

**Application of Criteria for a Project of Air Quality Concern**  
**Project Title: Second Street Improvements Project**  
**Project Summary for Air Quality Conformity Task Force Meeting:**

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**Description**

Project will modify the roadway and streetscape design of Second Street in San Francisco, including the following:

- Repaving and sewer repair
- Sidewalk widening, raised crosswalks across alleys and high-visibility crosswalk markings
- New curbside bikeways and bike signal heads/phases
- Reduce typical four-lane cross-section to one travel lane in each direction with new right-turn pockets and most left-turns off of Second Street restricted
- One new traffic signal; signal phasing changes and modifications to all signals along Second Street
- New transit boarding islands at adjusted bus stop locations
- New street trees, bicycle racks and other street furniture

**Background**

- NEPA process for Categorical Exemption (CE) is in progress
- No public review date for CE has been established
- No comments received on air quality thus far
- Seeking air quality conformity determination on or before October 19<sup>th</sup>, 2015
- Schedule based on Construction funding obligation deadline in order to maintain project conformity with grant requirements

**Potential 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
- Vehicle lane reduction on existing highway
- No net increase in diesel vehicles in project area projected, though some redistribution from Second Street to parallel routes

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

- The majority of study intersections are at LOS D, E, or F, but no intersections potentially affected by the project have a significant number of diesel vehicles:
  - Diesel vehicles represent approximately 4.9% of trucks on Second Street, with an estimated truck AADT of 710
  - Total AWT on First Street is approximately 24,000. No truck counts available.
  - Total AWT on Third Street is approximately 16,000. No truck counts available.
  - Total AWT on New Montgomery Street is approximately 18,000. No truck counts available.
  - Total AWT on Hawthorne Street is approximately 6,100. No truck counts available.
  - Total AWT on Folsom Street is approximately 15,000. No truck counts available.
  - Total AWT on Harrison Street is approximately 20,000. No truck counts available.
  - Total AWT on Bryant Street is approximately 12,000. No truck counts available.
  - Total AWT on Brannan Street is approximately 17,000. No truck counts available.

- No project changes to land use that would affect diesel traffic percentage
- With implementation of the project, total vehicle volumes as well as diesel vehicles on Second Street expected to decrease as some traffic redistributes to parallel streets
- Volume of trucks redistributed to parallel streets would not be high enough to create a significant number of diesel vehicles on any street (210 to 320 total trucks & buses redistributed)

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

- No new bus or rail terminals or transfer points proposed

*(iv) Expanded bus and rail terminals and transfer points?—Not Applicable*

- One existing part-time (nighttime) on-street bus terminal on Second Street at Market Street, no changes to this terminal proposed by project

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

- Project is located in the city of San Francisco. The San Francisco Bay Area was is a 2013 designated PM 2.5 nonattainment area.

<b>RTIP ID# 240490</b>				
<b>TIP ID# SF-130011</b>				
<b>Air Quality Conformity Task Force Consideration Date</b>				
<b>Project Description</b> <i>(clearly describe project)</i> The Second Street Improvement Project transforms the Second Street corridor, which is often dominated by auto traffic, to a pedestrian and bicycle-friendly complete street. The proposed project would implement a consistent cross section from Market to Townsend streets, providing 15 foot sidewalks and new curbside, buffered and raised cycletracks. The travel lanes along the corridor would generally be reduced from two lanes in each direction to one, consistent with the 2009 San Francisco Bicycle Plan EIR. Between Harrison and Bryant streets, there is one southbound lane and two northbound lanes – one right-turn only lane and a through lane. To improve pedestrian safety at Second and Harrison streets, the southeast corner would be reconfigured to eliminate the two existing, uncontrolled northbound right-turn lanes and turns would be made at the intersection. Right-turn pockets would be provided at other intersections where right-turns are allowed. Most left-turns from Second Street would be restricted to lessen delays to transit. Throughout the corridor, conflicts between turning traffic and people on foot or bicycle would be managed with modified timing and phasing of traffic signals and raised crosswalks at alleys. A new traffic signal is proposed at Second and South Park streets. Bus boarding islands would be provided at all bus stops, the locations of which will be optimized. Between Townsend and King streets, a bike lane is added in the northbound direction. To accommodate the proposed project, some on-street parking may be removed along the corridor.				
<b>Type of Project:</b> Complete Street project including pedestrian safety improvements, bicycle facilities, and road diet.				
<b>County</b>	<i>Narrative Location/Route &amp; Postmiles</i> In the City & County of San Francisco, on 2 <sup>nd</sup> Street, between Market & King streets <b>Caltrans Projects – EA# STPL-5934 (171)</b>			
<b>Lead Agency:</b> San Francisco Department of Public Works				
<i>Contact Person</i> Cristina C. Olea, PE	<i>Phone#</i> 415.558.4004	<i>Fax#</i> 415.558.4519	<i>Email</i> cristina.c.olea@sfdpw.org	
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<i>Categorical Exclusion (NEPA)</i>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<input checked="" type="checkbox"/> <b>PS&amp;E or Construction</b>	<i>Other</i>
<b>Scheduled Date of Federal Action:</b> 04/30/2014				
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>				
<i>Exempt</i>	<input checked="" type="checkbox"/> <b>Section 6004 – Categorical Exemption</b>		<b>Section 6005 – Non-Categorical Exemption</b>	
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	04/2013	02/2014	N/A	04/2016
<b>End</b>	09/2015	12/2015	N/A	10/2017
<b>Project Purpose and Need (Summary):</b> <i>(please be brief)</i> Second Street was identified by the community as a primary pedestrian, bicycle and transit thoroughfare and a 'green connector' for the neighborhood as part of the 2008 East SoMa Area Plan, which is included in the city's 2009 Eastern Neighborhoods Plan as part of the City's General Plan. The project follows numerous adopted plans by the City & County of San Francisco including the 2009 Bicycle Plan EIR, San Francisco's Transit First Policy, the 2010 Better Streets Plan, and the City's Complete Streets Policy, which directs the City to include pedestrian, bicycle, and streetscape improvements as part of any planning or construction in the public right-of-way.				

