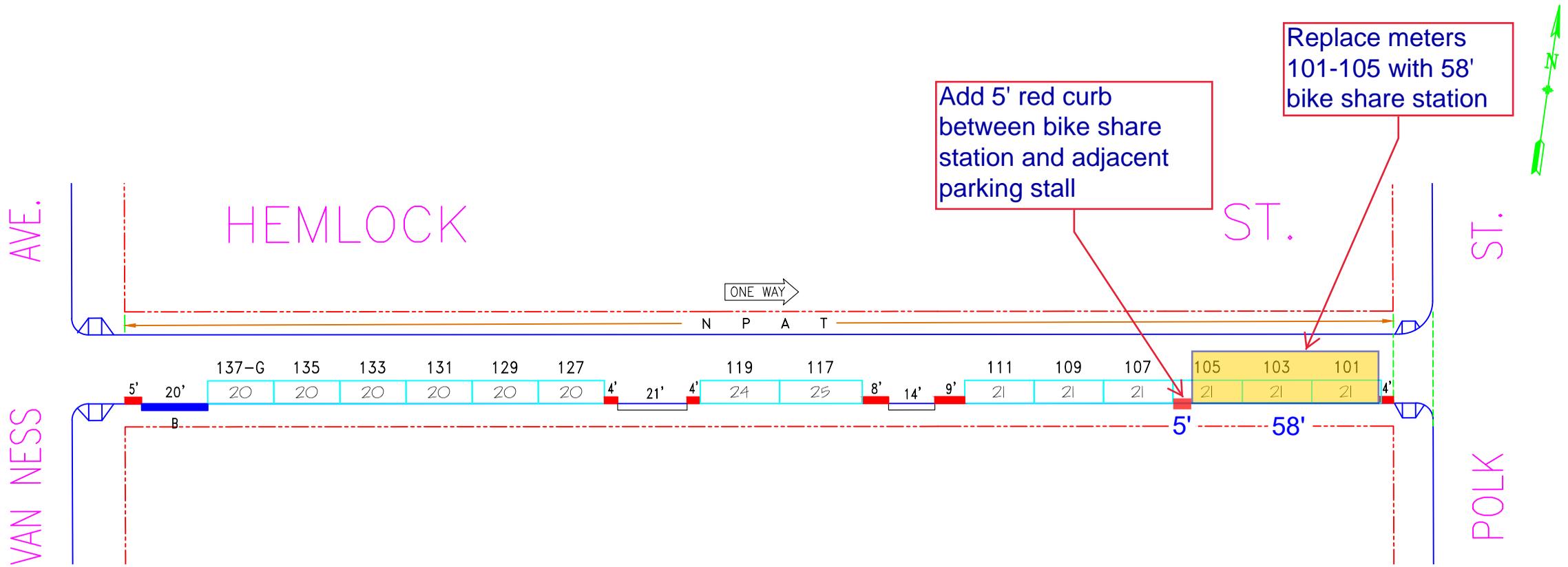
SCALE: 1" = 40'

DATE: 8/10/12

BY: JB

AREA
3

Parking Meter Drawing for relocated Bike Share Station



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	4	Restore #109 - S/S (Post Const.)	JB	3/1/18									
2	Est.Bluezone,MOS#139/Est.Green#137	JB	8/15/17	5805													
3	Revoke ML on #117,119 - S/S	JB	11/13/17	5839													
	TOW-AWAY	METER CT.	GENERAL			LOADING		METERED SPACES									
SIDE	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	TOTAL
ODD			14		14		9A-6P	M-SA					1		13		14
EVEN																	



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO
 PARKING METER SPACES

HEMLOCK ST. (HEM, 465)
(100) BLOCK
 Meters #465-01XXY

POLK ST. TO VAN NESS AVE.

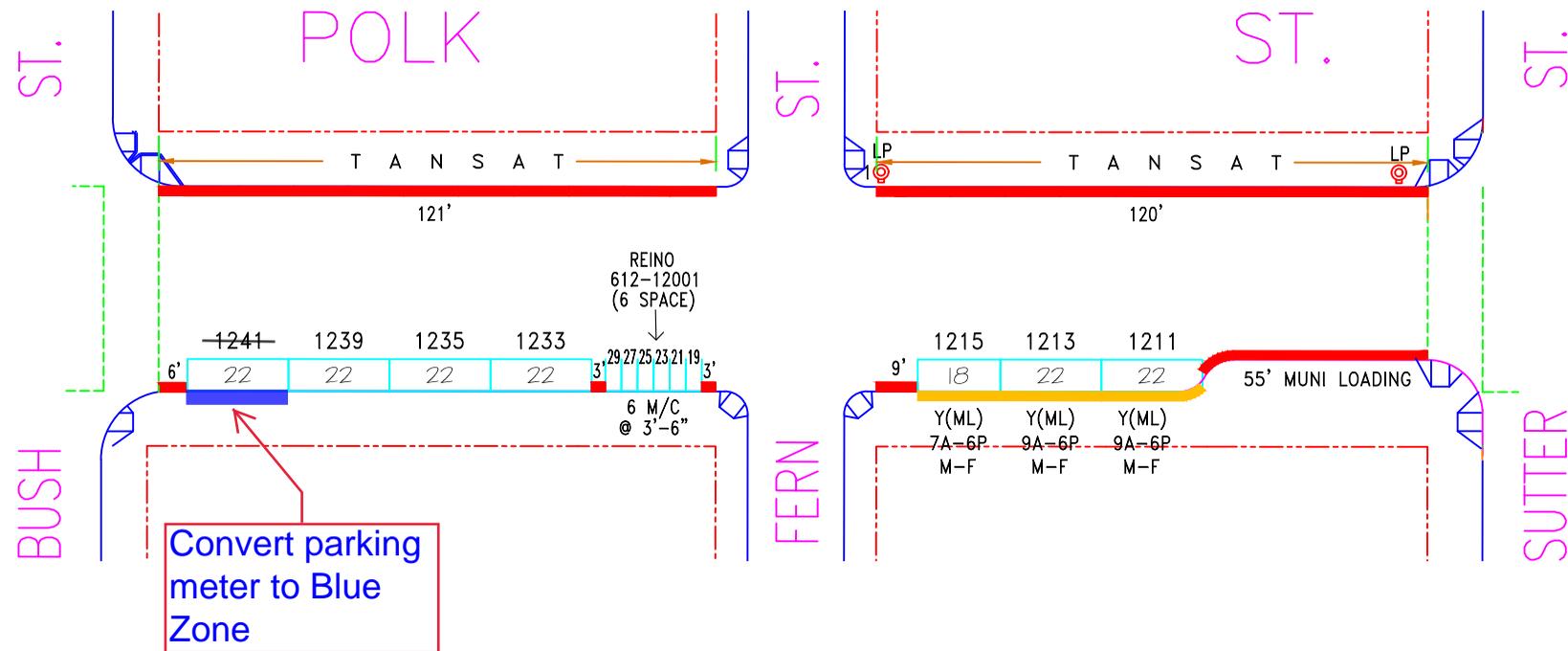
AREA 3

SCALE: 1"=40'

DATE: 8/15/17

BY: JB

Parking Meter Drawing for relocated Blue Zone



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	10.a	Est. Tansat, MOS#1206thru#1240-E/S	JB	5/9/18	15-034
8	Per Field: Changed nos. (5) M/C#12002	JB	2/16/15		10.b	Est. M/C#12001, MOS#1229 - W/S	JB	5/9/18	5541
9	Resc. Bus Stop, Install#1206, 1208-E/S	JB	3/31/15	15-034					



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO
 PARKING METER SPACES

SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		
ODD			7	1	4	6	9A-6P	M-SA	3				3		4	6	13	
EVEN	*	*																

POLK ST. (POK, 612)
(1200) BLOCK
 Meters #612-12XXY

SUTTER ST. TO BUSH ST.

