



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: July 30, 2015
TO: Jonas P. Ionin, Planning Commission Secretary
FROM: Debra Dwyer, Environmental Planner
RE: Second Street Improvement Project Supplemental EIR to the San Francisco Bicycle Plan Project FEIR, Case No. 2007.0347E

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Enclosed for distribution to the Planning Commission please find 11 hard copies of the Responses to Comments (RTC) document for the Draft Supplemental Environmental Impact Report (EIR) for the Second Street Improvement Project. Also enclosed are 11 hard copies of the SEIR draft certification motion. For informational purposes, the Mitigation Monitoring and Reporting Program (MMRP) that will be considered for adoption with the CEQA Findings for this project by the San Francisco Municipal Transportation Agency Board of Directors is also attached.

The RTC document, along with the Draft SEIR, will be before the Planning Commission for Final SEIR certification on August 13, 2015. Please note that the public review period ended on March 30, 2015.

Thank you for your assistance in this matter.

enclosures

cc: Members of the San Francisco Planning Commission

Memo

Revised 1/3/13



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion

HEARING DATE: August 13, 2015

Hearing Date: August 13, 2015
Date: July 30, 2015
Case No.: 2007.0347E
Project Address: **Public right-of-way, Second Street corridor between Market and King Streets**
Zoning: Not applicable – the project would occur within the public right-of-way
Block/Lot: Not applicable – within the public right-of-way
Project Sponsor: Cristina Calderon Olea, San Francisco Public Works
30 Van Ness Avenue, 5th Floor
San Francisco, CA 94103
Staff Contact: Debra Dwyer – (415) 575-9031
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ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT TO THE SAN FRANCISCO BICYCLE PLAN EIR FOR A PROPOSED SECOND STREET IMPROVEMENT PROJECT TO CONSTRUCT PEDESTRIAN, BICYCLE, AND TRANSIT IMPROVEMENTS ALONG SECOND STREET, BETWEEN MARKET AND KING STREETS, INCLUDING: WIDEN SIDEWALKS; INSTALL ONE-WAY CYCLE TRACK BICYCLE FACILITIES IN THE NORTHBOUND AND SOUTHBOUND DIRECTIONS;¹ INSTALL TRANSIT BOARDING ISLANDS AT MOST TRANSIT STOPS ALONG WITH PLANTED MEDIANS; INSTALL AMERICANS WITH DISABILITIES ACT (ADA)-COMPLIANT CURB RAMPS; PLANT STREET TREES; INSTALL SITE FURNISHINGS (TRASH RECEPTACLES, BIKE RACKS, BENCHES, AND PEDESTRIAN LIGHTING); AND GRIND AND REPAVE THE ASPHALT, CURB-TO-CURB. THE TRAVEL LANES ALONG SECOND STREET WOULD GENERALLY BE REDUCED FROM TWO IN EACH DIRECTION TO ONE IN EACH DIRECTION TO IMPLEMENT BICYCLE FACILITIES; LEFT TURNS WOULD BE RESTRICTED AT MAJOR INTERSECTIONS. IN ADDITION, BEFORE CONSTRUCTING THESE STREETScape IMPROVEMENTS, PUBLIC WORKS WOULD REHABILITATE AND REPLACE AGING SEWERS ALONG THE PROJECT CORRIDOR, WOULD CONSTRUCT/INSTALL/RELOCATE DRAINAGE FACILITIES, WOULD REPLACE THE WATER MAIN FROM MARKET TO HOWARD STREETS, AND WOULD PLACE EXISTING OVERHEAD UTILITIES UNDERGROUND ALONG SECOND STREET FROM STILLMAN TO TOWNSEND STREETS.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Supplemental Environmental Impact Report identified as Case No. 2007.0347E, Second Street Improvement Project (hereinafter "Project"), based upon the following findings:

¹ Cycle tracks or separated bikeways are classified as Class IV bikeways. They promote active transportation and provide a right-of-way designated exclusively for bicycle travel next to a roadway. Cycle tracks and separated bikeways are protected from vehicular traffic. Types of separation include grade separation, flexible posts, inflexible physical barriers, and on-street parking, as defined by Assembly Bill No. 1193.

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
 - A. The Department determined that a Supplemental Environmental Impact Report (hereinafter "SEIR") was required to supplement the San Francisco Bicycle Plan Project Final EIR for the refined Second Street Improvement Project and provided public notice of that determination by distribution of a *Neighborhood Notice of Project Receiving Environmental Review* dated July 3, 2014.
 - B. On February 11, 2015, the Department published the Draft Supplemental Environmental Impact Report (hereinafter "DSEIR") and provided public notice in a newspaper of general circulation of the availability of the DSEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DSEIR (March 19, 2015); this notice was mailed to the Department's list of persons requesting such notice.
 - C. Notices of availability of the DSEIR and of the date and time of the public hearing were posted near the project site by San Francisco Public Works Department staff on February 11, 2015.
 - D. On February 11, 2015, copies of the DSEIR were mailed, emailed, or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DSEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.
 - E. Notice of Completion for the Second Street Improvement Project Draft Supplemental EIR was filed with the State Secretary of Resources via the State Clearinghouse on February 11, 2015.
2. The Commission held a duly advertised public hearing on said DSEIR on March 19, 2015 at which opportunity for public comment was given, and public comment was received on the DSEIR. The period for acceptance of written comments ended on March 30, 2015.
3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 47-day public review period for the DSEIR, prepared revisions to the text of the DSEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DSEIR. This material was presented in a Draft Responses to Comments document, published on July 30, 2015, distributed to the Commission and all parties who commented on the DSEIR, made available on the Planning Department Web page, and made available to others upon request at the Department.
4. A Final Environmental Impact Report (hereinafter "FSEIR") has been prepared by the Department, consisting of the DSEIR, any consultations and comments received during the review process, any additional information that became available, and the Responses to Comments document, all as required by law.

5. Project SEIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, Suite 400, and are part of the record before the Commission.
6. On August 13, 2015, the Commission reviewed and considered the FSEIR and hereby does find that the contents of said report and the procedures through which the FSEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
7. The Planning Commission hereby does find that the FSEIR concerning File No. 2007.0347E, Supplement to the Bicycle Plan EIR for the Second Street Improvement Project reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Responses to Comments document contains no significant revisions to the DSEIR, and hereby does CERTIFY THE COMPLETION of said FSEIR in compliance with CEQA and the CEQA Guidelines.
8. The Commission, in certifying the completion of said FSEIR, hereby does find that the project or its variant described in the SEIR:

A. Will have a significant project-specific effect on the environment as follows:

Impact TR-2: The proposed project or project variant would cause the level of service at the intersection of Market and New Montgomery streets (Intersection #1) to deteriorate from LOS D to LOS E during the p.m. peak hour.

Impact TR-3: The proposed project or project variant would cause the level of service at the intersection of Mission and New Montgomery streets (Intersection #2) to deteriorate from LOS E to LOS F during the p.m. peak hour.

Impact TR-4: The proposed project or project variant would cause the level of service at the intersection of Harrison and Hawthorne streets (Intersection #6) to deteriorate from LOS D to LOS E during the p.m. peak hour.

Impact TR-5: The proposed project or project variant would contribute considerably to the unsatisfactory operation at the intersection of King and Third streets (Intersection #10), and the intersection would continue to perform at LOS F during the p.m. peak hour.

Impact TR-6: The proposed project or project variant would cause the level of service at the intersection of Harrison and Second streets (Intersection #16) to deteriorate from LOS D to LOS F during the p.m. peak hour.

Impact TR-7: The proposed project or project variant would contribute considerably to the unsatisfactory operation at the intersection of Bryant and Second streets (Intersection #17), and the intersection would continue to perform at LOS F during the p.m. peak hour.

Impact TR-8: The proposed project or project variant would contribute considerably to the unsatisfactory operation at the intersection of Harrison and First streets (Intersection #28), and the intersection would continue to perform at LOS F during the p.m. peak hour.

Impact TR-9: The proposed project or project variant would contribute considerably to the unsatisfactory operation at the intersection of Fifth Street/Bryant Street/I-80 eastbound on-ramp (Intersection #29), and the intersection would continue to perform at LOS F during the p.m. peak hour.

Impact TR-15: The unsatisfactory intersection conditions experienced at 11 of the 29 study intersections during the weekday baseball games at AT&T Ball Park could deteriorate further under the proposed project or project variant and game day conditions.

Impact TR-22: The proposed project or project variant would remove on-street commercial loading zones along Second Street that could not be relocated nearby and would thereby result in potential conflict between trucks and other traffic.

In addition, the proposed project or its variant:

- B. Will have a significant cumulative effect on the environment in that it would result in the following unavoidable significant cumulative effects.

Impact C-TR-2: The proposed project or project variant would contribute cumulatively considerable traffic to the unsatisfactory operation at the intersection of Market and New Montgomery streets (Intersection #1), and the intersection would continue to perform at LOS F under cumulative plus project conditions.

Impact C-TR-3: The proposed project or project variant would contribute cumulatively considerable traffic to the unsatisfactory operation at the intersection of Mission and New Montgomery streets (Intersection #2), and the intersection would continue to perform at LOS F under cumulative plus project conditions.

Impact C-TR-4: The proposed project or project variant would cause the level of service at the intersection of Howard and New Montgomery streets (Intersection #3) to deteriorate from LOS B to LOS E under cumulative plus project conditions.

Impact C-TR-5: The proposed project or project variant would cause a significant project impact at the intersection of Howard and Hawthorne streets (Intersection #4) under existing plus project conditions and would continue to cause significant impacts under cumulative plus project conditions.

Impact C-TR-6: The proposed project or project variant would cause the level of service at the intersection of Harrison and Hawthorne streets (Intersection #6) to deteriorate from LOS C to LOS F under cumulative plus project conditions.

Impact C-TR-7: The proposed project or project variant would contribute cumulatively considerable traffic to the unsatisfactory operation at the intersection of Bryant and Third streets (Intersection #7), and the intersection would continue to perform at LOS F under cumulative plus project conditions.

Impact C-TR-8: The proposed project or project variant would contribute cumulatively considerable traffic to the unsatisfactory operation at the intersection of Brannan and Third streets (Intersection #8), and the intersection would continue to perform at LOS F under cumulative plus project conditions.

Impact C-TR-9: The proposed project or project variant would contribute cumulatively considerable traffic to the unsatisfactory operation at the intersection of the Townsend and Third streets (Intersection #9), and the intersection would continue to perform at LOS F under cumulative plus project conditions.

Impact C-TR-10: The proposed project or project variant would contribute cumulatively considerable traffic to the unsatisfactory operation at the intersection of King and Third streets (Intersection #10), and the intersection would continue to perform at LOS F under cumulative plus project conditions.

Impact C-TR-11: The proposed project or project variant would contribute cumulatively considerable traffic to the unsatisfactory operation at the intersection of Harrison and Second streets (Intersection #16), and the intersection would continue to perform at LOS F under cumulative plus project conditions.

Impact C-TR-12: The proposed project or project variant would contribute cumulatively considerable traffic to the unsatisfactory operation at the intersection of Bryant and Second streets (Intersection #17), and the intersection would continue to perform at LOS F under cumulative plus project conditions.

Impact C-TR-13: The proposed project or project variant would cause the level of service at the intersection of Townsend and Second streets (Intersection #20) to deteriorate from LOS E to LOS F under cumulative plus project conditions.

Impact C-TR-14: The proposed project or project variant would contribute cumulatively considerable traffic to the unsatisfactory operation at the intersection of Harrison and First streets (Intersection #28) and the intersection would continue to perform at LOS F under cumulative plus project conditions.

Impact C-TR-15: The proposed project or project variant would contribute cumulatively considerable traffic to the unsatisfactory operation at the intersection of Bryant Street/Fifth Street/I-80 eastbound on-ramp (Intersection #29), and the intersection would continue to perform at LOS F under cumulative plus project conditions.

Impact C-TR-24: The proposed project or project variant, in combination with past, present, and reasonably foreseeable projects, would contribute considerably to cumulative impacts on commercial loading along the Second Street corridor.

Impact C-TR-26: The proposed project or project variant, in combination with past, present, and reasonably foreseeable projects, would result in a significant cumulative traffic impact under Game Day scenario.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of August 13, 2015.

Jonas Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: August 13, 2015

SECOND STREET IMPROVEMENT PROJECT (Environmental Planning Case No. 2007.0347E) – MITIGATION MONITORING AND REPORTING PROGRAM – FINAL

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program					
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule	
Impact CP-2 (continued)		<ul style="list-style-type: none"> The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource. The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits. The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis. If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO. <p><i>Consultation with Descendant Communities:</i> On discovery of an archeological site associated with descendant Native Americans or the Overseas Chinese an appropriate representative of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.</p>						

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Impact CP-2 (continued)		<p>If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project or its variant, at the discretion of the project sponsor either:</p> <p>A. The proposed project or its variant shall be redesigned so as to avoid any adverse effect on the significant archeological resource, or</p> <p>B. An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p>If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain; that is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project or its variant. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • Field Methods and Procedures—Descriptions of proposed field strategies, procedures, and operations; • Cataloguing and Laboratory Analysis—Description of selected cataloguing system and artifact analysis procedures; • Discard and Deaccession Policy—Description of and rationale for field and post-field discard and deaccession policies; • Interpretive Program—Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program; 			<p>If an Archeological data recovery program is required, the archeological consultant, project sponsor, and ERO shall consult on the scope of the ADRP.</p> <p>The archeological consultant shall submit to the ERO a draft Archeological Draft Recovery Plan. Upon approval of the draft Archeological Draft Recovery Plan, the Archeological Data Recovery Program shall be conducted in accordance with the Plan.</p>		

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Impact CP-2 (continued)		<ul style="list-style-type: none"> Security Measures—Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities; Final Report—Description of proposed report format and distribution of results; and Curation—Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. <p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws, including immediate notification of the Coroner of the City and County of San Francisco and In the event of the Coroner’s determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Section 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Section 15064.5[d]). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.</p> <p>Copies of the draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound, one unbound, and one unlocked searchable PDF copy on CD of the FARR, along with copies of any formal site recordation forms (CA DPR 523 series) and documentation for nomination to the National Register of Historic Places/California</p>			<p>In the event human remains or funerary objects are discovered during any soils-disturbing activity, their treatment shall comply with applicable state and federal laws.</p> <p>The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken.</p> <p>Once approved by the ERO, copies of the FARR shall be distributed to the relevant entities.</p>		

SECOND STREET IMPROVEMENT PROJECT (Environmental Planning Case No. 2007.0347E) – MITIGATION MONITORING AND REPORTING PROGRAM – FINAL

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program					
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Impact CP-2 (continued)		Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.						
Impact CP-3	The excavation associated with the proposed project or the project variant could have a substantial impact on unique paleontological resources or sites or unique geologic features.	<p>Mitigation Measure M-CP-3: Paleontological Resources Accidental Discovery</p> <p>The project sponsor shall distribute a paleontological resource “ALERT” sheet to the project prime contractor, to any project subcontractor (including demolition, excavation, grading, pile driving, etc., firms) or utilities firm involved in soil-disturbing activities in the areas of the project site identified as being sensitive for paleontological resources. Before any soil-disturbing activities begin, each contractor is responsible for ensuring that the ALERT sheet is circulated to all field personnel, including machine operators, field crew, pile driver operators, and supervisory personnel. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractors, and utilities firm) confirming that all field personnel have received copies of the Alert Sheet. Should any feature with potential to be a paleontological resource (fossilized invertebrate, vertebrate, plant, or micro-fossil) be encountered during soil-disturbing activities, the project sponsor would require that the following steps be taken: the soil-disturbing activity within 25 feet of the feature must be stopped, the ERO must be notified, and a qualified paleontologist in accordance with the Society of Vertebrate Paleontology standards (SVP 1996) must also be retained to identify and evaluate the significance of the potential resource. In addition the paleontologist would document the findings in an advisory memorandum to the ERO. If it is determined that a significant paleontological resource cannot be feasibly avoided, the paleontologist shall prepare an excavation plan. This plan may include curation of the resource in a permanent retrieval paleontological research collection facility, such as the University of California Museum of Paleontology in Berkeley or the California Academy of Sciences in San Francisco. The Environmental Planning Division of the Planning Department shall receive two copies of a final paleontological excavation and recovery report.</p> <p>The requirements of this measure could suspend construction of the proposed project or its variant for as short a duration as reasonably possible and in no event for more than a maximum of 4 weeks. At the direction of the ERO, the suspension of construction can be extended beyond 4 weeks only if such a suspension is the only feasible means to reduce potential effects on a significant paleontological resource as previously defined to a less-than-significant level.</p>	Project Sponsor and Primary Contractor	Prior to commencement of any construction activities	Distribute a paleontological resource “ALERT” sheet to the project prime contractor, to any project subcontractor (including demolition, excavation, grading, pile driving, etc., firms) or utilities firm involved in soil-disturbing activities in the areas of the project site identified as being sensitive for paleontological resources.	The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractors, and utilities firm) confirming that all field personnel have received copies of the Alert Sheet.	Considered complete upon completion of construction activities.	
			Project Sponsor and Primary Contractor	Upon discovery of any potential paleontological resource, stop soils disturbing activity within 25 feet, notify ERO, and retain a qualified paleontologist in accordance with the Society of Vertebrate Paleontology standards (SVP 1996) to identify and evaluate the significance of the potential resource.	Should any feature with potential to be a paleontological resource (fossilized invertebrate, vertebrate, plant, or micro-fossil) be encountered during soil-disturbing activities, the project sponsor would require that the following steps be taken: <ol style="list-style-type: none"> 1. The soil-disturbing activity within 25 feet of the feature must be stopped, the ERO must be notified, and a qualified paleontologist in accordance with the Society of Vertebrate Paleontology standards (SVP 1996) must also be retained to identify and evaluate the significance of the potential resource. 2. In addition the paleontologist would document the findings in an advisory memorandum to the ERO. 3. If it is determined that a significant paleontological resource cannot be feasibly avoided, the paleontologist shall prepare an excavation plan. This plan may include curation of the resource in a permanent retrieval paleontological research collection facility, such as the University of California Museum of Paleontology in Berkeley or the California Academy of Sciences in San Francisco. 4. The Environmental Planning Division of the Planning Department shall receive two copies of a final paleontological excavation and recovery report. 	Project sponsor, paleontological consultant and ERO.	The Environmental Planning Division of the Planning Department shall receive two copies of a final paleontological excavation and recovery report.	

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Impact C-CP-1	Construction of the proposed project or the project variant could result in a cumulatively considerable contribution to cumulative impacts on cultural resources.	<p>Mitigation Measure M-CP-2: Archeological Monitoring (See above.)</p> <p>Mitigation Measure M-CP-3: Paleontological Resources Accidental Discovery (See above.)</p>	<p>See discussion under Impact CP-2 above.</p> <p>See discussion under Impact CP-3 above.</p>	<p>See discussion under Impact CP-2 above.</p> <p>See discussion under Impact CP-3 above.</p>	<p>See discussion under Impact CP-2 above.</p> <p>See discussion under Impact CP-3 above.</p>	<p>See discussion under Impact CP-2 above.</p> <p>See discussion under Impact CP-3 above.</p>	<p>See discussion under Impact CP-2 above.</p> <p>See discussion under Impact CP-3 above.</p>
Transportation and Circulation							
Impact TR-10	The proposed project or project variant would cause the level of service at the intersection of Howard and New Montgomery streets (Intersection #3) to deteriorate from LOS D to LOS E during the p.m. peak hour.	<p>Mitigation Measure M-TR-10: Increase Signal Cycle Length (Howard and New Montgomery streets)</p> <p>The Howard and New Montgomery streets traffic signal operates on a 60-second cycle under the existing plus project conditions. As a mitigation measure, increasing the signal cycle length to 90 seconds would improve the intersection operation from LOS E to D.</p>	<ul style="list-style-type: none"> • Project sponsor • SFMTA 	During project operation	The project sponsor and SFMTA shall ensure that traffic signal length at this intersection is increased to 90 seconds.	<ul style="list-style-type: none"> • Project sponsor • SFMTA 	Throughout the duration of project operations.
Impact TR-11	The proposed project or project variant would cause the level of service at the intersection of Howard and Hawthorne streets (Intersection #4) to deteriorate from LOS B to LOS E during the p.m. peak hour.	<p>Mitigation Measure M-TR-11: Increase Signal Cycle Length (Howard Street and Hawthorne streets)</p> <p>The Howard and Hawthorne streets traffic signal operates on a 60-second cycle under the existing plus proposed project conditions. As a mitigation measure, increasing the signal cycle to 90 seconds would improve the intersection operation from LOS E to B.</p>	<ul style="list-style-type: none"> • Project sponsor • SFMTA 	During project operation	The project sponsor and SFMTA shall ensure that traffic signal length at this intersection is increased to 90 seconds.	<ul style="list-style-type: none"> • Project sponsor • SFMTA 	Throughout the duration of project operations.

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Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
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Impact TR-12	The proposed project or project variant would cause the level of service at the intersection of Folsom and Hawthorne streets (Intersection #5) to deteriorate from LOS E to LOS F during the p.m. peak hour.	<p>Mitigation Measure M-TR-12: Add a left-turn lane (Folsom and Hawthorne streets)</p> <p>At the Folsom and Hawthorne streets intersection, there currently is a single southbound lane, serving both the southbound-through and southbound-left movements. As a mitigation measure, the addition of a southbound left-turn lane during the p.m. peak demand period would return the intersection operation to the existing LOS E condition. This mitigation measure would result in the removal of two metered parking spaces on the east side of Hawthorne Street north of Folsom Street during the p.m. peak demand period; during the remainder of the day, the parking spaces would remain available.</p> <p>With implementation of the above mitigation measure, the intersection would remain at LOS E with the proposed project and the mitigation measure. In order to determine if the proposed project would result in a considerable contribution to the unacceptable operation of the intersection, the critical eastbound-through movement was examined. The proposed project would reduce the volume of traffic by approximately 26 vehicles from the critical eastbound-through movement along Folsom Street during the afternoon peak hour, due to diversions off Second Street to Third Street. This would be a negative contribution to the critical movement and therefore does not constitute a considerable contribution, and impacts of the proposed project would be less than significant with mitigation.</p>	<ul style="list-style-type: none"> • Project sponsor • SFMTA 	During construction	The project sponsor and SFMTA shall ensure that a southbound left-turn lane is provided at this intersection during the p.m. peak demand period.	<ul style="list-style-type: none"> • Project sponsor • SFMTA 	Throughout the duration of construction.
Impact TR-15	The unsatisfactory intersection conditions experienced at 11 of the 29 study intersections during the weekday baseball games at AT&T Ball Park could deteriorate further under proposed project or project variant and game day conditions.	<p>Mitigation Measure M-TR-10: Increase Signal Cycle Length (Howard and New Montgomery streets)</p> <p>Mitigation Measure M-TR-11: Increase Signal Cycle Length (Howard Street and Hawthorne streets)</p> <p>Mitigation Measure M-TR-12: Add a left-turn lane (Folsom and Hawthorne streets)</p> <p>(See above.)</p> <p>No other feasible mitigation measures available.</p>	See discussion under Impacts TR-10, TR-11, and TR-12 above	See discussion under Impacts TR-10, TR-11, and TR-12 above	See discussion under Impacts TR-10, TR-11, and TR-12 above	See discussion under Impacts TR-10, TR-11, and TR-12 above	See discussion under Impacts TR-10, TR-11, and TR-12 above
Impact TR-22	The proposed project or project variant would remove on-street commercial loading spaces along Second Street that could not be located nearby and would thereby result in potential conflict between trucks and other traffic.	<p>Mitigation Measure M-TR-12: Add a left-turn lane (Folsom and Hawthorne streets)</p> <p>(See above.)</p> <p>Mitigation Measure M-TR-22: Provision of Replacement Commercial Loading Stalls</p> <p>Whenever feasible, commercial loading stalls proposed for removal would be relocated within 250 feet of the existing location.</p>	<ul style="list-style-type: none"> • Project sponsor • SFMTA 	During construction	The project sponsor and SFMTA shall ensure that commercial loading spaces are replaced, as feasible, within 250 feet of the removal location. See also discussion under Impact TR-12 above.	<ul style="list-style-type: none"> • Project sponsor • SFMTA 	Throughout the duration of construction

SECOND STREET IMPROVEMENT PROJECT (Environmental Planning Case No. 2007.0347E) – MITIGATION MONITORING AND REPORTING PROGRAM – FINAL

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Impact C-TR-24	The proposed project or project variant, in combination with past, present, and reasonably foreseeable projects, would contribute considerably to cumulative impacts on commercial loading along the Second Street corridor.	Mitigation Measure M-TR-22 (see above)	See discussion under Impact TR-22 above	See discussion under Impact TR-22 above	See discussion under Impact TR-22 above	See discussion under Impact TR-22 above	See discussion under Impact TR-22 above
Noise and Vibration							
Impact NO-1	Construction activities as a result of the proposed project or the project variant could result in a substantial temporary or periodic increase in noise levels above existing ambient conditions.	Mitigation Measure M-NO-1: Control or Abatement of Concrete Saw Operation Noise The project construction contractor shall implement noise mitigation measures to ensure compliance with the allowable maximum noise level of 80 dBA at a distance of 100 feet from concrete saw operation. Such noise control or sound abatement techniques could include one or more of the following options: <ul style="list-style-type: none">Use a saw that exhibits or can be shown with manufacturer/supplier test data or published engineering specs no more than 86 dBA Lmax at 50 feet. Such a saw might be designed to include (either from the factory or with factory-approved acoustical upgrades supplied by others) noise control features, such as a hood, vibration dampening, or other techniques.					
		<ul style="list-style-type: none">Install a temporary portable noise barrier that provides linear occlusion (a line-of-sight block) between the operating saw and the nearby noise-sensitive receiver of concern. Such a barrier would need to be only tall enough to provide this direct sound path occlusion, and long enough so that “flanking” diffraction would be minimized. It would be placed around the saw work area as a single-wall, an L shaped combination of two wall segments, or a C shaped layout if needed. As the saw work area may move or progress from day to day, so would this barrier be relocated. To provide this portability, the barrier would be composed of either a<ul style="list-style-type: none">Prefabricated curtain or panel-type element suspended from a field-assembled frame orContractor-built plywood barriers using ½-inch minimum thickness boards (with at least 2 inch thick fiberglass or similar acoustically absorptive media) on the equipment-facing side.	<ul style="list-style-type: none">Project sponsorConstruction contractor	During construction	The construction contractor shall include in their contracts methods for noise control or sound abatement such as engineering specs for the concrete saw that define the maximum sound of 86 dBA Lmax at 50 feet. In addition, contracts methods shall include the requirement of a temporary portable noise barrier that provides linear occlusion during the use of the saw.	Project sponsor	Throughout the duration of construction.

SECOND STREET IMPROVEMENT PROJECT (Environmental Planning Case No. 2007.0347E) – MITIGATION MONITORING AND REPORTING PROGRAM – FINAL

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Impact C-NO-1	The construction and operation of the proposed project or the project variant, in combination with other past, present, and reasonably foreseeable future projects, would increase construction noise and vibration or operational noise levels within the project corridor above existing ambient conditions.	Mitigation Measure M-NO-1: Control or Abatement of Concrete Saw Operation Noise (see above)	See discussion under Impact NO-1 above.				

SECOND STREET IMPROVEMENT PROJECT (Environmental Planning Case No. 2007.0347E) – MITIGATION MONITORING AND REPORTING PROGRAM – FINAL

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Air and Quality							
Impact AQ-2	Construction of the proposed project or the project variant could generate emissions of PM _{2.5} and toxic air contaminants, including diesel particulate matter that may expose sensitive receptors to substantial pollutant concentrations.	<p>Mitigation Measure M-AQ-2: Construction Emissions Minimization</p> <p>A. <i>Construction Emissions Minimization Plan.</i> Before a construction permit is issued, San Francisco Public Works shall submit a construction emissions minimization plan to the ERO for review and approval by an environmental planning air quality specialist. The plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the duration of construction shall meet the following requirements: <ol style="list-style-type: none"> a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment engines shall <ol style="list-style-type: none"> i. Meet or exceed either the US Environmental Protection Agency or ARB Tier 2 off-road emission standards and ii. Be retrofitted with an ARB Level 3 VDECS; c) Exceptions <ol style="list-style-type: none"> i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation. ii. Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted evidence to the satisfaction of the ERO that a particular piece of off-road equipment with a CARB Level 3 VDECS is (1) technically not feasible; (2) would not produce desired emissions reductions due to expected operating modes; (3) would create a safety hazard or impaired visibility for the operator; or (4) would interfere with a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii). iii. In accordance with A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment (see Table 4.6 6). 2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than 2 minutes, except as provided in the applicable state regulations for idling off-road and on-road equipment. Legible and visible signs shall be posted in English, Spanish, and Chinese in designated queuing areas and at the construction site to remind operators of the 2 minute idling limit. 	<ul style="list-style-type: none"> • Project sponsor • ERO • Environmental Planning Air Quality Specialist 	Prior to the issuance of a construction permit	<p>The project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval by an Environmental Planning Air Quality Specialist, which will detail project compliance with the listed requirements.</p> <p>Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the Plan, and (2) that all applicable requirements of the Plan have been incorporated into contract specifications.</p>	<ul style="list-style-type: none"> • Project sponsor • ERO 	During project construction until the production of the final report summarizing construction activities.

