



SFMTA

Municipal
Transportation
Agency

February 12, 2014

Air Quality Conformity Task Force
c/o Sri Srinivasan, TIP Administrator
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: Regional Air Quality Conformity Status of Eddy and Ellis Traffic Calming Improvement Project

Dear Members of the Air Quality Conformity Task Force:

This letter is to request that the Air Quality Conformity Task Force (AQCTF) to determine that the Ellis Traffic Calming Improvement Project will not trigger a significant impact on regional air quality and to allow the project to be considered for inclusion in the Transportation Improvement Program (TIP) as part of the next full amendment 13-17, scheduled for the MTC's approval on May 28, 2014.

In April 2013, the San Francisco County Transportation Authority (Transportation Authority) and MTC approved programming of \$1,175,104 in Lifeline Transportation Program Surface Transportation Program (STP) funds to the San Francisco Municipal Transportation Agency (SFMTA) for the subject project. The project scope includes one- to two-way conversion of Eddy Street (between Leavenworth and Cyril Magnin Streets) and 3 blocks on Ellis Street (between Jones and Cyril Magnin Streets).

In order for the SFMTA to request and receive an authorization to use federal STP funds, the project must be included in the TIP, which requires a finding of no significant impact on the regional air quality. We understand that one- to two-way conversions trigger a project to be considered as violating regional air quality conformity by default. However, the proposed one- to two-way conversion will be implemented on a relatively short length of street segments (2 blocks on Eddy Street and 3 blocks on Ellis Street) with low traffic volumes (5,387 vehicles per day on Eddy Street and 7,836 vehicles per day on Ellis Street). The proposed project is well north of the typical access routes between US-101 and I-80. Most traffic between those regionally significant routes travels through the South of Market, Hayes Valley, or the southern part of the Civic Center Area. The San Francisco City Planning Department has determined that this project will trigger no significant impact on the environment, including air quality, and granted a categorical exemption status under the California Environmental Quality Act (CEQA).

The project is anticipated to enter construction by summer 2015 but would be postponed indefinitely if it is found to trigger a significant impact on regional air quality. Given the

recent tragic pedestrian accidents in the vicinity of the project area, the AQCTF's review and approval of our request would be greatly appreciated so that the project can bring much needed safety improvements without delay.

If you have any questions, please contact Suzanne Wang at (415) 701-4541 or at Suzanne.Wang@sfmta.com.

Sincerely,



Joel C. Goldberg
Manager, Capital Procurement and Management

Attachment: Certificate of Determination: Exemption from Environmental Review –
Ellis/Eddy Two-Way Conversion

cc: Manito Velasco, SFMTA
Seon Joo Kim, SFCTA
Amber Crabbe, SFCTA





SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Exemption from Environmental Review

Case No.: 2011.0963E
Project Title: Ellis/Eddy Two-Way Conversion
Zoning: Varies
Block/Lot: Varies
Lot Size: Varies
Project Sponsor: Manito Velasco, San Francisco Municipal Transportation Agency
415-701-4447
Staff Contact: Wade Wietgreffe – (415) 575-9050
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PROJECT DESCRIPTION:

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), proposes to convert the existing one-way westbound Ellis Street between Polk Street and Cyril Magnin Street to a two-way street and the existing one-way eastbound Eddy Street between Larkin Street and Cyril Magnin Street to a two-way street. Due to project funding, the proposed project would occur in two phases: Phase I and Phase II. Each phase is described in more detail later.

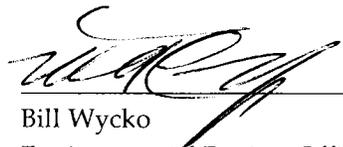
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EXEMPT STATUS:

Categorical Exemption, Class 1 (California Environmental Quality Act (CEQA) Guidelines Section 15301)

DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and local requirements.



Bill Wycko
Environmental Review Officer



Date

cc: Manito Velasco, Project Sponsor

Virna Byrd, M.D.F.

PROJECT DESCRIPTION (continued):

For the purposes of studying the impacts of the proposed project, a study area has been defined. The study area is bordered by, but does not include the following streets: O'Farrell Street to the north, Powell Street to the east, Turk Street to the south, and Polk Street to the west. Unless otherwise noted, all descriptions provided herein describe the setting within the study area.

Setting

Ellis Street and Eddy Street are both referred to as local streets in the San Francisco General Plan. 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 stop-lighted controlled. The speed limit on all streets is 25 miles per hour.

The width of Ellis Street is 44 feet 9 inches. The typical north-south midblock cross-section of Ellis Street consists of two 22-foot, 4.5-inch westbound parking and travel lanes. West of Gough Street, Ellis Street operates as a two-way road with one travel and parking lane in each direction. East of Cyril Magnin Street, Ellis Street operates as a two-way road with one travel lane in each direction.

The width of Eddy Street is 44 feet 9 inches. The typical north-south midblock cross-section of Ellis Street consists of two 22-foot, 4.5-inch eastbound parking and travel lanes. West of Larkin Street, Eddy Street operates as a two-way road with one travel and parking lane in each direction. Refer to Appendix A for Existing Striping.

The other streets in the study area are Larkin Street, Hyde Street, Leavenworth Street, Jones Street, Taylor Street, Mason Street, and Cyril Magnin Street. With the exception of Cyril Magnin Street, these other streets have either all one-way northbound or one-way southbound travel lanes. All of these streets are either two to three lanes wide.

Muni route 19-Polk operates and stops between Polk Street and Hyde Street along Eddy Street, between Eddy Street and Turk Street along Hyde Street, and between Eddy Street and Turk Street along Larkin Street. Muni route 27-Bryant operates and stops between Leavenworth Street and Cyril Magnin Street along Ellis Street, between Eddy Street and Ellis Street along Cyril Magnin Street, between Mason Street and Cyril Magnin Street along Eddy Street, and between O-Farrell Street and Eddy Street along Mason Street. Muni route 31-Balboa inbound operates and stops between Mason Street and Polk Street along Eddy Street, between Eddy Street and Turk Street along Mason Street, and between Eddy Street and Turk Street along Larkin Street.

Sidewalks are generally 12 feet wide on both sides of Ellis and Eddy Street. No bicycle facilities exist within the study area.

Loading and parking vary in the project area, with parking (with some restrictions) allowed on both sides of Eddy and Ellis Street as described above.