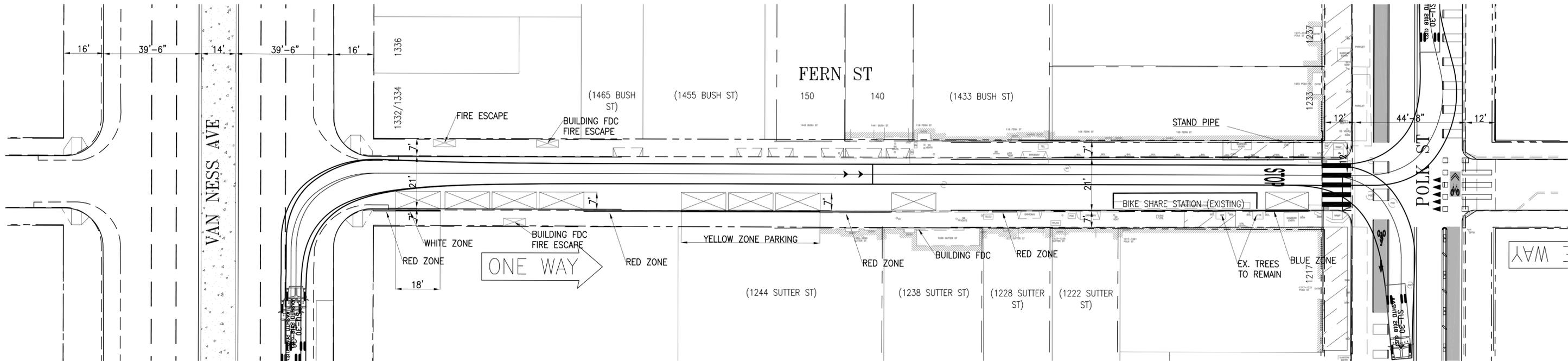
SCALE: **1" = 40'** DATE: **5/18/11** BY: **JB**