SECOND STREET IMPROVEMENT PROJECT (Environmental Planning Case No. 2007.0347E) – MITIGATION MONITORING AND REPORTING PROGRAM – FINAL

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program																
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule												
Impact AQ-2 (continued)		<p>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>Table 4.6-6: Off-Road Equipment Compliance Step-Down Schedule</p> <table border="1"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> <tr> <td>3</td> <td>Tier 2</td> <td>Alternative fuel¹</td> </tr> </tbody> </table> <p>How to use the table: If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met. ¹Alternative fuel is not a VDECS. Source: ARB, "Verified Retrofits for Off-Road Diesel Vehicles," ARB web page last updated June 23, 2014. Available online: http://www.arb.ca.gov/msprog/ordiesel/vdecs.htm.</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative fuel ¹					
		Compliance Alternative	Engine Emission Standard	Emissions Control															
1	Tier 2	ARB Level 2 VDECS																	
2	Tier 2	ARB Level 1 VDECS																	
3	Tier 2	Alternative fuel ¹																	
		<p>4. The plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (tier rating), horsepower, engine serial number, and expected fuel use and hours of operation. For VDECS installed, the information may include technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.</p> <p>5. The plan shall be kept onsite and available for review by any persons requesting it, and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the plan and a way to request a copy. The project sponsor shall provide copies of the plan to members of the public as requested.</p> <p>B. <i>Reporting.</i> Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase, including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.</p>			<p>The project sponsor shall submit quarterly reports to the ERO indicating the construction phase and off-road equipment information used during each phase. In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.</p>														

SECOND STREET IMPROVEMENT PROJECT (Environmental Planning Case No. 2007.0347E) – MITIGATION MONITORING AND REPORTING PROGRAM – FINAL

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
Impact AQ-2 (continued)		<p>Within six months of construction completion, the project sponsor shall submit to the ERO a final report summarizing activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include the detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.</p> <p>C. <i>Certification Statement and Onsite Requirements.</i> Before construction begins, the project sponsor must certify compliance with the plan and that all applicable requirements of the plan have been incorporated into contract specifications.</p>			The project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.		
Impact C-AQ-2	Construction and operation of the proposed project or the project variant, in combination with other past, present, and reasonably foreseeable future projects, could generate emissions of PM _{2.5} and toxic air contaminants, including diesel particulate matter, at levels that would expose sensitive receptors to substantial pollutant concentrations.	Mitigation Measure M-AQ-2: Construction Emissions Minimization (see above)	See discussion under Impact AQ-2 above.	See discussion under Impact AQ-2 above.	See discussion under Impact AQ-2 above.	See discussion under Impact AQ-2 above.	See discussion under Impact AQ-2 above.

SECOND STREET IMPROVEMENT PROJECT (Environmental Planning Case No. 2007.0347E) – MITIGATION MONITORING AND REPORTING PROGRAM – FINAL

Impact No.	Impact Summary/Title	Adopted Mitigation Measures	Monitoring and Reporting Program				
			Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/Reporting Responsibility	Monitoring Schedule
APPLICABLE MITIGATION MEASURE FROM THE SAN FRANCISCO BICYCLE PLAN EIR							
—	—	<p>Mitigation Measure 1: Archaeological Resources: Accidental Discovery</p> <p>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a)(c).</p> <p>The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc., firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc.</p> <p>The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p> <p>Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/ cultural significance.</p> <p>If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p>	Project sponsor	Prior to any soil disturbing activities	Distribute Planning Department Archeological Resource “ALERT” sheet to Prime Contractor, sub-contractors and utilities firms.	Project sponsor, archaeologist to provide affidavit to Environmental Review Officer (ERO) that ALERT sheet has been distributed as required.	Prior to any soil disturbing activities.
			Project sponsor			Submit signed affidavit of distribution to ERO.	Following distribution of “ALERT” sheet but prior to any soils disturbing activities.
			Head Foreman and/or project sponsor	Accidental discovery	Suspend any soils disturbing activity.	Notify ERO of accidental discovery.	
			Project sponsor	In case of accidental discovery	If ERO determines an archeological resource may be present, services of a qualified archeological consultant to be retained.		
			Archeological consultant	In case of accidental discovery	Identify and evaluate archeological resources.	Make recommendation to the ERO	
			Project sponsor	After determination by the ERO of appropriate action to be implemented following evaluation of accidental discovery.	Implementation of Archeological measure required by ERO.		



SAN FRANCISCO **PLANNING DEPARTMENT**

Second Street Improvement Project

Responses to Comments on Draft Supplemental EIR to the Bicycle Plan EIR



City and County of San Francisco Planning Department
Case No. 2007.0347E
State Clearinghouse No. 2008032052

Draft Supplemental EIR Publication Date: February 11, 2015
Draft Supplemental EIR Public Hearing Date: March 19, 2015
Draft Supplemental EIR Public Review Period: February 12, 2015 – March 30, 2015
Final EIR Certification Hearing: August 13, 2015



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: July 30, 2015
TO: Members of the Planning Commission and Interested Parties
FROM: Sarah B. Jones, Environmental Review Officer
Re: **Attached Responses to Comments on Draft Supplemental Environmental Impact Report Case No. 2007.0347E: Second Street Improvement Project**

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

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415.558.6409

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Information:
415.558.6377

Attached for your review please find a copy of the Responses to Comments document for the Draft Supplemental Environmental Impact Report (SEIR) for the above-referenced project. **This document, along with the Draft SEIR, will be before the Planning Commission for Final SEIR certification on August 13, 2015.** The Planning Commission will receive public testimony on the Final EIR certification at the **August 13, 2015**, hearing. Please note that the public review period for the Draft SEIR ended on March 30, 2015; any comments received after that date, including any comments provided orally or in writing at the Final SEIR certification hearing, will not be responded to in writing.

The Planning Commission does not conduct a hearing to receive comments on the Responses to Comments document, and no such hearing is required by the California Environmental Quality Act. Interested parties, however, may always write to Commission members or to the President of the Commission at 1650 Mission Street, and express an opinion on the Responses to Comments document or the Commission's decision to certify the completion of the Final SEIR for this project.

Please note that if you receive the Responses to Comments document in addition to the Draft SEIR, you technically have the Final SEIR. If you have any questions concerning the Responses to Comments document or the environmental review process, please contact Debra Dwyer (415) 575-9031 or debra.dwyer@sfgov.org.

Thank you for your interest in this project and your consideration of this matter.

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SAN FRANCISCO **PLANNING DEPARTMENT**

Second Street Improvement Project

Responses to Comments on Draft Supplemental EIR to the Bicycle Plan EIR

**City and County of San Francisco Planning Department
Case No. 2007.0347E
State Clearinghouse No. 2008032052**

**Draft Supplemental EIR Publication Date: February 11, 2015
Draft Supplemental EIR Public Hearing Date: March 19, 2015
Draft Supplemental EIR Public Review Period: February 12, 2015 – March 30, 2015
Final EIR Certification Hearing: August 13, 2015**

**SECOND STREET IMPROVEMENT PROJECT
RESPONSES TO COMMENTS
ON THE DRAFT SUPPLEMENTAL EIR TO THE BICYCLE PLAN EIR
CASE NO. 2007.0347E**

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SECTION 1: INTRODUCTION

1.1 PURPOSE OF THE RESPONSES TO COMMENTS DOCUMENT

This document has been prepared to respond to comments received on the Draft Supplemental Environmental Impact Report (SEIR) for the Second Street Improvement Project (the proposed project). The SEIR supplements the San Francisco Bicycle Plan Environmental Impact Report (Bicycle Plan FEIR), which was certified in June 2009. The Draft SEIR identifies the likely environmental consequences associated with implementing the proposed project and recommends mitigation measures to reduce significant impacts. In this document, the Planning Department responds to each comment received and revises the Draft SEIR, as necessary, to correct or clarify information.

None of the comments received provided new information that warrants recirculating the Draft SEIR. The commenters did not identify new significant impacts or a substantial increase in the severity of impacts. Also, none of the comments included feasible project alternatives or mitigation measures that are considerably different from those analyzed in the Draft SEIR or that the project sponsor has refused to implement.

This Responses to Comments, together with the Draft SEIR, constitutes the Final EIR for the proposed Second Street Improvement Project.

1.2 ENVIRONMENTAL REVIEW PROCESS

As explained in the Draft SEIR, the San Francisco Planning Department (Planning Department)—the lead agency responsible for project compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code—determined that the preparation of an SEIR to the San Francisco Bicycle Plan Final EIR is required for the proposed project or the project variant.

The Planning Department's Environmental Planning Division (Environmental Planning) has prepared the Draft SEIR for the Second Street Improvement Project to provide supplemental information about the potential effects of the project on the environment.

On July 7, 2014, Environmental Planning issued a neighborhood notice of project undergoing environmental review to inform the public about the decision to supplement the Bicycle Plan Final EIR for the Second Street Improvement Project. Parties that received the neighborhood notice were owners and occupants of properties within 300 feet of the project site, neighborhood organizations for the project vicinity, persons who commented on the EIR for the San Francisco Bicycle Plan Project, and others who expressed an interest in the project during the subsequent outreach.

Section 1: Introduction

Responders to the neighborhood notice raised issues about the time frame of implementing bicycle facilities along the project corridor and suggested improved signage. Commenters also expressed concern about traffic flow in the project area and requested the analysis to include a full and accurate assessment of traffic impacts along Second Street and all adjacent streets as a result of project implementation, under typical and worst case rush hour conditions. Commenters also noted that the project's environmental review should address driver delays that would result from project implementation, as well as the congestion, pollution, and noise impacts of the project.

Draft Supplemental EIR Public Review

The Draft SEIR was issued on February 11, 2015. It was made available for a 47-day public review period beginning on February 12, 2015, to solicit public comment from agencies and individuals on the adequacy and accuracy of the Draft SEIR. The document was distributed to applicable local and California agencies, other interested parties, concerned property owners, individuals who had expressed interest in the potential impacts of the proposed project, people who submitted comments in response to the neighborhood notice, and those who requested a copy of the Draft SEIR.

Copies of the Draft SEIR were also available for public review during normal business hours at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California. The Draft SEIR was also posted for public review at <http://www.sf-planning.org/index.aspx?page=1828>. A Notice of Availability of the Draft SEIR was posted on the Planning Department website, was sent to interested and nearby property owners, and was posted at five locations along the Second Street corridor. Copies of the Notice of Availability were mailed to all individuals who had requested to be notified of the Draft SEIR.

The public comment period for the Draft SEIR ended on March 30, 2015. The San Francisco Planning Commission held a public hearing on March 19, 2015, to accept oral comments on the Draft SEIR. Copies of all written comments received during the comment period are included in Attachment A, Draft SEIR Comment Letters and E-mails. A transcript of oral comments provided by Planning Commission members and members of the public during the public hearing is in Attachment B, Draft SEIR Public Hearing Transcript.

Responses to Comments Document and Final SEIR

The comments received during the public review period are the subject of this Responses to Comments, which addresses all substantive written and oral comments on the Draft SEIR. The CEQA Guidelines Section 15204(a) states that the focus of public review should be "on the sufficiency of the Draft SEIR in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated." In addition, "when responding to comments, lead agencies need only respond to

significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the SEIR.” CEQA Guidelines Section 15088 specifies that the lead agency is required to respond to the comments on the major environmental issues raised in the comments received during the public review period. Therefore, this Responses to Comments is focused on the sufficiency of the Draft SEIR regarding the significance of the environmental impacts of the proposed project.

The Planning Department distributed this Responses to Comments for review to the San Francisco Planning Commission and to the agencies and boards that will consider approving the proposed project. The Responses to Comments was also provided to agencies, neighborhood organizations, and persons who commented on the San Francisco Bicycle Plan Project Draft EIR or who responded to the neighborhood notice of the proposed project receiving environmental review issued on July 7, 2014. The Planning Commission will consider the adequacy of the Final SEIR—consisting of the Draft SEIR and the Responses to Comments—in compliance with the requirements of CEQA. If the Planning Commission finds that the Final SEIR complies with CEQA requirements, it will certify the Final Supplemental EIR for the proposed project.

Consistent with CEQA Guidelines Section 15097, the Mitigation Monitoring and Reporting Program (MMRP) is designed to ensure implementation of the mitigation measures identified in the Final SEIR. These measures are adopted by decision-makers to mitigate or avoid the proposed project’s significant environmental effects. CEQA also requires the adoption of findings before approval of a project for which a certified SEIR identifies significant environmental effects (CEQA Guidelines Sections 15091 and 15092). If the EIR identifies significant adverse impacts that cannot be mitigated to less-than-significant levels, the findings must include a statement of overriding considerations for those impacts if the proposed project is approved (CEQA Guidelines Section 15093[b]). The proposed project would result in significant environmental effects associated with traffic and commercial loading that could not be mitigated to a less than significant level with implementation of mitigation measures.

This Responses to Comments, along with the Draft SEIR, will be presented before the San Francisco Planning Commission for Final SEIR certification on August 13, 2015.

1.3 DOCUMENT ORGANIZATION

This Responses to Comments document consists of the following sections:

Section 1: Introduction. This section discusses the purpose and organization and summarizes the environmental review process for the proposed project.

Section 2: Project Description Revisions. This section describes minor revisions to the project that were made subsequent to the publication of the Draft SEIR, and addresses how the

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environmental impacts and mitigation measures would not be substantially different from those identified for the Draft SEIR. Revisions to the Draft SEIR text are shown as double-underlined text; ~~strikethrough~~ is used to represent language deleted from the Draft EIR.

Section 3: List of Persons Commenting. This section contains a list of agencies, organizations, and individuals who submitted written comments on the Draft SEIR during the public review period or provided oral comments at the public hearing held before the San Francisco Planning Commission on March 19, 2015.

Section 4: Comments and Responses. This section contains responses to all substantive written and oral comments received on the Draft SEIR. The responses have been organized by topic in the order of topics presented in the Draft SEIR. Reproductions of the comment letters are available in Attachment A of this Responses to Comments document; a transcript of oral comments provided during the public hearing is included in Attachment B.

Section 5: Draft SEIR Revisions. Corrections to the Draft SEIR necessary in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft SEIR, are contained in this section. Text with double underline represents language that has been added to the Draft SEIR; text with ~~strikethrough~~ has been deleted from the Draft SEIR. These changes have not resulted in significant new information with respect to the proposed project, including any new significant environmental impacts or new mitigation measures. Therefore, recirculation of the Draft SEIR is not required.

SECTION 2: PROJECT DESCRIPTION REVISIONS

2.1 INTRODUCTION

Since publication of the Second Street Draft SEIR on February 11, 2015, San Francisco Public Works (Public Works) and the San Francisco Municipal Transportation Agency (SFMTA) have proposed two modifications to the proposed project. Public Works and SFMTA have developed the Interim Near-Term Phase bicycle improvements in order to improve bicycle safety along the Second Street corridor. These improvements would be implemented before constructing the Second Street Improvement Project and would be replaced once the Second Street Improvement Project is constructed. Implementation of the Interim Near-Term Phase improvements would be consistent with Vision Zero,¹ which is San Francisco's policy goal to eliminate all traffic deaths. Vision Zero would also reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations by 2024. Upgrading the bicycle facilities on Second Street, which is currently designated as Bicycle Route 11, is one of the designated Vision Zero Near-Term Capital Projects. Water system improvements are also included in the proposed project, consistent with the Complete Streets Policy.² A 24-inch water main would be replaced along Second Street, from Market to Howard streets.

This section of the Responses to Comments document describes the minor project modifications and provides a supplemental analysis of them. (The proposed text changes to the Draft SEIR are provided in Section 5, Draft SEIR Revisions.) This section also includes a comparison of the new project information with the original project details in the Draft SEIR. It describes how the proposed revisions and clarifications affect the impact analyses presented in the Draft SEIR and explains how this information would affect the conclusions reached in that document. Section 5 of this Responses to Comments document presents the text revisions and additions for environmental impact analyses in the Supplement to the Bicycle Plan Initial Study, Transportation and Circulation, Noise and Vibration, and Air Quality sections of the Draft SEIR Chapter 4, Environmental Impacts, Setting, and Mitigation.

Under CEQA Guidelines, Section 15088.5, a lead agency is required to recirculate an EIR for public comment when significant new information has been added after public notice is given of the availability of the Draft EIR for public review. These guidelines identify the following as "significant new information" requiring recirculation:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;

¹ Vision Zero SF Internet website: <http://visionzerosf.org/about/what-is-vision-zero/>

² The Complete Streets Policy (Public Works Code Section 2.4.13) directs the City to coordinate improvements within the public rights-of-way to occur simultaneously.

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- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; or
- The draft EIR was so fundamentally and basically inadequate with unsupported conclusions that meaningful public review and comment were precluded.

The summary of the analysis of impacts for the Interim Near-Term Phase bicycle improvements and water system improvements demonstrates that none of the above conditions would apply to this SEIR. Rather, the text added to the SEIR in this Responses to Comments document serves to clarify and amend information in the Draft SEIR; it incorporates the analysis of the Interim Near-Term Phase bicycle improvements and water system improvements into the Draft SEIR.

In summary, the new information presented in this section does not constitute significant new information, does not identify any new significant environmental impacts or require new mitigation measures, does not make existing mitigation measures feasible that were found to be infeasible, and does not substantially change any conclusions reached in the Draft SEIR; thus, recirculation is not required.

2.2 PROJECT DESCRIPTION TEXT REVISIONS

The project description in the Draft SEIR is revised with information on the proposed Interim Near-Term Phase bicycle improvements and water system improvements. The Interim Near-Term Phase would reconfigure the right-of-way along Second Street by modifying lane striping, painting sharrows, and installing signage to increase safety for bicyclists before construction and implementation of the proposed project. These interim measures would thereafter be replaced by construction of the Second Street Improvement Project as originally described. Unlike the original project, implementation of these interim facilities would not require construction. The water system improvement would replace the 24-inch water main on Second Street, from Market to Howard streets with a new 24-inch water main, and would require excavating up to 5 feet below ground surface. The water system improvements would be installed below grade and closer to the curb, while the sewer rehabilitation would involve excavation in the center of the roadway. The construction work for the water system improvements would be coordinated with the anticipated sewer work along the Second Street corridor.

Where the Draft SEIR has been revised to reflect the modifications to the proposed project, new text is double underlined and deleted text is in ~~strike through~~.

The following text has been added before Section 2.5.9, Undergrounding of Overhead Utilities on page 2-35 of the Draft SEIR.

Water System Improvement

Public Works, in conjunction with the San Francisco Public Utilities Commission (SFPUC), would replace a section of 24-inch-diameter water main pipe on Second Street, from Market Street to the intersection of Second and Howard streets. This would be done in accordance with the Complete Streets Policy and in addition to any relocation of pipeline, hydrants, or valves due to such project features as bulb-outs and sidewalk extensions.

Due to its age, material, and history of breakage, the existing 24-inch-diameter, high-risk water main would be replaced with a new 24-inch-diameter, ductile iron pipe to improve system reliability. Various appurtenances, similar in type and number to those for the existing water main, would be required on the new water main. For example, blow-off valves would be installed at low points in the water main profile, and air valves would be installed at high points. Blow-off valves allow the water main to be dewatered, and air valves allow the release of accumulated air pockets or prevent vacuum conditions from damaging the water main. Examples of mechanical appurtenances are the pipe connections and valves discussed above, reducers (to connect pipes of different diameters), and isolation valves.

This water main replacement would require excavating up to 5 feet below ground, which would be shallower than the proposed sewer work. The total volume of excavated material for the water main replacement is anticipated to be approximately 900 cubic yards. The water improvements would occur in an alignment approximately 5 feet from the curb in the northbound lane (east side of the street) after the sewer rehabilitation is completed for these two blocks. The construction work for the water main replacement would take up to 80 days, with approximately 14 days for trenching and pipe laying. The overall project schedule would be extended by up to two months, for a total of 14 months.

The following text has been added after Section 2.5.9, Undergrounding of Overhead Utilities on page 2-35 of the Draft SEIR.

Interim Near-Term Phase Bicycle Improvements

The proposed Interim Near-Term Phase bicycle improvements would occur on Second Street between Market and King streets. The Interim Near-Term Phase would reconfigure the right-of-way along Second Street by modifying lane striping, painting sharrows, and installing signage. This would be done to increase safety for bicyclists prior to the construction and implementation of the proposed project. These improvements would result in the removal of travel lanes on Second Street between Market and Howard streets, similar to that proposed under the Second

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Street Improvement Project. These interim measures would be replaced by construction of the Second Street Improvement Project, as described in the Draft SEIR. The proposed Interim Near-Term Phase bicycle improvements are as follows:

- In the northbound direction, a Class II bicycle lane would be installed from Market to Mission streets, greenback sharrows would be installed from Mission to Townsend streets, and a Class II bicycle lane would be installed from Townsend to King streets.
- In the southbound direction, a Class II bicycle lane would be installed from Market to Howard streets and greenback sharrows would be installed from Howard to King streets.
- The existing two vehicle travel lanes would be reduced to one travel lane between Market and Howard streets in the southbound direction.
- A bicycle box would be installed at the northbound approach to Market Street. Turn pockets would be installed on Second Street at the northbound and southbound approaches to Mission Street and at the southbound approach to Howard Street.

Market Street to Mission Street

On Second Street, between Market and Mission streets, a Class II bicycle lane would be installed in the northbound and southbound directions. One of the existing two southbound travel lanes would be removed, resulting in one travel lane in each direction.

On Second Street at Stevenson Street, the northbound bicycle lane would be moved to the left of the travel lane and would lead to a new bicycle box at Market Street.³ In conjunction with the bicycle box, sharrows would be installed in the northbound right-turn-only lane. In addition, a no-turn-on-red restriction would be established for vehicles northbound on Second Street at Market Street.

A new right-turn pocket would be installed southbound on Second Street at Mission Street. This would be done by removing three general metered parking spaces and four metered commercial loading zones on the west side of Second Street, between Jessie and Mission streets. Three of the four commercial loading zones would be replaced by converting three general metered parking spaces into metered commercial loading spaces on the south side of Jessie Street, immediately west of Second Street.

³ Under existing conditions, the northbound approach on Second Street at Market Street is already a right-turn-only lane, except for bicycles.

Mission Street to Howard Street

On Second Street, between Mission and Howard streets, greenback sharrows would be installed in the northbound direction and a Class II bicycle lane would be installed southbound. To accommodate these changes, one southbound travel lane would be removed, resulting in one southbound travel lane and two northbound travel lanes.

A northbound right-turn pocket would be installed on Second Street at Mission Street by removing two general metered parking spaces on the east side of Second Street, between Mission and Minna streets. A southbound right-turn pocket would be installed on Second Street at Howard Street by removing four general metered parking spaces and one white zone (restaurant valet) on the west side of Second Street, between Natoma and Howard streets.

Howard Street to Townsend Street

Greenback sharrows would be installed in both directions on Second Street between Howard and Townsend streets. The greenback sharrows would be in the rightmost through lane in each direction.

Townsend Street to King Street

On Second Street between Townsend and King streets, a northbound Class II bicycle lane would be installed on Second Street between King and Townsend streets and greenback sharrows would be installed in the southbound direction. To accommodate these changes, the northbound through-lane would be narrowed from 12 feet to 10 feet and the southbound through-lane would be narrowed from 14.5 feet to 13.5 feet.⁴

2.3 SUMMARY OF ENVIRONMENTAL ANALYSIS FOR PROJECT DESCRIPTION REVISIONS

The anticipated environmental impacts of each of the two proposed modifications to the proposed project are summarized below.⁵

Water System Improvements

Public Works, in conjunction with the San Francisco Public Utilities Commission (SFPUC), would replace a section of 24-inch water main pipe on Second Street from Market Street to the intersection of Howard Street with the same size pipe. This infrastructure improvement to replace the water main on a two-block segment of Second Street would be coordinated with the

⁴ This element is also included in the proposed project described in the Draft SEIR.

⁵ San Francisco Planning Department. 2015. Memorandum to File. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of case file 2007.0347E.

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sewer repair and replacement work described in the Draft SEIR. The water main would be replaced after sewer rehabilitation and would require trenching up to 5 feet in depth at approximately 5 feet from the curb, in a different part of the street right-of-way than the sewer rehabilitation. The construction methods for the water main replacement would be similar to the sewer repair work, although the depth of excavation would be generally shallower than that required for the sewer repair. Replacement of the water main could add up to two months to the anticipated construction schedule for the proposed project; therefore, the total period of construction for the Second Street Improvement Project would be up to 14 months.

The replacement of a 24-inch water main along Second Street between Market Street and the intersection with Howard Street would result in similar impacts as those identified for the sewer rehabilitation or the undergrounding of overhead utilities with respect to the environmental topics addressed in Chapter 4 of the Draft SEIR (Supplement to the Bicycle Plan Initial Study, Cultural and Paleontological Resources, Transportation and Circulation, Noise and Vibration and Air Quality) due to excavation of up to 5 feet deep in the roadway right-of-way.

The water main replacement would be subject to the same requirements during construction and implementation as required for the sewer work and streetscape improvements. These requirements, as specified for the sewer repair in the Draft SEIR, include the following ordinances and regulations: Dust Control Ordinance; Clean Construction Ordinance; requirements for the treatment of hazardous materials, such as those specified by the Maher Ordinance; Stormwater Management Ordinance; Noise Ordinance; construction-related transportation management; the City's Strategies to Reduce Greenhouse Gas Emissions (GHGs); and regulations specified in the SFMTA Blue Book and Public Works Code Article 2.4 regarding excavation within the public right-of-way.

There would be no new or substantially more severe impacts compared to those discussed in the Draft SEIR in Chapter 4, pages 4.1-1 to 4.6-38, as a result of this component. In addition, the following mitigation measures described in the Draft SEIR would also apply to the water system improvements and would reduce environmental impacts to less-than-significant levels with mitigation: Bicycle Plan FEIR Mitigation Measure 1: Accidental Discovery of Archaeological Resources (Draft SEIR page S-37); Draft SEIR Mitigation Measures M-CP-2: Archaeological Monitoring and M-CP-3: Paleontological Resources Accidental Discovery (Draft SEIR pages 4.3-27 through 4.3-33); Draft SEIR Mitigation Measure M-NO-1: Control or Abatement of Concrete Saw Noise (Draft SEIR page 4.5-16); and Draft SEIR Mitigation Measure M-AQ-2: Construction Emissions Minimization (Draft SEIR pages 4.6-31 through 4.6-33).

Cumulative Impacts

The minor change to the project to include the replacement of the 24-inch water main on Second Street between Market Street and the intersection of Howard Street would not result in any cumulative impacts for any environmental topic because as discussed above, the project

activities would be similar to those for the sewer rehabilitation and the undergrounding of overhead utilities. These activities would be subject to the same City requirements identified above and to applicable mitigation measures identified for the Second Street Improvement Project. For these reasons, there would be no potential for significant cumulative impacts not identified in the Draft SEIR. The findings of the Bicycle Plan FEIR and the analysis in the Draft SEIR would apply to the water system improvements.

Interim Near-Term Phase Bicycle Improvements

Public Works and SFMTA have developed the Interim Near-Term Phase bicycle improvements in order to improve bicycle safety along the Second Street corridor prior to full project implementation. The interim phase improvements would install a scaled-back set of bicycle facilities compared to the proposed project. These Interim Near-Term Phase improvements consist of restriping the right-of-way to eliminate a southbound travel lane on Second Street between Market and Howard streets. This would be done in order to add bicycle lanes northbound between Mission and Market streets and southbound between Market and Howard streets. Travel lanes would be narrowed to add a bicycle lane northbound between King and Townsend streets, and greenback sharrows would be installed throughout the remainder of the corridor. In addition, a bicycle box would be installed on Second Street at the northbound approach to Market Street. These interim bicycle facilities would be installed before constructing the Second Street Improvement Project to improve bicycle safety during the time that the proposed project's engineering design phase is being completed, and would be replaced once the Second Street Improvement Project is constructed. The Interim Near-Term Phase improvements would be installed during an approximately two-week period.

The Interim Near-Term Phase bicycle improvements described above would consist of reconfiguring, restriping, and painting the right-of-way. They would not require any excavation or the use of heavy construction equipment. Because implementing these improvements would not require excavation or ground disturbance, there would be no archaeological or paleontological impacts as a result. Additionally, reconfiguring the right-of-way by restriping it would not affect historic architectural resources along the Second Street corridor.

The transportation and circulation impacts of the above-noted Interim Near-Term Phase improvements were analyzed in a memorandum supplementing the Second Street Improvement Project Transportation Impact Study (referred to as the Supplemental Transportation Analysis).⁶ The Supplemental Transportation Analysis studied the same transportation issues that were studied in the TIS prepared for the proposed project and summarized in the Draft SEIR. The

⁶ SFMTA. 2015. Supplemental Transportation Analysis for Interim Near-Term Phase of the Second Street Improvement Project. A copy of this document is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case 2007.0347E.

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supplemental analysis shows that these Interim Near-Term Phase improvements would not result in any new significant transportation impacts not already identified in Section 4.4, Transportation and Circulation, in the Draft SEIR. They would not require any new mitigation measures, nor would they result in more severe significant impacts than those identified in the Draft SEIR. In particular, the project-level and cumulative traffic and commercial loading impacts that would result from the proposed project would not occur with the Interim Near-Term Phase improvements.

As described above, the Interim Near-Term Phase improvements on Second Street between Market and King streets would require less intensive construction than anticipated with the Second Street Improvement Project. Therefore, there would be no significant noise and vibration or air quality impacts from the Interim Near-Term Phase improvements at either a project or cumulative level. In addition, the Interim Near-Term Phase improvements would be subject to the same requirements during construction and implementation as required for the streetscape improvements under the proposed project. Examples of such requirements are construction-related transportation management, the City's Strategies to Reduce GHGs, and those specified in the SFMTA Blue Book.

For these reasons, the addition of the Interim Near-Term Phase improvements on Second Street, between Market and King streets, in the Draft SEIR would not result in any new significant impacts for any of the environmental topics considered in the Supplement to the Bicycle Plan Initial Study (Section 4.2 of the Draft SEIR, pages 4.2-1 to 4.2-16).

2.4 CONCLUSION

In conclusion, both the water system improvements and the Interim Near-Term Phase improvements would not result in new significant impacts, nor would these modifications result in substantially more severe impacts than those identified in the Draft SEIR. Therefore, no new mitigation measures would be necessary as a result of these modifications to the proposed project. No further analysis is necessary, and recirculation of the new information and new analyses is not required.