Proposed Ellis/Eddy Two-Way Conversion

As noted above, the proposed project would convert Ellis Street and Eddy Street to two-way streets in two phases. No changes to the street width would occur; all proposed changes would be within existing curb-to-curb right-of-way. Refer to Appendix A, B, and C for Existing Striping, Phase I Striping, and Phase II Striping, respectively.

Phase I

Funding is currently available for the following Phase I description:

- Ellis Street – Between Polk Street and Jones Street, the proposed project would convert the existing one-way westbound street to a two-way street. The typical north-south midblock cross-section of this segment would be a 22-foot, 4.5-inch westbound parking and travel lane and a 22-foot, 4.5-inch eastbound parking and travel lane. The street striping would be slightly adjusted to add an eastbound 10-foot left turn pocket approaching Larkin Street, a westbound through or left turn lane approaching Polk Street, and an eastbound and westbound 10-foot left turn pocket lane between Hyde Street and Leavenworth Street. As drivers would approach southbound Jones Street, eastbound drivers would enter a “Right Turn Only” lane turning onto Jones Street and westbound left lane drivers would enter a “Left Lane Must Turn Left” lane turning onto Jones Street. The proposed project would increase the green time on Ellis Street at two intersections: three seconds at Ellis Street and Hyde Street and eight seconds at Ellis Street and Leavenworth Street.
- Eddy Street – Between Larkin Street and Leavenworth Street, the proposed project would convert the existing one-way eastbound street to a two-way street. The typical north-south midblock cross-section of this segment would be a 22-foot, 4.5-inch westbound parking and travel lane and a 22-foot, 4.5-inch eastbound parking and travel lane. The street striping would be slightly adjusted to add an eastbound and westbound 10-foot left turn pocket lane between Hyde Street and Leavenworth Street. The proposed project would change the signal timing by increasing the green time by eight seconds on Ellis Street at the Ellis Street and Hyde Street intersection.

Phase II

Funding is currently not available for Phase II, but when funding does become available, the following description is proposed:

- Ellis Street – The proposed project would convert the remainder of the one-way street in the study area, between Jones and Cyril Magnin Street, to a two-way street. Therefore, the typical north-south midblock cross-section between Polk Street and Cyril Magnin Street would be a 22-foot, 4.5-inch westbound parking and travel lane and a 22-foot, 4.5-inch eastbound parking and travel lane. The “Right Turn Only” and “Left Lane Must Turn Left” lanes established in Phase I as drivers would approach southbound Jones Street would be eliminated. However, as drivers would approach southbound Mason Street, eastbound drivers would enter a “Right Turn Only” lane turning onto Mason Street and westbound left lane drivers in the southernmost lane would enter a “Left Lane Must Turn Left” lane turning onto Mason Street.
- Eddy Street – The proposed project would convert the remainder of the one-way street in the study area, between Leavenworth and Cyril Magnin Street, to a two-way street. Therefore, the typical north-south midblock cross-section between Larkin Street and Cyril Magnin Street would be a 22-foot, 4.5-inch westbound parking and travel lane and a 22-foot, 4.5-inch eastbound

parking and travel lane. An eastbound 10-foot left turn pocket lane would be added approaching Taylor Street.

REMARKS:

Transportation

The proposed project was analyzed by the SFMTA and reviewed by the Planning Department for transportation impacts in the study area.¹ The following analysis uses information from that report.

Traffic

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. The Synchro analysis was done for Existing Conditions, Existing Plus Phase I Conditions, Existing Plus Phases I & II, and Cumulative Conditions. During Existing Conditions (using traffic counts taken between 2008 and 2009), as shown in Table 1 on Page 5, the LOS analysis displays that all 16 of the study area intersections operate at acceptable LOS A or B during the PM peak hour.

For Phase I, the analysis assumes some diversion of traffic would result from the introduction of a new 'contra-flow' lane on the blocks proposed for two-way traffic. For example, Eddy Street, between Larkin and Leavenworth Streets are one-way eastbound blocks. During Phase 1, the proposed project would convert these two blocks to two-way by removing an existing one-way eastbound lane and replacing it with a westbound lane. In addition, the street striping would be slightly adjusted to add an eastbound 10-foot left turn pocket approaching Larkin Street, a westbound through or left turn lane approaching Polk Street, and an eastbound and westbound 10-foot left turn pocket lane between Hyde Street and Leavenworth Street. No expansion of right-of-way would occur. Under Phase I, the new westbound lane would be fed primarily by northbound left turns from Leavenworth Street. The projected volume for that northbound left turn during the PM peak hour was estimated to be 41 vehicles per hour, or approximately one third of the existing northbound left turn volume from Leavenworth Street onto Ellis Street (which is 121 vehicles during the PM peak hour). The analysis assumes that 80 vehicles per hour would continue to make northbound left turns from Leavenworth Street onto Ellis Street during the PM peak hour while 41 vehicles per hour may shift to the new direction of Eddy Street. A similar volume shift is used in the rest of the model for both Ellis Street and Eddy Street.² The analyses also presumed the change in signal timing at two intersections as described in the project description.

As shown in Table 1, the LOS analysis displays that the 14 study intersections would remain unchanged under Existing plus Phase I conditions. The remaining two intersections (Ellis Street/Larkin Street, Ellis

¹ SFMTA, *Transportation Impact Analysis for Eddy/Ellis Two-Way Conversion*, April 12, 2012. The study is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2011.063E.

² Similar projections have been made for previous two-way conversions nearby in the City. For example, in the analysis for the Hayes and Fell Street Two-Way Conversion, 350 of the 1180 (~30%) right turning vehicles (that would have originally turned onto Hayes Street) were assumed to divert from southbound Gough Street to Fell Street and from southbound Van Ness Avenue to Fell Street. This information was in a Memorandum from Ricardo Olea, Acting City Traffic Engineer at SFMTA, to Bill Wycko, Environmental Review Officer, dated July 5, 2010 as part of file 2003.0347E.

Street/Leavenworth Street) would decline from LOS A to LOS B. However, all study area intersections are expected to remain acceptable under Existing plus Phase I conditions (LOS B or better). As noted above, some blocks of Ellis Street and Eddy Street are already two-way and function without any complications or unusual problems. Introducing a new direction of traffic would result in some adjustment period for drivers, as is expected whenever two-way or one-way changes are made. Based on SFMTA recent experience in two-way conversions in the City (e.g., Hayes and Fell Street Two-Way Conversion), traffic speeds would likely decrease. Any adjustment period for drivers would be temporary and would not cause a major traffic hazard. Therefore, the proposed project would not have any significant traffic impacts under Phase I.