AREA 3

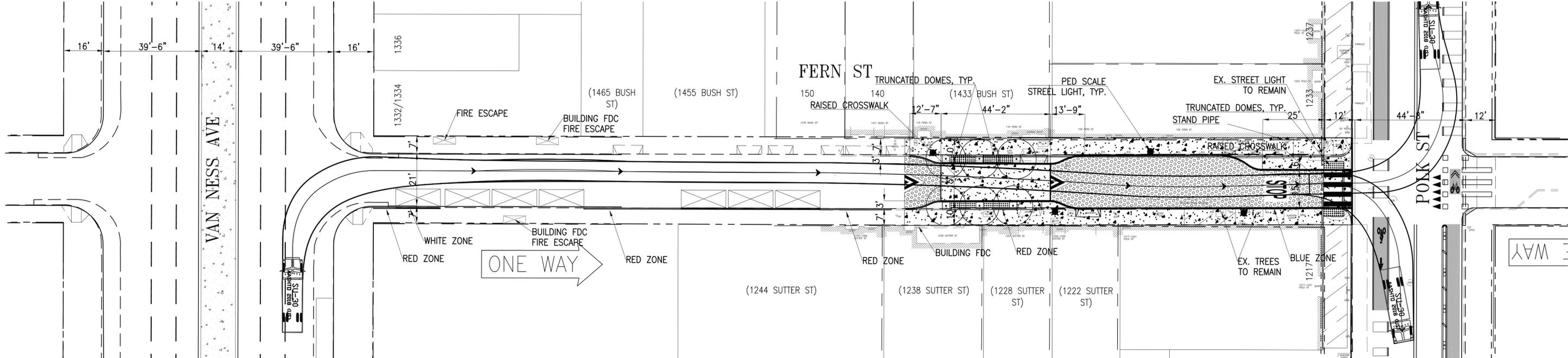
Truck Turn Templates



SITE PLAN
FERN ALLEY: EXISTING CONDITIONS
SU-30

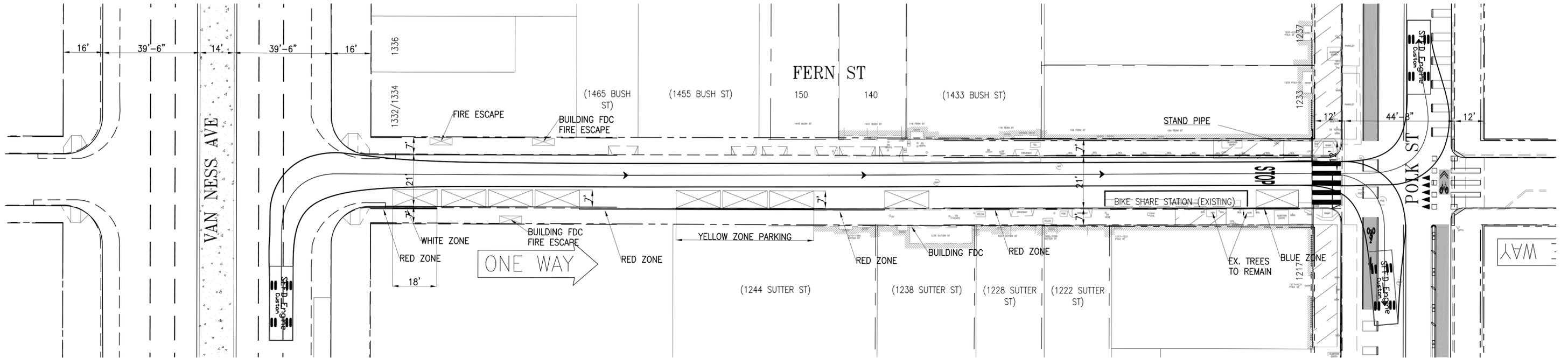


SITE PLAN
FERN ALLEY: PROPOSED DESIGN
SU-30

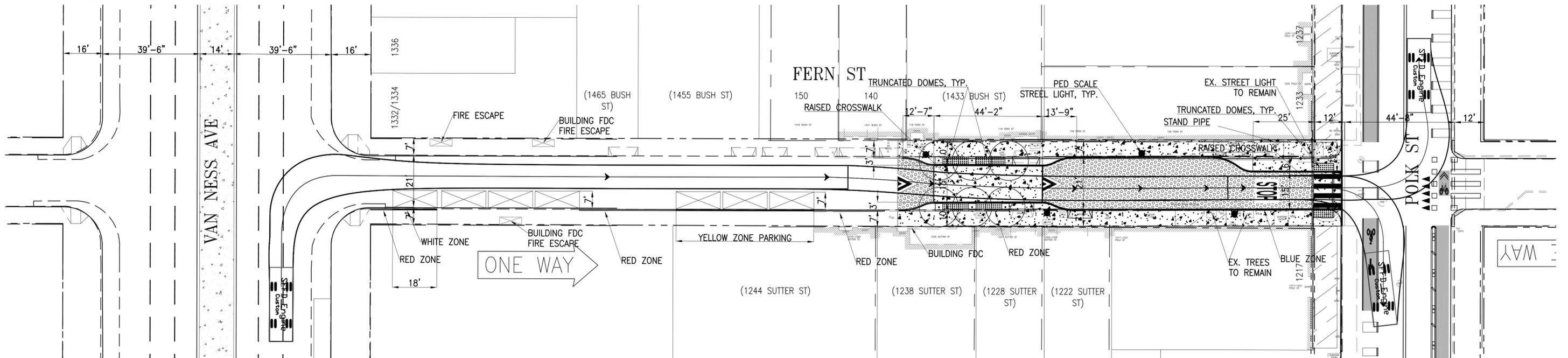




SITE PLAN
FERN ALLEY: EXISTING CONDITIONS
SFFD ENGINE

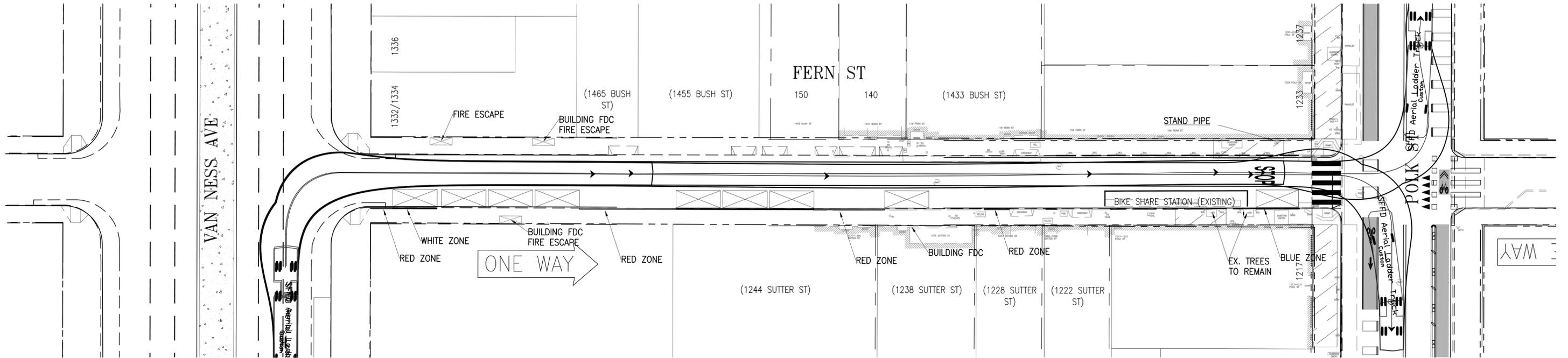


SITE PLAN
FERN ALLEY: PROPOSED DESIGN
SFFD ENGINE

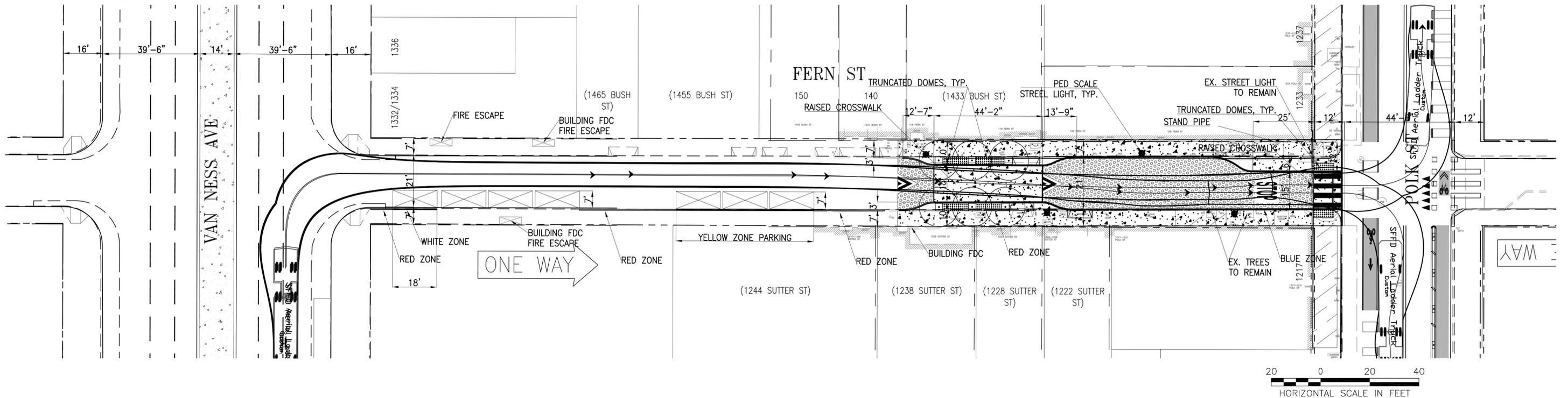




SITE PLAN
 FERN ALLEY: EXISTING CONDITIONS
 SFFD LADDER

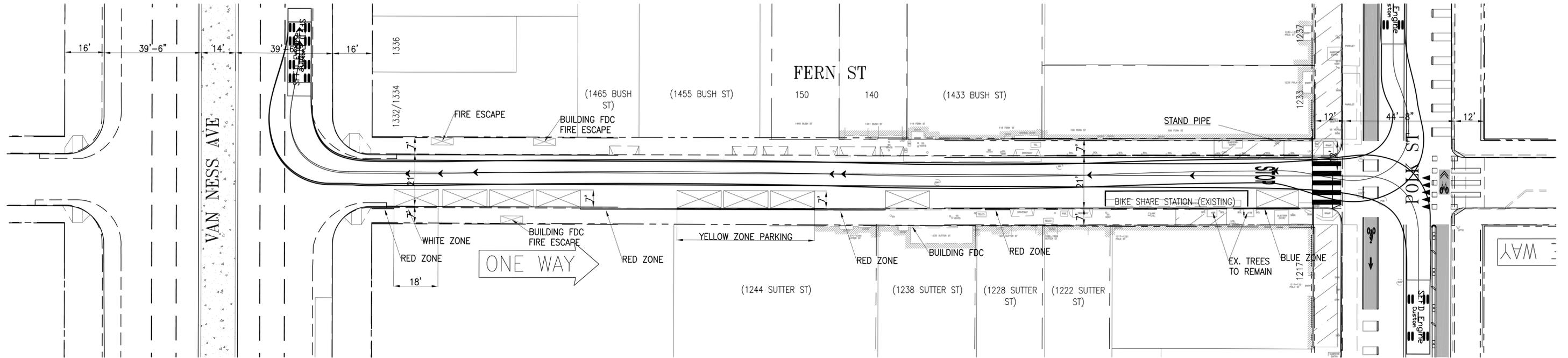