SECTION 3: LIST OF PERSONS COMMENTING

This section presents a list of letters and comments received during the public review period and describes the organization of the letters, e-mails, and transcript that are included in Section 4, Comments and Responses. Commenters are grouped in tables by category, as follows:

- Table 3-1a Commissions
- Table 3-1b Public Agencies
- Table 3-1c Organizations
- Table 3-1d Individuals Commenting on the Draft SEIR via E-mail or Letter
- Table 3-1e Individuals Commenting on the Draft SEIR at the Public Hearing held March 19, 2015

3.1 ORGANIZATION

Comments received on the Draft SEIR include written comments submitted by letter or e-mail and via oral comments presented at the March 19, 2015, public hearing. This section lists all persons who commented during the comment period. They are grouped according to whether they represent a commission, public agency, or organization or if they are individuals; it includes the format in which their comment was received. Each comment within each of these categories has been assigned a unique comment code for ease of identification; the codes are also listed in the tables referenced above.

Each unique comment code includes a prefix that indicates if the commenter represents a public agency (A) or neighborhood organization (O), if the commenter is an individual (I), or if the commenter submitted comments orally at the public hearing (PH). The prefix A and O are followed by a hyphen and the acronym of the agency or organization; the prefix I is followed by a hyphen and the individual's last name. The complete set of written and oral comments received on the Draft SEIR is provided in Attachment A, Draft SEIR Comment Letters and E-mails, and Attachment B, Draft SEIR Public Hearing Transcript. The name of the commenter or organization, the form of the comment (letter, e-mail, or public hearing transcript), and comment date are indicated in these appendices.

3.2 LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS COMMENTING ON THE DRAFT SEIR

The following comment letters and e-mails were submitted to the Planning Department during the public review period. Of the written comments, 12 were submitted via e-mail, and 2 via letter (see Table 3-1a through 3-1e). Some who submitted comments on the Draft SEIR via e-mail also provided comments in person at the public hearing; they are thus listed more than once in the tables below. See Section 4.1, Organization of Responses to Comments, for a detailed description of the coding for each comment received.

Table 3-1a: List of Commissions Commenting on the Draft SEIR at March 19, 2015 Public Hearing

Commenter Code	Name of Commissioner and Commission
PH-Antonini	Michael J. Antonini, Planning Commissioner

Table 3-1b: List of Agencies Commenting on the Draft SEIR

Commenter Code	Name of Person	Agency	Via
A-Caltrans	Patricia Maurice	Department of Transportation, District 4	Letter dated March 26, 2015
A-SFFD	Michael Bryant	San Francisco Fire Department	E-mail dated March 13, 2015

Table 3-1c: List of Organizations Commenting on the Draft SEIR

Commenter Code	Name of Person	Non-Governmental Agency	Via
O-Bicycle Coalition	Noah Budnick	San Francisco Bicycle Coalition	Letter dated March 30, 2015

Table 3-1d: List of Individuals Commenting on the Draft SEIR via E-mail or Letter

Commenter Code	Name of Individual	Via	Date
I-Chang	Pauling Chang, MD	E-mail	March 18, 2015
I-Chiu	Kuenley Chiu	E-mail	March 29, 2015
I-Daimler	Eric Daimler, PhD	E-mail	March 22, 2015
I-Dana	Dorothy Dana	E-mail	March 19, 2015
I-Gibson	Sue Gibson	E-mail	February 16, 2015

Table 3-1d: List of Individuals Commenting on the Draft SEIR via E-mail or Letter (continued)

Commenter Code	Name of Individual	Via	Date
I-Hathcoat	Diane Hathcoat	E-mail	March 29, 2015
I-Hong	Dennis J. Hong	E-mail	March 30, 2015
I-Law	Garret Law	E-mail	March 18, 2015
I-Miles	Mary Miles	Letter	March 30, 2015
I-Riess	Steve Riess	E-mail	March 4, 2015
I-Shapiro	Barbara Shapiro	Letter	March 18, 2015
I-Stutz	Jeffrey Stutz	E-mail	March 21, 2015
I-Terplan	Sprague Terplan	E-mail	February 27, 2015
I-Zan	Peter Zan	E-mail	February 16, 2015

Table 3-1e: List of Commenters during the Public Hearing

Commenter Code	Name of Individual
PH-Dana	Dorothy Dana
PH-Gasser	John Gasser
PH-Phelps	Kendall Phelps

Note: The Planning Commissioner who commented at the public hearing is listed in Table 3-1a.

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SECTION 4: COMMENTS AND RESPONSES

This section summarizes the substantive comments received on the Draft SEIR and presents the responses to those comments.

4.1 ORGANIZATION OF RESPONSES TO COMMENTS

To facilitate the preparation of responses, comments were assigned unique comment codes and were organized by subject, listed in the same order as the subjects appear in the Draft SEIR. Each response ends with general comments on the SEIR or the proposed project. Comments related to the proposed project description or those on a specific analysis or mitigation measure are included under the relevant topical section. The order of the comments and responses in this section is shown below, along with the prefix assigned to each topic code.

Project Description.....	PD	Greenhouse Gas	GHG
Plans and Policies	PP	Alternatives	AL
Cultural Resources	CR	Project Merit.....	MER
Transportation and Circulation.....	TR	General Comments.....	GC
Noise.....	NO		
Air Quality	AQ		

Within each subsection of this section, under each topic area, similar comments are grouped and numbered sequentially, using the topic code prefix and sequential numbering for each subtopic. For example, comments on the Project Description (PD) are listed as PD-1, PD-2, PD-3, and so on. Within each topic code and corresponding heading are the quoted comments, followed by the commenter's name and the comment code that identifies the specific comment document and comment being addressed.

The comments are presented verbatim, except for minor typographical corrections. Attachments submitted by commenters and referenced in individual comments are available in the applicable Responses to Comments appendices attached to the email or letter to which they were attached.

For the full text and context of each comment, the reader is referred to Attachment A, Draft SEIR Comment Letters and E-mails, and Attachment B, DEIR Public Hearing Transcript. The appendices include comment matrices (Table A-1 and Table B-1) that list all comments received and indicate the topic and comment code associated with each comment. In some cases, a comment includes multiple comment topics. Individual comments on separate topics from each commenter are bracketed and coded according to the subject topic of the comment letter; the bracketed comments and corresponding comment codes are shown in the margins of the comments in Appendices A and B.

Section 4: Comments and Responses

Following each comment or group of comments, a comprehensive response is provided to address issues raised and to clarify or augment information in the Draft SEIR. Response numbers correspond to the topic code; for example, the response to comments on a Project Description topic PD-1 is provided under Response PD-1. The responses provide clarification of the Draft SEIR text and may also include revisions or additions to the Draft SEIR. Revisions to the Draft SEIR are shown as indented text. New text is double underlined; deleted material is in ~~striketrough~~ text. In addition, staff-initiated text changes are changes to the Draft SEIR to include minor revisions to the proposed project and a discussion of the environmental impacts of these revisions, whenever necessary.

Corrections and clarifications to the Draft SEIR are captured in the individual responses and in Section 5, Draft SEIR Revisions.

Throughout this document, where the proposed project is referenced, the discussion and analysis also applies to the project variant, unless stated otherwise. As described in the Draft SEIR on page 2-2, the project variant would be the same as the proposed project along the Second Street corridor except for the following differences at the intersection of Second and Brannan streets: southbound left-turning movements would be permitted, and there would be no separate signal phase at the crosswalk and cycle track on the east side of the intersection to separate left- and right-turning vehicles from pedestrians and bicyclists proceeding through the intersection.

4.2 PROJECT DESCRIPTION

The comments and corresponding responses in this section cover topics in Chapter 2, Project Description, of the Draft SEIR, as follows:

- PD-1, Project components
- PD-2, Project objectives
- PD-3, Lane widths
- PD-4, Project implementation suggestions
- PD-5, New project variant
- PD-6, Construction activities
- PD-7, Accountability for implementation of best management practices
- PD-8, Encroachment permit
- PD-9, Transit improvements

Where the proposed project is referenced in the responses below, the discussion and analysis also applies to the project variant, unless noted otherwise.

Comment PD-1: Project Components

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

- I-Miles

“The DSEIR claims that the Project now includes replacing sewer facilities and undergrounding overhead utilities, but those activities are unrelated to the Project, which proposes complete reconfiguration of Second Street to reduce traffic capacity from two lanes to one in each direction, eliminates nearly all parking spaces on Second Street and other streets, and eliminates existing loading areas ...” (*Remaining part of the sentence is stated under Comment GC-2.*) (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

Response PD-1:

The commenter states that the sewer replacement and undergrounding of utilities are unrelated to the proposed project. In addition, the commenter describes elements of the proposed project including reduction of travel lanes along Second Street, removal of parking spaces and loading zones.

As described in Section 1.2 of the Draft SEIR on page 1-4, in compliance with City policies that support minimum disruption to street operations and efficient completion of excavation within

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the right-of-way, the proposed project includes replacing the water main on Second Street between Market and Howard streets, replacing aging sewers along the project corridor, and placing existing overhead utilities underground along Second Street from Stillman to Townsend streets. This is the only segment of Second Street where the overhead utilities are currently not underground. The Complete Streets Policy (Public Works Code Section 2.4.13) directs the City to coordinate improvements within public rights-of-way so that such improvements occur simultaneously.⁷ In addition, the Public Works Code, entitled Regulations for Excavating and Restoring Streets in San Francisco (Order No. 176,707),⁸ also referred to as the Excavation Code, establishes a five-year moratorium on excavation in streets that have been reconstructed, repaved, or resurfaced in the preceding five years. Therefore, water main replacement, sewer rehabilitation and replacement, and utilities undergrounding are included in the proposed project.

The environmental review evaluates the potential effects of the project as proposed by the project sponsor. The Draft SEIR acknowledges that the project was refined to address community concerns about the Bicycle Plan options for the Second Street corridor and to address applicable City policies, such as the Complete Streets Policy. The refined project would remove a greater number of parking spaces than the project options analyzed in the Bicycle Plan EIR (see the Draft SEIR, page 2-27 and pages 4.4-66 to 4.4-68). In addition, the proposed project would remove six passenger loading zones and would result in the net loss of approximately 19 to 21 on-street commercial loading stalls, which would be greater than the loading spaces removed under the Bicycle Plan project options (see the Draft SEIR, pages 2-28 and 2-29 and pages 4.4-63 to 4.4-66).

While the project components have independent utility, for the reasons stated in the Draft SEIR (See Draft SEIR page 1-4) regarding efficiency, minimizing disruption to the public right-of-way, and complying with City policies, the City has determined that these projects would be carried out in one construction project and are evaluated as such in the Draft SEIR.

⁷ The San Francisco Public Works Code, Article 2.4 Excavation in the Public Right of Way, Section 2.4.13, Transit, Pedestrian, Bicycle, Stormwater, and Communications Infrastructure Improvements as part of Planning, Construction, Reconstruction, and Repaving Projects, states that whenever Public Works or any other municipal excavator undertakes a project involving the planning, construction, reconstruction, or repaving of a public right-of-way, such project shall include, to the maximum extent practicable and feasible, transit, pedestrian, bicycle, stormwater, and communications infrastructure improvements. In combination, these improvements constitute a complete street project.

⁸ San Francisco Public Works. 2007. Regulations for Excavating and Restoring Streets in San Francisco. Available online at http://www.sfdpw.org/ftp/uploadedfiles/sfdpw/boe/manager/DPW_Order_176-707.pdf. Accessed January 18, 2015.

Comment PD-2: Project Objectives

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

- I-Miles

“1. The Project’s ‘Objectives’ violate CEQA and NEPA, since they cause environmental degradation throughout the project area, affecting the vast majority of travelers.

“The ‘Project Sponsor’s Objectives’ fail to comply with the fundamental requirements of CEQA and NEPA, since they deliberately exclude and adversely impact the vast majority of travelers to, from, and residing in the Project area and the entire downtown area, degrading traffic conditions, air quality, noise, parking, and loading. The Project will admittedly have both direct and cumulative impacts directly due to the unstated actual objective of permanent gridlock throughout the area for most travelers. CEQA and NEPA mandate environmental protection and enhancement for everyone, not just small special-interest groups such as bicyclists.” (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

Response PD-2:

The commenter states that the project’s objectives violate CEQA and NEPA because the objectives would degrade the environment in the project area.

The objectives of the project are presented in the Project Description, Chapter 2 of the Draft SEIR, on page 2-2, and articulate that the overall purpose of the proposed project is to implement a pedestrian- and bicycle-friendly street along Second Street. In accordance with CEQA Guidelines Section 15124(b), a statement of objectives is a required component of the project description in order to help the lead agency develop a reasonable range of alternatives and also to aid decision-makers in preparing findings or a statement of overriding considerations, if necessary.

The purpose of CEQA and NEPA is to provide information on the potential environmental effects of a project so that the public and decision-makers are informed of this before project approval is considered. The Draft SEIR discloses the environmental effects of the proposed Second Street Improvement Project on the environment. The project sponsor’s objectives are to improve safety and accessibility for pedestrians, bicyclists, and transit passengers along the entirety of the Second Street corridor, to replace a water main on two blocks, and to inspect, rehabilitate, and replace the sewer system along the corridor. The project objectives are clearly stated in the project description section of the Draft SEIR, as required by CEQA.

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Comment PD-3: Lane Widths

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

- I-Dana
- PH-Dana

“I look forward to this opportunity to comment on the proposed Project. The proposal calls for building generous bicycle lanes in each direction while reducing auto and bus travel lanes to one lane in each direction on Second St. Since I have noticed that currently the buses are too large to be contained in one lane, I suppose that the plans for the lanes would take this fact into consideration. Parking would be reduced to one side of the street.” (*Dorothy Dana, e-mail, March 19, 2015 [I-Dana]*)

“The buses basically now are too large for one lane, so I don’t know exactly what they’re going to do, but I suppose that will be taken into consideration.” (*Dorothy Dana, transcript, March 19, 2015 [PH-Dana]*)

Response PD-3:

The commenter states that buses are too large for one travel lane and suggests that the project plans should take this issue into consideration. As noted in the Draft SEIR on page 2-6, under Existing Conditions, the right-of-way (ROW) along Second Street is 82.5 feet wide. The general characteristics of the ROW are illustrated in the Existing Conditions, Figures 2-2a, 2-2b, and 2-3 on Draft SEIR pages 2-7 through 2-9. The existing travel lanes on Second Street vary in width, depending on the block, as shown in Table 4-1.

Table 4-1: Existing Travel Lane Widths on Second Street

Second Street Segment	Southbound Curbside Travel Lane Width	Southbound Center Travel Lane Width	Northbound Center Travel Lane Width	Northbound Curbside Travel Lane Width
Between Market and Mission streets	12.25 feet	12 feet	N/A	20.25 feet
Between Mission and Folsom streets	9 feet	9.25 feet	9.25 feet	9 feet
Between Folsom and Harrison streets	8.25 feet	10 feet	10 feet	8.25 feet
Between Harrison and South Park streets	13.25 feet	10 feet	10 feet	10 feet
Between South Park and Brannan and streets	14 feet	11 feet	11 feet	12 feet
Between Brannan and Townsend streets	12.25 feet	11 feet	11 feet	12.25 feet
Between Townsend and King streets	16.5 feet	N/A	N/A	12 feet

Source: San Francisco Public Works. 2015. Table developed from information in the Existing Conditions Striping Diagrams 2014.

Under the proposed project, the travel lane width would be between 11 feet and 17 feet for the length of the corridor in each direction. Muni buses are approximately 10.5 feet wide, including the side mirrors. Implementing travel lanes that are wider than 10.5 feet, such as those proposed by the project, would improve the safety and reliability of transit service on Second Street by providing adequate space (width) for transit vehicles to travel through the corridor.

Comment PD-4: Project Implementation Suggestions

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

- I-Chiu
- I-Dana
- PH-Dana
- PH-Gasser
- I-Hathcoat
- I-Stutz

“My comment is a suggestion regarding planning for project execution, if the overall project eventually is approved:

“In light of some of the serious impacts forecasted on traffic levels, one method of improving the project design and lowering overall project risk would be to conduct a temporary “live simulation” of the final street configuration.

“Specifically, at some point before the project is to begin (say 6 months or 1 year if possible), it would be a good idea to use temporary cones/plastic lane dividers/signage to change 2nd Street to its proposed final configuration under the project. Traffic lanes should be reconfigured as suggested in the project plan, parking spaces removed, etc. temporarily.

“This could be conducted for a period of 5 days to 1 week, which would provide feedback on actual operating conditions under the plan, so that any significant problems not anticipated by the current surveys could be caught and mitigated. Or, proof of less-than-anticipated impacts could be gathered. Also, this would allow the Planning Department to show that due diligence about the impacts of the project had been tested and validated in practice.

“I note that something like this was tried at the intersection of 2nd/Harrison for a short time several months ago, to restrict one of the turn lanes, which was then returned to the previous configuration. Doing this more comprehensively along all of 2nd Street would allow for live observation of the final environmental conditions associated with the project.” *(Kuenley Chiu, e-mail, March 29, 2015 [I-Chiu])*

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“If this Project proceeds as described, after experiencing at least a year of excavation, road-building and landscaping, the neighborhood and the city would be in no mood to endure the same traffic conditions. Therefore, I suggest that if this Project is seriously considered, an appropriate remedy be put in place. For instance, close the bridge entrance from 3 to 7 pm on weekdays.” *(Dorothy Dana, e-mail, March 19, 2015 [I-Dana])*

“Pardon? Oh, that’s what that thing was. Okay. Okay. Can I -- can I put a little tiny thing with you, which is that you might think of during the rush hour, closing that entrance to the freeway going ahead? There are three other entrances.” *(Dorothy Dana, transcript, March 19, 2015 [PH-Dana])*

“And first thing you should be looking at is, all right, you’ve got the Bryant Street entrance onto the freeway. But you say that’s only for commercial vehicles -- or not commercial, but environmentally-correct vehicles. You should open that up to the general public to reduce the traffic and try to get them onto the freeway quicker.”

“You’ve got, eliminate the two channels on Harrison Street going north. I’ve got news for you. It’s not two channels at night; it’s three channels because they’ve got two channels there, and people are going around the channel to try to get onto the bridge. You’ve got to change that stop light at that point and start directing traffic so it works. I agree. It’s the most dangerous intersection around there. It’s terrible.” *(John Gasser, transcript, March 19, 2015 [PH-Gasser])*

“One of the Project Sponsor goals (pg 86, 2-2) is to reduce the number of vehicles accessing the freeway from Second Street. The only way to truly achieve this goal and prevent the Second Street Improvement Project from increasing traffic beyond its unbearable present state is to eliminate access to the freeway from 2nd Street. This would require closing the Sterling Street high occupancy ramp accessed from Bryant and Second and changing Harrison from 2-way to westbound ONLY from 1st to 3rd Streets, where it presently becomes westbound only.” *(Diane Hathcoat, Clocktower Owner/Resident, e-mail, March 29, 2015 [I-Hathcoat])*

“Traffic along 2nd street going to the bridge during weekday afternoon hours is terrible. I know the City doesn’t have a magic wand to wave to solve that problem, but please consider what impact reducing the number of lanes on 2nd will have. At a minimum, reducing the lane count should be coupled with enforcement of intersection-blocking anti-gridlock laws, which are routinely flouted and often cause unnecessary gridlock that makes it hard for me to get to businesses within a couple miles of my home for several hours per day. Other more involved

solutions could include prohibiting Bridge access (perhaps except for carpool access to the ramp on Bryant) from 2nd street during rush hours.

"I welcome your response to these concerns, and look forward to working with you (and anyone else at the City) to collaborate on improving these plans both for our neighborhood in particular and for the City as a whole. Please let me know if I can be of any assistance, and thank you for your continued efforts in making San Francisco the best city it can be." (*Jeffrey Stutz, e-mail, March 21, 2015 [I-Stutz]*)

Response PD-4:

The commenters offer suggestions for the proposed project or for a trial implementation of the proposed project ahead of project construction and implementation. Some commenters expressed general concern about reducing travel lanes to one lane in each direction along Second Street, leading to increased congestion and loading impacts.

The commenters suggest implementing a temporary trial of components of the project ahead of project construction and implementation. These comments do not relate to the adequacy or accuracy of the EIR but are noted and will be forwarded to the decision-makers for their consideration. The primary goal of reconfiguring right turns along the Second Street corridor under the proposed project design is to promote safety, which could not easily be replicated with temporary measures. The Draft SEIR analysis acknowledges that reallocating the street right-of-way as proposed by the project would result in significant and unavoidable project-level and cumulative traffic and commercial loading impacts. However, the project would meet the objectives to improve pedestrian and bicycle safety and transit reliability. Although not a trial of the proposed project, the implementation of the Interim Near-Term Phase improvements would be a more limited implementation of some project components prior to full-scale implementation. It would be up to City decision-makers to determine whether to approve, disapprove, or modify the proposed project or one of the alternatives, given the impacts disclosed in the Draft SEIR.

With respect to a trial at Second and Harrison streets as referenced by the commenter, SFMTA conducted a successful pilot SoMa Intersection Gridlock (Blocking the Box) Enforcement in September 2014 at two intersections in the project area: at the intersections of Second Street/Bryant Street and First Street/Harrison Street, and not at Second and Harrison streets.

The commenters suggest closing the Interstate 80 (I-80) on-ramps accessible from Second Street during rush hour, thus prohibiting access to the Bay Bridge from Second Street (except for possible carpool access to the ramp on Bryant from Second Street, or certain plug-in hybrid, alternative fuel, and clean-air vehicles that are exempted from the high-occupancy-vehicle requirement). In particular, the suggestion is made to close the Sterling Street high occupancy vehicle ramp accessed from Bryant Street. The suggestion is also made to change Harrison

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Street from two-way to one-way westbound only between First and Third streets. Under existing conditions, it presently becomes westbound only at Third Street. This suggestion would result in Harrison Street being one-way only west of First Street. The commenters' suggestions could be alternatives to the proposed project. In addition to the following response, see responses AL-1 through AL-3 (pages 4-64 through 4-70) for a discussion of the alternatives analyzed in the Draft SEIR.

Freeway on-ramps in San Francisco are under the jurisdiction of the California Department of Transportation (Caltrans). The project proposes to implement pedestrian, bicycle, and transit facilities along Second Street to improve safety and increase transit reliability. One project objective is to reduce the number of vehicles accessing the I-80 freeway from Second Street in order to improve conditions on Second Street. The project also includes removing a channelized right turn from northbound Second Street onto Harrison Street that leads to an I-80 freeway on-ramp. The freeway on-ramps are not accessed directly from Second Street, but drivers use Second Street to get to streets leading to the freeway on-ramps.

Closing freeway on-ramps is not proposed as part of the project because the project is not intended to redesign primary freeway access routes in the South of Market area (SoMa); closing on-ramps would have wider transportation impacts that would need to be part of a larger SoMa circulation program. The commenters' suggestions are noted, but they are outside the scope of the proposed project. Any such proposal would require coordination between the City and Caltrans for development and environmental review prior to consideration for approval.

The EIR identifies a number of significant impacts on automobile circulation due to the proposed project and also due to cumulative growth in the area. For locations where cumulative growth is anticipated to cause vehicular circulation to deteriorate substantially, the proposed project's contribution was evaluated to determine whether it would be cumulatively considerable. The transportation impacts of the project were disclosed, as described in the Draft SEIR in Section 4.4, Transportation and Circulation, pages 4.4-1 through 4.4-96.

The City, primarily through divisions within the SFMTA and the Police Department, enforces various traffic and parking regulations to address congestion and uses its discretion to assign resources to areas as issues arise. Enforcement of intersection-blocking by SFMTA Parking Control Officers was found to reduce this behavior, which contributes to gridlock, by 55 percent.⁹ The City has announced a planned expansion of such efforts as part of the Rush Hour

⁹ SFMTA. 2014. SoMa Intersection Gridlock (Blocking the Box) Enforcement Pilot. Information about this pilot is available online at <http://www.sfmta.com/projects-planning/projects/soma-intersection-gridlock-blocking-box-enforcement-pilot>. Accessed May 27, 2015.

Congestion Management Strategy.¹⁰ The comments are noted. It is up to City decision-makers to determine whether to approve, disapprove, or modify the proposed project or one of the alternatives evaluated in the Draft SEIR.

With respect to the loading impacts associated with the proposed project, see Response TR-13, Loading Impacts (page 4-46).

Commenters on the increase in congestion in the study area also expressed general opposition to the proposed project but did not raise any specific comment on the adequacy or accuracy of the analysis presented in the Draft SEIR. The purpose of the SEIR is to inform the public and decision-makers about the potential significant environmental impacts of the proposed project. With this information before them, it will be up to decision-makers to determine whether to approve, disapprove, or modify the proposed project when considering its approval.

Comment PD-5: New Project Variant

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below:

- I-Hathcoat

“In addition, a project variant should be added to allow residents of the Clocktower to turn left from 2nd Street into our two driveways in order to access our building. The building at 2nd and Brannan was given this accommodation; the Clocktower should as well.

“Second Street is not just a thoroughfare for bikes and pedestrians, but also a neighborhood for taxpaying residents. Please do what is right to make it a pleasant place for all.” (*Diane Hathcoat, Clocktower Owner/Resident, e-mail, March 29, 2015 [I-Hathcoat]*)

Response PD-5:

The commenter requests left turns from Second Street into the Clocktower driveway¹¹ to be permitted, noting that a building at Second and Brannan streets was given such an accommodation. The commenter expressed concern that the street should be pleasant for the people who live along it.

¹⁰ City and County of San Francisco. 2015. San Francisco. Mayor Lee Press release, *Mayor Lee Announces New Rush Hour Congestion Strategy*. Online at <http://www.sfmayor.org/index.aspx?recordid=865&page=846>. Accessed June 5, 2015.

¹¹ The Clocktower refers to the development at 461 Second Street, San Francisco.

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Under existing conditions, southbound left turns from Second Street into the Clocktower driveway are permitted. The proposed project would not change this. With implementation of the proposed project, the southbound left turns into driveways and alleys would still be permitted at the same locations where they are currently permitted. Similarly, northbound left turns into driveways and alleys would be permitted where they are currently allowed. In addition, as part of the Transbay Transit Center project, southbound left-turn movements onto Minna Street would be allowed. The variant to the proposed project analyzed in the Draft SEIR would allow southbound left-turning movements from Second Street at Brannan Street, which would not be permitted under the proposed project.

The following sentence has been added at the end of the first paragraph of Section 2.5.2, Right-of-Way, on page 2-24 of the Draft SEIR for clarification (new text is double-underlined and deleted text is shown in ~~strikeout~~):

The southbound left turns into driveways and alleys would still be permitted at the same locations where they are currently permitted, following implementation of the proposed project.

Comment PD-6: Construction Activities

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below:

- I-Hong

“I. First; A lot of communication needs to happen both before and during the construction phases. Working with the community and the stakeholders are a key factor to this project’s success, this includes other ongoing construction/building projects. Mostly – construction working hours of construction, staging of materials, dust control, noise, vibration, fumes (from the asphalt and construction vehicles), safety barriers, street closures and etc.. Provide a phone number to call for concerns. The project’s Manager needs to listen to the stakeholders and do all that is possible to help resolve these concerns.” *(Dennis J. Hong, e-mail, March 28, 2015 [I-Hong])*

“IV. Construction Phase, request that the Final EIR provide time lines of this Project.

“a. A construction time line showing all ongoing/current or upcoming projects in the vicinity of this project.

“b. Provide the following control signs and etc., for pedestrians and traffic during construction, traffic control officers, control barriers, etc.

“c. Communicate with the local merchants, residences in the area with the following: the dates, construction schedules. Especially if certain streets will be closed.

“d. Provide provisions for dust controls, safety barriers.

“e. Can the use of dust barriers be used to control the dust from getting in to the restaurants, this is done on similar projects?

“f. Will the recent legislation #140805- Clean Construction Ordinance passed by the Board of Supervisors be used on this project? A great place to test it.

“g. Would it be possible to reroute the MUNI along 2nd Street?

“h. Install steel safety plates for uneven street surfaces.

“i. Cover stored asphalt from fumes.” (Dennis J. Hong, e-mail, March 28, 2015 [I-Hong])

Response PD-6:

The commenter states that communication and outreach regarding the construction schedule, hours, street closures, noise, and other logistics need to occur during the construction of the proposed project. The commenter requests a community liaison be identified to receive community concerns during construction. Specific information requested by the commenter is a construction schedule for the proposed project and other projects in the area; traffic controls; street controls; safety barriers; dust controls; noise and vibration concerns; MUNI reroutes; safety plates; and fumes from stored asphalt.

Construction hours. As described on page 2-36 of the Draft SEIR, the project sponsor, Public Works, and the construction contractor would follow the *Regulations of Working in San Francisco Streets* (Blue Book).¹² The Blue Book specifies City procedures and requirements for working in City streets and the public right-of-way. Construction-related activities would typically occur Monday through Friday, between 9:00 a.m. and 3:00 p.m. Construction is prohibited during commute hours, 7 a.m. to 9 a.m. and 3 p.m. to 7 p.m., Monday through Friday pursuant to the entry for Second Street in Table 1, Streets of Major Importance, in Appendix C in the Blue Book.¹³ Certain restrictions apply before events at AT&T Park and Moscone Center and for certain holidays. Construction is not anticipated to occur on Saturdays, Sundays, or major

¹² San Francisco Municipal Transportation Agency. January 2012. *Regulations for Working in San Francisco Streets*. Eighth edition. (This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, Case No. 2007.0347E.)

¹³ Ibid.

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legal holidays but could occur during those times on an as-needed basis. Work may be allowed on weekends or holidays or between 10 p.m. and 7 a.m. if a Night Noise Permit is obtained.

