

**Attachment E**  
**Project Assessment Form for PM<sub>2.5</sub> Interagency Consultation**

**Application of Criteria for a Project of Air Quality Concern**

**Project Title: Ellis and Eddy Two-Way Conversion**

**Project Summary for Air Quality Conformity Task Force Meeting: July 25, 2013**

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**Description**

- Project will convert two one-way streets Eddy and Ellis streets between Polk and Cyril Magnin streets to two two-way streets.
- The traffic signals at Eddy/Taylor and Ellis/Taylor will be fully upgraded and will have pedestrian countdown signals (PCS) added. There are no PCS at these two locations currently.
- No change in the street alignments as a result of the proposal. These two streets currently function as a couplet.
- The proposal is intended to serve as a traffic calming measure and result in speeds closer to the posted 25 MPH speed limit.
- The resultant traffic calming benefits, including reduced speeds, will encourage more walking and biking in the Tenderloin.
- Ellis Street and Eddy Street are local streets. Ellis Street and Eddy Street run westbound and eastbound, respectively, connecting the Union Square commercial district with the Western Addition/Cathedral Hill residential district via the Tenderloin neighborhood district.
- All intersections are signal controlled.

**Background**

- Project sponsor (SFMTA) will seek environmental clearance via Caltrans Local Assistance during environmental and design phases of the project.
- Traffic Signal upgrades are typically categorically exempt.
- SFMTA has already received categorical exemption for the two-way conversion of Eddy and Ellis.
- Schedule based on deadline for STIP funding allocation

**Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))**

*(i) New or expanded highway projects with significant number/increase in diesel vehicles?*

- Not a new or expanded highway project.
- Local street project.
- No change in overall traffic volume or truck percentages as a result of the project.

*(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*

- All intersections remain at LOS C or better under the existing plus project condition for Phase I and Phase II.
- All intersections remain at LOS C or better under the cumulative condition for Phase I and Phase II.
- No project changes to land use that would affect diesel traffic percentage.

*(iii) New bus and rail terminals and transfer points?*

- Not Applicable

*(iv) Expanded bus and rail terminals and transfer points?*

- Not Applicable

*(v) Affects areas identified in PM<sub>10</sub> or PM<sub>2.5</sub> implementation plan as site of violation?*

- No
- Therefore, not identified in plan as an area of potential violation.
- Nearest PM<sub>10</sub> or PM<sub>2.5</sub> violations in 2007 in Redwood City, 10 miles southeast.



<b>RTIP ID# (required) Pending</b>				
<b>TIP ID# (required) Pending</b>				
<b>Air Quality Conformity Task Force Consideration Date</b> July 25, 2013				
<b>Project Description</b>				
An interagency collaboration lead by the SFCTA in March 2007 identified the needs and near and medium term solutions to pedestrian safety issues in District 6 through the Tenderloin-Little Saigon Neighborhood Transportation Plan. The SFMTA will implement pedestrian and traffic calming improvements along Eddy and Ellis Streets including: a) the conversion of Ellis and Eddy Streets from one-way streets to two-way streets, b) full signal upgrades at the intersections of Eddy/Taylor and Ellis/Taylor, and c) sidewalk bulbouts at selected locations.				
<b>Type of Project:</b>  Traffic Signal Upgrade and Roadway Restriping				
<b>County</b> San Francisco	<i>Narrative Location/Route &amp; Postmiles</i> <b>Eddy and Ellis Streets between Polk and Cyril Magnin Streets in San Francisco</b> <b>Caltrans Projects – EA#</b>			
<b>Lead Agency:</b>				
Manito Velasco	701-4447	701-4343	Manito.velasco@sfmta.com	
<b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>				
<input checked="" type="checkbox"/> <i>Categorical Exclusion (NEPA)</i>	<input type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input type="checkbox"/> <i>Other</i>
<b>Scheduled Date of Federal Action:</b> June 2014				
<b>NEPA Delegation – Project Type (check appropriate box)</b>				
<input checked="" type="checkbox"/> <i>Exempt</i>	<input type="checkbox"/> <b>Section 6004 – Categorical Exemption</b>		<input type="checkbox"/> <b>Section 6005 – Non-Categorical Exemption</b>	
<b>Current Programming Dates (as appropriate)</b>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>				
<b>End</b>				

**Project Purpose and Need (Summary):**

The proposed Lifeline STP scope was developed as a part of a larger planning effort. In March of 2007, the San Francisco County Transportation Authority (SFCTA) adopted the Tenderloin–Little Saigon Neighborhood Transportation Plan (NTP) which was a result of a collaborative effort with many community based organizations, City agencies, and numerous public outreach efforts. The City agencies working with the SFCTA included: the SFMTA (formerly known as the Department of Parking and Traffic and Muni), the Department of Public Works (DPW), the Planning Department, the Department of Public Health, and the Metropolitan Transportation Commission.