For Phase II implementation, the analysis assumes that one-third of the turns onto the study area northbound or southbound streets during Existing Conditions would shift from Ellis Street to Eddy Street and vice versa during Existing plus Phases I & II conditions. The analysis assumes that one-half of the vehicles traveling east on Eddy Street or west on Ellis Street during Existing Conditions would shift from Ellis Street to Eddy Street and vice versa for Phase II implementation. This even redistribution is derived from how Eddy and Ellis Streets currently function as basically a two-way street, separated by a wide median (a full city block). Diversions between the two streets are self-contained. As shown in Table 1, the LOS analysis displays that 10 intersections would remain unchanged under Existing plus Phase I & II conditions. Five intersections would decline from LOS A to LOS B and one intersection would decline from LOS B to LOS C (Ellis Street/Cyril Magnin Street). However, all study area intersections are expected to continue to operate acceptably under Existing plus Phase I & II conditions (LOS C or better). As noted for the Phase I conditions, there would be an adjustment period for drivers with additional blocks of two-way operation. However, the adjustment period would be temporary and would not cause a major traffic hazard. Therefore, the proposed project would not have any significant traffic impacts under Phase II.

Future cumulative traffic volumes study intersections were estimated based on the information provided by the San Francisco Transportation Authority's Chained Activity Modeling Process (CHAMP) for the year 2035. No other (i.e., other than the proposed project) transportation network changes are anticipated in the study area during Cumulative Conditions, therefore no other network changes are included in the analyses. As shown in Table 1, the operational/LOS analysis displays that six intersections would remain unchanged under 2035 Cumulative Conditions. One intersection (Eddy Street/Mason Street) would improve from LOS B to A. This intersection would improve because sufficient eastbound traffic would be diverted from Eddy Street onto Ellis Street. Four intersections would decline from LOS A to LOS B, two intersections would decline from LOS B to LOS C, and two intersections would decline from LOS A to LOS C (Ellis Street/Hyde Street and Eddy Street/Hyde Street). However, all study area intersections are expected to continue to operate acceptably under 2035 Cumulative Conditions (at LOS C or better), therefore, the proposed project would not have any significant traffic impacts under cumulative.

**TABLE 1
PM PEAK HOUR LEVEL OF SERVICE AND DELAY ANALYSIS**

Intersection	Existing Conditions		Existing plus Phase I		Existing plus Phases I & II		Cumulative (2035) Conditions	
	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 measured in seconds per vehicle

LOS = Level of Service

*Takes into account signal timing adjustments

**Improves as result of redistribution of traffic from Eddy Street to Ellis Street

Transit

As stated above, three Muni routes run through the study area: 19-Polk, 27-Bryant, and 31-Balboa. Implementation of the proposed project would not generate additional transit trips; therefore the proposed project would not cause a substantial increase in transit demand or operating costs. To analyze the proposed project's impact on transit, total change in transit vehicle delay between Existing Conditions and each phase was determined for the intersection approaches that have transit vehicles use. Refer to Table 2 below.

During Phase I, the greatest increase in delay would occur to the 27-Bryant (11.1 seconds). Delays to other routes would be less than six seconds. There are some nominal 'negative delay' or 'delay savings' at a few intersections, which are likely caused by a change in arrival patterns from an upstream intersection. One of the main sources of delays on two-way streets is how left turns are affected by the presence of opposing traffic. Those delays are already incorporated into the delay calculation and are expected on other City streets with two-way operation and those delays would not be substantial. Because the 27-Bryant's headway (time between buses arriving) is approximately 15 minutes, an 11.1 second delay would not substantially increase delays such that significant adverse impacts in transit service could result. Therefore, the proposed project would not have any significant transit impacts under Phase I.

During Phase II, bus routes are assumed to remain the same as Existing Conditions and Phase I. The greatest increase in delay would occur to the 27-Bryant (31.4 seconds). Delays to other routes would be less than nine seconds. Similar to Phase I, at least some of the delay can be attributable to left turn delays, but these delays would not be substantial. Because the 27-Bryant's headway is approximately 15 minutes, a 31.4 second delay would not substantially increase delays such that significant adverse impacts in transit service could result. Therefore, the proposed project would not have any significant transit impacts under Phase II.

TABLE 2
EXISTING PLUS PROJECT (PHASES I AND II) TRANSIT APPROACH DELAY ANALYSIS

Route	Intersection	Approach	Existing	Existing Plus Phase I		Existing Plus Phases I & II	
			Delay	Delay	Δ Delay	Delay	Δ Delay
19-Polk Outbound	Ellis Street/Polk Street	Southbound	13.7	14.3	0.6	14.0	0.3
	Eddy Street/Polk Street	Southbound	17.6	14.6	-3.0	16.8	-0.8
	Eddy Street/Larkin Street	Eastbound	14.9	15.7	0.8	13.7	-1.2
	Eddy Street/Hyde Street	Eastbound	7.4	14.8	7.4	12.8	5.4
	TOTAL		53.6	59.4	5.8	57.3	3.7
19-Polk Outbound	Eddy Street/Larkin Street	Northbound	4.5	6.6	2.1	4.6	0.1
	Ellis Street/Larkin Street	Northbound	2.5	2.3	-0.2	3.0	0.5
	TOTAL		7.0	8.9	1.9	7.6	0.6
27-Bryant Outbound	Ellis Street/Mason Street	Southbound	3.2	3.2	0.0	5.0	1.8
	Eddy Street/Mason Street	Southbound	10.4	10.4	0.0	8.6	-1.8
	Eddy Street/Cyril Magnin Street	Eastbound	4.5	4.5	0.0	13.0	8.5
	TOTAL		18.1	18.1	0.0	26.6	8.5
27-Bryant Inbound	Eddy Street/Cyril Magnin Street	Northbound	0.6	0.6	0.0	1.0	0.4
	Ellis Street/Cyril Magnin Street	Northbound	3.4	3.4	0.0	24.0	20.6
	Ellis Street/Mason Street	Westbound	12.3	12.3	0.0	20.0	7.7
	Ellis Street/Taylor Street	Westbound	5.4	5.4	0.0	6.6	1.2
	Ellis Street/Jones Street	Westbound	5.4	9.1	3.7	8.6	3.2
	Ellis Street/Leavenworth Street	Westbound	9.8	17.2	7.4	8.1	-1.7
TOTAL		36.9	48.0	11.1	68.3	31.4	
31-Balboa Inbound	Eddy Street/Polk Street	Eastbound	25.0	25.1	0.1	14.1	-10.9
	Eddy Street/Larkin Street	Eastbound	14.9	15.7	0.8	13.7	-1.2
	Eddy Street/Hyde Street	Eastbound	7.4	14.8	7.4	12.8	5.4
	Eddy Street/Leavenworth Street	Eastbound	10.5	11.0	0.5	6.3	-4.2
	Eddy Street/Jones Street	Eastbound	9.8	6.3	-3.5	5.7	-4.1
	Eddy Street/Taylor Street	Eastbound	9.9	8.9	-1.0	7.3	-2.6
	Eddy Street/Mason Street	Eastbound	17.8	17.8	0.0	12.8	-5.0
TOTAL		95.3	99.6	4.3	72.7	-22.6	