SITE PLAN
 FERN ALLEY: PROPOSED DESIGN
 SFFD LADDER TRUCK

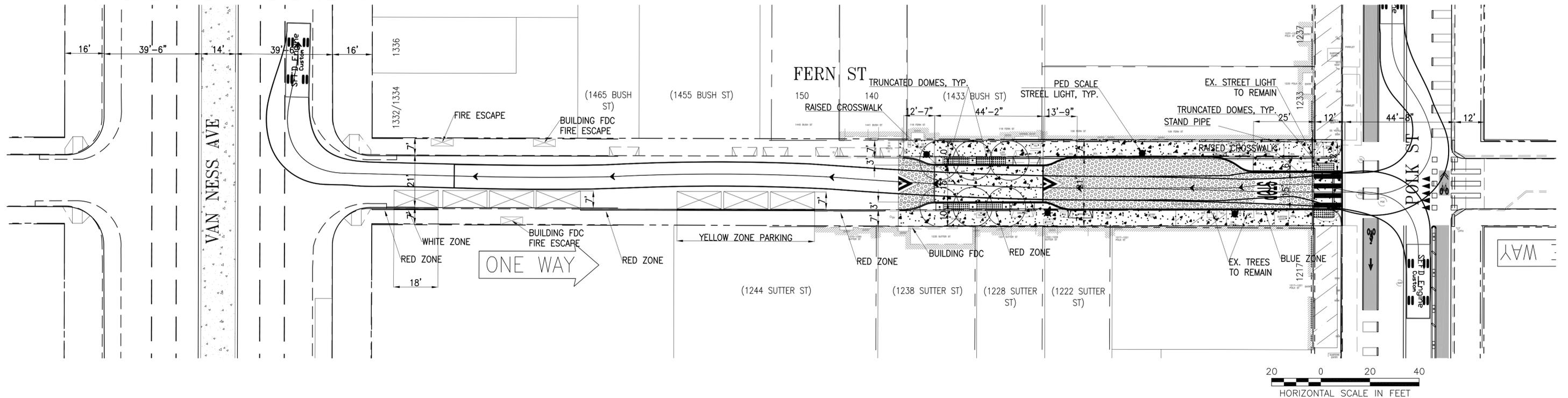




SITE PLAN
FERN ALLEY: EXISTING CONDITIONS
SFFD ENGINE – REVERSE TURN

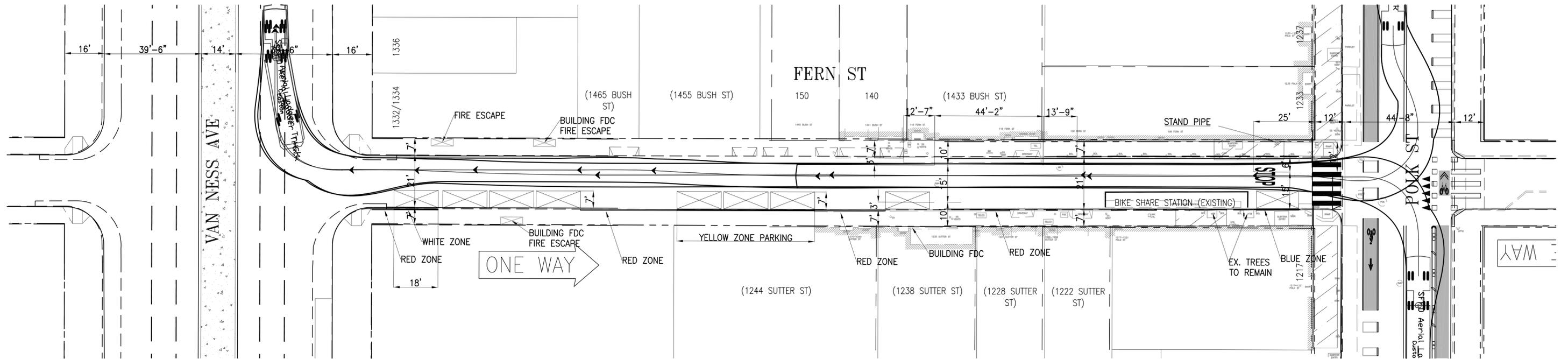


SITE PLAN
FERN ALLEY: PROPOSED DESIGN
SFFD ENGINE – REVERSE TURN

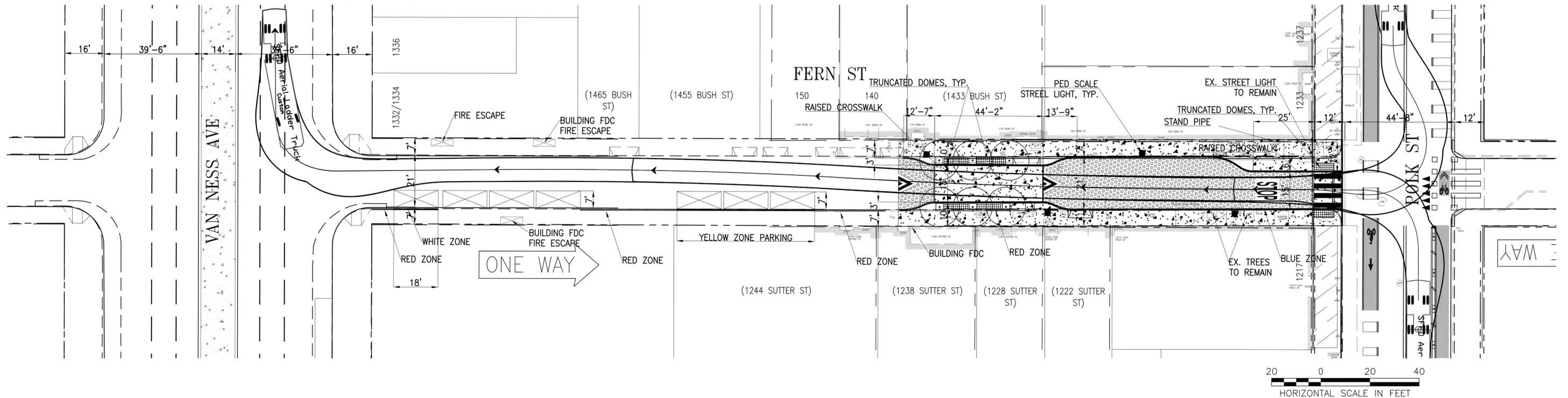




SITE PLAN
FERN ALLEY: EXISTING CONDITIONS
SFFD LADDER – REVERSE TURN



SITE PLAN
FERN ALLEY: PROPOSED DESIGN
SFFD LADDER TRUCK – REVERSE TURN



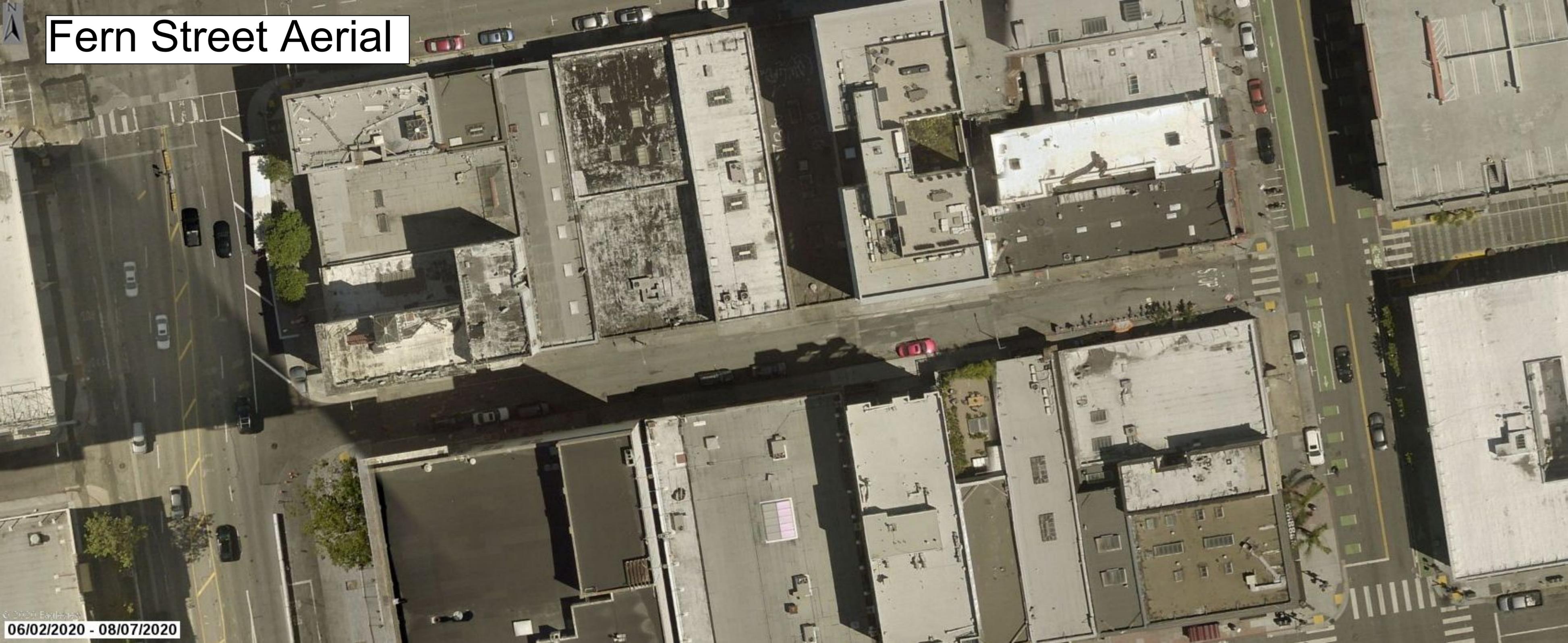
Fern Street at Polk Street, looking west