The NTP identified four critical needs for the project area including:

1. Improve pedestrian safety: Pedestrians injuries are much higher in the Tenderloin than in the City at large. Recent data by the California Highway Statewide Integrated Traffic Reporting System for the period of 2005 – 2010 indicates an average range of 63.9 to 89 injuries per mile in the Ellis and Eddy Streets project area.
2. Improve transit service reliability and accessibility to low income individuals. Due to the close proximity to the Downtown area, the Tenderloin has access to several transit lines. However, many of the buses have full loads by the time they reach the neighborhood and transit service is bunched.
3. Reduce the speed of traffic through neighborhood. A majority of streets in the area are multi-lane one-way arterials designed to move cars as efficiently as possible to and from downtown or freeway entrances and exits south of Market Street. The NTP found that cars move through the neighborhood very quickly and indicated that the existing area is over-designed for automobile flow relative to other needs.
4. Use the street environment as a tool to enhance security and improve the community experience.

**Project Benefits**

The proposed pedestrian and traffic calming improvements benefit the walking public by improving safety and decreasing vehicular speeding.

More specifically, installation of pedestrian countdown signals (PCSs) have been effective in reducing the percentage of pedestrians remaining in the crosswalk at the beginning of the conflicting vehicle green light, thereby reducing the potential for vehicle-pedestrian conflicts. The countdown feature of the PCS is helpful for pedestrians to discern whether there is enough time left in a signal cycle to cross the intersection safely.

The hardware modifications to convert Ellis and Eddy from one to two way streets are intended to slow vehicular traffic speeds and reduce traffic volumes to improve safety for pedestrians.

**Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)**

NA

**Brief summary of assumptions and methodology used for conducting analysis**

SFMTA used the Synchro traffic model to analyze the intersection level of service (LOS) for the study area. All LOS analysis was conducted for the PM peak hour. All project intersections currently operate a LOS B or better. All project intersections will operate at LOS C or better. No intersection will operate at LOS D, E or F.

**Opening Year:**

**PM PEAK HOUR LEVEL OF SERVICE AND DELAY ANALYSIS**

Intersection	Existing Conditions		Existing plus Phase		Existing plus Phases I & II		Cumulative (2035)	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Ellis Street/Polk Street	11.2	B	13.5	B	14.2	B	16.4	B
Ellis Street/Larkin Street	3.8	A	11.4	B	5.0	A	3.8	A
Ellis Street/Hyde Street	6.2	A	9.9	A*	8.4	A	21.0	C
Ellis Street/Leavenworth Street	6.1	A	11.3	B*	5.7	A	6.7	A
Ellis Street/Jones Street	10.4	B	11.8	B	13.0	B	13.1	B
Ellis Street/Taylor Street	4.7	A	4.7	A	5.8	A	6.1	A
Ellis Street/Mason Street	8.4	A	8.4	A	12.1	B	15.9	B
Ellis Street/Cyril Magnin Street	13.3	B	13.3	B	24.0	C	24.1	C
Eddy Street/Polk Street	18.1	B	16.8	B	18.2	B	28.4	C
Eddy Street/Larkin Street	6.8	A	8.5	A	11.5	B	13.7	B
Eddy Street/Hyde Street	8.6	A	9.0	A	11.0	B	25.4	C
Eddy Street/Leavenworth Street	4.8	A	8.5	A	10.2	B	11.1	B
Eddy Street/Jones Street	4.6	A	3.8	A	10.2	B	10.9	B
Eddy Street/Taylor Street	5.1	A	4.8	A	7.8	A	8.3	A
Eddy Street/Mason Street	14.0	B	14.0	B	9.5	B	9.6	A**
Eddy Street/Cyril Magnin Street	1.5	A	1.5	A	7.0	A	7.0	A

Delay: seconds/vehicle; LOS = Level of Service; \*Takes into account signal timing adjustments; \*\*Improves due to traffic redistribution

**RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Truck volume count is not available. The project is not intended to reduce truck access to the streets and may even improve overall access and circulation by making the streets two-way.

**Opening Year:**

NA

**RTP Horizon Year / Design Year:**

NA

**Opening Year:**

NA

**RTP Horizon Year / Design Year:**

NA

**Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)**

NA

**Comments/Explanation/Details:**

The proposal would convert two one-way couplet streets to two-way streets on the existing street right of way. While the proposed changes could result in the redistribution of some existing traffic, the project would not result in the generation of additional vehicular trips to the overall area. The project does not meet any of the five criteria notes in the CFR 93.123 (b) (1). Therefore the project would not result in the increase of PM 2.5 in the area.