Delay measured in seconds per vehicle
Δ Delay – compared to Existing

Pedestrian

The proposed project would not include sidewalk narrowing or roadway widening; and would therefore not impact existing pedestrian facilities in the project area. The proposed project would convert one-way Ellis Street and one-way Eddy Street to two-way operations. One-way streets are meant to function as thoroughfares for vehicles in an effort to aid directional traffic vehicle flow, and the traffic signals are often timed to further maintain vehicle speeds through intersections. Two-way roads can also have coordinated signal timing, but two-way roads tend to operate slower due to the counter flow traffic. Therefore, one-way roads tend to have higher vehicle speeds than two-way roads.³ Higher vehicle speeds are shown to result in an increase in both the frequency and severity of crashes involving pedestrians.⁴ Because the proposed project would likely lead to decreased traffic speeds at study area intersections, pedestrian conditions could be improved. Therefore, no significant pedestrian impacts would occur.

Bicycle

No bicycle facilities exist within the study area. The proposed project would not add any bicycle facilities nor substantially increase bicycle conflicts. Therefore, no significant bicycle impacts would occur.

Loading

The proposed project would not add or eliminate loading zones or create additional demand for loading activities. No new conflicts to loading would be introduced by two-way operation because drivers would continue to access loading zones with implementation of the proposed project. Therefore, no significant loading impacts would occur.

Emergency Access

The proposed project would not close off any existing streets or entrances to public uses, and emergency vehicle access could be slightly improved with the implementation of two-way traffic. Therefore, the proposed project would not result in a significant impact related to emergency access.

Construction

The proposed project would involve restriping and traffic signal changes at Eddy Street and Ellis Street. During construction, drivers would have to adjust routes and/or lanes on these streets. Construction would be limited to approximately one-month duration, involving mostly restriping and signage changes. No sidewalk closures are required. There will be some lane closures during construction which would occur during the off-peak hours (9AM – 3PM, Monday to Friday). Because these impacts would be temporary, no significant construction impacts would occur.

Parking

San Francisco does not consider parking supply as part of the permanent physical environment, and therefore, does not consider changes in parking conditions to be environmental impacts as defined by the

³ U.S. Department of Transportation, Federal Highway Administration, *Pedestrian Facilities User Guide – Providing Safety and Mobility*, March 2002, p. 57.

⁴ Eric Dumbaugh and Wenhao Li, “Designing for the Safety of Pedestrians, Cyclists, and Motorists in Urban Environments,” *Journal of the American Planning Association*, December 29, 2010, p. 70 citing three studies about the effects of vehicle speed and pedestrian impacts.

California Environmental Quality Act (CEQA). The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision makers. Therefore, the following presents a parking analysis for information purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental document should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines §15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impacts, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." As stated above, the project area is well served by public transportation.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation, as well as in the associated pedestrian safety analyses, reasonably address potential secondary effects.

In summary, changes in parking conditions are considered to be social impacts rather than impacts on the physical environment. Accordingly, the following parking analysis is presented for informational purposes only.

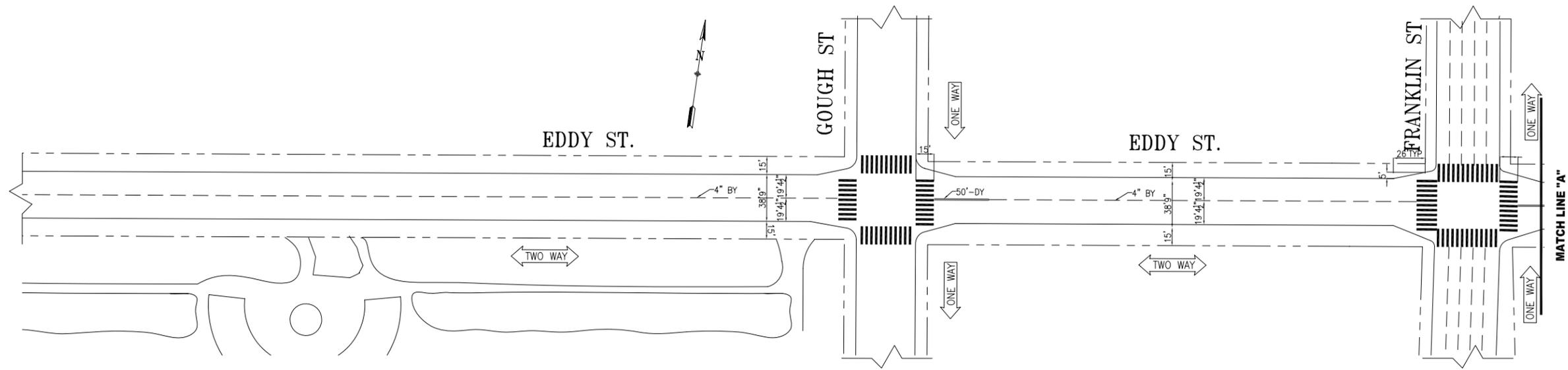
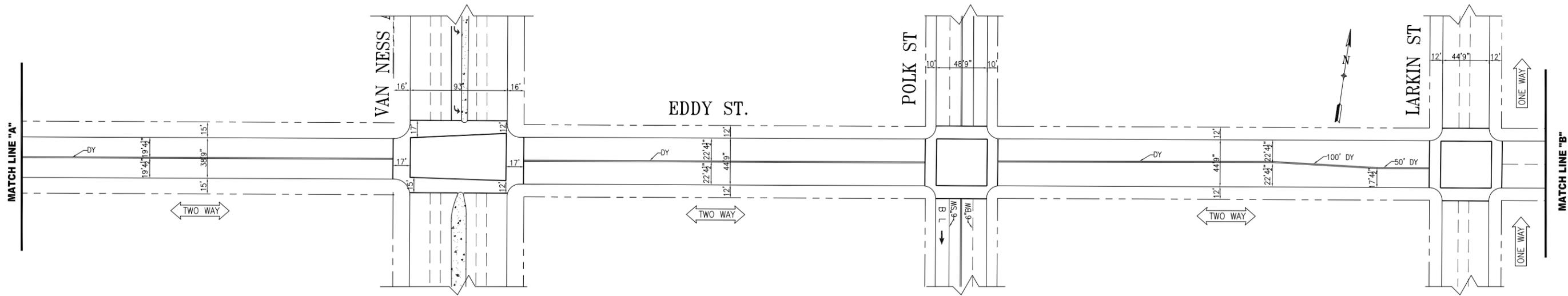
On one side of each block proposed for two-way conversion, parking stalls would be adjusted to align with the new two-way configuration. Under Phase I, there would a total of 4 parking spaces lost with the two-way conversion of the six blocks towards one-way. Under Phase II, no additional parking spaces would be lost. The proposed project is not anticipated to eliminate any off-street parking spaces. The loss of four parking spaces is considered a social effect, rather than a physical impact on the environment as defined by CEQA.