Construction protocols. As further described on page 2-36 of the Draft SEIR, the project sponsor, Public Works, and the construction contractor would follow the *Regulations of Working in San Francisco Streets* (Blue Book).¹⁴ The Blue Book specifies what permits are required for work; procedures for lane closures, parking removal, sidewalk closures, and maintenance of a clear path of travel; safety and traffic controls; installation of temporary metal plating; maintaining transit operations; and other construction zone standards of operation. In addition, the construction contractor would coordinate with the SFMTA, Muni's Street Operations, and Special Events Office to minimize construction impacts on vehicular, transit, bicycles, and pedestrian traffic (see Draft SEIR, pages 4.4-37 to 4.4-39).

Project Notification and Community Contact. Article 2.4 of the San Francisco Public Works Code, Section 2.4.50, specifies the noticing requirements for construction projects. As required by the project specifications, the Contractor shall install required project signs at the limits of work facing traffic and as specified in the project documents, typically one sign at either end of the limit of work facing oncoming traffic, and at intermediate locations not to exceed five block intervals with one sign placed on either side of the street facing oncoming traffic, or at opposite directions on one-way streets. The project signs will include project schedule information as well as the name and phone number of the Public Works representative assigned to the project for all public inquiries.

Noise and vibration. As described on pages 4.5-14 through 4.5-17 of the Draft SEIR, construction noise and vibration would be subject to the San Francisco Noise Ordinance and Public Works Article 2.4/Order 176,707, and Blue Book regulations, which limit the time and level of noise from construction activities. In addition, Mitigation Measure M-NO-1—Control or Abatement of Concrete Saw Operation Noise, requires noise abatement techniques when using the concrete saw and would reduce the noise impacts during construction. Because the proposed project would use standard construction equipment and would not include such activities as pile driving or underground tunneling, the vibration impact would be temporary and would not be significant.

Air quality. As described on page 4.6-1 of the Draft SEIR, the Bicycle Plan IS (pages 64 through 66) determined that the impacts of odors from the proposed project would be limited to brief periods of construction and would not generate intense or prolonged objectionable odors.

¹⁴ San Francisco Municipal Transportation Agency. January 2012. *Regulations for Working in San Francisco Streets*. Eighth edition. (This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, Case No. 2007.0347E.)

The proposed project would not change this conclusion in the Bicycle Plan IS; therefore, this topic is not discussed further in the Draft SEIR.

Air quality impacts are described on pages 4.6-28 through 4.6-38 of the Draft SEIR. The proposed project would implement the BAAQMD's Best Management Practices (BMPs) for fugitive dust. With implementation of these BMPs construction emissions of criteria pollutants would be well below the BAAQMD thresholds of significance. Additionally, the proposed project would be required to comply with the City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). To ensure that construction projects do not result in visible dust, the ordinance requires a number of fugitive dust control measures, as follows:

- Watering all active construction areas sufficiently to prevent dust from becoming airborne;
- Applying as much water as necessary to control dust (without creating runoff) in any area of excavation, earth movement, drilling, or other dust-generating activity; and
- During excavation and earth-moving activities, wet sweeping or vacuuming the streets and sidewalks where work is in progress at the end of each workday.

The commenter questions if the proposed project is subject to the City's Clean Construction Ordinance. As specified on page 4.6-18 of the Draft SEIR, the City has a Clean Construction Ordinance articulated in Section 6.25 of the San Francisco Administrative Code, which requires City construction projects of 20 days or more to utilize construction equipment with cleaner emissions standards. As stated on page 4.6-27 of the Draft SEIR, the proposed project would be subject to the requirements of the Clean Construction Ordinance. Even without consideration of the Clean Construction Ordinance, the proposed project would not result in a significant construction criteria air quality impact as discussed on pages 4.6-28 to 4.6-29 of the Draft SEIR. In addition, the project site is located within an identified air pollution exposure zone. Accordingly, the project would be required to develop a construction emissions minimization plan as described in Mitigation Measure M-AQ-2 in the Draft SEIR on pages 4.6-30 through 4.6-32. Therefore, there would be no significant air quality impact as a result of the proposed project.

Construction schedule for cumulative projects. Other anticipated projects in the project vicinity are described on pages 4.1-5 through 4.1-11 of the Draft SEIR. These projects are in various stages of planning and implementation. The construction management plans for these projects would be coordinated with multiple City agencies pursuant to standard City procedures and would take into consideration overlapping construction schedules. The Transbay Transit Center site is located between Mission and Howard streets and between Second and First streets. It is currently under construction and is anticipated to be under construction until Fall 2017. Information regarding construction updates for the Transbay Transit Center project are

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available online at <http://transbaycenter.org/construction-updates/project-schedule>. Please see discussion of cumulative construction impacts under Response TR-17, Cumulative Construction Activities on page 4-53.

Comment PD-7: Accountability for Implementation of Best Management Practices (BMPs)

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below:

- I-Hong

“II. In the final EIR can more information be included as to more accountability with the use of “Best Practices” during Construction? I know this issue is difficult to monitor/control and enforce. But, some how it needs to be controlled better. It’s to laxed in the field and then item #IVf below might help. This new legislation is one of the best steps in the right direction on this issue.”
(Dennis J. Hong, e-mail, March 28, 2015 [I-Hong])

Response PD-7:

The commenter requests additional information about use of BMPs during construction, specifically for monitoring the implementation of the BMPs.

The proposed project would be subject to the City’s standard construction measures including stormwater runoff controls (San Francisco’s Stormwater Management Ordinance), noise reduction measures (San Francisco Noise Ordinance), traffic controls (Blue Book), emissions requirements (Clean Construction Ordinance), and waste management measures (Construction Recycled Content Ordinance). In addition, the Draft SEIR describes the use of BMPs to address fugitive dust during construction (see Response PD-6, above). The City’s Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) requires many of BAAQMD’s BMPs and other measures to be implemented during construction. In accordance with this ordinance, the contractor may be required to prepare a dust control plan for review and approval by the Director of Public Health. The DPH would monitor the plan to ensure compliance. In addition, Public Works has a construction management team assigned to every construction project to ensure that the contractor is complying with all contract conditions and requirements. The construction management team typically includes a resident engineer and inspectors.

Comment PD-8: Encroachment Permit

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

- A-Caltrans

“Encroachment Permit

“Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. See the following website for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.” *(Patricia Maurice, Acting District Branch Chief, Local Development – Intergovernmental Review, Department of Transportation – District 4, letter, March 26, 2015 [A-Caltrans])*

Response PD-8:

Caltrans provided information on the circumstances that would require Caltrans to issue an encroachment permit and provided instructions for completing an encroachment permit application. This information from Caltrans is noted and acknowledged. The proposed project would encroach on state ROW at the two uncontrolled right-turn lanes at the intersection of Second and Harrison streets. Additionally, portions of the proposed improvements would be implemented within 300 feet of a state ROW (I-80 freeway on-ramp). Both of these conditions would require a Caltrans encroachment permit; therefore, the proposed project would be required to obtain this permit.

The bulleted list in Section 2.7, Project Approvals, on page 2-38 has been revised to include the following bullet (new text is double-underlined and deleted text is shown in ~~strikeout~~):

- Encroachment Permit from the California Department of Transportation (Caltrans).

This revision does not change the analysis or conclusions in the Draft SEIR.

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Comment PD-9: Transit Improvements

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

- I-Hong

“VI. The Project proposes new Muni Island + ADA Stop/s along 2nd Street. What will this look like? Will there be enough room for these Islands and safe for everyone to use?”

“VII. Will this plan include some of Muni’s “Traffic Calming” measures at some of the intersections along Second Street? This might be a perfect place to try it out. It has some excellent concepts.

VIII. Will Muni’s (3/14/14)- “A Community Guide to the Transit Effectiveness Project” be considered for this Project? Again, there are some excellent concepts in this Guide and an excellent place to try them?

IX. Can this DEIR include; what the Muni Island will look like and where the Muni Island will be along 2nd Street?” (*Dennis J. Hong, e-mail, March 28, 2015 [I-Hong]*)

“Items VI, VII, VIII merging these items might be challenging to do, but may be a perfect time to work out any bugs in MTA’s original concept.” (*Dennis J. Hong, e-mail, March 28, 2015 [I-Hong]*)

Response PD-9:

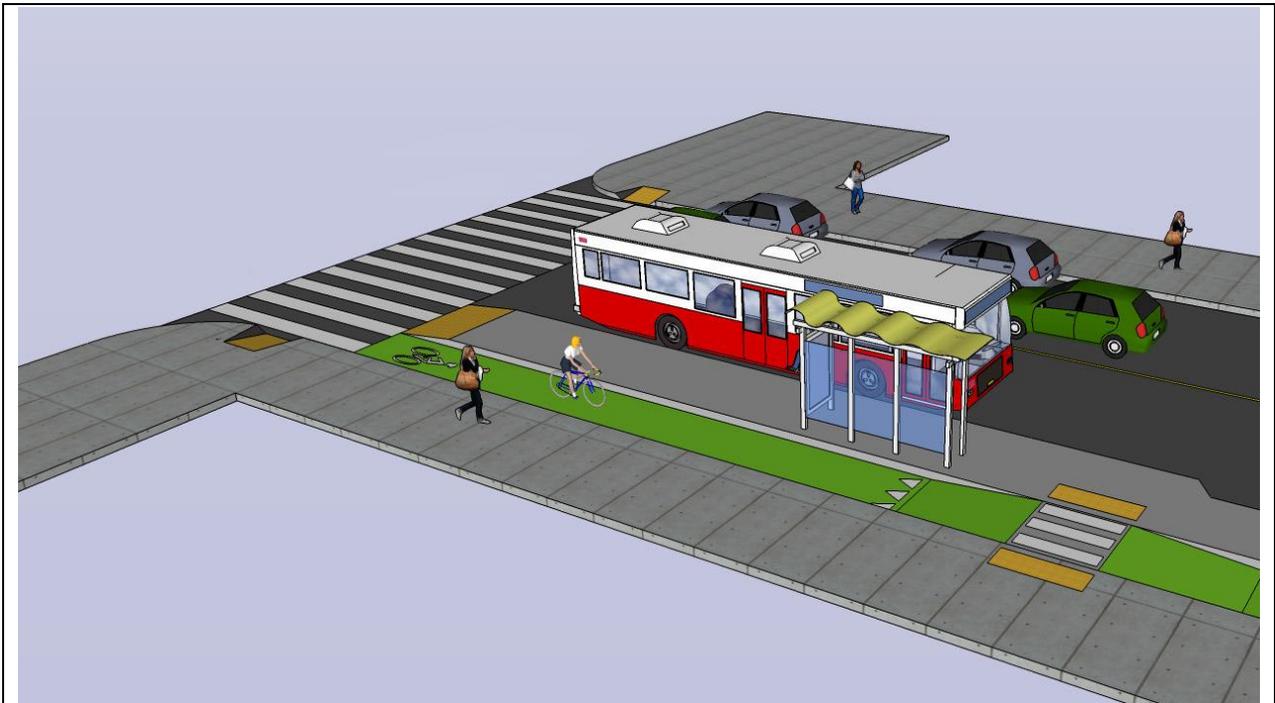
The commenter has questions regarding the transit improvements proposed by the project including the bus boarding islands. In addition, the commenter asks for clarification regarding the relationship of the proposed project to the SFMTA’s Transit Effectiveness Project (TEP).

The project description is provided in Chapter 2 of the Draft SEIR, pages 2-1 through 2-38. Transit improvements proposed under the project are described in Section 2.5 of the Draft SEIR beginning on page 2-17; the locations of bus boarding islands to be implemented as part of the project are illustrated in Figures 2-5a, 2-5b, 2-6a, and 2-6b. The transit facilities proposed by the project would meet the engineering design standards of San Francisco Public Works,¹⁵ the San Francisco Better Streets Guide,¹⁶ ADA requirements, and the Caltrans Highway Design

¹⁵ San Francisco Public Works. Standard Specifications and Plans. Available online at <http://www.sfdpw.org/index.aspx?page=294>. Accessed May 14, 2015.

¹⁶ San Francisco. SF Better Streets Guide. Available online at <http://www.sfbetterstreets.org/>. Accessed May 14, 2015.

Manual.¹⁷ Bus boarding islands are intended to provide safe and efficient access to transit. Transit boarding islands are a common feature in downtown San Francisco and along the light rail system in other parts of the City. The project sponsor consulted with the San Francisco Mayor's Office on Disability during project design refinement, including the design of the bus boarding islands. The Draft SEIR provides an adequate description of the proposed project; however, an additional figure illustrating a typical bus boarding island is provided below.



(new) Figure 4-1: Typical Bus Boarding Island

The commenter asks whether traffic calming measures or other concepts presented in the SFMTA's publication, *A Community Guide to the Transit Effectiveness Project* (Community Guide), would be considered for Second Street. Traffic calming measures are one tool identified in the SFMTA's Transit Preferential Streets (TPS) toolkit. The SFMTA routinely uses elements from the TPS Toolkit to improve transit reliability and reduce travel times along transit corridors. In particular, for the TEP (now called Muni Forward) proposals, the SFMTA used elements from the TPS Toolkit to develop corridor proposals for the City's Rapid Transit Network. Traffic calming measures are implemented primarily to reduce the speed of automobile traffic or to reduce the volume of non-local traffic on the street in order to provide safer pedestrian conditions. Examples of traffic calming measures are as follows:

¹⁷ California Department of Transportation. September 2014. *Highway Design Manual*. Online at <http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm>. Accessed May 14, 2015.

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- Traffic circles;
- Pedestrian refuge islands and transit bulbs;
- Median extensions through an intersection;
- Flashing beacons for pedestrian crossings;
- Parking restrictions at intersections to improve sight distance; and
- Enhanced crosswalk markings and signs.

As noted on page 3-4 of the Draft SEIR, the Second Street Improvement Project would implement TPS Toolkit elements, such as bus boarding islands and stop consolidation, in order to improve transit reliability along Second Street. In addition, traffic calming measures such as transit bulbs and enhanced crosswalk markings and signs are being implemented along Second Street as part of the proposed project. Therefore, the SFMTA has considered the concepts in the Community Guide and also traffic calming measures for Second Street.

4.3 PLANS AND POLICIES

The comments and corresponding responses in this section cover topics in Chapter 3, Plans and Policies, of the Draft SEIR, as follows:

- PP-1, Consistency with Bicycle Plan

Where the proposed project is referenced in the responses below, the discussion and analysis also applies to the project variant, unless noted otherwise.

Comment PP-1: Consistency with Bicycle Plan

This response addresses comments from the commenter below; the comments are quoted in full below:

- I-Hathcoat

“Second Street was identified as the bike transit corridor by the City’s Bicycle Plan in 1997. before this entire area exploded with the construction of AT&T Park and proliferation of residential and 4 commercial buildings. The situation is very different now, and unless measures are taken to deal with the traffic, the Bicycle Plan needs to change. Perhaps, 3rd and 4th Streets would suffice as the bicycle corridors. In fact, the SoMa Plan already adds cycle tracks to 3rd and 4th Streets. (Page 134, 4.1-6).” (*Diane Hathcoat, Clocktower Owner/ Resident, e-mail, March 29, 2015 [I-Hathcoat]*)

Response PP-1:

The commenter states that Second Street was identified as a bicycle transit corridor by the City’s Bicycle Plan in 1997, before AT&T Park and other residential and commercial buildings were built. For this reason, the commenter believes the circumstances are different now from those studied under the Bicycle Plan and its EIR. The commenter also states that measures should be implemented to address traffic impacts.

As discussed on pages 1-1 and 1-2 of the Draft SEIR, the 1997 Bicycle Plan was updated in a public process that resulted in the 2009 San Francisco Bicycle Plan. An EIR was certified for the 2009 Bicycle Plan update on June 25, 2009. Second Street is Bicycle Route 11 in the City’s bicycle route network, and as part of the Bicycle Plan FEIR, the SFMTA proposed two options for the Second Street corridor, referred to as Near-Term Improvement Project 2-1, Options 1 and 2. In addition, during the environmental review for the Bicycle Plan FEIR, the SFMTA modified Option 1 of Project 2-1, which was also evaluated in the Bicycle Plan FEIR as Project 2-1, Modified Option 1. Therefore, Second Street was a corridor identified for specific bicycle improvements during the 2005 to 2009 time frame, including the reduction in travel lanes

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from two to one in each direction along the Second Street corridor in order to implement bicycle lanes and improve bicycle safety.

Construction of AT&T Park was completed in 2000. The EIR for the Eastern Neighborhood Rezoning and Area Plans was certified in August 2008. The environmental analysis prepared for the Bicycle Plan FEIR accounted for cumulative development and growth (year 2025) in the area, as described on pages V.A.3-12 and V.A.3-13 of the Bicycle Plan FEIR. Therefore, both AT&T Park and development anticipated under the Eastern Neighborhoods were included in the analysis in the Bicycle Plan FEIR. In supplementing the environmental analysis for the Bicycle Plan FEIR in the Second Street Improvement Project Draft SEIR, the analysis accounted for existing conditions and implementation of the proposed project. It also considered cumulative development and growth in the project vicinity to the year 2040, such as that anticipated under the Central Subway Project, the Transit Center District Plan, and the proposed Central SoMa Plan. Therefore, the environmental analysis, including the transportation analysis, prepared for the proposed project adequately identifies the potential environmental impacts that may result from the Second Street Improvement Project.

As the commenter notes, the draft Central SoMa Plan proposes cycle tracks on Third and Fourth Streets. Those proposed bicycle facilities are being studied through the draft Central SoMa Plan environmental review process, which is also accounted for in the cumulative transportation analysis for the proposed project. In addition, please see Response AL-1, Full Range of Alternatives, on pages 4-65 through 4-68 for a discussion on why those proposals may not reduce the need for bicycle facilities on Second Street.

For significant transportation impacts, mitigation measures were identified in Chapter 4 of Draft SEIR, where feasible. Mitigation Measure M-TR-10 on page 4.4-49, Mitigation Measure M-TR-11 on pages 4.4-49 and 4.4-50, and Mitigation Measure M-TR-12 on pages 4.4-50 and 4.4-51 were identified to address traffic impacts at three intersections.

As discussed in Chapter 4 of the Draft SEIR, in San Francisco the range of feasible mitigation measures for traffic and transit impacts is limited due to physical constraints and competing priorities for the use of the available right-of-way, such as the objectives to provide facilities for pedestrians, transit, and bicycles as proposed by the project or its variant. Additional travel lanes cannot be created because that would require narrowing or removing sidewalks or acquiring and demolishing structures. Curbside parking lanes with commercial loading spaces can sometimes be converted to travel lanes during peak periods (also known as tow-away lanes); however, providing sufficient on-street loading in downtown San Francisco is critical, and the street network in the project vicinity has already been optimized to balance downtown loading needs versus traffic flow. In addition, in this instance, providing the curbside cycle tracks as proposed in the project would prevent implementing a peak-hour tow-away lane.

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Therefore, in a number of instances the significant traffic impacts identified at study intersections were considered significant and unavoidable.

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4.4 CULTURAL RESOURCES

The comments and corresponding responses in this section cover topics in Chapter 4, Section 4.3, Cultural and Paleontological Resources of the Draft SEIR. These include topics related to:

- CR-1, Impacts on Historical Resources

Where the proposed project is referenced in the responses below, the discussion and analysis also applies to the project variant, unless noted otherwise.

Comment CR-1: Impacts on Historical Resources

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Dana

“On Thursday March 19, 2015, the SF Planning Commission is going to have a presentation from City Planning to study the adequacy of the proposed “Second St Improvement Project” in a supplemental Environmental Impact Report. I plan to attend this hearing. I am a property owner in an historic building directly impacted by this Second Street proposal.” (*Dorothy Dana, e-mail, March 19, 2015 [I-Dana]*)

Response CR-1:

This comment relates to impacts associated with historical resources.

Impact CP-1 in the Draft SEIR (see page 4.3-26) states that the proposed project would have no impacts on historic architectural resources. The Draft SEIR states that the CEQA area of potential effects (C-APE) is confined to the Second Street ROW. Although there are numerous individually significant historic structures along Second Street and countless more close to the corridor, the proposed project would neither demolish or modify these structures nor introduce intrusive elements or other features to the physical setting, which could adversely affect these properties. Therefore, the proposed project does not represent an adverse effect on these neighboring historic properties.

As the Draft SEIR states (page 4.3-26), the project corridor bisects three historic districts between Market and King streets. However, these historical resources do not include features of the streetscape, with the exception of historic paving materials on Federal and De Boom streets in the South End Historic District, which are not within the C-APE defined for the Second Street project. Therefore, the proposed project would have no impacts on historic architectural resources.

4.5 TRANSPORTATION AND CIRCULATION

The comments and corresponding responses in this section cover subjects related to the Draft SEIR Chapter 4, Section 4.4, Transportation and Circulation. The following categories are addressed:

- TR-1, Traffic baseline
- TR-2, Traffic counts
- TR-3, Support pedestrian improvements
- TR-4, Bicycle counts
- TR-5, Traffic analysis
- TR-6, Traffic impacts at intersections
- TR-7, Traffic impacts, left-turn restrictions
- TR-8, Traffic Impacts – Lane reductions
- TR-9, Transit impacts
- TR-10, Pedestrian analysis
- TR-11, Emergency access
- TR-12, Existing loading and parking conditions
- TR-13, Loading impacts
- TR-14, Parking impacts
- TR-15, Cumulative traffic impacts
- TR-16, Cumulative bicycle impacts
- TR-17, Cumulative construction activities
- TR-18, Mitigation measures for increased VMT
- TR-19, TMP or TIS required

Where the proposed project is referenced in the responses below, the discussion and analysis also applies to the project variant, unless noted otherwise.

Comment TR-1: Traffic Baseline

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Miles
- PH-Gasser

“The DSEIR does not comply with CEQA’s requirements to accurately state existing (baseline) conditions of traffic, thus negating the impacts analysis, the mitigations analysis, and the alternatives analysis on these crucial impacts affecting traffic, transit, air quality, safety, and

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human health throughout the affected area.” *(Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])*

“2. The project description in the DSEIR fails to include an accurate description of the project area, since the project’s impacts will affect many other streets in the downtown area.

“The DSEIR fails to define the Project area, which extends beyond Second Street, instead limiting its review to only Second Street. (DSEIR, Figure 2-1, p. 2-4, Fig. 2-4, p. 2-17.) In fact, the Project’s impacts extend throughout the downtown area, to freeway accessibility, and to many other streets and intersections. By failing to describe the entire Project area, the DSEIR is misleading and fails to accurately inform the public of the extent of the Project’s direct and cumulative impacts.

“The DSEIR’s failure to include surrounding streets invalidates many of its conclusions on traffic, transit, parking, and loading, since the City also proposes to eliminate traffic lanes and parking on 3rd, 4th, and 5th Streets for other ‘bicycle improvements,’ including raised, separated ‘cycletracks.’ Second Street is not a neighborhood or isolated street, but a major north-south corridor that moves traffic and transit from the Financial District and Market Street to King Street (AT&T Ballpark), freeways, and Bay Bridge access.” *(Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])*

“6. The DSEIR’s reliance on the Bicycle Plan FEIR to analyze the environmental setting, impacts, and mitigation is misplaced, since the project is completely different, and the Bicycle Plan EIR is outdated.

“a. The existing conditions (baseline) must be accurate and up to date.

“The DSEIR relies on outdated information, including the 2009 (six years old) Bicycle Plan EIR for its ‘Study Intersections,’ including the intersections of Second Street at Howard Street, Folsom Street, Harrison Street, Bryant Street, Brannan Street, and Townsend Street, and the intersections of New Montgomery Street at Howard Street and Folsom Street. (DSEIR, p.4.4-3, Figure 4.4-1.) The DSEIR’s information must be accurate and up-to-date, and needs to include current traffic conditions at all affected intersections. An inaccurate baseline affects the impacts and mitigation analyses, and violates CEQA’s informational requirement.” *(Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])*

“You’ve got food trucks on Second Street. You’ve got Academy of Art buses. You’ve got main buses. You’ve got Google buses. You’ve got a traffic problem. You’ve got to solve the Fourth Street problem. Get that traffic going so you can get to Harrison again and get to the bridge. If

you saw some of those things, maybe later on you can start looking at Second Street and saying, all right, we've reduced the traffic; now we can get the bike lane in." (*John Gasser, transcript, March 19, 2015 [PH-Gasser]*)

Response TR-1:

The commenters state that the Draft SEIR does not accurately convey existing (baseline) traffic conditions information, which negates the Draft SEIR's impact, mitigation, and alternatives analyses. In addition, the commenter states that inaccurate traffic baseline information in the Draft SEIR adversely affects project area analysis for such topics as traffic, transit, air quality, safety, and human health. In particular, the comments raise concerns over the study area and baseline information used for the traffic analysis. Commenters also point to the existing traffic conditions along the Second Street corridor and suggest resolving the issues in the project area before considering the proposed project.

The Draft SEIR describes the Second Street corridor as the location where the proposed improvements would be implemented (See Chapter 2, Section 2.3, Project Location [page 2-3], and Figure 2-1). The study area for the traffic impact analysis is wider than the project location and includes nearby streets to account for potential traffic diversion due to implementation of the proposed project and affected parking and loading spaces on side streets off of Second Street (See Chapter 4, Section 4.4.2, Environmental Setting, and Figure 4.4-1). The project study area is generally bounded by Market Street on the north, First Street on the east, King Street on the south, and Third Street on the west. The study area also includes portions of Fifth and Bryant streets,¹⁸ near the I-80 freeway ramp locations.

As described in the Draft SEIR, Chapter 4, Section 4.4.1, a transportation impact study (TIS) for the proposed project was prepared in 2014 and the results were summarized in the Draft SEIR. The Project TIS is included in the Draft SEIR as Appendix B. The traffic analysis did not use the traffic counts collected during the preparation of the Bicycle Plan FEIR. Furthermore, cumulative traffic analysis of the proposed project was conducted for year 2040 and accounts for the planned changes to other streets in the study area as well as anticipated growth in the area.

As noted in the TIS, 29 intersections were analyzed for this transportation study. Intersections were analyzed during the weekday evening (PM) peak hour, which is the peak 60 minutes during the peak period (4:00 p.m. to 6:00 p.m.). Weekday turning movement counts during the PM peak hour for 24 of the 29 intersections were obtained from the Central SoMa Plan Transportation Impact Study (for which traffic counts were collected in August 2013); turning

¹⁸ The intersection of 5th/Bryant/I-80 on-ramp was analyzed in the LOS analysis. That analysis includes the approaches to the intersection (turn lanes, etc.).

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movement counts for the remaining five intersections were collected during the PM peak hour on Tuesday, September 10, 2013. The traffic counts and traffic modeling prepared for the proposed project account for all vehicles operating within the transportation study area, including Academy of Art shuttles and any commuter shuttle buses. Currently, there are no SFMTA Commuter Shuttle Pilot Program¹⁹ stops on Second Street. However, there is a commuter shuttle stop on the northwest corner of Harrison Street at Second Street.

See Response AL-1 for a discussion of the range of alternatives considered in the analysis of the Draft SEIR. See Response to AQ-1, Operational Air Quality Impacts, on page 4-65 for a discussion of air quality impacts associated with traffic counts.

The TIS adequately addressed the potential traffic impacts that would result from the proposed project; the analysis was based on the appropriate project area and baseline traffic conditions.

Comment TR-2: Traffic Counts

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Miles

“b. The DSEIR contains no information on traffic counts.

“The DSEIR states that it is analyzing 29 intersections on Second Street for Level of Service for sixty minutes during the ‘p.m. peak hour.’ (DSEIR, p.4.4-5) However, the ‘traffic counts’ were derived from studies for other projects for nearly all of those intersections.” (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

Response TR-2:

As noted under Response TR-1 above, intersection turning movements for 24 of the 29 study intersections were obtained from the Central SoMa Plan Transportation Impact Study, which was prepared in August 2013—within the same period as the TIS for the proposed project, and turning movement counts for the remaining five intersections were collected during the PM peak period on Tuesday, September 10, 2013. All the traffic counts used in the TIS comply with the San Francisco Planning Department’s Transportation Impact Analysis Guidelines for Environmental Review. Traffic counts are included in Appendix D of the TIS.

¹⁹ SFMTA. Commuter Shuttles Policy and Pilot Program. 2014. Online at <https://www.sfmta.com/projects-planning/projects/commuter-shuttles-policy-and-pilot-program>. Accessed July 27, 2015.

Comment TR-3: Support Pedestrian Improvements

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Daimler

“Thank you for including consideration of the most important and vulnerable constituency among those who travel 2nd Street: Pedestrians.

“All year long we have people spilling into automobile traffic South of Harrison St. because the sidewalks are too narrow to accommodate the volume of people walking the length of 2nd street.

“This problem is obviously much worse during Baseball season.

“With both my home and a separate office on 2nd St., I drive and bike in the city, but walking always occurs as the most dangerous. This is both at intersections because of the multiple freeway onramps but also in between intersections from the narrow sidewalks.

“Thank you in advance for doing what you can to alleviate this hazard.” *(Eric Daimler, e-mail, March 22, 2015 [I-Daimler])*

Response TR-3:

The commenter describes his view of the existing pedestrian conditions along the Second Street corridor and notes the importance of the proposed improvements in alleviating the risks to pedestrians. These comments do not address the adequacy or content of the SEIR, but they are noted nonetheless. Decision-makers may consider the description of pedestrians’ current experiences along the proposed project corridor for informational purposes during their deliberations on the proposed project.

Comment TR-4: Bicycle Counts

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Miles

“c. The DSEIR Contains No Information On Bicycle Counts.