Fern Street midblock, looking east toward Polk Street



Fern Street Aerial



Proposed Blue Zone location

Bush St

Polk St

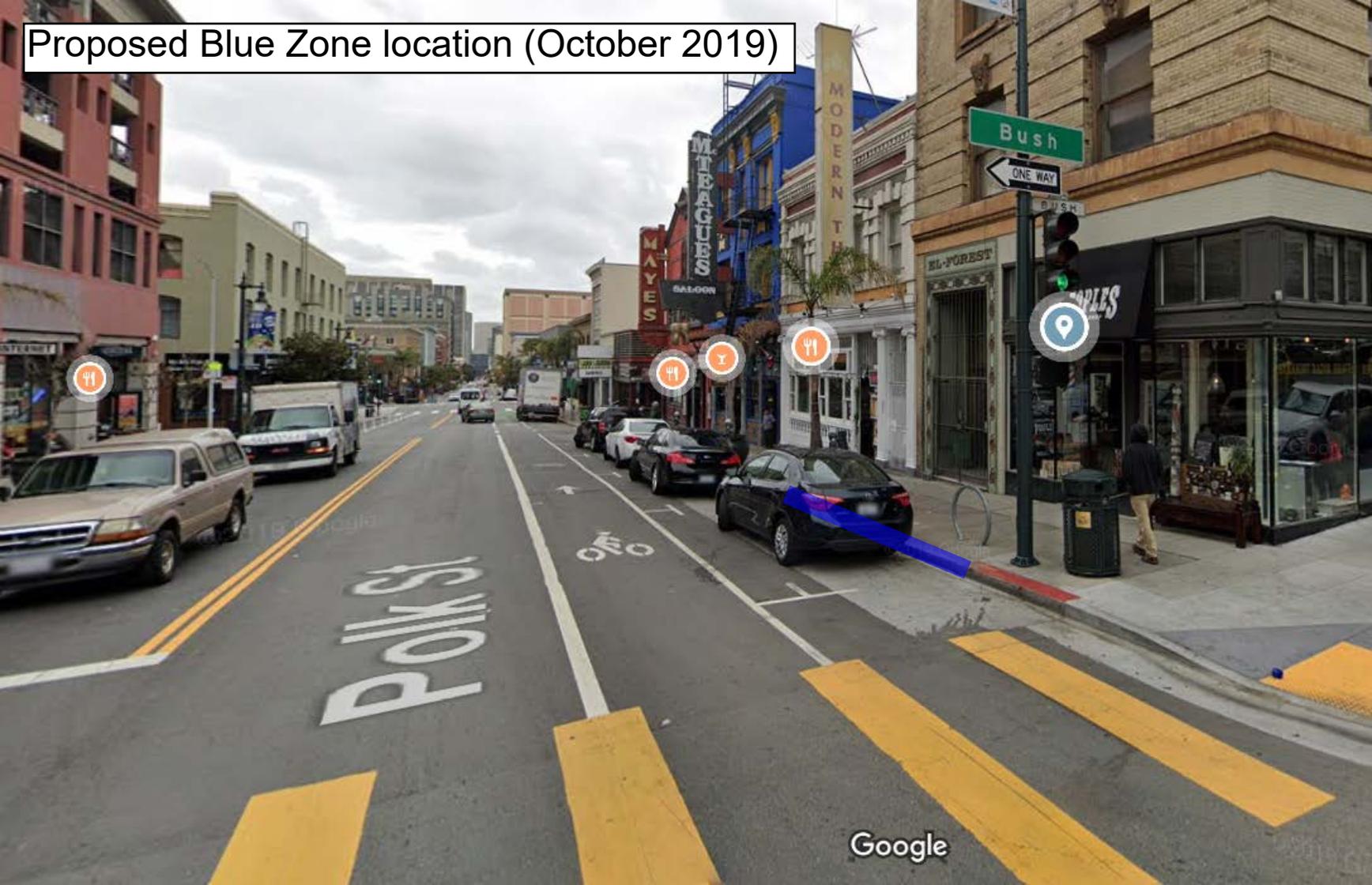
Distance: 22 Feet



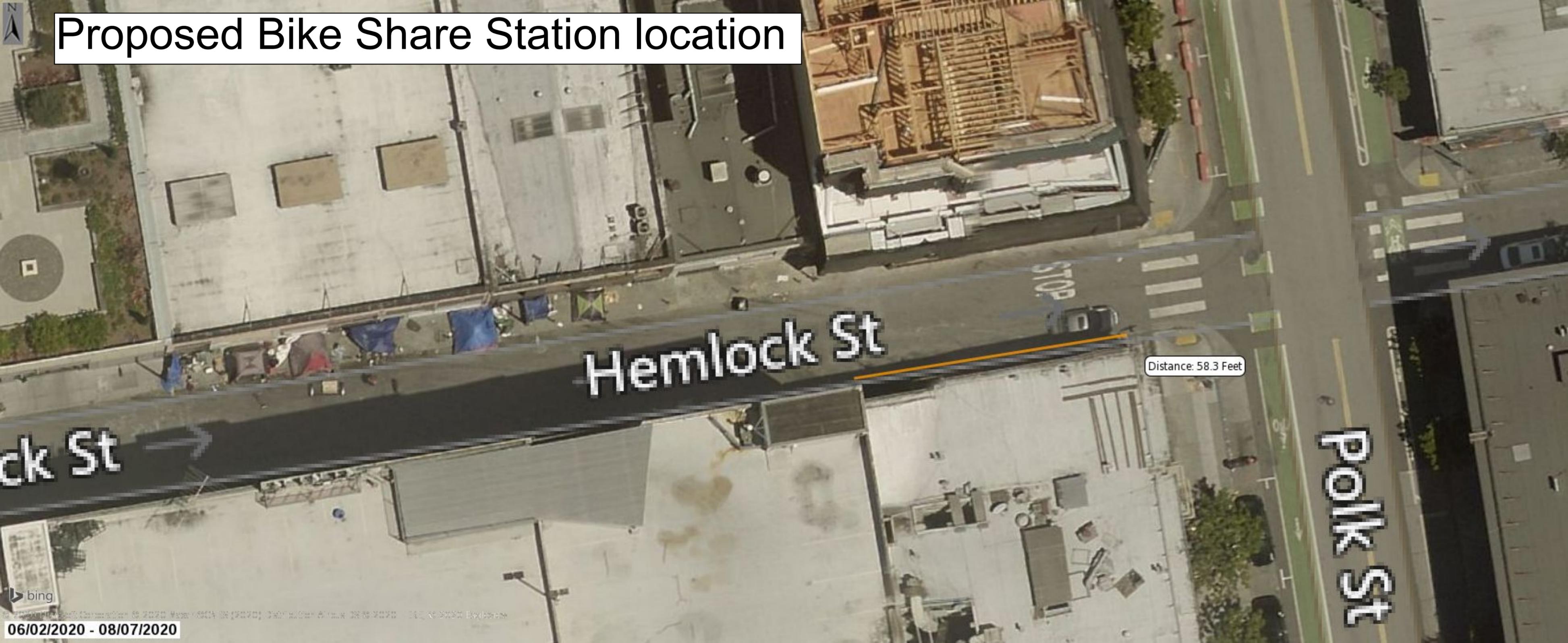
Proposed Blue Zone location



Proposed Blue Zone location (October 2019)



Proposed Bike Share Station location



Hemlock St

Distance: 58.3 Feet

Polk St

ck St

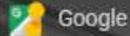
Proposed Bike Share Station location

Polk Street

Hemlock Street

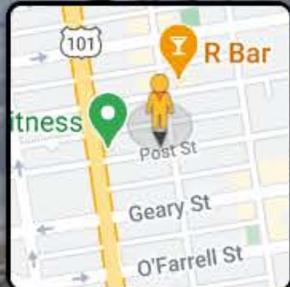
Distance: 59.3 Feet

100 Hemlock St
San Francisco, California



Street View

Proposed Bike Share Station location (October 2017)



Google



Fern Alley East (Fern Street at Polk Street, looking east)



TransBASE Internal Dashboard

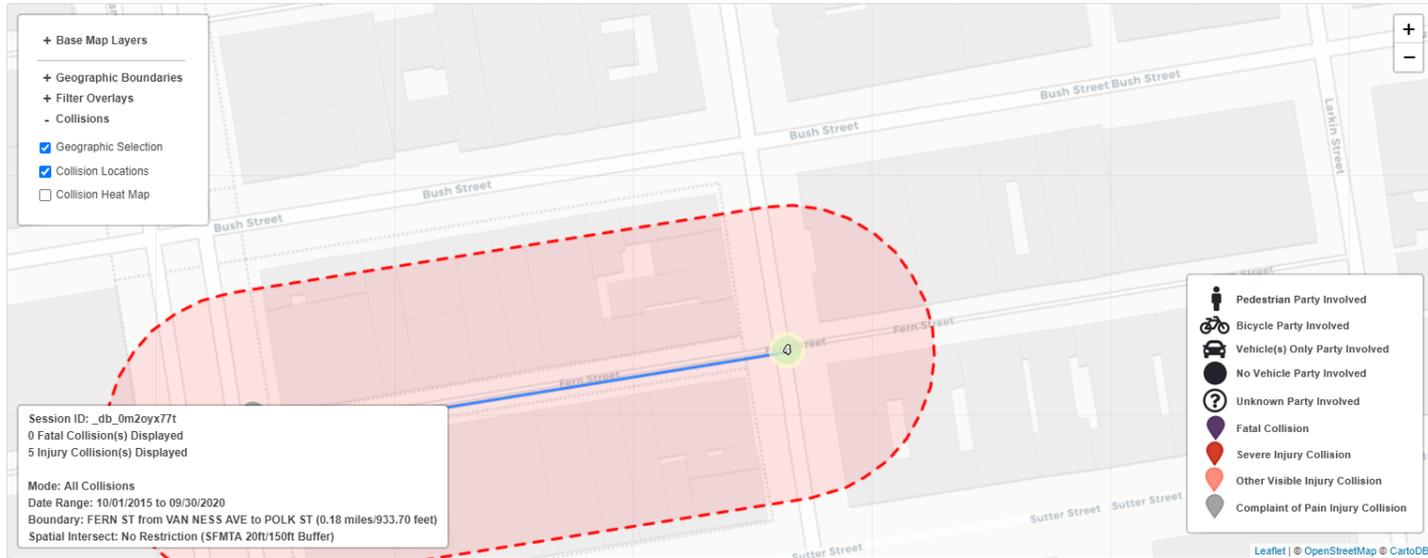
Geographic Extent: FERN ST from VAN NESS AVE to POLK ST (0.18 miles/933.70 feet)

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

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

Pull Date: 11/16/2020

Geographic Extent



TransBASE Internal Dashboard

Geographic Extent: FERN ST from VAN NESS AVE to POLK ST (0.18 miles/933.70 feet)

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

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

Pull Date: 11/16/2020

Collision/Party/Victim Table

Showing 1 to 5 of 5 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 5

Total Count of Fatal/Non-Fatal Injury Collisions: 5

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
170176244	02/11/2017	15:00	Saturday	POLK ST	FERN ST	0	Not Stated	Driver	North	Making Left Turn	Bicyclist	South	Proceeding Straight	CVC 21657	Injury (Complaint of Pain)	Broadside	Bicycle	Clear	Daylight
180839432	11/05/2018	00:57	Monday	POLK ST	FERN ST	0	Not Stated	Pedestrian	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21954(a)	Injury (Complaint of Pain)	Other	Other Object	Clear	Dark - Street Lights
190689722	09/15/2019	16:15	Sunday	VAN NESS AVE	FERN ST	0	Not Stated	Driver	South	Backing	Pedestrian	East	Stopped	CVC 22106	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
190757266	10/08/2019	12:42	Tuesday	POLK ST	FERN ST	8	North	Driver	North	Backing	Pedestrian	Not Stated	Proceeding Straight	CVC 22106	Injury (Severe)	Hit Object	Fixed Object	Clear	Daylight
200528983	09/02/2020	13:30	Wednesday	POLK ST	FERN ST	0	Not Stated	Other	Not Stated	Other	Driver	North	Proceeding Straight	CVC Other Than Driver	Injury (Complaint of Pain)	Other	Non-Collision	Clear	Daylight

TransBASE Internal Dashboard

Geographic Extent: FERN ST from VAN NESS AVE to POLK ST (0.18 miles/933.70 feet)

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

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

Pull Date: 11/16/2020

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 11/16/2020
Collision Level: Injury Collisions
Boundary: FERN ST from VAN NESS AVE to POLK ST (0.18 miles/933.70 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

SFMTA - TASC SUMMARY SHEET

<p>PreStaff_Date: 3/11/2021 Requested_by: SFPW Handled: Ellen Robinson Section Head : MS <i>MS</i></p>	<p><input checked="" type="checkbox"/> Public Hearing Consent <input type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational / Other <small>PH - Consent</small></p>	<p>No objections: _____ Item Held: _____ Other: _____</p>
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Location: Bush Street at Polk Street

Subject: Bike Share

PROPOSAL / REQUEST:
ESTABLISH - BIKE SHARE STATION
Bush Street, south side, from 18 feet to 62 feet west of Polk Street (44-foot bike share station, replaces parking meters #1403 and 1405) (Supervisor District 3)

Relocates bike share station from Fern Street at Polk Street as part of the Fern Alley West project.