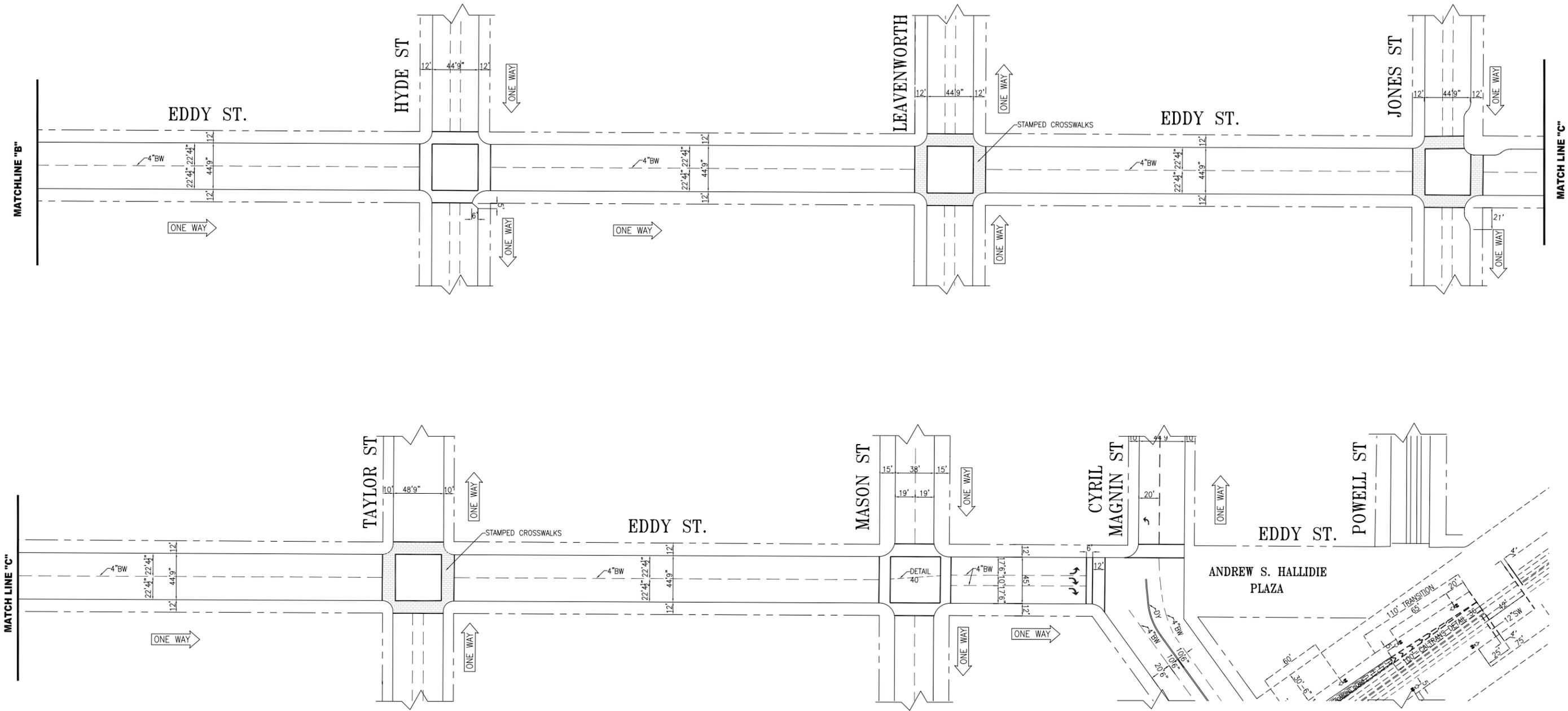
Conclusion

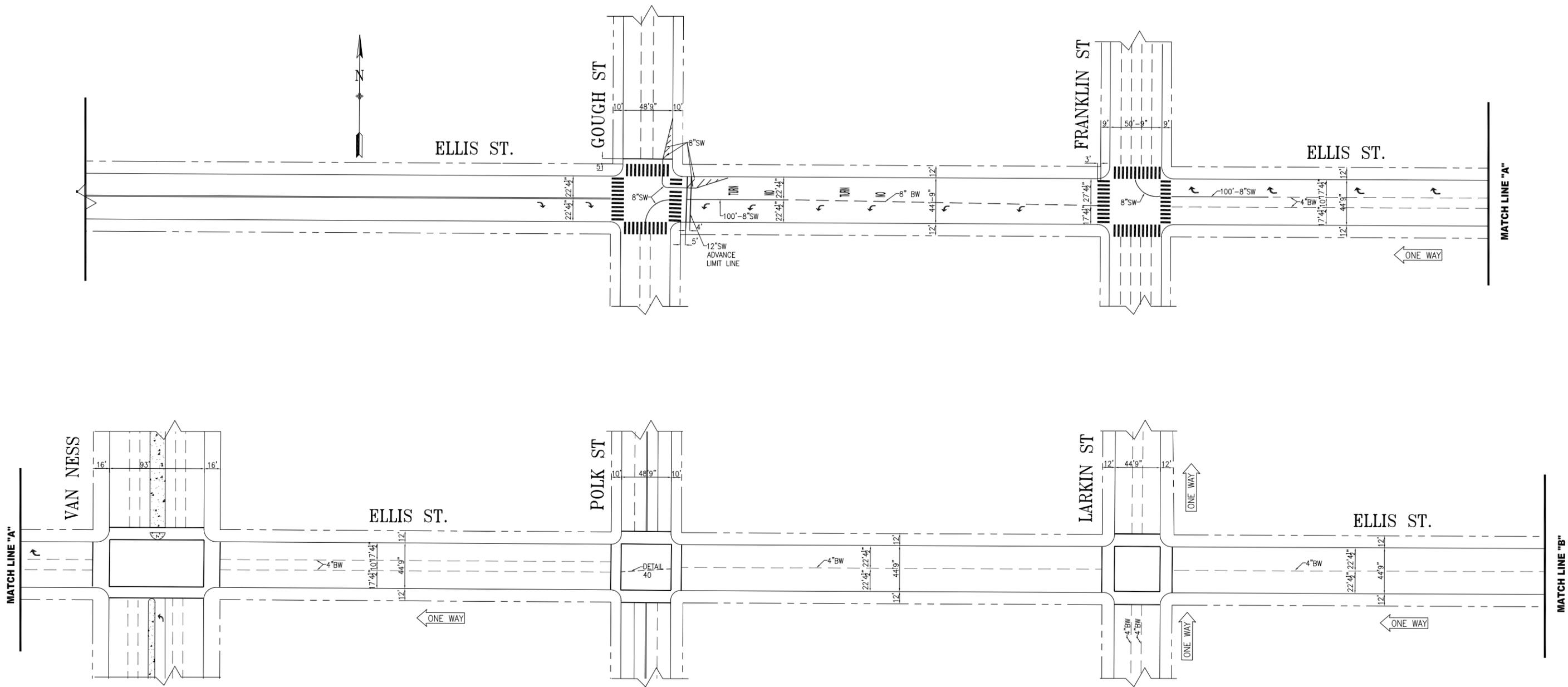
The CEQA Guidelines Section 15301(c), or Class 1(c), provides for exemption from environmental review for minor alterations to “existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety).” Therefore, the proposed project would be exempt under Class 1.

CEQA State Guidelines Section 15300.2 states that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. There are no unusual circumstances