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“As with the Bicycle Plan EIR, the DSEIR fails to include existing bicycle volumes. Six years ago, the Bicycle Plan EIR admitted that bicycle volumes on Second Street were ‘low,’ a fact which should have ended any further plans for ‘bicycle improvements’ on Second Street. The DSEIR again admits that peak hour ‘bicycle volumes were observed to be generally low along Second Street...’ (DSEIR, p.4.4-19.) Again those ‘low’ volumes are undefined in the DSEIR.”
(Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])

Response TR-4:

The commenter raises concern about the lack of bicycle counts in the transportation analysis prepared for the proposed improvements. As the commenter notes, the reported field observation of bicycle activities in the TIS, Section 2.5 (page 41), and the Draft SEIR, Chapter 4, Section 4.4.2 (page 4.4-19), provides a qualitative description of the bicycle volumes along Second Street.

The proposed project is an infrastructure project that would not generate new trips to the project area. It would provide transit, pedestrian, and bicycle facilities along the Second Street corridor to improve safety for bicyclists and pedestrians and to improve access to transit as well as to increase the reliability of transit service.

The significance criteria used by the San Francisco Planning Department to assess whether the proposed project would result in significant impacts associated with bicyclists and bicycle facilities are whether the proposed project would 1) create potentially hazardous conditions for bicyclists or 2) otherwise substantially interfere with bicycle accessibility to the site and adjoining areas. Thus, the criteria for determining whether an impact on bicycles is significant do not require a quantitative or numerical description of bicycle volumes. Instead, this analysis may be conducted qualitatively. The Draft SEIR adequately addressed existing bicycle conditions and impacts associated with the proposed project. Decision-makers may consider the benefits of the project on specific user groups when determining whether to approve, not approve, or modify the project.

Comment TR-5: Traffic Analysis

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

- I-Gibson
- I-Law

“I wanted to share my concerns about this project. 2nd street is one of the key access points to the Bay bridge and the traffic is full on from about 4 pm onwards every day (and after the ball

games). Even with 2 lanes in each direction the traffic is gridlock at rush hour and after the ball game. What will happen when this goes down to one lane. It will be even more of a challenge to move traffic from the SOMA area to the bridge. Has the traffic pattern been fully analyzed and what will be the alternatives for motorists? I would like my comments to be shared with whoever is running this project.” (Sue Gibson, e-mail, February 16, 2015 [I-Gibson])

“Then there is the afternoon commute backup. Where is this going to backup to? There is a lot of honking and upset drivers now. Thursday evenings the traffic is backed up for blocks in all directions from Second St. trying to get on the bridge.

“On game and event days it is a zoo, but we just live with it as part of the neighborhood.” (Garret Law, e-mail, 3/18/2015 [I-Law])

Response TR-5:

The commenters raise concerns about the reduction of travel lanes along the Second Street corridor and describe traffic conditions in the project area. The comments do not suggest that the SEIR analysis is flawed; rather, they address the merits of restructuring the corridor.

The Draft SEIR, Chapter 4, Section 4.4, (pages 4.4-38 through 4.4-52 and 4.4-74 through 4.4-88), analyzes the transportation impacts that would result from a reduction in travel lanes in each direction as a result of implementing the proposed project. It appropriately and adequately discloses the resulting traffic impacts. The Draft SEIR, Chapter 4, Section 4.4, (pages 4.4-52 to 4.4-53) adequately addresses traffic impacts during game day conditions.

The proposed project would result in less-than-significant traffic impacts at 18 of 29 study intersections. Significant traffic impacts were identified at 11 of the 29 study intersections in the project vicinity as a result of the proposed project. However, mitigation measures have been identified for three of these 11 intersections that reduce the proposed project or significant traffic impacts to less-than-significant levels. No feasible mitigation measures were identified for the significant traffic impacts identified at the remaining eight intersections.

The purpose of environmental review is to disclose the physical environmental impacts that would occur if a project were implemented. Decision-makers (in this case, the SFMTA Board and other City commissions/boards) are required to review and consider the SEIR when considering whether to approve the project. See Response Comment TR 6, Traffic Impacts at Intersections, on page 4-35 for a discussion of traffic gridlock and queuing at intersections.

Comment TR-6: Traffic Impacts at Intersections

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

- I-Dana
- PH-Dana
- I-Hathcoat
- PH-Gasser
- I-Miles
- PH-Phelps

“Given that the street project as described would result in the street functioning more like a mall than a busy street, I assumed that there would be an end to the chaotic gridlock that exists on weekday rush hour. Not so -- there’s no provision for addressing this situation. The project description states that implementation of the Second Street Improvement Project would lead to unavoidable project-level and cumulative impacts related to transportation and circulation. This project would contribute considerably to the “unsatisfactory operation” at the intersection of Bryant and 2nd streets. Therefore, the project would cause the level of service at the intersection to deteriorate during peak hours.

“The SEIR offers no feasible mitigation measures for the effect of this project. In its studies of the 11 out of 29 ‘unsatisfactory intersections conditions’ it finds that the whole area would be negatively experienced by the project, including Harrison and Hawthorne, King and Third, Mission and New Montgomery to name the intersections that are directly adjacent to ours at Second and Bryant.

“Under the described circumstances, apparently planners expect that the Second Street lineup would continue—cars blocking the intersection and honking and yelling for hours while waiting to get to the short block to the bridge entrance. This situation is only magnified on days of Giants games.” (*Dorothy Dana, e-mail, March 19, 2015 [I-Dana]*)

“Given that the street project, as described, would result in the street functioning more like a mall than a busy street—it’s going to have big bulk units for bicycles. It’s going to have more generous sidewalks and so forth. So it will be different from the busy street Second Street has—that we’re used to.

“I assume in getting the EIR, that there would be somehow a decision about the chaotic gridlock that exists on Second Street during weekdays, rush hour in particular, about 2:00, 3:00 o’clock to 7:00 o’clock at night. There are cars that are—that are going down Second Street to get to

Folsom, and then there are cars that are coming up Bryant Street and up Second Street, and they want to get to this—to this long driveway, basically, that's adjacent to our building, and they want to get on to the expressway.

“Well, the problem with the expressway is that number one, when you get up to that entrance, you can't just drive out there. You have to wait. There's other traffic coming. So this line goes a long way down Bryant Street and a long way down Second Street. And it goes on and on and on.

“The other night, I finally called the police. I said, You know what? This is a nuisance. I'm a taxpayer. There has been—there has been fighting and shouting and car honking going on from 2:00 o'clock in the afternoon till 8:00 o'clock at night.

“So I'm giving you—I'm giving you this scenery because what—how could this situation possibly fit in to the kind of project that you're talking about? It doesn't work now in the big city environment. And I think—I—I think I'm touching that—that's what needs to be addressed.”
(Dorothy Dana, transcript, March 19, 2015 [PH-Dana])

“As an owner/resident in the Clocktower Building at 2nd and Bryant for eight years, I have been following the Second Street Improvement Project, attending public meetings and most recently reading the published EIR. I have serious concerns regarding this project moving forward as planned, but I do have a few suggestions to make it more palatable.

“Presently traffic on 2nd Street during 2-3 peak p.m. hours and before/after ballgames is horrendous. At 2nd and Bryant, idling vehicles, drivers blocking the intersection creating hazardous conditions for pedestrians, and endless honking from frustrated motorists is a nightly occurrence. The EIR acknowledges these traffic woes. Presently 10 intersections along and bordering Second St. have an intersection level of service (LOS) E or F. Significant traffic impacts as a result of the project will drive that number to 13. No mitigation measures were identified for 8 of those intersections. Second and Bryant would continue to perform at LOS F (the lowest rating), with v/c growing 18%. By 2040, assuming the project moves forward, there will be 20 LOS F and 1 LOS E intersections. After enduring a year of construction to implement this 'improvement project,' this is simply unacceptable.” *(Diane Hathcoat, Clocktower Owner/Resident, e-mail, March 29, 2015 [I-Hathcoat])*

“In the morning, we get all the freight trucks trying to unload. And now all the construction crews are taking the yellow zones, so now the freight trucks are double-parking. So now you have one lane of traffic, and it takes you a half an hour sometimes just to get from Folsom Street to

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Second Street. I'm sorry. From Fremont Street to Second." (*John Gasser, transcript, March 19, 2015 [PH-Gasser]*)

"4. The DSEIR Fails To Accurately Identify The Project's Impacts.

"a. The DSEIR Underestimates The Project's Traffic Impacts.

"The DSEIR admits that the Project would cause intersection operations to degrade at at least five of the 29 intersections analyzed to an unacceptable level of service ("LOS") and that at six others, the Project would contribute significantly to already-unacceptable LOS. (DSEIR, p. 4.4-41 through 4.4-59.)

"At other intersections, the DSEIR claims it would "mitigate" LOS impacts on Second Street by increasing green traffic signal time, and/or increasing signal cycles to 90 seconds but fails to analyze the traffic impacts on the intersecting streets of increasing red time. 90 seconds of delay would itself be LOS F.

"Even if only 13 of the 29 intersections analyzed would experience unacceptable LOS, the backup from those intersections would affect the entire street, including the 16 of 29 intersections that the EIR claims would not be degraded. That analysis is entirely absent from the DSEIR. That omission makes the DSEIR a defective document that fails to accurately inform the public and decisionmakers of the Project's impacts." (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

"Moreover, the DSEIR fails to analyze the queuing gridlock caused by traffic backed up on other intersections on Second Street where significant impacts are identified at other intersections, and fails to analyze the spillover traffic onto Second and other Streets due to the 'bicycle improvements' identified in the 'Draft Central SOMA' plan, which will foreseeably reduce traffic capacity and eliminate traffic lanes and parking on Third, Fourth, and Fifth Streets." (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

"But I'm not for the project because I believe the environmental impact report didn't care enough and do enough about the congestion, which I think will occur as a result of the project.

"Second and Bryant Street, there was an article in the Chronicle not too long ago, which they commented they mentioned that this is the busiest intersection in San Francisco.

"Hundreds and hundreds of people leave San Francisco to go to the East Bay in the evening every day, even on Saturday and Sunday. The Giants games. And the congestion is just

dramatic at Second and Bryant Street. That's where I live. So I don't think that the proposal itself has taken enough consideration to honor these people who live in Oakland, who I sympathize with but how are they going to get home?" (*Kendall Phelps, transcript, March 19, 2015 [PH-Phelps]*)

Response TR-6:

Commenters raise concerns about the existing traffic conditions and the traffic impacts at the intersections along the Second Street corridor that would result from the implementation of the proposed project. Commenters also are concerned that the Draft SEIR does not provide feasible mitigation measures to reduce the traffic impacts, and does not address the impacts associated with implementing the identified mitigation measures, such as increasing green signals to 90 seconds at some intersections.

In response to the comments that raise traffic concerns that are occurring under existing conditions and would continue to occur, the purpose of the environmental analysis is to determine if a proposed project would result in significant adverse changes to the existing physical conditions in the project vicinity. At intersections where traffic congestion now exists, the proposed project's contributions to the existing poor intersection operations were examined and assessed to determine if the proposed project would worsen existing conditions to the extent that it would result in significant transportation impacts. CEQA does not require analysis of existing activities unrelated to the proposed project that would continue to occur, as these activities are reflected in the baseline (existing) conditions. Resolution of existing transportation problems is also not required. However, these community concerns are noted and may be considered by the SFMTA Board as part of the project approvals, independent of the CEQA analysis.

See also Response TR-5 above for a discussion of the traffic impacts associated with the proposed project.

The Draft SEIR identified three feasible mitigation measures to reduce traffic impacts at three intersections (Howard and New Montgomery streets, Howards and Hawthorne streets, and Folsom and Hawthorne streets). The traffic impact analysis describes the level of service before and after mitigation at these intersections (page 4.4-49 and 4.4-50). Two of the three mitigation measures (Mitigation Measures M-TR-10 and M-TR-11) entail increasing the signal cycle from 60 seconds to 90 seconds at two intersections in the project area (Howard and New Montgomery streets and Howard and Hawthorne streets, respectively), which would reduce the proposed project's impact to a less-than-significant level with mitigation. The potential effects of these measures have been analyzed in the Draft SEIR as these mitigation measures were included in the transportation model (See pages 4.4-49 and 4.4-50 of the Draft SEIR). Tables 17 and 18 of the TIS prepared for the proposed project and included in Appendix A of

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the Draft SEIR (see Appendix A, TIS, pages 111 and 112), describe the LOS at the intersections before and after mitigation. In addition, the transportation analysis accounted for traffic operations from all approaches to an intersection and not just those on Second Street.

One commenter stated that the Draft SEIR fails to analyze the project-related traffic impacts of increasing red signal time on the intersecting streets with Second Street and notes that “90 seconds of delay would itself be LOS F.” This is not a correct description of what would occur when red signal time for a traffic signal is increased from 60 seconds to 90 seconds. Not all of the additional 30 seconds of signal cycle time would be allocated to the Second Street phases; the per cycle green time for Second Street and each cross-street would be increased with the change in signal cycle length. Longer signal cycle lengths increase intersection capacity and are inherently more efficient for high vehicle flows. This is because they result in shorter yellow and red signal time per hour at the four-legged intersections (since there are only 40 cycles per hour with a 90-second cycle compared to 60 cycles per hour with a 60-second cycle). Due to these factors, additional traffic delay to cross-streets would be much less than 30 seconds with project implementation.

See Response TR-16 below for a discussion of cumulative bicycle impacts and response TR-12, Existing Loading and Parking Impacts, page 4-44 for a discussion of loading impacts.

As described above, the Draft SEIR adequately analyzes traffic impacts at intersections and provides mitigation measures to reduce the traffic impacts, where feasible. The analysis also addresses the impacts associated with implementing the mitigation measures. In addition, the Draft SEIR, Chapter 4, Section 4.4, (pages 4.4-52 to 4.4-53) adequately addresses traffic impacts during game day conditions.

Comment TR-7: Traffic Impacts—Left-Turn Restrictions

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

- I-Law
- I- Shapiro
- PH-Gasser

“If you do away with the left turn from Second to Brannan, that will push us to Townsend, which has its own issues with cars trying to back into parking spots to accommodate bike issues.”
(Garret Law, e-mail, 3/18/2015 [I-Law])

“It is proposed that there be no left turn southbound off 2nd onto Brannan where my home and that of hundreds of others is situated. How do you propose that I get to 219 Brannan from 2nd? Right on Brannan Left on 4th along with all the 280 freeway access traffic, left on Brannan where the back up from the now restricted 1 lane northbound Bay Bridge bound traffic will add up to 30 minutes to my short drive home? What exactly do you expect those of us who live in the neighborhood to do to get home?” (*Barbara Shapiro, letter, March 18, 2015 [I-Shapiro]*)

“Now, that part of the problem can get expanded even more if you came up with, say, you can’t make a left-hand turn from Howard Street onto Second Street. Now you’ll back up traffic even further. Then you put Oracle in, and you shut it down at Third Street, and you don’t get home till 9:00 o’clock at night. You’ve got a problem with traffic control.” (*John Gasser, transcript, March 19, 2015 [PH-Gasser]*)

Response TR-7:

The commenters raise concern about prohibiting left turns from Second Street onto Brannan Street and the potential resulting traffic impacts on Townsend Street. As described in the Draft SEIR, Chapter 2, Section 2.5.1 (page 2-24), the variant to the proposed project would allow left turns from southbound Second Street onto Brannan Street. An analysis of the traffic delay associated with the project variant showed a very slight decrease in traffic delay (0.2 second) compared with the proposed project at the intersections of Townsend and Second streets and Townsend and Third streets. Decision-makers (in this case, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors, Caltrans, and the San Francisco Board of Supervisors, and other agencies) are required to review and consider the SEIR in their consideration of whether to approve the proposed project or the project variant.

The project sponsor considered allowing a northbound left turn onto Brannan Street from Second Street. However, this feature was not included in the proposed improvement because of safety concerns that could result from conflicts between vehicles and bicyclists and vehicles and pedestrians. If left turns from northbound Second Street onto westbound Brannan Street are allowed, the southbound right-turn phase could not be separated from the adjacent bicycle and pedestrian movements, as is proposed for the rest of the corridor north of Brannan Street. The southbound cycle track would have to end north of Brannan Street, and southbound right-turning drivers would have to merge into the bicycle lane and then yield to pedestrians in the crosswalk to make the turn. Due to the high number of drivers making this southbound right-turn movement, this would result in the loss of a considerable safety benefit, compared to the proposed project. In addition, ending the cycle track before Brannan Street would result in an interrupted bicycle path, which would not meet the project’s purpose and need.

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Left turns from Howard Street onto Second Street would not be prohibited under the proposed project. The reasons described above with respect to why the project sponsor would not include a northbound left turn from Second Street onto Brannan Street would also apply to consideration of a northbound left turn from Second Street onto Howard Street.

Comment TR-8: Traffic Impacts—Lane Reductions

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

- I-Chang
- I-Shapiro
- PH-Gasser

“I am a resident of The Brannan (229 Brannan St.). I am sending you this message as I have concerns about the proposals for the Second Street Improvement Project.

“Although the project is well intentioned and many of the improvements are welcome and necessary, there may be huge negative consequences on traffic flow and the quality of life for the area residents.

“By restricting traffic flow to one lane in each direction, you will create a traffic nightmare. I don’t know if you’ve been to our neighborhood recently, if not I invite you to come during rush hour. It is gridlock on 2nd Street due to vehicles trying to get on the bridge. It is even worse when there is a Giants game. I can’t imagine what this would be like if there were only one lane for the cars. There must be some way to create bicycle lanes without eliminating lanes for automobiles. Based on your proposals for 2nd St, I am certain you have not seen the ramification of eliminating lanes of traffic on Townsend St between 2nd and 4th Streets. Traffic congestion is ten times worse now.” *(Pauling Chang, MD, e-mail, March 18, 2015 [I-Chang])*

“As a resident at 219 Brannan who often drives home on 2nd Street from businesses and museums, grocery stores and other shopping in the downtown financial district and Market Street corridor, I have grave concerns that the proposed changes to 2nd Street will have serious negative impact on the already over charged traffic patterns in my home area. The removal of two lanes of traffic will surely back cars up all over the neighborhood. Have you ever tried to navigate 2nd during rush hour?” *(Barbara Shapiro, letter, March 18, 2015 [I-Shapiro])*

“The lady’s right. It starts at 3:00 o’clock. It goes to 7:30. It goes to 8:00 o’clock at night. That’s two lanes of traffic right now, and both directions back up.” (*John Gasser, transcript, March 19, 2015 [PH-Gasser]*)

Response TR-8:

Commenters raise concerns regarding vehicle traffic and the reduction of travel lanes associated with the proposed project and the resulting impacts on the quality of life in the neighborhood.

See Response MER-a (page 4-78) for the effects of the proposed project on the quality of life.

The objectives of the proposed project include implementing a pedestrian- and bicycle-friendly street along Second Street from Market to King streets. To accommodate a cycle track in each direction along the Second Street corridor, a travel lane would have to be removed in each direction. The Draft SEIR accurately describes the existing conditions, including conditions during Giants games, along Second Street and in the project vicinity, including noting that a number of intersections in the transportation study area already operate poorly.

The traffic analysis provided in the Draft SEIR under each of the impact analyses on pages 4.4-44 through 4.4-96 identifies the environmental effects of the proposed project on transportation. These include significant and unavoidable traffic and commercial loading impacts. However, the proposed project would improve conditions for pedestrians, bicyclists, and transit riders by increasing the amount of space dedicated to pedestrians, installing a dedicated bicycle facility (cycle track), and maintaining system-wide reliability for transit routes operating along Second Street.

As discussed on page 4.4-44, a travel lane must be removed to implement the other facilities due to the width of the existing right-of-way. This would be required even for the striped Class II bicycle lanes that need less roadway width than the proposed bicycle facilities. This configuration was analyzed under Alternatives 2 and 3 in Chapter 6 of the Draft SEIR (pages 6-11 through 6-87). The existing travel lanes are not wide enough for drivers and bicyclists to pass each other at a safe distance. Under such conditions bicyclists must “take the lane” to travel safely, which can be a stressful situation for drivers and bicyclists on a street with moderate vehicle volumes, such as Second Street, and which is a deterrent to most potential bicycle riders. See Response AL-1 (page 4-65) for a discussion of the alternatives analyzed in the Draft SEIR. See also Response MER-a (page 4-78) for a discussion of the proposed project merits.

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Comment TR-9: Transit Impacts

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Miles

“d. Transit Will Be Delayed By Queuing And Gridlock Caused By The Project.

“The DSEIR’s claim that the Project’s impacts transit ‘travel time’ would be ‘less than significant’ defy common sense, since buses and vehicles will have to share the gridlocked single lane in each direction on Second Street.” (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

Response TR-9:

The commenter raises concern about the project impacts on transit operations. The proposed project described in the Draft SEIR, Chapter 2, Section 2.5, Project Characteristics (pages 2-16 through 2-35), includes measures to minimize transit delay and increase transit reliability. The proposed bus boarding islands would allow bus operators to stop within the travel lane, while allowing passengers to board and alight. This would minimize transit delay, compared to the existing conditions, which require the operator to pull in and out of traffic at the bus stops. The proposed project would also consolidate the number of stops consistent with the SFMTA’s Stop Spacing Guidelines and reduce the number of bus stops along this corridor from 13 to 10.

In addition, transit delay along this corridor would be minimized by providing right-turn pockets such that buses would not have to wait behind right-turning vehicles that are yielding to pedestrians or bicyclists (as buses currently do). In conjunction with these elements, the project would also restrict left turns at most intersections along the Second Street corridor to minimize transit delay due to the bus operating on a street with a single through-lane (i.e., as a result of the travel lane reduction). Bus boarding islands, stop reductions, left turn restrictions, and right-turn pockets would allow a continuous flow of the Muni buses along Second Street.

The Draft SEIR discloses the transit impacts associated with the proposed project (see Chapter 4, Section 4.4, Impact TR-16 and Impact C-TR-19, pages 4.4-53 through 4.4-57 and 4.4-89). As discussed on page 63 of the Transportation Impact Study prepared for the proposed project (Appendix B of the Draft SEIR), the method to calculate transit delays used the intersection LOS analysis results. The proposed project would increase delays for Muni Route 10 in both directions by 1 minute and 27 seconds. However, this would be less than the 6-minute threshold described in Section 4.4.4 of the Draft SEIR (pages 4.4-30 and 4.4-31); therefore, the impact of the proposed project on Muni Route 10 would be less than significant. The sum of the delay for Muni Route 12 in both directions would amount to a reduction of

10 seconds. The proposed project would improve Muni Route 12 transit travel time; thus, the impact of the proposed project on Muni Route 12 would be less than significant.

The purpose of the SEIR is to inform the public and decision-makers about the potential significant environmental impacts associated with the proposed project or its variant. With this information before them, it will be up to decision-makers to determine whether to approve, disapprove, or modify the proposed project when considering its approval.

Comment TR-10: Pedestrian Analysis

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Law

“The daily pedestrian traffic has really increased over the past 2 years. This is good, but are you using current pedestrian studies to plan how this is all going to work for bikes, pedestrians and cars.” (*Garret Law, e-mail, 3/18/2015 [I-Law]*)

Response TR-10:

The commenter asks if current pedestrian studies were used in the analysis of project impacts. The Transportation Impact Study prepared for the proposed project in 2014 describes the field observations of pedestrian activity conducted in September 2013. Since that date, the project area has not undergone any major changes in land use and travel patterns that would substantially alter the pedestrian conditions. Therefore, the pedestrian analysis conducted for the proposed project is current.

A field observation during the PM peak hour (5:00 p.m. to 6:00 p.m.) identified moderate to heavy pedestrian traffic along most of the roadway, most of which was in the northbound direction. Other segments of Second Street, particularly between Brannan and King streets, were relatively light.

In general, sidewalks along Second Street are wide enough to accommodate existing pedestrian circulation. Furthermore, to improve pedestrian conditions, the proposed project includes widening the sidewalks on Second Street between Harrison and Townsend streets from approximately 10 feet to 15 feet in width by removing parking and travel lanes. To improve pedestrian safety conditions, the proposed project would include pedestrian bulb-outs at some intersections, raised crosswalks at all alleys, and pedestrian-scale lighting. In addition, a new signal would be installed at the intersection of Second and South Park streets to facilitate pedestrian crossing and traffic movements from eastbound South Park Street.

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Comment TR-11: Emergency Access

This response addresses comments from the commenters below; each comment on this topic is quoted in full below:

- A-SFFD
- I-Miles

“I am one of the Battalion Chiefs with San Francisco Fire Dept that is responsible for the SOMA area and Mission Bay. I was just presented an Impact Report for the Bicycle plan for this project, and noticed that when Emergency Vehicles are mentioned, Less than significant impact opinions were noted. That was for Existing and Proposed and Alternatives.

“If you could share with the Fire Department contact that issued these opinions I would be grateful.

“The congestion in that and the surrounding areas is getting more congested and at certain times of the day, impassable. To reduce Lanes of Traffic, without a plan to redirect traffic from the area is.....[sic; ellipsis included in comment]

“I would like to know if this plan is final and will happen or is it still in the planning stages were public comment and issues can be identified prior to the final approval.” *(Michael Bryant, Battalion Chief, San Francisco Fire Department, e-mail, March 13, 2015 [A-SFFD])*

“The DSEIR’s disingenuous conclusion that the Project will have no impact on emergency services is false and dangerous. With the gridlock created by bottlenecked traffic, even if emergency vehicles can surmount the obstacles and climb over the raised ‘cycletrack’ bicycle lanes, those emergency vehicles will not be able to climb over the backed up cars, buses, and trucks occupying the two remaining travel lanes on Second Street.” *(Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])*

“9. Removing Traffic lanes and parking, and creating physical impediments to vehicle movement will cause significant impacts on emergency vehicle access.

“The DSEIR conclusions that the Project will not cause significant impacts for emergency vehicles on Second Street, claiming ‘vehicle operators...would be able to pull over onto the ramped concrete painted buffer or the cycle track itself to allow emergency vehicles to pass,’ is false, dangerous, and irresponsible. Most vehicles cannot climb a curbed ‘cycle track’ from the single traffic lane remaining on Second Street to allow emergency vehicles to pass. Further, the

false implication that the entire Street would not be gridlocked is silly, since the backup from gridlocked intersections would prevent any vehicles from moving anywhere.” (Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])

Response TR-11:

The commenters raise concerns about emergency vehicle access along the Second Street corridor, concerns about existing and future traffic congestion, and the ability of vehicles to mount the curbside cycle tracks to allow emergency vehicles to pass. For information about impacts related to traffic congestion and lane reduction, please see Responses TR-5 and TR-8 above. A commenter notes that the emergency vehicle analysis assumption is based on no gridlocked intersections and is false; the commenter disagrees with the significance conclusion related to emergency vehicle access.

As described in the Draft SEIR, Chapter 2, Section 2.5.3 (pages 2-25 and 2-26), the proposed cycle tracks would consist of asphalt paving raised two inches from the level of either the parking lane or vehicle travel lane. The raised separation would be continuous, with the cycle track ramping down to the level of the travel lane at major intersections. The width of the cycle tracks would range from six to seven feet. The curb²⁰ separating the cycle track from the vehicle travel lane would be fully mountable by passenger vehicles, as well as heavy vehicles, as it would be two inches higher than the travel lane.

The proposed project impacts associated with emergency access vehicles are described in the Draft SEIR, Chapter 4, Section 4.4, Impact TR-20 and Impact C-TR-22 (see pages 4.4-62, 4.4-63, 4.4-92, and 4.4-93), and reflect the results of transportation analysis conducted for the San Francisco Planning Department pursuant to the *San Francisco Guidelines for Transportation Impact Analysis*. As described in the Draft SEIR, Second Street’s northbound and southbound travel lanes together would provide a minimum width of up to 24 feet; therefore, the proposed project would comply with the Fire Code requirement of a minimum street width of 20 feet for fire apparatus access. Additionally, in the event of an emergency, vehicle operators traveling along Second Street would be able to pull over onto the ramped concrete painted buffer or the cycle track itself to allow emergency vehicles to pass. Implementing the proposed project would not generate vehicle trips or implement physical design features along Second Street that would impede or hinder the movement of emergency vehicles.

As discussed in the Draft SEIR, Section 4.4 on page 4.4-62 and 4.4-64, there would be two pinch point locations along Second Street, one between Stevenson and Jessie streets and another between Federal and South Park streets. At these locations, there would be

²⁰ The curb between the cycle track and travel lane is technically a sloped or mountable curb. It will be standard gray concrete while the cycle track will be asphalt. In this case it may also be described as a sloped, painted buffer.

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northbound and southbound transit boarding islands opposing each other on the same block. This means that drivers in both the northbound and southbound lanes would not be able to pull right, out of the travel lane. However, the curb-to-curb width between the two boarding islands would be 24 feet, which means that if northbound and southbound vehicles were to pull right within the lane, a space of about 10 feet would be created for the emergency vehicle to pass through. Furthermore, both of these pinch points would be less than 80 feet long, and drivers would be able to pull forward of the island and then pull right, out of the travel lane, in order to create additional room for emergency vehicles to pass.

Therefore, the proposed project would continue to provide adequate street widths, clearances, and capacity for emergency vehicle access.

One commenter requests an understanding of the project timeline. Following completion of the environmental review process, the proposed project may be considered for project approvals by the San Francisco Municipal Transportation Agency Board of Directors (SFMTA Board) with subsequent approvals considered by the San Francisco Board of Supervisors and Caltrans. The hearing before the SFMTA Board is currently scheduled for August 18, 2015.

Comment TR-12: Existing Loading and Parking Conditions

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- PH-Antonini

“And I’m there many nights walking, and I see the backups of people trying to get along Second Street. And then during the day, you’ve heard things about—from the public about the loading zones and other things and there still is parking on the sides of that street also.” *(Michael J. Antonini, Planning Commissioner, transcript, March 19, 2015 [PH-Antonini])*

Response TR-12:

The commenter raised concerns about existing traffic conditions, loading, and parking along the Second Street corridor.

Existing transportation conditions are described in Section 4.4 of the Draft SEIR pages 4.4-2 through 4.4-27 and are summarized below.