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

High-rise office, retail and high-density residential uses along the length of the corridor. BART heavy rail station at the northern end of the project area, AT&T Park stadium and South Beach Harbor marina at the southern end. On-ramps to I-80 toward Bay Bridge one block east of the project site.

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

Analysis years are 2012 (Existing) and 2040 (Cumulative). Existing vehicle volume and classification counts conducted May 15-17, 2012. Traffic growth forecasts developed from San Francisco CHAMP model. LOS analysis performed with HCM methodology using Synchro software package.

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

Opening Year is 2017. TIS Existing analysis year is 2012, and those values are given.

No-Build: AWT = 17,000; Estimated AADT = 14,500; 4.9% trucks; Estimated Truck AADT = 710

Build: AWT = 11,900; Estimated AADT = 10,200; 4.9% trucks, Estimated Truck AADT = 500

**2012 Build and No Build LOS at Major Intersections along Second Street**

	No Build	Build
Second St / Market St	B	A
Second St / Mission St	B	C
Second St / Howard St	B	C
Second St / Folsom St	E	C
Second St / Harrison St	D	F
Second St / Bryant St	F	F
Second St / Brannan St	B	D
Second St / Townsend St	B	B
Second St / King St	D	D
<i>Source: Second Street Improvement Project Transportation Impact Study, Table 10</i>		

**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**

Cumulative analysis year is 2040.

No-Build AADT = 21,800; 4.9% trucks; Estimated Truck AADT = 1,070

Build AADT = 15,200; 4.9% trucks, Estimated Truck AADT = 750

**2040 Build and No Build LOS at Major Intersections along Second Street**

	No Build	Build
Second St / Market St	B	B
Second St / Mission St	C	D
Second St / Howard St	F	F
Second St / Folsom St	F	F
Second St / Harrison St	F	F
Second St / Bryant St	F	F
Second St / Brannan St	C	C
Second St / Townsend St	E	F
Second St / King St	F	F
<i>Source: Second Street Improvement Project Transportation Impact Study, Table 13</i>		