surrounding the current proposal that would suggest a reasonable possibility of a significant effect. The proposed project would have no significant environmental effects. The proposed project would be exempt under the above-cited classification. For the above reasons, the proposed project is appropriately exempt from environmental review.

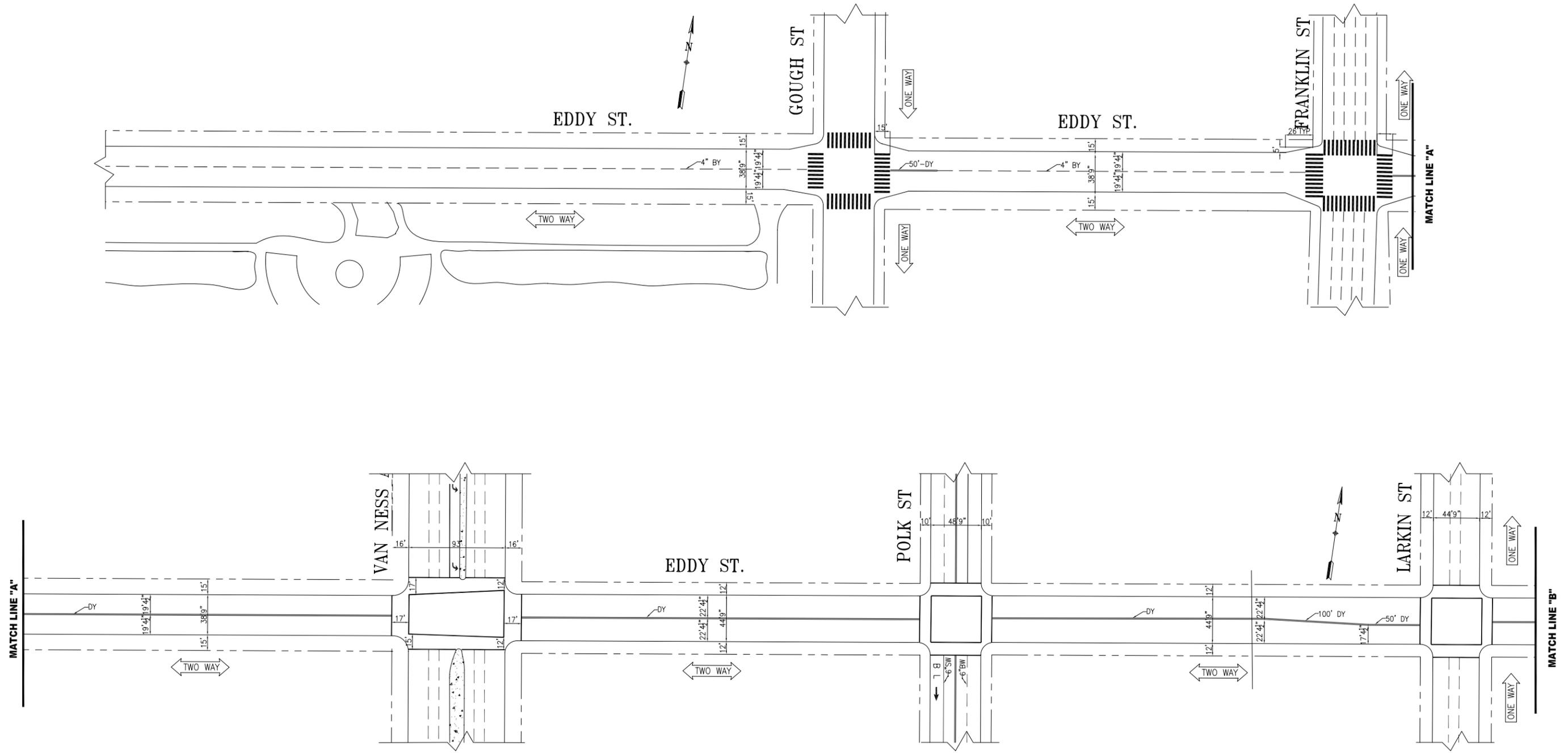
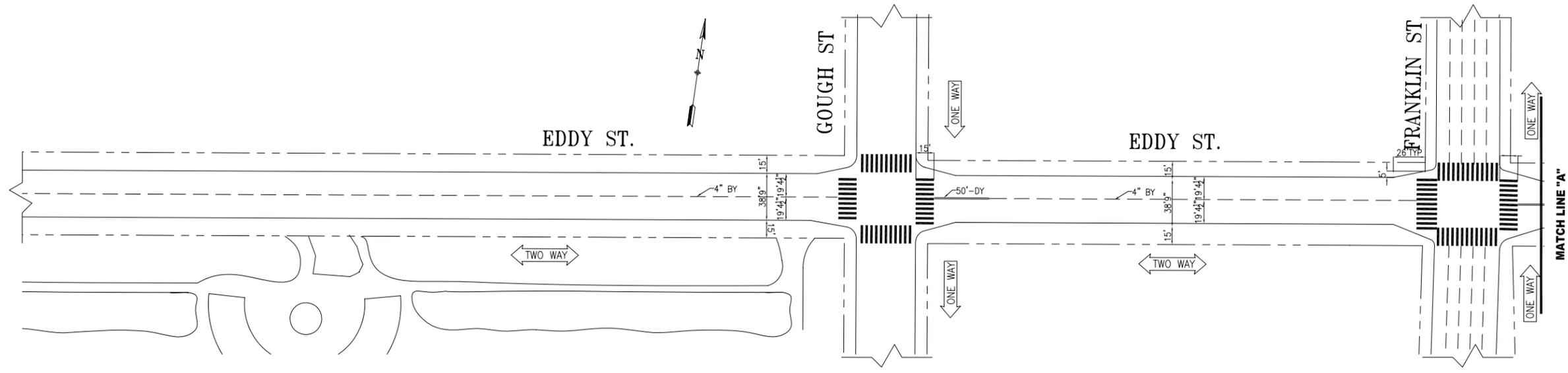
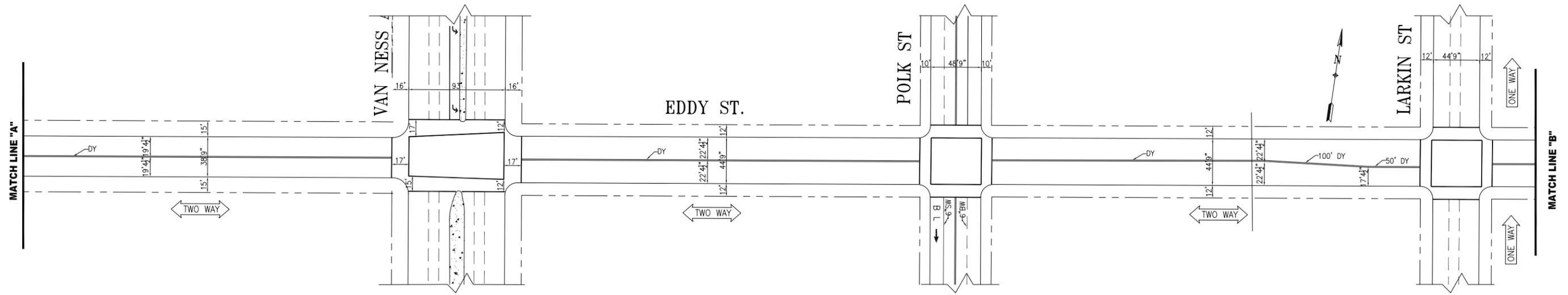
APPENDIX A – EXISTING STRIPING