Traffic conditions. During the weekday PM peak period, traffic conditions along Second Street are generally dictated by conditions along I-80 and the freeway access ramps. For example, when the Bay Bridge (I-80) is congested, vehicles back up onto the First, Essex, and Sterling

streets on-ramps because of the limited capacity to access the Bay Bridge. These residual effects cause traffic queues along Folsom, Harrison, Bryant, and Second streets. As such, traffic congestion and queuing generally occur along Second Street, as far north as Howard Street or as far south as Townsend Street. The backup varies daily but generally occurs during the PM peak period for two to three hours, depending on traffic congestion levels on the Bay Bridge.

In addition to the traffic queue for the Bay Bridge, traffic congestion along Second Street is also caused by the following two factors:

- Left-turning vehicles on Second Street at Folsom and Harrison streets in the southbound direction—There is limited opportunity for left-turning vehicles at these intersections to make a left turn. This is due to congestion on Folsom and Harrison streets, which reduces their capacity to accommodate traffic; consequently, vehicle queuing occurs along Second Street.
- Vehicle conflicts with pedestrians at intersections—Second Street is a major pedestrian street along both east and west sidewalks. Consequently, right-turning and left-turning vehicles conflict with pedestrian movements at intersection crossings, and this becomes an additional source of congestion.

The proposed project would prohibit most of the left-turns at major street intersections along Second Street corridor; therefore, it would reduce the vehicle queuing at these intersections. Furthermore, vehicle and pedestrian conflicts would be reduced at intersections with the modification of the signal timing to include bicycle, pedestrian, and through-traffic phases at all intersections along Second Street, with a separate right-turn phase at right-turn pockets.

Loading conditions. There are 41 metered commercial loading stalls along Second Street, which comprise 16 commercial loading zones. Typically, metered commercial loading stalls are at least 22 feet long. Most of the metered commercial yellow loading stalls on Second Street are on the two blocks between Market and Howard streets (31 commercial loading stalls). Yellow commercial loading stalls on these blocks are occupied approximately 60 percent of the time during the designated hours of operation.²¹ Commercial parking meters between Howard and Bryant streets have an occupancy level of less than 45 percent. Additionally, Second Street has 15 white passenger loading zones between Market and King streets, located adjacent to the curb. See Response TR-13, Loading Impacts (page 4-46), for a discussion of the proposed project's impacts associated with loading.

²¹ SFMTA, 2012. Occupancy for Yellow and Red (reserved for trucks) Meters between 7 a.m. and 6 p.m., weekdays, from January 2nd to September 15th, 2012. From SFPark occupancy data collected September 2012. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2007.0347E.

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Parking conditions. There are approximately 168 on-street vehicle parking spaces (including both general metered parking and blue ADA-accessible parking spaces) and 56 motorcycle parking spaces on both sides of Second Street, between King and Market streets. Overall, the midday parking occupancy rate along Second Street is approximately 75 percent, which is an improvement over (is better than) the 85 percent parking occupancy rate for street parking facilities, typically defined as effective capacity. Based on these findings, parking demand along Second Street has remained below practical capacity. On average, there are approximately 40 parking spaces available during the midday period. See Response TR-14, Parking Impacts (page 4-48), for a discussion of the proposed project's impacts associated with parking.

The Draft SEIR adequately described and considered existing traffic, loading, and parking conditions within the Second Street corridor as part of the transportation analysis for the project.

Comment TR-13: Loading Impacts

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Law

"I am concerned about the plans for Second Street from the Embarcadero to Harrison St. It is barely a four lane street today. Between the delivery trucks parking in a lane and the left and right turns backing up to wait for pedestrians, it is a tough street to navigate. Will you make left and right turn lanes at all intersections so through traffic can move along? Where do you anticipate the delivery trucks will park and the Taxis will stop in the bike lane?" (*Garret Law, e-mail, 3/18/2015 [I-Law]*)

Response TR-13:

The commenter is concerned about the existing conditions on Second Street and it being a challenging road to navigate, with delivery trucks parking in travel lanes and turning drivers waiting for pedestrians. The commenter asks if left and right turn lanes would be provided at all intersections, the location for deliveries, and if taxis would park in the bicycle lanes.

Please see Response TR-12 regarding existing traffic, parking, and loading conditions.

As described on page 2-1 of the Draft SEIR, in order to provide a Complete Street along the Second Street corridor, the proposed project would generally reduce travel lanes from two travel lanes in each direction to one travel lane in each direction. This would be done in order to have adequate right-of-way to implement bicycle facilities on each side of the street, consistent with the Bicycle Plan, and to widen the sidewalk on the segment of Second Street between Harrison

and Townsend streets to better accommodate pedestrians. The proposed project would restrict most left turns from Second Street at major intersections and would provide right-turn lanes with new right-turn signal phases in order to prevent drivers waiting to turn from blocking through-traffic (including Muni buses) in the single through-lane.

The project variant would be the same as the proposed project along the Second Street corridor, except for the following differences at the intersection of Second and Brannan streets: southbound left-turning movements would be permitted, and there would be no separate signal phase at the crosswalk and cycle track on the east side of the intersection to separate left- or right-turning vehicles from pedestrians and cyclists proceeding through the intersection.

The proposed project would preserve commercial and passenger loading where possible. As described on page 2-28 of the Draft SEIR, the proposed project would remove 23 of the 41 yellow commercial loading metered stalls in the project area. However, as described below, approximately four of these commercial loading metered stalls could be relocated nearby, and an additional two new commercial loading stalls could be created, if the nearby business owners make this request. Overall, the proposed project would result in a net loss of approximately 19 to 21 on-street commercial loading stalls, depending on whether the two new commercial loading stalls are created.²² Passenger loading zones would be constructed between the vehicle travel lane and the cycle track. They would be painted with white cross-hatching to indicate the area is for loading. A curb ramp would be provided on the sidewalk to allow ADA-compliant access from the loading zone.

The Draft SEIR determined that a significant impact on commercial loading would result from implementing the proposed project as well as under the cumulative condition (Impact TR-22 and Impact C-TR-24). Mitigation Measure M-TR-22, which requires that, whenever feasible, commercial loading stalls proposed for removal would be relocated within 250 feet of the existing location, would address impacts. However, because the feasibility of providing replacement commercial loading stalls cannot be ensured in every situation where loading stalls may be removed, the impact would be significant and unavoidable with mitigation.

It is likely that taxis would continue to load passengers in the travel lanes, at corners, and in vacant parking and loading spaces, as they do currently. Taxis are also authorized to pull across the bicycle lane to the curb when dropping off paratransit customers who require direct access to the curb.

Decision-makers will take into account the impacts of the proposed project when considering whether to approve, disapprove, or modify the proposed project or one of the alternatives evaluated in the Draft SEIR.

²² These loading zones would be created if the nearby business owners request it.

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Comment TR-14: Parking Impacts

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

- I-Hathcoat
- I-Miles

“Parking is another concern. The EIR states that as occupancy rates climb toward 100 percent, drivers will resort to cruising for parking or may be tempted to park illegally. With this project, standard metered parking will drop 82% from 163 metered spots to 30. As parking on 2nd Street is presently at 75% occupancy (122 spots filled on average), I am unsure how 30 spots will suffice. How has the EIR concluded this is not an issue?” (*Diane Hathcoat, Clocktower Owner/Resident, e-mail, March 29, 2015 [I-Hathcoat]*)

“c. The DSEIR Fails To Analyze Parking Impacts.

“The DSEIR’s claim is false that removing nearly all of the parking on Second Street would not cause significant impacts on parking, traffic, air quality, noise, and safety, and entirely fails to analyze the direct, secondary, and cumulative impacts from the Project’s removal of 129 parking spaces, as well as the removal of parking on parallel and nearby streets.” (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

Response TR-14:

The commenters express concern about the availability of parking with implementation of the project. In addition, a commenter disagrees with the Draft SEIR’s significance finding related to parking impacts of the proposed project and indicates that the analysis for secondary effects and cumulative effects of parking removal have not been addressed in the Draft SEIR analysis.

As described on pages 2-27 and 2-28 of the Draft SEIR, the proposed project would remove approximately 137 of the 168 standard street parking spaces and 19 of the 56 motorcycle spaces on Second Street between Market and King streets, resulting in a total of 30 general metered spaces, one blue ADA-accessible space, and 37 motorcycle spaces remaining available for use along the Second Street corridor. Implementation of the proposed project would create approximately eight new on-street parking spaces on side streets, which would include creation of one blue ADA-accessible space on Harrison Street, resulting in an overall

net reduction of approximately 129 standard on-street parking spaces²³ and 19 motorcycle parking spaces.

As described on page 4.4-66 under Impact TR-23, implementing the proposed project would result in a less-than-significant parking impact as discussed in detail below. 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 or other modes (walking and biking) would be in keeping with the City's Transit First Policy and numerous San Francisco General Plan policies, including those in the Transportation Element. 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."

The transportation analysis accounts for potential secondary effects, such as drivers circling 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 (see Draft SEIR, Chapter 4, page 4.4-66 to 4.4-68). 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 and thus choose to reach their destination by other modes (walking, biking, transit, and taxi). Therefore, any secondary environmental impacts that 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 analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, would reasonably address potential secondary effects.

As described on page 4.4-68 of the Draft SEIR, the loss of 129 parking spaces in the context of downtown San Francisco, where a supply of off-street parking is readily available and where there are multiple options for the use of alternative transportation, is not considered substantial. At some locations, drivers would have to circle in search of parking, walk farther between the parking space and destination, or switch to transit or other modes. A decrease in the on-street parking supply is considered an inconvenience; however, it would not create potentially hazardous conditions or significant delays to traffic, transit, pedestrians, or bicyclists, such as consistently blocking sidewalks, mixed-use lanes, transit, or bicycle lanes or forming persistent queues to off-street parking facilities. In addition, as mentioned above, any secondary

²³ For environmental analysis, the blue ADA-accessible parking spaces on Second Street are included in the total parking number of parking spaces being removed. Five existing blue ADA-accessible parking spaces along Second Street would be removed. For each one being removed, an existing general metered parking space on the nearby side street would be converted to a blue ADA-accessible parking space. This change in designation from general metered parking space to blue ADA-accessible parking space is not considered parking removal.

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environmental impacts that may result from the shortfall in parking in the vicinity of the proposed project or project variant would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, would reasonably address potential secondary effects. Therefore, the Draft SEIR concluded on page 4.4-68 that the proposed project or project variant's impact on parking would be less than significant.

Although the Draft SEIR determined that the project's impacts would be less than significant, the removal of parking as a result of the proposed project may be considered by decision-makers during the project approvals as an aspect of the project's merits.

Comment TR-15: Cumulative Traffic Impacts

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- PH-Phelps

“And I think it's going to get worse because of the increased activity at Mission Bay, the University of California Medical Center hospital. It just opened. 7,000 employees. The coming of the Warriors stadium, which they're expected to have like 200 events a year. The way to get good people—a good many of those people are going to come from the East Bay. It's going to be much more congested, I believe, than when the project was originally conceived.

“So that's my major interest, and that's the one I want to leave with you, is to see if, as we review the project, that that is considered.” (*Kendall Phelps, transcript, March 19, 2015 [PH-Phelps]*)

Response TR-15:

The Draft SEIR identifies a number of significant traffic impacts due to the proposed project and also due to cumulative growth in the area. The assumptions regarding cumulative transportation network changes assumed in the transportation analysis prepared for this project are provided on pages 4.4-36 and 4.4-37. The transportation analysis was conducted in accordance with the San Francisco Transportation Impact Assessment Guidelines²⁴ and accounts for regional trips from the East Bay. In addition, the cumulative analysis prepared for the Bicycle Plan FEIR in 2009 has been updated to account for the changes in conditions and to

²⁴ City and County of San Francisco. The Planning Department. 2002. Transportation Impact Analysis Guidelines for Environmental Review. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=6753>.

provide a cumulative traffic horizon that is farther out in time (2040 instead of 2025). The 2040 cumulative PM peak traffic volumes were developed using outputs from the San Francisco County Transportation Authority county-wide travel demand forecasting model and travel demand analysis. This includes reasonably foreseeable projects, such as the development anticipated under the Mission Bay Redevelopment Plan and UCSF Hospital, and the proposed Warriors' Arena.

For locations where cumulative growth is anticipated to cause vehicular circulation to deteriorate substantially, the proposed project's contribution was evaluated to determine whether it would be cumulatively considerable, as described in the Draft SEIR in Section 4.4, Transportation and Circulation, pages 4.4-1 through 4.4-96.

Comments regarding the increase in congestion in the study area also express opposition to the proposed project but generally do not raise any specific comment on the adequacy or accuracy of the analysis presented in the Draft SEIR. The purpose of the SEIR is to inform the public and decision-makers about the potential significant environmental impacts associated with the proposed project. With this information before them, it will be up to decision-makers to determine whether to approve, disapprove, or modify the proposed project.

Comment TR-16: Cumulative Bicycle Impacts

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Miles

“7. The DSEIR fails to include essential information on other existing and planned bicycle and pedestrian facilities, including bicycle lanes on 3rd, 4th, and 5th streets, and the existing bicycle “improvements” on The Embarcadero and other nearby streets.

“The DSEIR disingenuously omits other existing, planned, and foreseeable bicycle ‘improvements’ within blocks of the proposed Projects. These include dedicated ‘cycle track’ facilities on Third Street (one block away), Fourth Street (two blocks away), and Fifth Street from Market Street to Townsend Street (three blocks away), as well as already implemented ‘improvements’ including removing traffic lanes and hundreds of parking spaces to create dedicated bicycle lanes on Fremont Street from Harrison Street to Howard Street, Beale Street from Bryant Street to Folsom Street, and the Embarcadero where a speeding bicyclist killed a pedestrian while running a red light. (DSEIR, p.4.4-73; Bicycle Plan Project No’s 2-2, 2-5, 2-7; Central SoMa Plan [aka “Central Corridor Plan”], April 2013, pp.53-65, 63.)” *(Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])*

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Response TR-16:

The commenter states that the Draft SEIR fails to include planned and recently constructed bicycle improvements in the cumulative analysis for the proposed project.

The Draft SEIR identifies the various components of the cumulative conditions on pages 4.4-68 through 4.4-73. As stated therein, the cumulative analysis for transportation (year 2040) was based on the Association of Bay Area Governments (ABAG) Sustainable Community Strategy (SCS), *2013 Jobs Housing Connection*.²⁵

Forecasts of transit ridership for the Muni routes and traffic volumes at the study intersections under the proposed project were developed using the SFCTA's SF-CHAMP model. The SF-CHAMP model is an activity-based travel demand model that has been validated to represent transportation conditions in San Francisco. The model predicts travel patterns based on current and projected population, demographics, employment, and the transportation network. This accounts for planned transportation network changes including roadway, transit, bicycle, and pedestrian improvements as well as anticipated land use changes.

Page 4.4-73 of the Draft SEIR lists reasonably foreseeable bicycle network improvement projects included in the cumulative analysis. Most near-term San Francisco Bicycle Plan projects analyzed in the San Francisco Bicycle Plan have been implemented and are part of the existing conditions. In particular, Project 2-5, the Beale Street Bicycle lane, was implemented in 2009.

Other projects, such as Project 2-2, the Fifth Street Bicycle Lanes, and Project 2-7, Fremont Street Bicycle Lane, have not been implemented but roadway changes as a result of these projects were assumed in the cumulative analysis as reasonably foreseeable. Improvements described in the Draft Central SoMa Plan and the Transit Center District Plan are also accounted for in the cumulative analysis.

As described above, the Draft SEIR adequately included planned and recently constructed bicycle improvements in the cumulative analysis for the proposed project.

Comment TR-17: Cumulative Construction Activities

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Hong

²⁵ One Bay Area, Jobs-Housing Connection Strategy, May 2012. Available online at: http://www.onebayarea.org/pdf/JHCS/May_2012_Jobs_Housing_Connection_Strategy_Main_Report.pdf; accessed on January 12, 2014.

“V. There is a lot going on with this project and several other major overlapping construction projects they too will be impacted by this work- such as; 176 2nd, 201 2nd, 41 Tehama, 543 Howard, 524 Howard and part of the Transit Center Project.” *(Dennis J. Hong, e-mail, March 28, 2015 [I-Hong])*

Response TR-17:

The commenter states that other major construction projects in the project vicinity will have overlapping construction schedules and will be impacted by the proposed project.

The status of the projects noted in the comment are identified in the Planning Department's records as described below:

- There is no current application for new construction at 176 Second Street.
- The 201 Second Street project was cancelled in 2010, and only a CU application for a parking lot is currently on file.
- A permit was issued for the 41 Tehama project, and construction is expected to take up to 29 months. A portion of the construction of this project would be concurrent with the proposed project.
- Recent permits for the building at 543 Howard Street, located at the center of the block between First and Second streets, were issued for interior improvements.
- The 524 Howard Street project is slightly east of the center of the block bounded by Natoma Street to the north, Howard Street to the south, Second Street to the west, and First Street to the east. The project, under environmental review as of February 2015, would replace the existing surface parking lot with a 44-story building that would include 275,948 square feet of residential uses and over 1,360 square feet of ground floor retail uses.

The Draft SEIR describes projects considered in the cumulative impacts analysis on pages 4.1-5 through 4.1-11. Impact C-TR-1 in Chapter 4, Section 4.4 of the Draft SEIR describes the cumulative project impacts during construction (see page 4.4-74). As noted in the analysis, the construction manager for all other projects would be required to work with the various departments of the City to develop a detailed and coordinated construction traffic control plan. This would address construction vehicle routing, traffic control, and pedestrian movement adjacent to the construction area for the duration of the overlap in construction activity for these projects. The Draft SEIR adequately addressed cumulative construction impacts associated with the proposed project.

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Comment TR-18: Mitigation Measures for Increased VMT

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- A-Caltrans

“Project Understanding

Second Street is identified as a primary pedestrian, bicycle and transit thoroughfare and green connection for the neighborhood in the East SoMa Area Plan. The proposed project is a refinement to the proposed Near-Term Improvement Project 2-1 analyzed in the San Francisco Bicycle Plan that was certified in 2009. Proposed streetscape improvements along Second Street between Market and King Streets include: widen sidewalks, install one way cycle track bicycle facilities in northbound and southbound directions, install transit boarding islands at most transit stops along with planted medians, install Americans with Disabilities Act (ADA)-compliant curb ramps, plant street trees, install site furnishings, and grind and repave asphalt. The project is within an approximate one half mile radius of major transit facilities and the Interstate (I-) 80 ramp terminal intersections at Fifth and Bryant Streets.

“Mitigation of Significant Impacts

“The Draft SEIR has identified significant and unavoidable impacts to the Fifth Street/Bryant Street/1-80 Eastbound On-Ramp intersection. Mitigation for any roadway section or intersection with increasing Vehicle Miles Traveled (VMT) should be identified. Mitigation may include contributions to the regional fee programs as applicable and should support the use of transit and active transportation modes. Consider contribution to Caltrans State Highway Operation and Protection Program (SHOPP); the Program from which funding for State highway improvement projects is obtained. The scheduling and costs associated with any planned improvements on Caltrans right-of-way (ROW) should be listed, in addition to identifying viable funding sources, per General Plan Guidelines.” *(Patricia Maurice, Acting District Branch Chief, Local Development – Intergovernmental Review, Department of Transportation – District 4, letter, March 26, 2015 [A-Caltrans])*

Response TR-18:

The commenter notes details of the proposed project’s description. She also notes the significant and unavoidable impacts on the Fifth Street/Bryant Street/1-80 Eastbound On-Ramp intersection identified in the Draft SEIR and states that mitigation should be identified for any roadway section or intersection that increases VMT and provides direction regarding specific measures.

As described on page 4.4-32 of the Draft SEIR, the proposed project is an infrastructure project and would not generate any new vehicle trips. However, some vehicles would be diverted from Second Street to other nearby streets, primarily due to the prohibition of left-turn movements along Second Street and the reduction in this corridor's roadway capacity. Therefore, the proposed project would not increase VMT.

The Draft SEIR identifies two significant and unavoidable impacts at the Fifth Street/Bryant Street/I-80 Eastbound On-Ramp. Under Impact TR-9, the proposed project or project variant would contribute considerably to the unsatisfactory operation at the intersection of Fifth Street/Bryant Street/I-80 Eastbound On-Ramp (Intersection #29) under existing plus project conditions. The intersection would continue to perform at LOS F during the PM peak hour, and the proposed project was found to contribute considerably to this poor operation. Under Impact C-TR-15, the proposed project or project variant would contribute cumulatively considerable traffic to the unsatisfactory operation at the intersection of Bryant Street/Fifth Street/I-80 Eastbound On-Ramp (Intersection #29); the intersection would continue to perform at LOS F under cumulative plus project conditions. As described in Response EP-3, above, no feasible mitigation measures are available due to physical constraints of the existing right-of-way and competing priorities for the use of the available right-of-way to provide facilities for pedestrians, transit, or bicycles as proposed by the project or its variant.

The estimated cost of the proposed project is approximately \$11.9 million, with a portion funded by the One Bay Area Grant and the remaining portion funded by the City.

Comment TR-19: TMP or TIS Required

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- A-Caltrans

“Transportation Management Plan

“Given that majority of construction-related truck trips would use the 1-80 to travel to and from the project site (pg. 121), a Transportation Management Plan (TMP) or construction TIS may be required of the City and County for approval by Caltrans prior to construction if it is determined that construction related traffic restrictions and detours are needed on or affect State highways. TMPs must be prepared in accordance with California Manual on Uniform Traffic Control Devices. For further TMP assistance, please contact the Office of Traffic Management Plans/Operations Strategies at 510-2864579 and see the following website: <http://www.dot.ca.gov/hq/traffops/engineering/mutcd/pdf/camutcd2014/Part6.pdf>.” *(Patricia Maurice, Acting District*

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Branch Chief, Local Development – Intergovernmental Review, Department of Transportation – District 4, letter, March 26, 2015 [A-Caltrans]

Response TR-19:

Caltrans states that it may require a TMP or construction TIS for the project.

This information from Caltrans is noted and acknowledged. As noted under Response PD-8, Encroachment Permit (page 4-17), the proposed project would encroach on state ROWs for improvements at the intersection of Second Street at Harrison Street; additionally, because portions of the proposed improvements would be implemented within 300 feet of a state ROW (I-80 freeway on-ramp), the proposed project would obtain a Caltrans encroachment permit.

In September 2014, Public Works submitted to Caltrans the TIS prepared for the proposed project. In addition, the project sponsor would be required to conduct construction activities in accordance with the SFMTA's Blue Book²⁶ and Article 2.4 of the Public Works Code regarding Excavation within the Public Right-of-Way to minimize disruption to the transportation network including vehicular, transit, bicycles, and pedestrian traffic due to project construction activities. Furthermore, the proposed project would have to comply with the SFMTA and with Muni's Street Operations and Special Events Office. Access would be maintained to the buildings along Second Street at all times during construction.

²⁶ San Francisco Municipal Transportation Agency. January 2012. *Regulations for Working in San Francisco Streets*. Eighth edition. (This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, Case No. 2007.0347E.)

4.6 NOISE

The comments and corresponding responses in this section cover topics in Chapter 4, Section 4.5, Noise and Vibration, of the Draft SEIR. These include topics related to:

- NO-1, night noise

Where the proposed project is referenced in the responses below, the discussion and analysis also applies to the project variant, unless noted otherwise.

Comment NO-1: Night Noise

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Hathcoat

“Night noise permits should not be allowed. (Page 125, 3-3) Residents along Second Street need to be able to sleep so that they can function at work the next day.” (*Diane Hathcoat, Clocktower Owner/Resident, e-mail, March 29, 2015 [I-Hathcoat]*)

Response NO-1:

The commenter expresses concern about noise from night construction and the possibility for it to disrupt the sleep of residents along Second Street.

The Draft SEIR describes construction activities on page 2-26 as follows:

Construction is not anticipated to occur on Saturdays, Sundays, or major legal holidays but could occur during those times on an as-needed basis. Public Works would stipulate the hours of construction, and the contractor would be required to comply with the San Francisco Noise Ordinance, including avoiding traffic peak-hour construction on adjacent streets. Work may be allowed on weekends or holidays or between 10 p.m. and 7 a.m. if a Night Noise Permit is obtained.

Construction-related activities would typically occur Monday through Friday, between 9:00 a.m. and 3:00 p.m. However, there are multiple day-time restrictions on construction activities on Second Street, described in the Draft SEIR (pages 2-35 and 2-36) as follows: during commute hours—7 a.m. to 9 a.m. and 3 p.m. to 7 p.m., Monday through Friday; 2 hours before to 2 hours after major events at AT&T Park; and from 1 hour before until 1 hour after major events in the

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Moscone Center. Therefore, nighttime construction may be necessary for certain periods of the project construction.

As stated on pages 4.54-6 and 4.5-7 of the Draft SEIR, the Noise Ordinance, Article 2.4 of the San Francisco Public Works Code/DPW Order No. 176-707 and the SFMTA Blue Book require that construction (1) not produce noise from any equipment (except impact tools) that would exceed 80 dBA at 100 feet, and (2) not generate noise between 8:00 p.m. and 7:00 a.m. that exceeds the ambient noise level by 5 dBA at the nearest property line without procuring a Night Noise Permit. In accordance with Section 2907 of the San Francisco Noise Ordinance, impact tools and equipment must be equipped with intake and exhaust mufflers recommended by the manufacturers and approved by the Director of Public Works for maximum noise attenuation, and pavement breakers and jackhammers must be equipped with acoustically attenuating shields or shrouds.

In accordance with the Night Noise Permit, the use of construction equipment that would generate high levels of noise and impact equipment is not allowed after 10:00 p.m. Public Works inspects the project site to ensure compliance with this requirement.

Construction activities are temporary, and construction of the project would proceed along the Second Street corridor such that residents of a particular building would be subject to construction noise and disruption for a limited period of time. Compliance with City regulations, as well as implementation of Mitigation Measure M-NO-1: Control or Abatement of Concrete Saw Operation Noise, would reduce noise impacts to less-than-significant levels, as described in the Section 4.5, Impacts Evaluation for Noise and Vibration, on pages 4.5-14 through 4.5-22 of the Draft SEIR.

4.7 AIR QUALITY

The comments and corresponding responses in this section cover topics in Chapter 4, Section 4.6, Air Quality, of the Draft SEIR. These include topics related to:

- AQ-1, Operational air quality impacts

Where the proposed project is referenced in the responses below, the discussion and analysis also applies to the project variant, unless noted otherwise.

Comment AQ-1: Operational Air Quality Impacts

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

- I-Miles
- I-Shapiro
- PH-Phelps

“The DSEIR contains no traffic counts or other traffic indicators and inadequate analysis of operational air quality impacts from the congestion inevitably caused by removing traffic lanes and parking.” (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

“b. The DSEIR Fails To Adequately Analyze Direct And Cumulative Air Quality Impacts From Operation Of The Project.

“San Francisco exceeds air quality criteria pollutant concentration standards (DSEIR, p. 4.6-3 – 4.6.) San Francisco also has levels of Toxic Air Contaminants (TAC’s). San Francisco is also in Non-Attainment Status for State and Federal Air Quality Standards for Air Pollutants, including ozone, particulate matter (PM-10 and PM-2.5). (DSEIR, p.4.6-13)

“Yet the DSEIR disingenuously claims that the Project would not have any ‘operational’ air quality impacts, since it ‘would not generate any new vehicle trips in the area,’ and speculates that ‘localized isolated increases’ in pollutants ‘are likely to be minor because drivers would be expected to modify their travel routes, or in some cases, change their travel modes...’ (DSEIR, p. 4.6-34, 4.6-37) However, no supporting evidence is presented for that speculation, and there is no factual analysis of the cumulative impacts of increased air pollution throughout the area.” (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

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“Do you really think all those commuters will get out of their cars and start riding bikes? How does the convenience of a few bike riders, and I do not see many at rush hour, outweigh the health and environmental hazards of total grid lock?” (*Barbara Shapiro, letter, March 18, 2015 [I-Shapiro]*)

“There’s going to be many, many more cars idling bumper to bumper with the carbon dioxide and all the rest. It just makes me feel poor about—I feel sorry for it.” (*Kendall Phelps, transcript, March 19, 2015 [PH-Phelps]*)

Response AQ-1:

The commenters express concern regarding the impacts of the proposed project on air quality during project operation. With respect to the comment regarding traffic counts, please see Response TR-2 above. With respect to the comment regarding drivers switching to bicycling and the convenience of bicyclists versus drivers, please see Response MER-a below.

The discussions under Impact AQ-3 through Impact AQ-5 in Chapter 4, Section 4.6, Air Quality, starting on page 4.6-33 of the Draft SEIR, provide the analysis of the air quality impacts associated with the operation of the proposed project (see pages 4.6-33 through 4.6-36). Furthermore, Impact C-AQ-1 and Impact C-AQ-2 (see pages 4.6-37 and 4.6-38) provide the analysis of the cumulative air quality impacts associated with the proposed project.

The proposed project would reduce roadway vehicle capacity in order to implement pedestrian, bicycle, and transit facilities, would prohibit left-turn movements at major intersections, and would reconfigure lane geometries (Draft SEIR, pages 4.6-34 to 4.6-35). These changes would alter travel patterns in and around Second Street, resulting in traffic diversion to other streets in the project vicinity. However, they would not result in additional vehicle trips to the area.

The results of the intersection LOS evaluation performed for the project’s TIS (see Appendix B, pages 53, 92, 104, and 107) indicate that implementing the proposed project or its variant would increase the PM peak-hour vehicle delay at some intersections and would decrease the PM peak-hour vehicle delay at others. The project variant would result in similar increases and decreases in PM peak-hour vehicle delay.

As stated, the proposed project or its variant would not generate additional vehicles trips, but reducing roadway capacity may increase delays at some locations and therefore may increase emissions of criteria pollutants or ozone precursors in particular locations. These localized, isolated increases are expected to be minor because the delays would be minor and not of a duration that would cause an increase above threshold levels. Moreover, drivers would likely modify their travel routes, or in some cases, change their travel modes, as a result of project implementation, thereby reducing the overall number of vehicles.