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

**Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

**RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

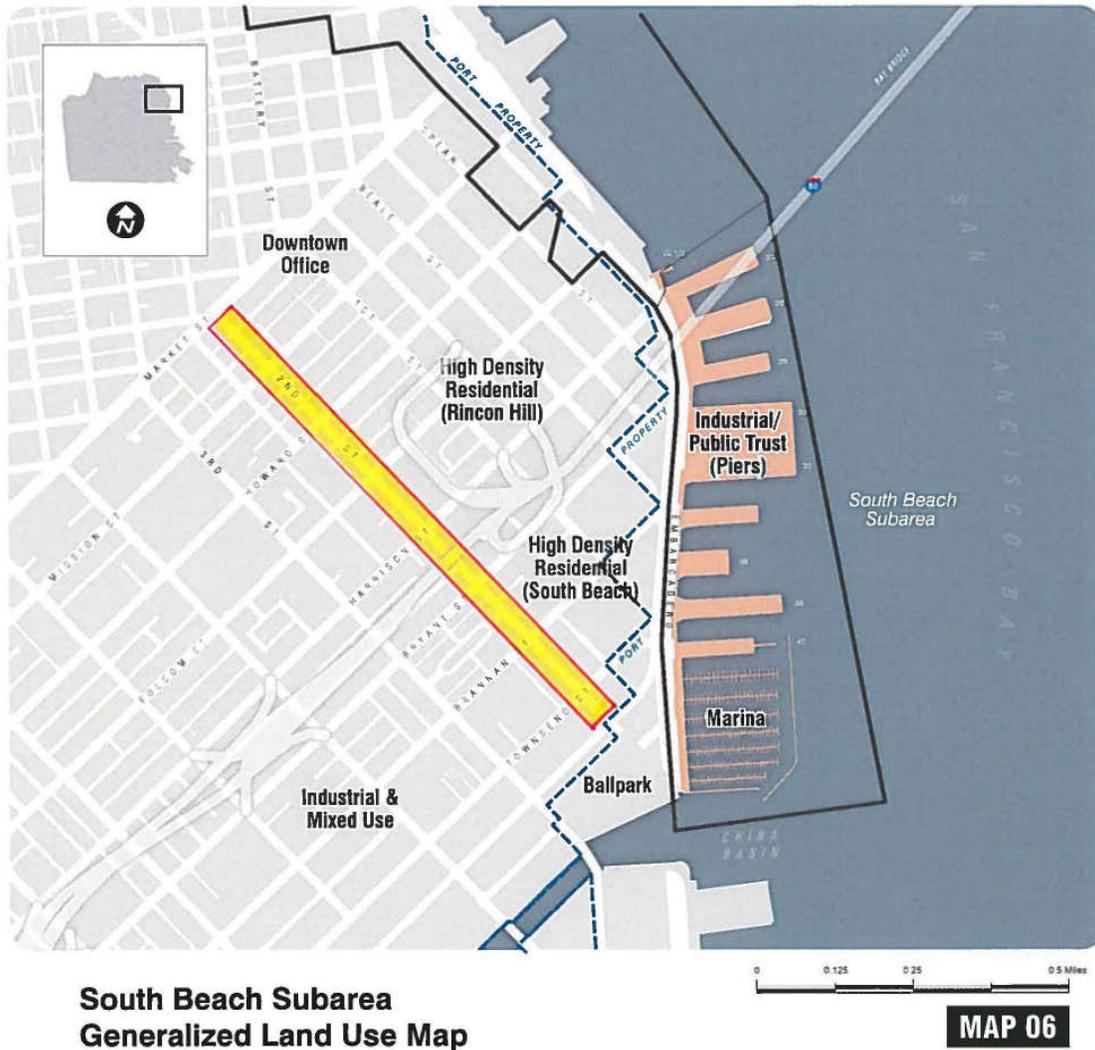
**Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)**

Due to turn restrictions and signalization of a channelized right turn, some, mostly freeway-bound, traffic would redistribute to nearby streets such as First Street and Third Street arterials. Per Table 1 of the attachment, up to 320 trucks would be redistributed LOS analysis of intersections affected by redistribution is included in the TIS in Tables 10 and 13.

**Comments/Explanation/Details (please be brief)**

# Supplements to the Second Street Improvements Project Assessment Form

Figure 1. Project Site Location and Vicinity Land Uses



 = Second Street Improvements Project Site

Source of Basemap: Land Use Index of the General Plan of the City and County of San Francisco, Northeastern Waterfront Area Plan

**Figure 2. Project Site Existing Conditions – Looking south on Second Street**



**Table 1. Second Street Annualized Average Daily Traffic and Truck Volumes**

Analysis Year	No Build			Build			Project Change in Truck AADT
	AADT	Percent Trucks	Truck AADT	AADT	Truck %	Truck AADT	
2012	14,500 <sup>1</sup>	4.9% <sup>2</sup>	710	10,200 <sup>3</sup>	4.9%	500	-210
2040	21,800	4.9%	1,070	15,200	4.9%	750	-320

Source: SFMTA Vehicle Classification Count taken on Second Street north of Bryant Street from May 15-17, 2012.

<sup>1</sup>2012 No Build AADT estimated from Average Weekday Traffic volume (AWT), May 15-17, 2012

<sup>2</sup>Includes buses. No change in truck percentage expected as project does not include land use changes

<sup>3</sup>2012 Build and 2040 AADTs estimated from forecast peak hour traffic volumes

**Link to Transportation Impact Study completed by CHS Consulting on July 07, 2014**

[https://www.dropbox.com/s/vs4ki4nfu3zov3u/Second\\_Street\\_Cycle\\_Track\\_TIS\\_070714\\_Final.pdf?dl=0](https://www.dropbox.com/s/vs4ki4nfu3zov3u/Second_Street_Cycle_Track_TIS_070714_Final.pdf?dl=0)