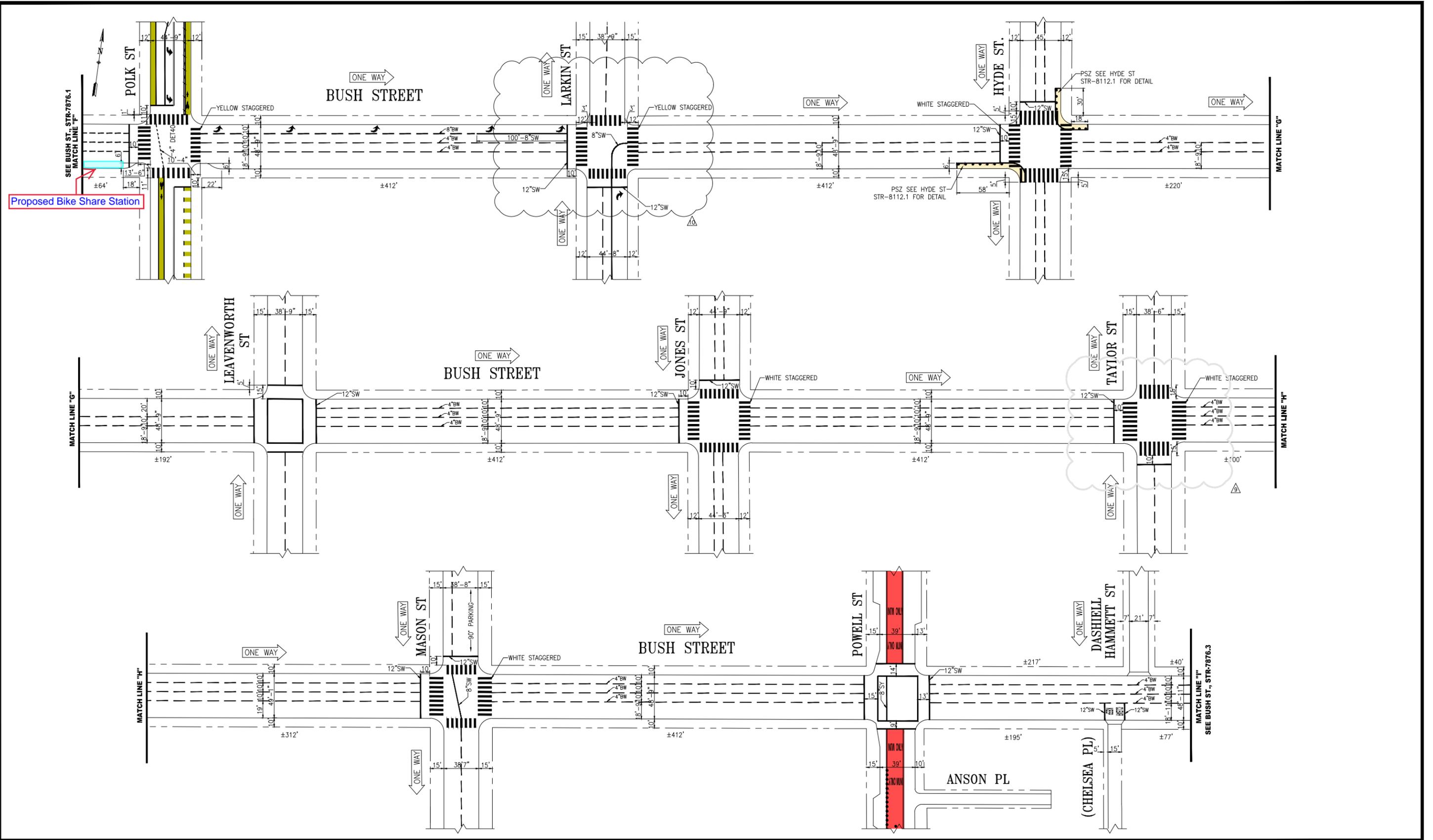
Ellen Robinson, ellen.robinson@sfmta.com

BACKGROUND INFORMATION / COMMENTS

This legislation provides a new location on the 1400 Block of Bush Street for the bike share station on Fern Street at Polk Street, which has been proposed for relocation as part of the Fern Alley West streetscape project. Previous TASC legislation proposed a site on Hemlock Street west of Polk Street, which is not feasible due to a lack of sidewalk access.

The proposed site is less than one block away from the existing Fern Street/Polk Street location and would allow docks for 15 bikes (reduced from 21 docks in the existing station). No nearby sites that would accommodate more docks could be identified.

<p>HEARING NOTIFICATION AND PROCESSING NOTES:</p>	<p>ENVIRONMENTAL CLEARANCE BY: <input type="checkbox"/> SFMTA <input type="checkbox"/> Attached <input checked="" type="checkbox"/> Pending</p>
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NO.	DATE	DESCRIPTION	BY	APP
1	06/30/19	ADDED ADV LIMIT LINES AT LARKIN	A. WRIGHT	B. WOO
2	05/17/19	ADDED ADV LIMIT LINES AND CONTIS AT TAYLOR	A. WARD	G. HO
3	05/17/19	ADDED ADV LIMIT LINES & WHITE STAGG. CONTIS ON JONES & MASON PER FIELD UPDATES; ADDED ADV LIMIT LINES ON HYDE; ADDED WHITE STAGG. CONTIS NOT DONE IN REV 15 ON TAYLOR	A. KIM	A. UY
4	08/26/18	REMOVED PSZ; ADDED ADV LIMIT LINES, BULB-OUT, CURBSIDE GREEN BIKE LANE WITH DELINEATORS, @ POLK; PER FIELD REMOVED LEFT TURN ARROW @ LARKIN, CONTIS LABEL @ TAYLOR	S. SHARIATI	C. BECK

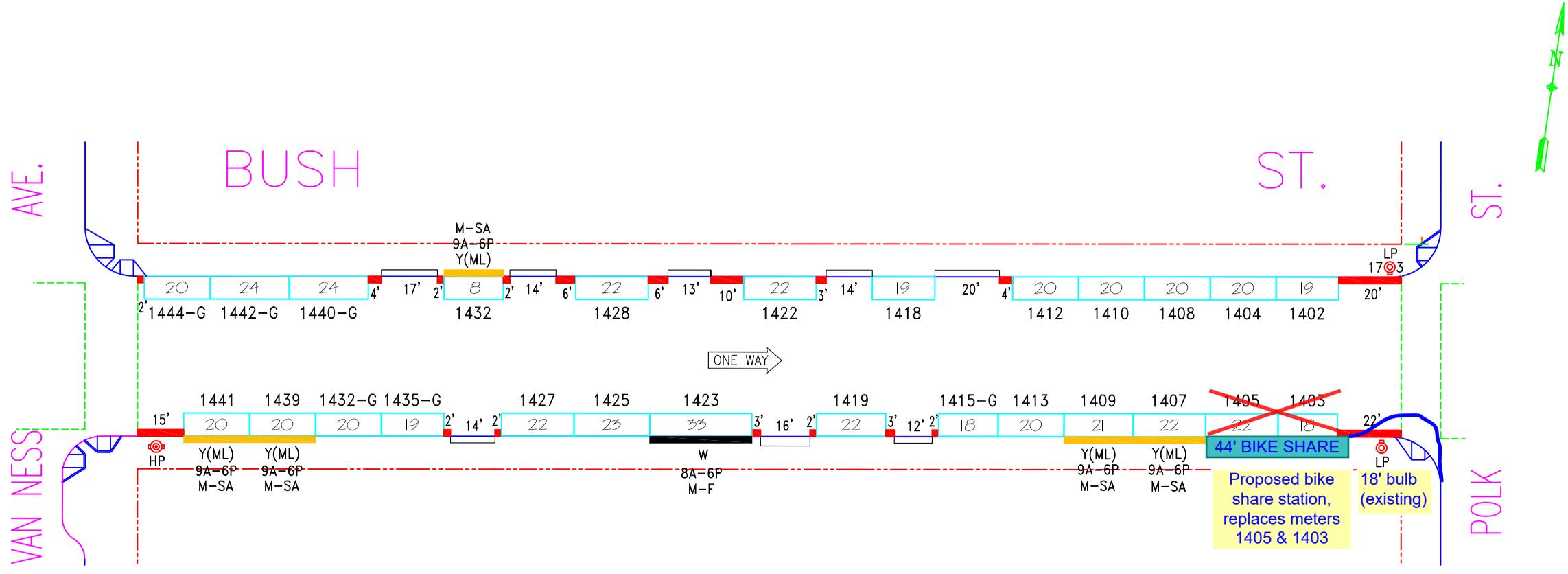
TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SUPERSEDED STR-2740.2 REV. NO. 14		APPROVED		SCALE:
DRAWN:	DATE:	BRIAN DUSSEAULT 08/09/11		1" = 50'
F. MEJIA	07/11	SENIOR ENGINEER		
CHECKED:	DATE:	RICARDO OLEA 08/12/11		SHEET/SHEETS:
A. WONG	07/11	CITY TRAFFIC ENGINEER		3 OF 4

TRAFFIC STRIPING		CONTRACT NO.
BUSH ST		DRAWING NO.
VAN NESS AVENUE TO POWELL STREET		STR-7876.2
		FILE NO.
		REV. NO.
		10

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



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	3	Revoke ML#1421, Est. #1423w/PT-PLZ	JB	4/10/12	5214
1	Rescind 1 Hr, Establish 2 Hr time limit		7/31/08		4	Est. ML#1439, 41/30M-G#1432, 40-44	JB	7/21/18	5939
2	Revoke 28' WZ, Install GMP #1440	JB	11/6/12		5	Add 20'RZ, Reloc #1402, 4, 8, 10, 12-N/S	JB	8/28/20	



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO
 PARKING METER SPACES

SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		
ODD			14		10		9A-6P	M-SA	4				7		7		14	
EVEN	7A-9A		12		11		9A-6P	M-SA	1				4		8		12	

BUSH ST. (BUS, 336)
(1400) BLOCK
 Meters #336-14XY

POLK ST. TO VAN NESS AVE.