Any changes in travel mode, such as a shift from private passenger vehicles to taking transit, bicycling, or walking, would reduce vehicle-generated emissions that could otherwise occur. Furthermore, changes in criteria air pollutant emissions, including particulate matter and ozone precursors, are evaluated on an average daily and maximum annual basis. Criteria air pollutants are by their nature cumulative. No single project by itself would be large enough to result in nonattainment of ambient air quality standards; instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.

The proposed project or its variant would not generate new vehicle trips, would divert trips to alternate corridors, and would increase delays at some intersections while decreasing delays at others. Because of this, the air quality impact from vehicle delays at intersections would be relatively minor. Operational criteria pollutant thresholds are not anticipated to be exceeded.

As discussed in the Draft SEIR page 4.6-37, regional air pollution is by its nature largely a cumulative impact. Emissions from past, present, and future projects cumulatively contribute to the region's adverse air quality. No single project by itself would be large enough to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.²⁷

The project-level thresholds for criteria air pollutants are based on the expectation that new sources would not contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction emissions (Impact AQ-1) and operational emissions (Impact AQ-3) would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not result in a cumulatively considerable contribution to regional air quality impacts.

As discussed on page 4.6-35 of the Draft SEIR, the proposed project or its variant would not add any new sensitive receptors or new sources of TACs (e.g., new vehicle trips or new stationary sources of air toxics). Project operations would not generate emissions of PM_{2.5} or TACs, including DPM, at levels that would expose existing sensitive receptors to substantial pollutant concentrations. Therefore, the proposed project or its variant would not expose sensitive receptors to substantial levels of air pollutants, and operational health risks would be less than significant. No mitigation measures are necessary.

The air quality impacts were determined to be less than significant. The commenter has not provided information to support a conclusion that project emissions would result in significant air quality impacts.

²⁷ BAAQMD, *CEQA Air Quality Guidelines*, May 2011, page 2-1.

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4.8 GREENHOUSE GAS EMISSIONS

The comments and corresponding responses in this section cover topics in Chapter 4, Section 4.2, Air Quality, of the Draft SEIR. These include topics related to:

- GHG-1, Greenhouse gas impacts

Where the proposed project is referenced in the responses below, the discussion and analysis also applies to the project variant, unless noted otherwise.

Comment GHG-1: Greenhouse Gas Impacts

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Miles

“5. The DSEIR’s GHG Emissions ‘Analysis’ Omits The Project’s Impacts On Traffic Congestion, Violating CEQA’s Informational And Other Requirements

“The DSEIR fails to include the Project’s admitted significant impacts on Traffic congestion, only reaching unsupported conclusions that the Project will have a ‘less-than-significant impact with respect to GHG emissions’ for its construction phase but not its operational phase. (DSEIR, p. 4.2-14-4.2-15.) The document fails to comply with CEQA’s requirements, including describing existing conditions (baseline), analyzing impacts, and “reducing or mitigating the project’s incremental contribution of greenhouse gas emissions. (Guidelines § 15064.4.)” (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

Response GHG-1:

The commenter expresses concern about the impacts associated with project GHG emissions analyzed in the Draft SEIR. GHG emissions are analyzed in Chapter 4, Section 4.2, Supplement to the Bicycle Plan Initial Study.

As indicated in the Draft SEIR, the GHG analysis is consistent with CEQA Guidelines Section 15064.4, which allows lead agencies to rely on a qualitative GHG analysis for a project. Furthermore, the GHG analysis for the Second Street Improvement Project is consistent with CEQA Guidelines Section 15183.5, which allows public agencies to analyze and mitigate GHG emissions as part of a larger plan for reducing GHG emissions and describes the required content of such plan. The GHG analysis in the Draft SEIR assesses the proposed project’s compliance with the San Francisco Greenhouse Gas Ordinance and San Francisco Greenhouse Gas Reduction Strategy. The Bicycle Plan EIR on pages V.B-19 to V.B-24

identified a less-than-significant GHG impact as a result of the Bicycle Plan Project. Since certification of the Bicycle Plan EIR, the City modified its approach to GHG analysis and developed a qualified GHG Reduction Strategy.²⁸ Therefore, the proposed project was evaluated under the current City approach to GHG impact analysis as described on Draft SEIR pages 4.2-12 through 4.2-16. The project demonstrated compliance with the GHG Reduction Strategy, and therefore, was found to result in a less-than-significant GHG impact.

As the Draft SEIR notes, the GHG emissions related to vehicle trips are not anticipated to significantly change from existing conditions due to implementation of the proposed project. Implementing the proposed project or its variant would increase the PM peak-hour vehicle delay at some intersections and would decrease delay at others. As described on pages 4.4-32 of the Draft SEIR, the proposed project would not add vehicle trips. However, it would likely result in vehicle trips being redistributed in the project vicinity due to traffic diversions from Second Street. The proposed project would also result in significant project-level and cumulative traffic impacts from increased congestion due to the travel lane reduction. Therefore, while the proposed project would not directly reduce vehicle trips or associated GHG emissions, it would encourage the use of alternative modes of transportation by providing improved transit, pedestrian, and bicycle facilities. This would help San Francisco achieve GHG reduction goals.

The proposed project was determined to be consistent with San Francisco's GHG reduction strategy;²⁹ and the GHG emissions would not conflict with state, regional, or local GHG reduction plans and regulations; therefore, the proposed project's contribution to GHG emissions would not be cumulatively considerable.

²⁸ San Francisco. 2010. *Strategies to Address Greenhouse Gas Emissions*. Online at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf. Accessed July 17, 2015.

²⁹ San Francisco Planning Department, 2014. GHG Analysis Compliance Checklist, for the Second Street Improvement Project, May 6. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2007.0347E.

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4.9 ALTERNATIVES

The comments and corresponding responses in this section cover topics in Chapter 5 of the Draft SEIR. These include topics related to the following:

- AL-1, Full range of alternatives
- AL-2, Alternatives do not address traffic impacts
- AL-3, Consider one more alternative

Where the proposed project is referenced in the responses below, the discussion and analysis also applies to the project variant, unless noted otherwise.

Comment AL-1: Full Range of Alternatives

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

- I-Miles

“The DSEIR fails ... and to present a full range of alternatives including off-site alternatives, to the Project to eliminate or reduce the Project’s impacts.” (*Remaining part of the sentence is stated under Comment GC-5.*) (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

“11. The DSEIR Fails To Evaluate Alternatives To The Project.

“The DSEIR fails to evaluate a ‘range of reasonable alternatives to the project, or the location of the project, which...would avoid or substantially lessen any of the significant effects.’ (Guidelines, §15126.6(a).) The DSEIR proposes only three alleged ‘alternatives’: ‘Alternative 1 No Project Alternative,’ ‘Alternative 2 Bicycle Lanes Alternative,’ and ‘Alternative 3 Center-Turn Lane Alternative.’

“The ‘No-Project Alternative’ may not be counted as an ‘alternative,’ because it will be rejected as not satisfying the ‘Project-Sponsor’s Objectives.’ The other two alternatives do not substantially lessen any of the significant impacts, since both would eliminate two traffic lanes and install cycle tracks bicycle lanes on both sides of Second Street. Therefore, no serious alternatives that would lessen the Project’s impacts and comply with CEQA.” (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

Response AL-1:

The commenter states that the Draft SEIR does not comply with CEQA because it fails to evaluate a reasonable range of alternatives to the proposed project, which would avoid or substantially lessen the significant effects of the project (as required under CEQA Guidelines, Section 15126.6[a]). This commenter also states that the two alternatives presented in the Draft SEIR do not substantially lessen any of the significant impacts of the project, and that the Draft SEIR does not consider an alternative location for the proposed improvements, instead of the Second Street corridor. In addition, the commenter states that the No Project Alternative may not be considered as an alternative.

The alternatives to the proposed project are presented in Chapter 6 of the Draft SEIR on pages 6-1 through 6-95. As stated in CEQA Guidelines, Section 15126.6 (a), an EIR is required to include the analysis of a reasonable range of alternatives to the project or to the location of the project, which would feasibly attain most of project's basic objectives and avoid or substantially lessen any of the significant effects of the project. The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that would foster informed decision-making and public participation. Alternative 2, Bicycle Lanes Alternative, and Alternative 3, Center-Turn Lane Alternative, analyzed in this EIR meet these requirements.

The Draft SEIR considers three alternatives. The No Project Alternative consists of existing conditions and cumulative conditions without the proposed improvements. The No Project Alternative is required to be considered in an EIR by Section 15126.6(e) of the CEQA Guidelines. Alternative 2 is the Bicycle Lanes Alternative, which would result in one travel lane and one bicycle lane (not a cycle track, as under the proposed project) in each direction; the existing 60-second signal cycle lengths at all locations would be included, with no separate bicyclist/pedestrian signal phase at the signalized intersections along Second Street. Alternative 3 is the Center-Turn Lane Alternative, which consists of a northbound and southbound Class II bicycle lane and travel lane being provided, with a two-way, left-turn, center lane along two sections of Second Street. Rehabilitating and replacing the sewer system along Second Street and undergrounding the overhead utilities between Stillman and Townsend streets would be included under both Alternatives 2 and 3.

Alternative 2 was considered in the Draft SEIR based on its potential to avoid or reduce significant impacts identified for the proposed project as well as the community support expressed during outreach. Alternative 3 was developed during the community planning process for the project in 2012 and 2013. Since it was supported by some members of the community and would reduce some traffic impacts of the proposed project, analysis was

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provided for consideration as an alternative to the proposed project that would meet the basic project objectives to provide a complete street.³⁰

The Draft SEIR identified significant and unavoidable impacts of the proposed project for traffic and commercial loading. For other significant impacts related to cultural resources (archaeology and paleontology), transportation (traffic), construction noise, and construction air quality, the Draft SEIR identified mitigation measures to reduce the effect of the impacts to a less-than-significant level for the proposed project.

Table 6-3 on pages 6-18 through 6-24 of the Draft SEIR provides a comparison of the environmental impacts of the alternatives with the proposed project and project variant, including which of the significant environmental impacts of the proposed project or variant would be reduced or eliminated by the alternatives. Both alternatives would result in fewer project level and cumulative significant traffic impacts than the proposed project. In addition, Alternative 2 would eliminate the commercial loading impact that would result from the proposed project. While Alternative 3 would result in fewer significant and unavoidable traffic impacts compared with Alternative 2, Alternative 3 would result in a significant and unavoidable transit impact for Muni Route 10. In addition, Alternative 3 would result in a significant and unavoidable passenger loading impact and a significant and unavoidable commercial loading impact. The commercial loading impact would be more severe than the significant and unavoidable commercial loading impact under the proposed project.

An alternative street was not included as an alternative for the proposed project. This is because Second Street is part of several of the City's transportation networks, including the transit network, the bicycle route network, and as a green connector³¹ between the Financial District, SoMa and Mission Bay. These transportation networks are designed to form a comprehensive transportation system that provides connections throughout the City between residential neighborhoods, employment centers, commercial districts, recreation opportunities, and other destinations no matter what form of transportation one chooses to use.

³⁰ The San Francisco Public Works Code, Article 2.4 Excavation in the public right-of-way, Section 2.4.13, Transit, Pedestrian, Bicycle, Stormwater, and Communications Infrastructure Improvements as Part of Planning, Construction, Reconstruction, and Repaving Projects, states that whenever Public Works or any other municipal excavator undertakes a project involving the planning, construction, reconstruction, or repaving of a public right-of-way, such project shall include, to the maximum extent practicable and feasible, transit, pedestrian, bicycle, stormwater, and communications infrastructure improvements. In combination, these improvements constitute a complete street project.

³¹ Green connectors' are streets that will be upgraded incrementally over the next 20 years to make it safer and more pleasant to travel to parks by walking, biking, and other forms of active transportation. Through the Green Connections project, Second Street was identified as a green connector in San Francisco. For more information about the Green Connections, please see the Planning Department web page for this project. Internet website: <http://www.sf-planning.org/index.aspx?page=3002>.

Second Street is designated a secondary transit street, providing service from North Beach, through the Financial District to SoMa, and into the Mission and Potrero Hill. Second Street is currently designated in the General Plan as the primary pedestrian corridor in the East SoMa area connecting Market Street to King Street. Second Street is also an identified green connector through the Transit Center District and East SoMa, providing pedestrians with a path from Market Street transit facilities to the ballpark and other waterfront destinations. The block pattern in SoMa is much larger than elsewhere in the City, with double the typical distance between intersections; that is, the blocks are much longer, typically about 530 to 575 feet in length along Second Street and 825 feet to 875 feet in length for east-west streets such as Mission Street. Alternate streets to Second Street would create gaps in the transportation system that the proposed project was intended to improve. In addition, Second Street was designated as Route 11 of the City's Bicycle Route Network, providing connections between Aquatic Park and Fisherman's Wharf, through North Beach to the SoMa area, connecting to bicycle routes in Mission Bay.

Second Street was chosen as the preferred bicycle and pedestrian route through the SoMa area for several reasons. First Street ends south of Harrison Street and does not provide a direct route south of I-80. Because First Street ends at Harrison Street, it does not connect to King Street, the ballpark, or the Embarcadero as Second Street does. Second Street is designated as Bicycle Route 11, which follows Battery and Sansome streets north of Market Street, and provides a more direct connection to Route 11 north of Market Street than would either First Street or Third Street. In addition, Second Street provides better access to and from the ballpark and BART for pedestrians due to the locations of the MUNI and BART station entrances on Market Street.

Third Street is a northbound, one-way street and would not provide the same connections for different transportation modes that Second Street would. With a one-way northbound bicycle facility on Third Street, a southbound bicycle lane would still be required on Second Street. Alternatively, a contra-flow bicycle lane would be required on Third Street, which would result in conflicts that would need to be managed at several unsignalized vehicle crossings (streets, alleys, and driveways). The frequency of these unsignalized vehicle crossings—where many drivers would not expect bicyclists to be approaching from the opposite direction of vehicle traffic—makes Third Street unsuitable for a bi-directional cycle track. Also, as noted, Third Street does not provide a direct connection to the existing bicycle route network on Sansome and Battery streets (Route 11).

As other commenters have noted (see Comment PP-1, Consistency with Bicycle Plan on page 4-21), the draft Central SoMa Plan proposes cycle tracks on Third and Fourth streets. Providing a one-way couplet of bicycle facilities on Third and Fourth streets does not reduce the need for bicycle facilities on Second Street for the reasons discussed above.

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In any event, implementing improvement features similar to the proposed project along other streets in SoMa near Second Street are anticipated to result in traffic and commercial loading impacts that would be similar to those identified for the proposed project. This would be due to the proximity of these features to the freeway and congestion on I-80. In addition, projects along alternative streets would not meet most of the project sponsor's basic objectives to improve transit reliability along the Second Street corridor and to improve bicycle and pedestrian safety for that corridor, and where the project's environmental impacts could be substantially lessened or avoided. Therefore, no off-site alternative was analyzed.

As a statement in opposition to the project, the comments to consider alternate streets within SoMa for the proposed project may be considered by decision-makers in their decision to approve, disapprove, or modify the proposed project.

As described above, the Draft SEIR considered a reasonable range of alternatives, consistent with the CEQA Guidelines. CEQA Guidelines, Section 15126.6 [f][3], states "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (CEQA Guidelines, Section 15126.6 [f][3]). Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects."

Comment AL-2: Alternatives Do Not Address Traffic Impacts

- I-Dana

"I don't find that any of the 'Alternatives' that the Department offers in this document would in any way help the traffic situation." (*Dorothy Dana, e-mail, March 19, 2015 [I-Dana]*)

Response AL-2:

As noted under Response AL-1 above, the CEQA Guidelines require the analysis of a reasonable range of alternatives to the project, or to the location of the project, which would feasibly attain most of the project's basic objectives and avoid, or substantially lessen, significant effects of the project. Alternative 2, the Bicycle Lanes Alternative, and Alternative 3, the Center-Turn Lane Alternative, analyzed in the Draft SEIR meet this requirement. The alternatives were selected based on the potential of each to avoid or reduce significant impacts identified for the proposed project while meeting most of the proposed project's basic objectives.

The Draft SEIR identifies significant and unavoidable traffic impacts of the proposed project or project variant under existing plus project conditions at eight intersections. Furthermore, the analysis identifies significant and unavoidable impacts at 14 intersections under cumulative plus project conditions and 13 intersections under cumulative plus project variant conditions. The

Draft SEIR also identifies significant unavoidable commercial loading impacts along the Second Street corridor under both existing plus proposed project or variant conditions and under cumulative plus proposed project or variant conditions.

Alternatives analysis in the Draft SEIR concludes that Alternative 2 would have slightly reduced traffic impacts compared to the proposed project or project variant. Alternative 2 would eliminate a significant and unavoidable impact at one intersection, compared to the proposed project and the project variant; it would eliminate a significant and unavoidable traffic impact at one intersection, compared to cumulative plus proposed project conditions; and it would eliminate a significant and unavoidable traffic impact at two intersections, compared to cumulative plus project variant conditions. Furthermore, Alternative 2 would reduce impacts on passenger and commercial loading (see Draft SEIR pages 6-11 through 6-52).

The analysis for Alternative 3 in the Draft SEIR concludes that traffic impacts would be reduced compared to the proposed project or project variant. Alternative 3 would result in significant and unavoidable traffic impacts at three fewer intersections than under the proposed project and four fewer intersections than under cumulative plus proposed project conditions, with three fewer intersections than under the cumulative plus project variant conditions (see Draft SEIR pages 6-53 through 6-86). However, this alternative would not reduce the significant and unavoidable commercial loading impacts associated with the proposed project.

Traffic impacts at several intersections could not be eliminated. This is because the range of feasible traffic mitigation measures is limited due to the physical constraints of the existing right-of-way. The roadway cannot be widened without removing sidewalk area needed for an adequate pedestrian realm. Other possible traffic mitigation measures typically considered in constrained urban settings, such as San Francisco, include modifying signal timing and applying turn pockets and turn restrictions. These features were considered as mitigation for this project. However, the proposed project already includes modifying the signal cycle length to add a bicycle and pedestrian phase to reduce conflicts between turning vehicles and pedestrians and bicyclists. In addition, space within the right-of-way is needed in order to provide facilities for pedestrians, transit, or bicycles as proposed by the project or its variant (see the Draft SEIR, Section 4.4, pages 4.4-44 through 4.4-48). Therefore, as described above, the alternatives considered in the Draft SEIR reduce but do not eliminate some significant and unavoidable traffic impacts of the proposed project.

Comment AL-3: Consider One More Alternative

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- PH-Antonini

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“Yeah. I agree with some of the speakers. I think the analysis is a little incomplete. And, you know, I know that there is the no project option, and there are a couple of other variants, but I did not see—and maybe I missed it—the variant where you would only have one bike lane instead of bike lanes on each side. Because it looks like one of them is 7 feet, which is pretty wide, and it would seem to me if you put a yellow line down the middle, a bike should be able to travel on one side of the street, and that would eliminate—leave a little more of the street for traffic, because it’s a reality.” *(Michael J. Antonini, Planning Commissioner, transcript, March 19, 2015 [PH-Antonini])*

Response AL-3:

The commenter suggests that an alternative to consider a two-way cycle track on one side of Second Street should be included in the Draft SEIR. The Draft SEIR provides a reasonable range of alternatives to the proposed project, as discussed in Response AL-1 above. In addition, as discussed on pages 6-93 through 6-95 of the Draft SEIR, a two-way cycle track on one side of Second Street was considered during project development. Public Works, the SFMTA, and the Planning Department began the planning process for the Second Street Improvement Project in the spring of 2012 and held community meetings in 2012 and 2013. From these outreach efforts, a total of 24 design recommendations were identified. Public Works and SFMTA staff analyzed the resulting concepts and, based on recurring themes in the design recommendations, identified four options for further consideration. The two-way cycle track design was one of the four options.

The project team reviewed each of the four design options and assessed how well they met the project objectives. The two-way cycle track option would provide a two-way cycle track on the west side of Second Street with a raised median to separate the bicycle facility from the other travel lanes, bus bulbs and boarding islands, parking on the east side of the street, sidewalk widening south of Harrison Street along the Second Street corridor, and a restriction of left turns. The benefits of this option were that it would provide a dedicated bicycle facility separated from vehicular traffic and would allow northbound bicyclists to avoid the heavy, conflicting, northbound vehicle right-turn movement from Second Street onto Harrison Street. However, as stated on Draft SEIR pages 6-94 and 6-95, the lack of community support, coupled with several engineering difficulties described below, made the option undesirable.

- New dedicated signal phases for the two-way cycle track could be implemented to separate the two-way bicycle movements from vehicle turns at the major intersections. However, conflicts would need to be managed at seven minor street/alley intersections as well as numerous driveways on the west side of the street. The frequency of these unsignalized vehicle crossings—where many drivers would not expect bicyclists to be

approaching from the opposite direction of vehicle traffic—makes this corridor unsuitable for a bi-directional cycle track.

- With a bicycle way on one side of the street only, access, convenience, and ease of use of the bicycle facility would be reduced for northbound bicyclists and those with destinations on the east side of Second Street.
- The two-way cycle track design would reduce the number of travel lanes on Second Street to one in each direction and would not allow the addition of right-turn pockets at most intersections. Under these conditions Muni bus service on Second Street would be delayed by queued, right-turning vehicles.

For these reasons, Public Works and the SFMTA determined that this alternative would not be feasible and rejected it from further consideration. This alternative, including the information provided above, was discussed on pages 6-94 and 6-95 in the Draft SEIR and rejected from further consideration.

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4.10 PROJECT MERIT

This section presents comments on the merits of the proposed project. Comments expressing similar themes related to support, opposition, or suggested variations are grouped together. These comments do not relate to the physical environmental effects of the proposed project but are provided for informational purposes. They may be considered by the SFMTA Board and other decision-makers as part of the decision to approve, modify, or disapprove this project.

- MER-a, Comments supporting or opposing the project
- MER-b, Economic Impacts

Where the proposed project is referenced in the responses below, the discussion and analysis also applies to the project variant, unless noted otherwise.

Comment MER-a: Comments Supporting or Opposing the Project

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

- PH-Antonini
- O-Bicycle Coalition
- I-Chang
- PH-Gasser
- I-Hong
- I-Riess
- I-Shapiro
- I-Stutz
- I-Terplan
- I-Zan

“So I’m not sure if this is the best street to try to do this on. I don’t know if any analysis was made of Third Street, because that’s a little wider street. I know it’s mostly one way. But, you know, there might be more room to put bikes on that street.

“And also, they already have the Embarcadero, which is a really nice way to just get around to not even deal with the hill.

“So I—you know, not commenting on the actual project itself, but on the report, I think we should explore more alternatives than just simply looking at having bike lanes going both directions.

“And the other thing I would mention is, I don’t think there’s an analysis. Getting rid of the buses. If you’re going to do buses, then move the buses to Third Street. Get them off of Second if you’re going to have two bike lanes. The buses have to stop all the time, and then it backs traffic up even further. I think we have to try to distribute the traffic over a broader area.”
(Michael J. Antonini, Planning Commissioner, transcript, March 19, 2015 [PH-Antonini])

“The Second Street Improvement Project’s goals are, first and foremost, to improve pedestrian and bicycle safety, which will improve the neighborhood feeling of the corridor, increase local business foot traffic, and also improve safety for people driving and taking transit. The Improvement Project’s importance is only increasing as data show that the number of people biking on 2nd Street has more than doubled in the last six years. This increase is due to the growth in people biking throughout San Francisco, and also the increasing popularity of the 2nd Street corridor as a destination (with the AT&T Park and Caltrain stations), and three Bay Area Bike Share stations. With the project’s proposed raised bikeways the length of the Second Street, sidewalk widening, and intersection safety improvements, it is clear the Second Street Improvement Project as proposed will meet its goals for improving pedestrian and bicycle safety and improved transit efficiency.

“This DSEIR also shows that the project’s overall impact on parking and traffic can be managed and mitigated, and that the positive impacts on the neighborhood far outweigh any potential impacts to vehicular circulation. The DSEIR finds much underutilized parking along the 2nd Street corridor (75% average occupancy), and a majority of the 29 intersections studied would continue to perform at acceptable levels per CEQA requirements. These conservative estimates and findings for vehicular impacts, along with the overriding goals of improving pedestrian and bicycle safety and transit efficiency on Second Street, make the project both necessary and eminently doable.

“Please join the San Francisco Bicycle Coalition, merchants, and Second Street residents in implementing these long-awaited safety improvements as quickly as possible. Thank you for your consideration of these comments and we look forward to continued work with you to create a Second Street we can all be proud of.” *(Noah Budnick, Executive Director, San Francisco Bicycle Coalition, letter, March 30, 2015 [O-Bicycle Coalition])*

“You cannot restrict left hand turns from 2nd Street on to Brannan St. when traveling southbound. How in the world are we to get home when coming from downtown? I hope you have some clever answer to this question. And an answer such as circling around the block is neither clever or acceptable.

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“This corridor needs improvement, however the changes you all have proposed are not improvements. Yes, please do add bicycle lanes but do not eliminate automobile lanes. Yes, each intersection needs “smart signals” that are timed along the way to keep traffic flowing, but do not restrict left hand turns.

“I am not a traffic engineer but I hope you can all come up with a solution that will improve quality of life and traffic, and at the same time not ruin it for a specific (and rather large) group of people.” *(Pauling Chang, MD, e-mail, March 18, 2015 [I-Chang])*

“We get into one—I went to about three or four of the meetings. One of the things we all did agree on at those meeting, was widen the sidewalk from Harrison down to Townsend like the rest of Second Street. Now you can get more traffic flow to the ballpark, and people will walk. And there’s a lot of people that walk. And that action alone wouldn’t interfere with the traffic problems.” *(John Gasser, transcript, March 19, 2015 [PH-Gasser])*

“I am writing in full support of this long a waited MTA Project. This Project will revitalize this blighted area, everyone will benefit from it. I have been a resident of San Francisco all my life—Sixty years-plus and currently retired. Thank you for letting me review and comment on this Project and several others in the past. It’s always a pleasure reviewing and commenting on these EIR’s. I appreciate all the efforts that are made in producing these documents. My following comments are based on the above Draft Environmental Impact Report-2/11/2015. I understand the due date for submitting my comments are March 30th, 2015 at 5pm and trust I did not miss a deadline to submit my comments and my email format works.” *(Dennis J. Hong, e-mail, March 28, 2015 [I-Hong])*

“I am a resident of a condo located at the intersection of King and Second Street. I strongly support the Second Street Improvement Project as proposed by the Department of Public Works to restructure the street into a green connector and to give priority to pedestrians, bikers, and transit. Second Street is an ideal site to reapportion public space and to reduce the priority of private cars as it is limited in length but also plays an important role in connecting Market Street and its underground streetcar stops with the Ballpark and Mission Bay. Please record my enthusiastic support for this project.” *(Steven Riess, e-mail, March 4, 2015 [I-Riess])*

“I am strongly against this charming, but ill-thought-out change of traffic patterns. I can foresee only catastrophe and greater gridlock, not to mention extended commute times for my neighbors.

There are bike lanes on the Embarcadero, which I rarely see used at all. Are you sure this is a wise and environmentally sound decision?" (*Barbara Shapiro, letter, March 18, 2015 [I-Shapiro]*)

"As a resident of South Beach for nearly a decade, I'm delighted that the City is taking an interest in improving second street. As a cyclist, I admire and appreciate the goal of adding bike lanes.

"However, I have two concerns I wanted to make sure you heard as you consider the impact of the changes as currently proposed:

- First and most importantly, blocking left turns onto Brannan from 2nd solves a problem that doesn't exist, and creates new problems. I have never seen a situation where those left turns held up traffic (i.e. there's no problem that such a restriction addresses). Further, that left turn is important to my ability to get home, and restricting it, coupled with all the one-way streets in the area, would require a much more circuitous route when exiting the bridge or returning from downtown, resulting in a net increase in traffic to the area. I know we'd all like to see less traffic, rather than more. Perhaps one solution would be to not prohibit left turns initially, then consider a prohibition during peak hours if and only if new problems arise? I certainly can't see any situation wherein prohibiting left turns at non-peak hours is a net benefit to the City, and strongly urge you not to do so." (*Jeffrey Stutz, e-mail, March 21, 2015 [I-Stutz]*)
-

"As a San Francisco resident, pedestrian, transit rider and bicyclist, I fully support the proposed streetscape changes to Second Street. Protected bike lanes, wider sidewalks, bus bulbouts, and the other proposed changes will help to make Second Street a "complete" and safer street. I hope that San Francisco government, including the SFMTA, does not acquiesce to the irrational, doomsday voices of those who are content with the unsafe and environmentally unsustainable status quo." (*Sprague Terplan, e-mail, February 27, 2015 [I-Terplan]*)

"In regards to the 2nd street improvement project, I've thought long and hard about what is being proposed and feel that the plan is a sub-optimal option for the street in its current state and into the future.

"As a local resident, I've utilized 2nd street almost on a daily basis for just about ten years. Personal knowledge leads me to believe that if there needs to be a rethinking of the street and how its used, it should not be as envisioned in the current Second Street Improvement Plan, but the opposite- to determine how to safely and effectively move people in all forms of

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transportation into, out of, and through a very dense, and growing more dense every day community.

“While I could lay out more detail behind my beliefs, I feel that the URL below from a local blog calls out the majority of my concerns. I highly recommend that you take the time to read through the number of comments.

“I too want a better, more hospitable San Francisco for all its commuters. But I firmly believe that the current plan as proposed, is not the answer. Best. Peter.

<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html>” (Peter Zan, e-mail, February 16, 2015 [I-Zan])

Note that the full printout from the URL is not provided here but is in Attachment A following Mr. Zan’s e-mail. Excerpts from the URL that address issues relevant to environmental review not expressed by other commenters are provided below.