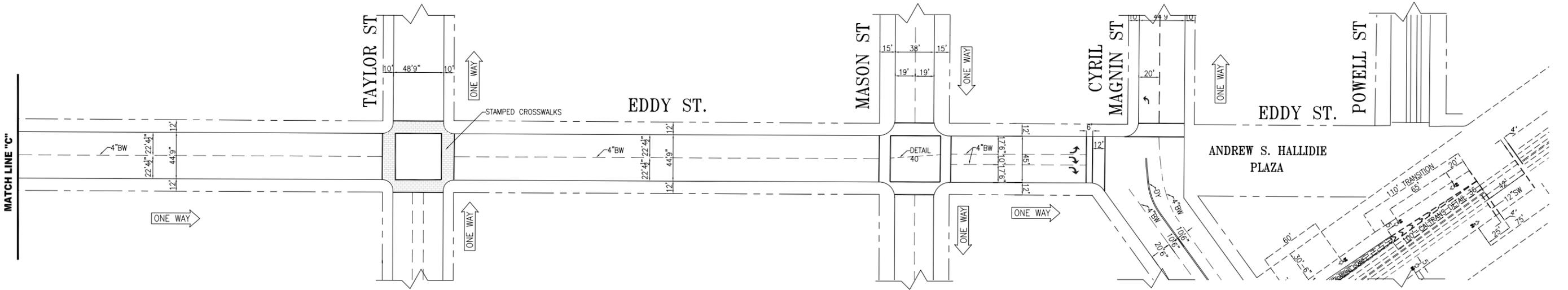
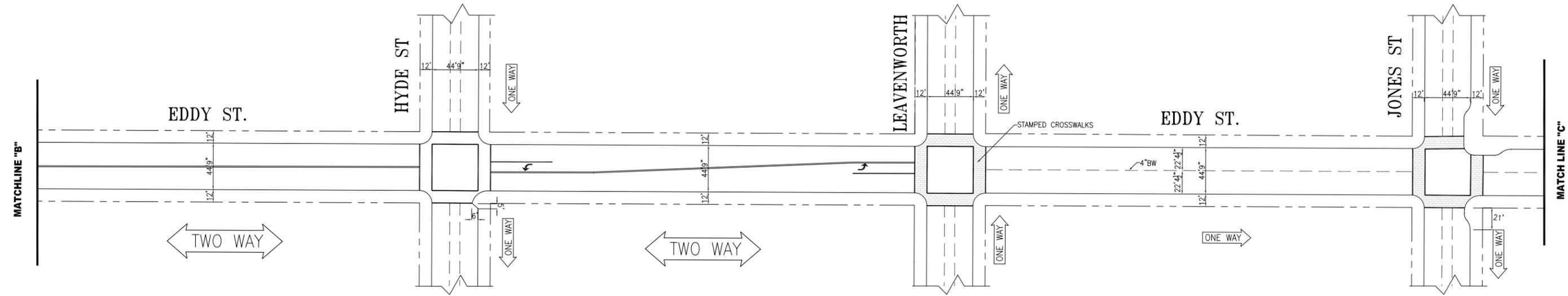