SCALE: **1"=40'** DATE: **11/6/12** BY: **JB**

AREA
3

Date: 8/28/20 11:43 AM
 File: C:\Users\jbradford\Documents\1400 Bush St.mxd
 Plot: 11/6/12 10:00 AM
 Plot File: C:\Users\jbradford\Documents\1400 Bush St.dwg



Bush St

Polk St



Area
Area: 242.8 Square Feet
Perimeter: 91.1 Feet



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: Small Street - Alley
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 REVIEW ⁷ <i>(DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY)</i>
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 Review ⁸ (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		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		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		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.

Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.

Air Quality

	Construction impacts		Dust Control Plan, Mitigation Measure AQ-1 applies to ALL projects (p.120).		
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Biological Resources

Does the project include tree removal? Yes <input type="checkbox"/> No <input type="checkbox"/>	Nesting birds		Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
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Biological Resources (Cont.)

What is the expected duration period of construction? _____	Nesting birds		Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
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Which months would construction occur? _____	Nesting birds		Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
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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		Hazardous Materials Mitigation Measure M-HAZ-1 (p.161).		
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(EP PLANNER COMMENTS):

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

Project Scope

The project proposes improvements designs for along Fern Street between Polk Street and Van Ness Avenue. The project includes: regrading of roadway, ADA curb ramps at the intersection of Polk Street and Fern Street, a mid-block raised crosswalk along Fern Street, drainage work, decorative roadway, and new pedestrian scale lighting. The project is within the Air Pollutant Exposure Zone and Maher Zone(s).

Equipment to be used includes: Excavator, backhoe, paver, roller, and vibratory plate compactor heating equipment.

Roadway

The existing roadway between Van Ness Avenue and Polk Street will be cold planed and regraded. The roadway will be restored with an approximately 2-inch thick minimum Asphalt Concrete Wearing Surface (ACWS). A decorative roadway design is proposed from Polk Street along a mid-block section of Fern Street approximately 180-feet west of Polk Street. The decorative pavement consists of a thermoplastic inlay template. No sub-base work is proposed for the roadway and regrading.

Sidewalks

The existing sidewalk and gutters on the North and South sides of Fern Street will be demolished from Polk Street to approximately 180-feet West. New 3.5-inch-thick concrete sidewalk will be reconstructed. A mid-block bulb-out and raised crosswalk will also be constructed on Fern street. The bulb-out and crosswalk will widen the existing sidewalk on both sides by approximately 3-feet. The final bulb-out dimensions on both sides will be approximately 70-feet and 6-inches long by 10-feet wide.

Fern Street is a one-way street with cars driving West to East, with no existing parking on the North side of the street. On the Southside of Fern Street, there is two (2) non-metered parking spaces will be taken away by the construction of the mid-block bulb-out. There is also a blue zone parking spot at the SW side of Polk/Fern that will be relocated.

ADA curb ramps will be constructed on the Northwest and Southwest corners of the Fern Street and Polk Street intersection, and a raised crosswalk will be constructed between these two curb ramps. On the NWC, a bulb-out will be constructed that will widen the existing sidewalk by approximately 6 feet. The final bulb-out dimensions will be approximately 54-feet and 3-inches long and 13-feet wide.

The Northwest sidewalk at Fern Street and Polk Street is located above an existing sub-sidewalk basement for 1233 Polk Street. An existing sub-sidewalk basement (SSB) roof slab will be demolished, and a new roof slab will be constructed. The repair is minor and will not require any new beam installation.

An existing SSB for 1221 Polk Street is also located on Fern Street side. The existing metal vault opening will be salvaged and re-set per new finished sidewalk. The existing concrete sidewalk only will be demolished above the existing SSB located here.

Existing granite curb (linear pieces) will be salvaged and re-set. Pull boxes and utility cabinets will be adjusted and/or relocated as needed.

Drainage

An existing catch basin (CB) located at the Northwest Corner (NWC) of Fern Street and Polk Street will be plugged, and a new CB will be constructed approximately 34-feet west of the existing catch basin. The project will construct approximately 1 linear foot of 10-inch diameter Vitrified Clay Pipe (VCP) culvert to connect to an existing manhole. Excavation will go to a depth of approximately 10-feet.

An existing CB and culvert at the Southwest Corner of Fern Street and Polk Street will be plugged. Excavation will go to a depth of approximately 10-feet.

A new catch basin will also be constructed on the south side of Fern Street approximately 180 feet west of Polk Street. Sixteen (16) linear feet of 10-inch diameter VCP culvert will be constructed to connect this CB. Excavation will go to a depth of approximately 10-feet.

Additional

Two (2) existing street trees will not be removed. Three (3) new trees will be planted in tree wells on the North side of Fern Street with two located on the new mid-block bulb-out, and one located on bulb-out located on the NWC of Fern Street and Polk Street. The trees will be approximately 165-feet, 135-feet and 36-feet respectively from the curb line on Polk Street. Two (2) new trees will be planted on the South side of Fern Street located on the mid-block bulb-out. The trees will be approximately 165-feet and 135-feet respectively from the curb line on Polk Street. Trees wells will go to a depth of 5-feet and will have an area of 5-feet long by 5-feet wide. There will still be approximately 5-feet of pedestrian walking space between the edge of the sidewalk and the outside of the tree well.

Four (4) new pedestrian streetlights will also be installed with Cast-in-Drilled-Hole concrete poles. Two (2) will be installed on the Northside of Fern Street, and two will be installed on the Southside. New pole foundations for pedestrian lighting features will be 2 feet and 6 inches in diameter and will go to a depth of 8-feet. New light poles will not be placed on top of existing sub-sidewalk basements.

An existing 58-foot bicycle sharing station located on the project site on the South side of Fern Street near Polk Street will be relocated to the South side of Bush Street between Van Ness Avenue and Polk Street near Polk Street. The relocated bike station will replace two metered parking spaces. The bike share stations are above-ground only and sit atop the pavement. They are not bolted, and no excavation is required for the bike share station relocation.

SFMTA - TASC SUMMARY SHEET

<p>PreStaff_Date: 3/11/2021 Requested_by: SFPW Handled: Ellen Robinson Section Head : MS <i>MS</i></p>	<p><input checked="" type="checkbox"/> Public Hearing Consent <input type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational / Other <small>PH - Consent</small></p>	<p>No objections: _____ Item Held: _____ Other: _____</p>
--	---	--

Location: Bush Street at Polk Street

Subject: Bike Share

PROPOSAL / REQUEST:
ESTABLISH - BIKE SHARE STATION
Bush Street, south side, from 18 feet to 62 feet west of Polk Street (44-foot bike share station, replaces parking meters #1403 and 1405) (Supervisor District 3)

Relocates bike share station from Fern Street at Polk Street as part of the Fern Alley West project.