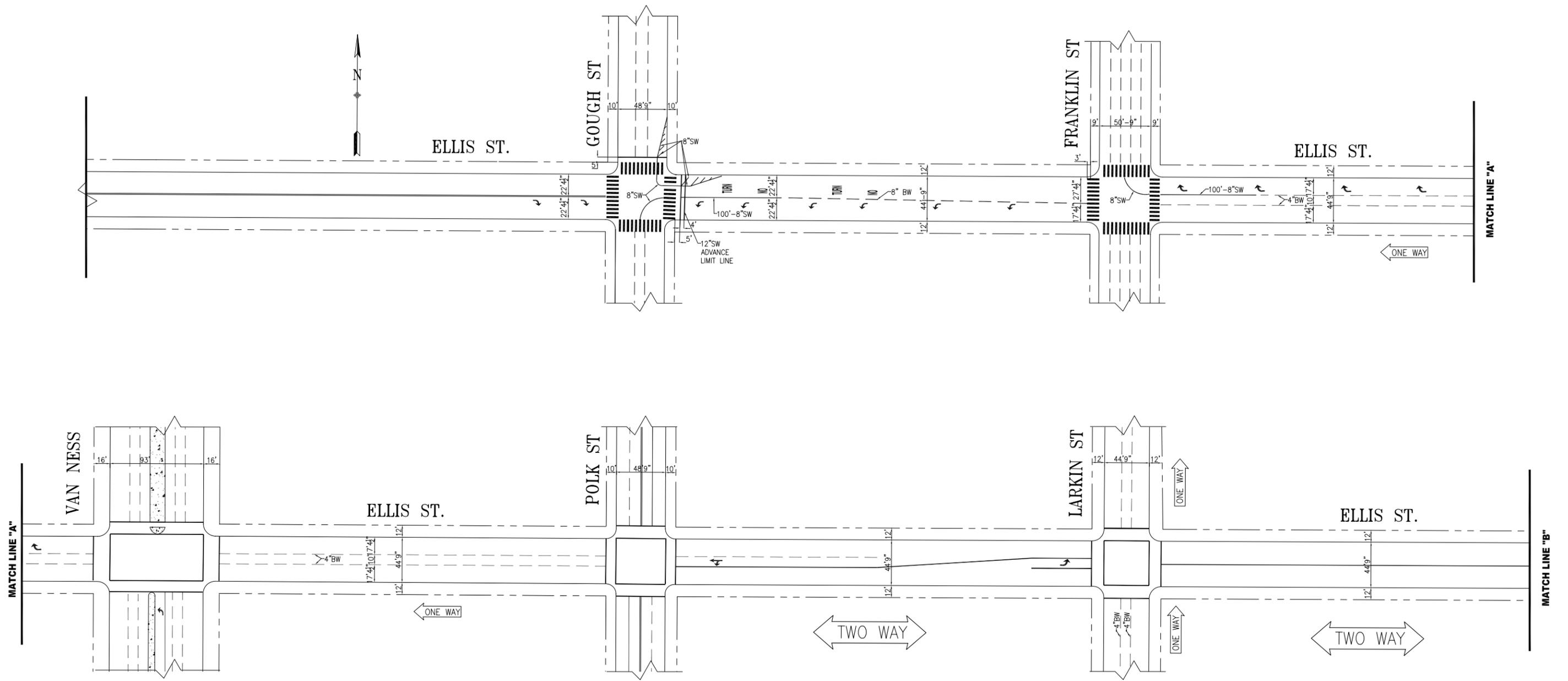


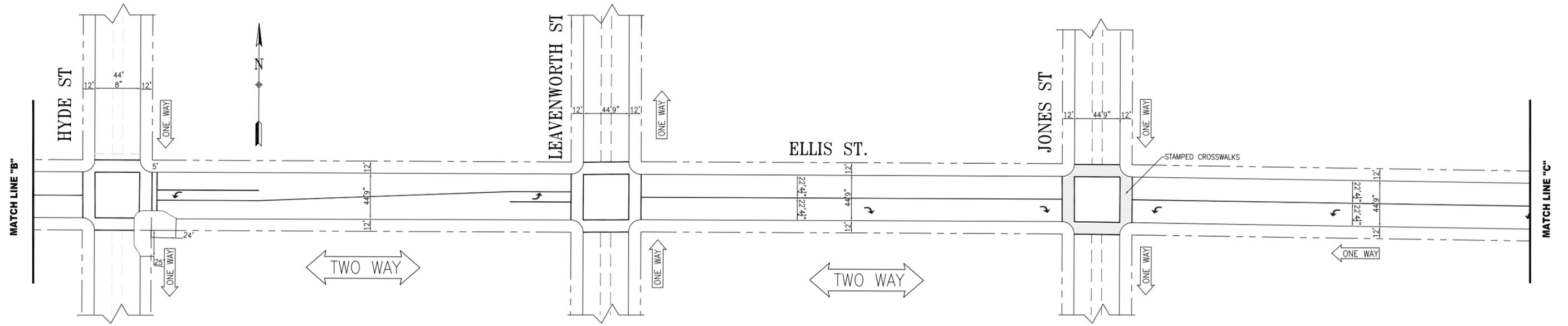
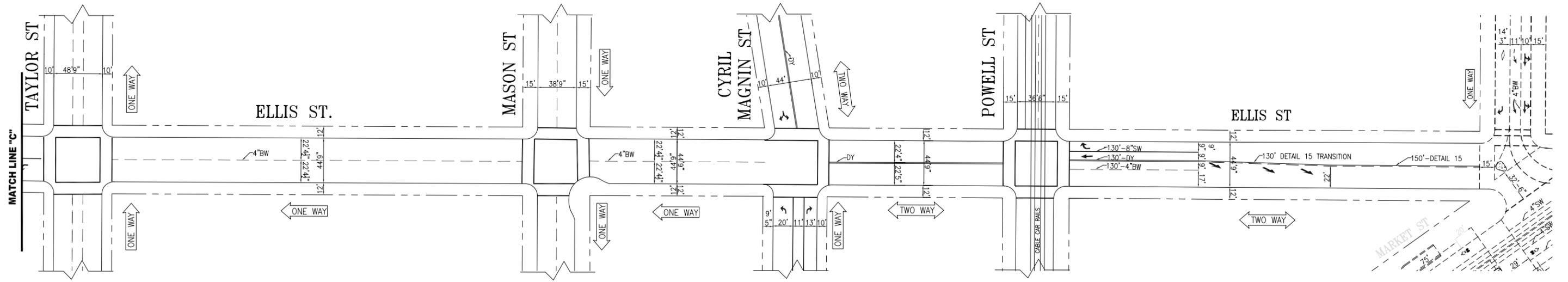


APPENDIX B – PHASE I STRIPING









APPENDIX C – PHASE II STRIPING