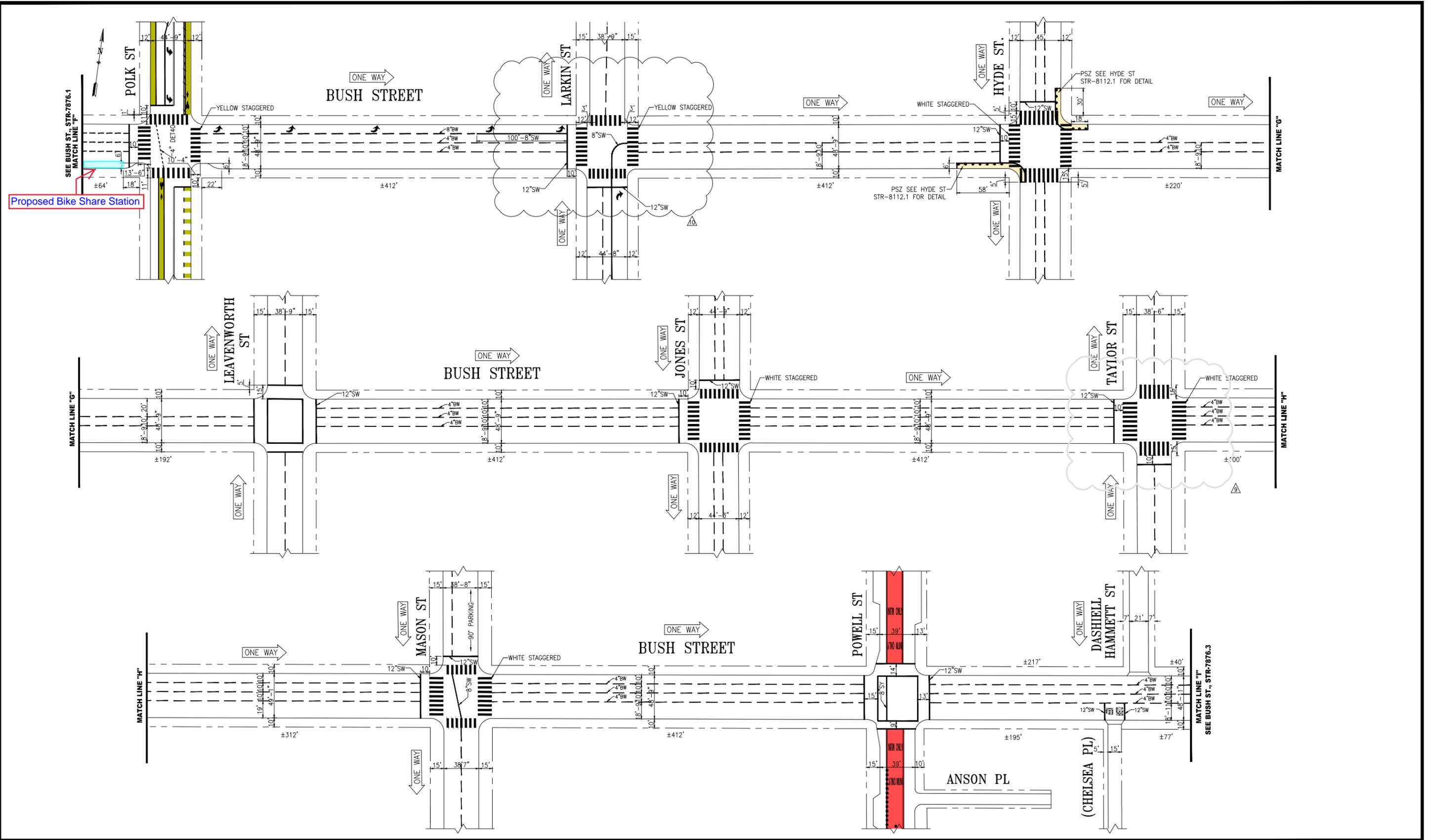
Ellen Robinson, ellen.robinson@sfmta.com

BACKGROUND INFORMATION / COMMENTS

This legislation provides a new location on the 1400 Block of Bush Street for the bike share station on Fern Street at Polk Street, which has been proposed for relocation as part of the Fern Alley West streetscape project. Previous TASC legislation proposed a site on Hemlock Street west of Polk Street, which is not feasible due to a lack of sidewalk access.

The proposed site is less than one block away from the existing Fern Street/Polk Street location and would allow docks for 15 bikes (reduced from 21 docks in the existing station). No nearby sites that would accommodate more docks could be identified.

<p>HEARING NOTIFICATION AND PROCESSING NOTES:</p>	<p>ENVIRONMENTAL CLEARANCE BY: <input type="checkbox"/> SFMTA <input type="checkbox"/> Attached <input checked="" type="checkbox"/> Pending</p>
--	--



NO.	DATE	DESCRIPTION	BY	APP
1	06/30/19	ADDED ADV LIMIT LINES AT LARKIN	A. WRIGHT	B. WOO
2	05/17/19	ADDED ADV LIMIT LINES AND CONTIS AT TAYLOR	A. WARD	G. HO
3	05/17/19	ADDED ADV LIMIT LINES & WHITE STAGG, CONTIS ON JONES & MASON PER FIELD UPDATES; ADDED ADV LIMIT LINES ON HYDE; ADDED WHITE STAGG. CONTIS NOT DONE IN REV 5 ON TAYLOR	A. KIM	A. UY
4	08/26/18	REMOVED PSZ; ADDED ADV LIMIT LINES, BULB-OUT, CURBSIDE GREEN BIKE LANE WITH DELINEATORS, @ POLK; PER FIELD REMOVED LEFT TURN ARROW @ LARKIN, CONTIS LABEL @ TAYLOR	S. SHARIATI	C. BECK

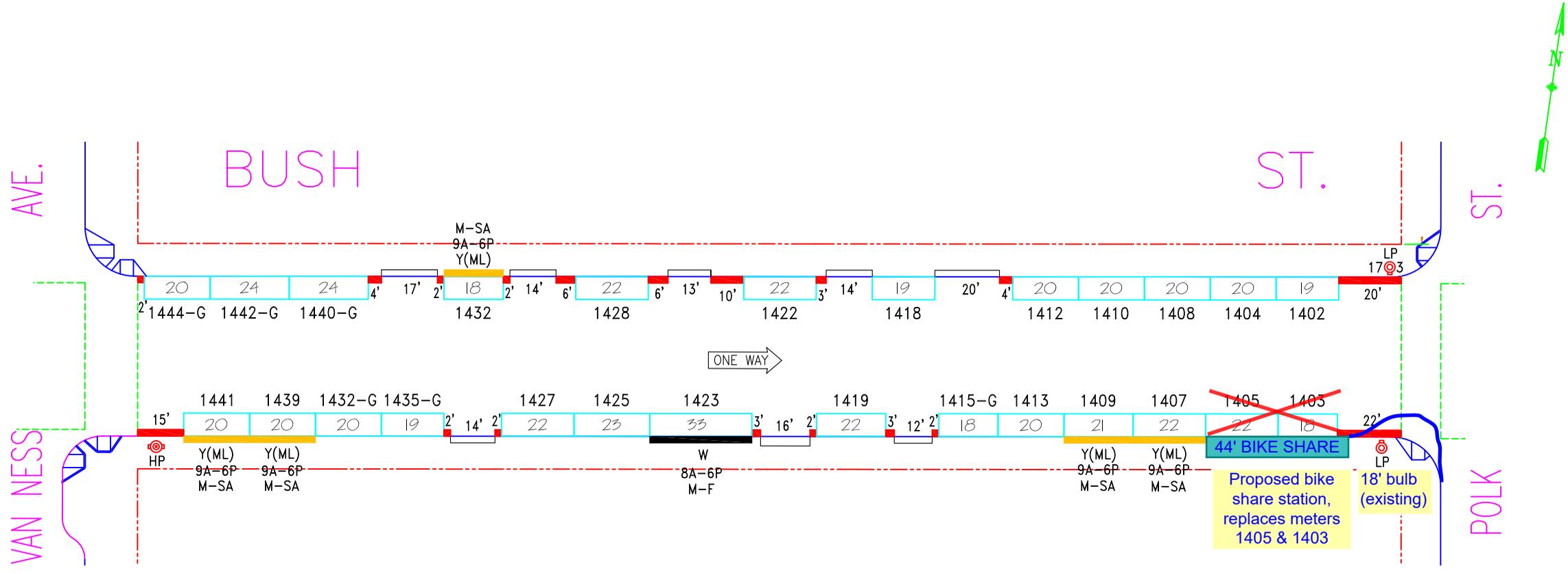
TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SUPERSEDED STR-2740.2 REV. NO. 14		APPROVED		SCALE:
DRAWN:	DATE:	BRIAN DUSSEAULT 08/09/11		1" = 50'
F. MEJIA	07/11	SENIOR ENGINEER		
CHECKED:	DATE:	RICARDO OLEA 08/12/11		SHEET/SHEETS:
A. WONG	07/11	CITY TRAFFIC ENGINEER		3 OF 4

TRAFFIC STRIPING		CONTRACT NO.
BUSH ST		DRAWING NO.
VAN NESS AVENUE TO POWELL STREET		STR-7876.2
		FILE NO.
		REV. NO.
		10

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



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	3	Revoked ML#1421, Est. #1423w/PT-PLZ	JB	4/10/12	5214
1	Rescind 1 Hr, Establish 2 Hr time limit		7/31/08		4	Est. ML#1439, 41/30M-G#1432, 40-44	JB	7/21/18	5939
2	Revoke 28' WZ, Install GMP #1440	JB	11/6/12		5	Add 20'RZ, Reloc #1402, 4, 8, 10, 12-N/S	JB	8/28/20	



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO
 PARKING METER SPACES

SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		
ODD			14		10		9A-6P	M-SA	4				7		7		14	
EVEN	7A-9A		12		11		9A-6P	M-SA	1				4		8		12	

BUSH ST. (BUS, 336)
(1400) BLOCK
 Meters #336-14XY
POLK ST. TO VAN NESS AVE.

SCALE: **1"=40'** DATE: **11/6/12** BY: **JB**

AREA
3

Date: 8/28/20 11:43 AM
 File: C:\Users\jbr\Documents\Projects\11-18-12\11-18-12\11-18-12.dwg
 Plot: 11-18-12.dwg
 Plot Date: 8/28/20 11:43 AM
 Plot Time: 11:43 AM
 Plot User: jbr
 Plot Device: HP DesignJet 5000 Series
 Plot Scale: 1"=40'
 Plot Size: 11x17
 Plot Orientation: Landscape
 Plot Color: Black
 Plot Lineweight: 0.25
 Plot Linetype: Solid
 Plot Font: Arial, 10
 Plot Title: 11-18-12.dwg
 Plot Sheet: 1 of 1
 Plot Status: Success



Bush St

Polk St

Area
Area: 242.8 Square Feet
Perimeter: 91.1 Feet