*Posted by **7 by 7***

“Isn’t the Caltrain extension going underneath 2nd, from Townsend up to the Transbay Terminal? How does that project figure into the scheduling of the 2nd street improvements?”

*Posted by **SomaEngineer***

“The Caltrain extension is planned as a bored tunnel; it shouldn’t have much of an impact the surface of Second Street.”

*Posted by **Can’t Think of Cool Name***

“Its my understanding that there’s two ways to put the tunnel in. The first is as you mention, a deep bored tunnel – not disruptive to the surface but more expensive than the second, which is to bore less deeply and is less expensive, but also disruptive to the surface. From where I see things, it looks like getting CalTrain to the Transbay Terminal is more about cost than anything else. So you would assume that they would go with the method that is less expensive, but they would be tearing up the 2nd street improvements and have to redo them.”

*Posted by **James***

“think it’s supposed to be cut and cover, so it’ll have a major impact. It’ll never happen, however.” (Peter Zan, e-mail, February 16, 2015 [I-Zan], from pages 3 and 4 of URL attachment to email)

Posted by Mark

“Agreed. Also, it’s not like they’re making any transit improvements that will deter people from driving. (Caltrain extension to the TTC (<http://www.socketsite.com/archives/2014/12/caltrain-modernization-report-confirms-increased-budget-delay.html>) is a loooooooooooooong ways off.) Speaking of transit...with one lane of traffic in each direction, MUNI will operate even more slowly as it gets stuck behind other vehicles. You’d think they’d create transit-only lanes, but it looks like the pro-bike forces win out yet again (let’s see how many of them actually use the dedicated lanes.)”

Posted by Orland

“The reverse is even more true. You’re going to see traffic backed up stopped behind buses as they load/unload in the only lane for vehicular traffic in each direction.” (*Peter Zan, e-mail, February 16, 2015 [I-Zan], from page 7 of URL attachment to email*)

Posted by Jake

“From a quick scan of the draft EIR (400+ pages), it looks like they only considered two alternatives to doing nothing and both have dedicated cycle tracks. If that is the case, then this is a rigged document. Perhaps the subtitle is a not so subtle clue: ‘Supplement to the San Francisco Bicycle Plan Environmental Impact Report.’

“Alternative 1 is do nothing. Here are partial descriptions of the other alternatives from the summary:

“Alternative 2 would include a northbound and southbound Class II bicycle lane, except along two blocks:

“northbound between Stevenson and Market streets and southbound between Townsend and King streets. Bicycle sharrows would be added to the travel lane at these two locations.

“Under Alternative 3, Second Street would include northbound and southbound Class II bicycle lanes, from Market to Townsend streets. Between Townsend and King streets, a northbound bicycle lane would be provided, and bicycle sharrows would be added to the southbound travel lane. The proposed bicycle lanes would be accommodated by removing one travel lane in each direction along most of Second Street.”

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*Posted by **MrTibbs***

“Wow! You can’t be more rigged than that! Our tax dollars at work for a small but vocal minority — welcome to SF. Sometimes I hate this City” (*Peter Zan, e-mail, February 16, 2015 [l-Zan]*, from pages 9 and 10 of URL attachment to email)

*Posted by **RobBob***

“To be fair, since it sounds like you have never taken the 10 bus during commute hours, I am not sure if muni service can actually get much worse. A minute and a half is negligible here, the bus is constantly blocked by cars trying to do merges at the last minute to get onto the bridge and cars blocking the box. It can take 30 minutes to get from 2nd and Townsend to 2nd and Harrison.”

*Posted by **Sierrajeff***

“It’s already bad, so what’s the beef with making it worse?” (*Peter Zan, e-mail, February 16, 2015 [l-Zan]*, from pages 16 and 17 of URL attachment to email)

Response MER-a:

The San Francisco Planning Department appreciates the time spent by the commenters in reviewing the Draft SEIR and preparing comments. Comments pertaining to the adequacy of the Draft SEIR are responded to in responses to comments that have been sorted by topic.

Commenters expressing opposition to or support for the project do not pertain to the adequacy of the Draft SEIR but may be considered by the San Francisco Municipal Transportation Agency Board of Directors (SFMTA Board) and other decision-makers in their consideration of project approvals.

In particular, regarding the merits of the project, one commenter included a URL link to a website that, among other things, contained a discussion about the proposed project. The participants in this discussion express both opposition and support for the proposed Second Street Improvement Project. Most of the opinions in the discussion do not specifically address the content, adequacy or accuracy of information in the Draft SEIR and are therefore not relevant to this project’s environmental review.

A number of the comments included in the online discussion are similar to topics and concerns raised by other commenters on the Draft SEIR, and therefore, responses to those topics and concerns have been provided in other sections of this Responses to Comments document. In addition, the discussion thread includes public debate on broad topics, such as urban bicycling, bicyclist and pedestrian safety, the merits of bicycle facilities in general, the provision of bicycle facilities in other US cities and cities in other countries, and the merits of San Francisco allocating City resources for transportation infrastructure for alternate modes of transportation to

the single occupancy vehicle. However, several topics related to the environmental effects of the Second Street Improvement Project or information in the Draft SEIR are not addressed elsewhere and are responded to below.

Participants in the online discussion discuss the schedule of the Second Street Improvement Project with the extension of Caltrain to the Transit Center. On page 4.1-11 of the Draft SEIR, in the Approach to Cumulative Analysis, information on the Caltrain Downtown Rail Extension (DXT) project is provided. As noted in the Draft SEIR, the preferred alignment is along Townsend and Second streets. The construction of this extension is not expected to occur simultaneously with the Second Street Improvement Project.

Commenters above suggested changes to the proposed project, such as prohibiting left turns during peak hours only. See Response TR-7, Left-Turn Restrictions (page 4-37), for a discussion of traffic impacts from left-turn restrictions.

Commenters also noted that the Draft SEIR considered two alternatives in addition to the no project alternative and questioned if an adequate range of alternatives was evaluated in the Draft SEIR. See Response AL-1, Full Range of Alternatives (on page 4-65), for a discussion of the reasonable range of alternatives analyzed in the Draft SEIR. Also, see Response AL-3, Consider One More Alternative (page 4-70), for a discussion regarding the consideration of other alternatives.

Other commenters raised concerns about impacts of transit operation on traffic. The proposed project would minimize transit delay by providing such project elements as the bus boarding islands to facilitate efficient boarding and alighting. Bus boarding islands would also reduce transit impacts on traffic related to the buses pulling in and out of traffic at stops. See Response TR-9, Transit Impacts (page 4-40), for a discussion regarding transit impacts associated with the proposed project.

The Draft SEIR adequately analyzed the impacts from the proposed project and considered a reasonable range of alternatives, in compliance with CEQA requirements.

Comment MER-b: Economic Impacts

This response addresses comments from the commenter listed below; each comment on this topic is quoted in full below this list:

- I-Hong

“I found several other important points that may have not been addressed in the DEIR or I may had missed.

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“I. First, I am writing to express sincere and significant concern with the possible impact to the local business’ along Second Street; especially from Market Street to Howard Street. I used to work at 182 2nd Street and still visit this area for both business and lunch. There are several Restaurants/food service – including some with sidewalk seating and other services along these two critical blocks. They are all small business and will need all the help during this construction period” (*Dennis J. Hong, e-mail, March 28, 2015 [I-Hong]*)

Response MER-b:

The commenter expresses concern about the impacts of the project’s construction on local businesses on Second Street. As stated in the Draft SEIR, Chapter 2, Section 2.2, the overall purpose of the proposed project is to implement a pedestrian- and bicycle-friendly street along Second Street by installing transit, pedestrian, and bicycle facilities.

As described in the Draft SEIR, construction activities would cause temporary effects in the project vicinity with respect to transportation (Draft SEIR, page 4.4-37), noise (page 4.5-14), and air quality (page 4.6-28). These construction effects would be temporary, and would be less than significant. The City would have to maintain access to all businesses during the period of construction pursuant to the requirements in the Blue Book.³² Also, the effects of temporary construction activities are an inconvenience common in a dense urban area. Each block would be under construction for approximately six weeks. Under CEQA Guidelines Section 15131, economic and social effects are not considered environmental impacts.

As described under Impact TR-1, in Chapter 4, Section 4.4, of the Draft SEIR (pages 2-35 and 2-36), pedestrian access along the Second Street corridor would be maintained during construction. Furthermore, to reduce construction impacts on local business, holiday restrictions would apply to construction activities along the section of Second Street from Market to Folsom streets, as well as other areas with 50 percent or more commercial frontage. Therefore, work would not be allowed during the holiday moratorium, from the day after Thanksgiving to January 1, inclusive of these days. All openings in the street and in the sidewalk must be closed by backfilling and paving or by plating over, to provide safe and adequate passage for bicyclists, motorists, and pedestrians. Construction is not anticipated to occur on Saturdays, Sundays, or major legal holidays but could occur during those times on an as-needed basis. Therefore, impacts on local businesses along Second Street during construction would be temporary and less than significant.

³² San Francisco Municipal Transportation Agency. January 2012. *Regulations for Working in San Francisco Streets*. Eighth edition. (This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, Case No. 2007.0347E.)

4.11 GENERAL COMMENTS

The comments and corresponding responses in this section cover general topics related to the Draft SEIR. These include topics related to the following:

- GC-1, Project of regional and statewide importance
- GC-2, Overall project impacts
- GC-3, General comments on the adequacy of the SEIR
- GC-4, Lead agency role
- GC-5, Adequacy of mitigation measures
- GC-6, Public comments and the public comment period
- GC-7, Compliance with NEPA
- GC-8, Cumulative Analysis

Where the proposed project is referenced in the responses below, the discussion and analysis also applies to the project variant, unless noted otherwise.

Overview of General Comments

The comments and corresponding responses in this section cover general subjects not directly related to a specific section of the SEIR, although in some cases they address a number of interrelated topics discussed in various sections of the SEIR. Portions of some of the comments addressed in this section also relate to other resource topics and are therefore responded to in those sections.

Comment GC-1: Project of Regional and Statewide Importance

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Miles

“The location of the Project area in downtown San Francisco and the large number of affected travelers and residents in the area make this Project of regional and statewide importance.”
(Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])

Response GC-1:

The commenter states that the Second Street Improvement Project is a project of regional and statewide importance. CEQA Guidelines, Section 15206 (b), specifies the criteria for determining if a project is of statewide, regional, or area-wide significance and articulates

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environmental review process requirements, such as conducting a public scoping meeting, to be complied with should the project meet the criteria for regional, statewide, or area-wide significance. The Second Street Improvement Project does not meet any of the criteria specified in CEQA Guidelines Section 15206 that would make the improvements to this one corridor a project of regional, statewide, or area-wide significance. Therefore, it was not necessary to comply with such environmental review process requirements during the proposed project's environmental review.

Comment GC-2: Overall Project Impacts

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Miles

“The DSEIR claims that the Project now includes replacing sewer facilities and undergrounding overhead utilities, but those activities are unrelated to the Project, which proposes complete reconfiguration of Second Street to reduce traffic capacity from two lanes to one in each direction, eliminates nearly all parking spaces on Second Street and other streets, and eliminates existing loading areas, causing significant impacts on traffic, transit, parking, air quality, noise, and human impacts, to implement bicycle facilities benefiting the tiny portion of travelers on Second Street who ride bicycles.” (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

Response GC-2:

For the portion of the comment related to the project description, see Response PD-1, above.

The Draft SEIR, in Chapter 4, Sections 4.2 through 4.6, appropriately and adequately discloses the resulting impacts of the proposed project. The purpose of environmental review is to disclose the physical environmental impacts that would occur if a project were implemented. The purpose of the SEIR is not to analyze the project merit; rather, that is the ultimate role of City decision-makers should they choose to approve the proposed project.

Comment GC-3: General comments on the adequacy of the SEIR

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

- O-Bicycle Coalition
- I-Chiu

- I-Hong
- I-Miles

“Please accept the following comments from the San Francisco Bicycle Coalition on the Second Street Improvement Project Draft Supplemental Environmental Impact report (DSEIR). We appreciate the opportunity to comment and look forward to the certification of the DSEIR and completion of the project as proposed and studied.

“After careful review of the DSEIR document and appendices, we would like to commend the San Francisco Planning Department and Department of Public Works on a rigorous and thorough analysis of the impacts of the Second Street improvement project. The DSEIR analysis also underscores the need for this project to move forward as quickly as possible.”
(Noah Budnick, Executive Director, San Francisco Bicycle Coalition, letter, March 30, 2015 [O-Bicycle Coalition])

“I wish to submit a comment following the issuance of the draft supplemental EIR. I am an individual citizen, and resident of 246 2nd Street (apartment building between Howard and Folsom Streets).

“First, I wish to convey my thanks to all responsible for making possible and conducting the excellent comprehensive traffic analysis in the latest impact report. The analysis in both the SEIR and appendices is of very high quality, and much appreciated. Thank you to all involved.”
(Kuenley Chiu, e-mail, March 29, 2015 [I-Chiu])

“X. In Conclusion: Based on my comments and evaluation of the DEIR I have concluded there is sufficient information and I fully support this Project and DEIR. Most importantly it needs to be communicated to the community. I request that my comments be included in the Final EIR.”
(Dennis J. Hong, e-mail, March 28, 2015 [I-Hong])

“This is Public Comment on the Draft Supplemental Environmental Impact Report (‘DSEIR’) for the Second Street Improvement Project (‘the Project’), formerly known as ‘Project 2-1, Modified Option 1’ of the San Francisco Bicycle Plan. The Project now includes raised, separated ‘cycletrack’ bicycle lanes on both sides of Second Street, a major, congested traffic corridor in downtown San Francisco providing vehicle access to downtown offices, freeways and Bay Bridge, and AT&T Ballpark. *(Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])*

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“The Project therefore directly and facially conflicts with the mandates of the California Environmental Quality Act (‘CEQA,’ Pub. Res. Code [PRC] § 21000 et seq.) to ‘enhance the environmental quality of the state,’ to mitigate the Project’s impacts, and to ‘consider alternatives to proposed actions affecting the environment.’ (PRC § 21001.) The DSEIR fails propose feasible mitigation measures or alternatives for the admitted impacts of the Project, and therefore violates not only those mandates but the legal requirements of CEQA to inform the public of the Project’s impacts and mitigate them.” *(Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])*

“These defects make the DSEIR legally inadequate, since it fails to inform the public and decisionmakers of the Project’s true impacts and fails to mitigate them. Further, the DSEIR’s conclusory statements are in many instances unsupported. The large number of references to other EIR’s and documents on other projects, which are not included in either the DSEIR or its Appendices, make the document user-unfriendly and its conclusions unsupported.” *(Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])*

“The DSEIR, moreover, fails to fulfill CEQA’s requirement of objectivity, instead advocating for the Project Sponsor, City’s Municipal Transportation Agency (“MTA”) and Department of Public Works (‘DPW’), with the DSEIR created by the lead agency for the 2009 Bicycle Plan EIR, the San Francisco Planning Department (‘Planning’). (DSEIR, 1.1.1, p. 1-2.) The lack of objective analysis flaws the DSEIR as an informational document and violates CEQA. (See *e.g.*, *Citizens for Ceres v. Superior Court* (2013) 217 Cal.App.4th 889, 918-919.)” *(Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])*

“3. The DSEIR’s Reliance On The Initial Study For The Bicycle Plan EIR Is Misplaced, Since An Initial Study Does Not Fulfill The Requirements Of An EIR.

“The DSEIR (p. 4.2-4) relies on the 2009 ‘Initial Study’ (‘IS’) for the San Francisco Bicycle Plan Project for its claim that the Project will have no impacts on, *e.g.*, land use planning and public services. The DSEIR admits that this Project is not the same as that described in the Bicycle Plan EIR or initial study, a different agency is now the ‘project sponsor,’ and there is *no* initial study for the Second Street Improvement Project. The traffic congestion and lack of parking will, for example, discourage ground floor retail operations throughout the area, thus adversely affecting existing and future land use. Further, new CEQA provisions require determination of the significance of greenhouse gas emissions due to the project that were not covered in the 2009 Bicycle Plan EIR or IS. (See, *e.g.*, Guidelines § 15064.4.) In fact, the new Project requires a comprehensive EIR, not an afterthought to a six-year old IS borrowing outdated studies for other projects.” *(Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])*

Response GC-3:

The comments relate to the adequacy of the Draft EIR. Some commenters note the thoroughness and quality of the analysis and request that it be conveyed to the community. Other comments express concerns about the compliance of the SEIR with CEQA and NEPA and question the objectivity of the analysis, the adequacy of supporting documents, and the identification of feasible mitigation measures and alternatives. One commenter also states that the SEIR fails to inform the public of the project's true impacts. The commenter states that the analysis relies on an outdated initial study and studies for other projects.

Compliance with CEQA Guidelines. The SEIR fulfills all the requirements of CEQA. The CEQA Guidelines address requirements and standards for the general adequacy of an EIR. CEQA Guidelines, Section 15151, Standards for Adequacy of an EIR, states:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

As stated in the Draft SEIR, Chapter 4, Section 4.1.2, Significance Determination, the significance criteria used in the SEIR are based on the San Francisco Planning Department's Environmental Planning Division guidance regarding the thresholds of significance used to assess the severity of the proposed project's impacts. The Planning Department's guidance is in turn based on CEQA Guidelines, Appendix G, with some modifications.

For impacts that would exceed the defined significance criteria, the analysis in Draft SEIR identifies feasible mitigation measures that would reduce these impacts. However, for impacts that would exceed the defined significance criteria and for which there are no feasible mitigation measures, the analysis identifies a significant unavoidable impact. The purpose of environmental review is to disclose the physical environmental impacts that would occur if a project were implemented. Decision-makers (in this case, the SFMTA Board of Directors, the San Francisco Board of Supervisors, Caltrans, and other agencies) are required to review and consider the SEIR in their consideration of whether to approve, not approve, or modify a project.

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Alternatives to the proposed project that would reduce the significant unavoidable impacts identified in the Draft SEIR analysis are described in Chapter 6 of the Draft SEIR. See Responses AL-1 through AL-3 for a discussion of alternatives analysis in the Draft SEIR.

Objectivity of the Analysis and Use of Supportive Documents. As described in the Draft SEIR, Chapter 1, Section 1.2, the document is a Supplemental EIR to the San Francisco Bicycle Plan Final EIR. The SEIR is prepared in accordance with CEQA Guidelines, Section 15163, which states that an SEIR is required under the following circumstances:

- If only minor additions or changes would be necessary to make the previous EIR adequately apply to the project; and
- If the lead agency determines one or more of the following conditions, as defined in CEQA Guidelines, Section 15162, apply:
 - Substantial changes are proposed in the project, which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
 - Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
 - New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted.

The proposed project analyzed in the SEIR differs from the Near-Term Improvement Project 2-1, Modified Option 1, that was analyzed in the Bicycle Plan FEIR. The differences are that the proposed project would implement changes not contemplated in the Near-Term Improvement Project, such as raised and buffered cycle tracks instead of bicycle lanes, raised crosswalks at the alleys, bus boarding islands, infill street trees, pedestrian-scale street lighting, widened sidewalks between Harrison and Townsend streets, water main replacement, sewer repair and replacement, and relocation of overhead utilities underground between Stillman and Townsend streets.

As indicated in the CEQA Guidelines, Section 15163, “The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.”

The commenter states that relying on the Bicycle Plan Initial Study is misplaced and does not fulfill the requirements of an EIR. CEQA Guidelines, Section 15163, specifies the conditions

when a supplement to an EIR may be prepared. In particular, CEQA Guidelines, Section 15163 (b), states that the supplement to an EIR need contain only the information necessary to make the previous EIR adequate for the project, as revised.

The discussion on the Draft SEIR pages 4.1-1 through 4.1-3 acknowledges that Near-Term Project 2-1 for the Second Street corridor analyzed in the Bicycle Plan has been refined to comply with the City's complete streets policy. The refined project consists of elements that would result in different environmental effects from those analyzed in the Bicycle Plan FEIR. For example, rehabilitating sewers would result in a greater depth of excavation along the Second Street corridor than the bicycle facilities analyzed in the Bicycle Plan EIR. Therefore, the Bicycle Plan FEIR was supplemented with a discussion of that analysis, including topics addressed through the Bicycle Plan Initial Study. The project elements addressed through the supplemental analysis are described on page 4.2-2 of the Draft SEIR and include the sewer rehabilitation and relocating overhead utilities underground. In addition, the refined project includes implementing cycle tracks, transit facilities, and additional pedestrian improvements, such as raised crosswalks at the alleys.

On pages 4.2-2 and 4.2-3, the Draft SEIR discusses which project elements would result in impacts similar to the projects analyzed in the Bicycle Plan FEIR. The supplement to the Bicycle Plan IS found that the refined project would not change its conclusions.

Section 4.2, Supplement to the Bicycle Plan Initial Study, of the Draft SEIR supplements the analysis that was prepared in the Bicycle Plan IS. In particular, it examines potential impacts as a result of additional project components that were not analyzed in the Bicycle Plan IS, such as rehabilitating and replacing sewer facilities, undergrounding overhead utilities, and implementing additional streetscape and pedestrian improvements. Topics that require further analyses are addressed in the SEIR in Sections 4.3 through 4.6: cultural and paleontological resources, transportation and circulation, noise, and air quality.

Impacts of the Proposed Project and Its Variant. The SEIR analysis appropriately and adequately discloses the resulting impacts associated with the proposed project. Identified impacts are described in the Draft SEIR in Chapter 4, Sections 4.2 through 4.6. The comments provide no information to support a determination of additional or undisclosed significant impacts. The San Francisco Planning Commission will consider the adequacy and accuracy of the SEIR, based on the administrative record as a whole (including all comments submitted on the Draft SEIR and responses to them) at the SEIR certification hearing.

The Draft SEIR analysis complied with the CEQA Guidelines and adequately analyzed the project impacts, identified feasible mitigation measures, and analyzed a reasonable range of alternatives. Further, the analysis in the Draft SEIR adequately updates that prepared for the proposed project in previous CEQA documents. Refer to Responses TR-5 through TR-8 (pages

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4-31 through 4-39) for responses to comments related to traffic impacts, traffic diversion, and traffic queuing at intersections.

Comment GC-4: Lead Agency Role

This response addresses comments from the commenter listed below; comments on this topic are quoted in full below this list:

- A-Caltrans

“Lead Agency

“As lead agency, the City and County of San Francisco is responsible for all project mitigation. The project’s fair share contribution, financing, scheduling, and implementation responsibilities as well as lead agency monitoring should be fully discussed for all proposed mitigation measures.” *(Patricia Maurice, Acting District Branch Chief, Local Development – Intergovernmental Review, Department of Transportation – District 4, letter, March 26, 2015 [A-Caltrans])*

Response GC-4:

The commenter notes that the City and County of San Francisco is the lead agency responsible for all project mitigation and states that lead agency monitoring should be fully discussed for all proposed mitigation measures. The Environmental Planning Division of the San Francisco Planning Department is the lead agency for the City and County of San Francisco responsible for ensuring that projects subject to CEQA comply with the requirements of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code. As part of the environmental review, whenever a significant environmental impact is identified, feasible mitigation measures should be identified.

As specified in San Francisco’s Environmental Review Guidelines³³ for the preparation of environmental review documents, mitigation measures are presented immediately following the identification of the related significant impact, as required by Section 15126.4 of the CEQA Guidelines. In addition, mitigation measures applicable to the proposed project are specified, along with the significant impacts that they address, in tables within the Summary Chapter of the Draft SEIR, Tables S-1 and S-2 on pages S-4 through S-38. With respect to implementation responsibilities and lead agency monitoring for all proposed mitigation measures, this

³³ San Francisco Planning Department. 2012. *Environmental Review Guidelines*. Available online at <http://sfmea.sfplanning.org/EP%20Environmental%20Review%20Guidelines%2010-5-12.pdf>. Accessed May 12, 2015.

information is not required to be included in the EIR. In San Francisco, a Mitigation Monitoring and Reporting Program (MMRP) is developed for each project requiring mitigation measures. The MMRP includes the following information for each mitigation measure identified in the environmental review process:

- The text of the measure in its entirety
- The entity responsible for implementation of the measure
- The schedule or timing for implementation of the measure
- The specific mitigation action required
- The monitoring responsibilities, including the appointed monitor, City department, or other public agency responsible for monitoring and compliance verification
- The verification or monitoring schedule, including the frequency of monitoring or reporting to the decision-making body to ensure that mitigation implementation has been adequately completed to the satisfaction of the appointed monitor or responsible City department

The MMRP may be adopted with certification of the FEIR or as part of the conditions of project approval at the time project approval is considered.

Comment GC-5: Adequacy of Mitigation Measures

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Miles

“The DSEIR also fails comply with CEQA’s mandate to mitigate the Project’s impacts by proposing in a separate section of the EIR feasible, effective, and enforceable mitigation measures for each impact identified...” (*Remaining part of the sentence is stated under Comment AL-1.*) (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

“10. The DSEIR fails to propose effective and feasible mitigation measures for the project’s impacts.

“Under CEQA, ‘An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.’ (14 Cal. Code Regs. [‘Guidelines’] §15121(a); PRC §21002.1(a), (b).) CEQA requires

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specific content in the EIR, including either a separate chapter on mitigation measures proposed to minimize the significant effects or a table showing where that subject is discussed. (Guidelines §15126.) The DSEIR contains no chapter on mitigation and no table showing where mitigation, including feasibility analyses, are discussed. (*Id.*)

“The ‘mitigation’ measures proposed consist chiefly of increasing green signal time on Second Street, thus increasing red time on intersecting streets, without analyzing the impacts on those other streets or the greater Project area.” (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

Response GC-5:

The commenter expresses concerns about compliance with CEQA and the provision of effective, enforceable, and feasible mitigation measures, including the provision of mitigation measures in a separate section of the EIR. In addition, the commenter expresses concern about potential impacts of mitigation measures that propose increased green signal time at certain intersections.

Table S-1, Summary of Impacts and Mitigation Measures Identified in this SEIR, lists all the impacts of the proposed project; the significance of impacts prior to mitigation; applicable mitigation measures; and the significance of impacts with implementation of mitigation measures. This summary is based on the analysis provided in each of the respective resource topic sections of Chapter 4 of the Draft SEIR, which describes and analyzes in detail the impacts and feasible mitigation measures for each significant impact.

Consistent with CEQA Guidelines, Section 15126.4(a), the Draft SEIR only provides mitigation measures for effects that are found to be significant and focuses on feasible measures that could minimize significant adverse impacts; potential effects of mitigation measures are also analyzed. In addition, consistent with CEQA Guidelines, Section 15126.2 (b), the Draft SEIR describes significant impacts that cannot be avoided if the proposed project were implemented. As described in the Public Resources Code (PRC), Section 21002.1, even if economic, social, or other conditions make it infeasible to mitigate one or more of the project’s significant effects on the environment, the project may still be carried out or approved at the discretion of the public agency if the project is otherwise permissible under applicable laws and regulations.

Transportation-related mitigations—referenced by the commenter—include increasing signal cycle length, adding a left-turn lane, and replacing commercial loading stalls (Mitigation Measure M-TR-10: Increase Signal Cycle Length [Howard and New Montgomery streets], Mitigation Measure M-TR-11: Increase Signal Cycle Length [Howard Street and Hawthorne streets], Mitigation Measure M-TR-12: Add a left-turn lane [Folsom and Hawthorne streets], and Mitigation Measure M-TR-22: Provision of Replacement Commercial Loading Stalls).

Mitigation Measures M-TR-10 and M-TR-11 entail increasing the signal cycle length from 60 seconds to 90 seconds at two intersections in the project area (Howard and New Montgomery streets and Howard and Hawthorne streets, respectively), which would reduce the proposed project's impact to a less-than-significant level with mitigation, as described on pages 4.4-49 and 4.4-50 of the Draft SEIR. The potential effects of these measures have been analyzed in the Draft SEIR as these mitigation measures were included in the transportation model. Tables 17 and 18 of the TIS prepared for the proposed project and included in Appendix A of the Draft SEIR (see Appendix A, TIS, pages 111 and 112), describe the LOS at the intersections before and after mitigation.

The analysis provided in the SEIR concluded that the project or project variant, if implemented as proposed, would result in significant and unavoidable project-specific and cumulative impacts on transportation and circulation, specifically related to traffic and commercial loading. The proposed project would result in significant unavoidable traffic impacts at eight intersections (Impact TR-2 through Impact TR-9 and Impact TR-15) under existing plus project conditions; the project would result in significant unavoidable traffic at 14 intersections under cumulative plus project conditions (Impact C-TR-2 through Impact C-TR-15 and Impact C-TR-26). For these significant impacts that would cause the level of service to deteriorate to unacceptable levels, there is no feasible mitigation that would reduce impacts, as described in the Draft SEIR in Section 4.4, pages 4.4-44 through 4.4-48 and 4.4-52 (Impacts TR-2 through TR-9 and TR-15) and pages 4.4-75 through 4.4-85 (Impacts C-TR-2 through C-TR-15 and Impact C-TR-26).

As described in the Draft SEIR on pages 4.4-44 through 4.4-96 for each of these impacts, the range of feasible traffic mitigation measures is limited in San Francisco due to physical constraints and competing priorities for the use of the available right-of-way. Additional travel lanes cannot be created because that would require narrowing or removing sidewalks or demolishing structures. Curbside parking lanes with commercial loading spaces can sometimes be converted to travel lanes during peak periods (also known as tow-away lanes); however, providing on-street loading in downtown San Francisco is critical, and the street network in the project vicinity has already been optimized to balance downtown loading needs versus traffic flow. In addition, such project elements as the curbside cycle track, included to meet basic project objectives, may preclude the implementation of peak period tow-away lanes. Therefore, no feasible mitigation measures are available to reduce the project's significant impacts at these intersections.

In addition, the proposed project would result in significant unavoidable commercial loading impacts along the Second Street corridor under both existing plus proposed project or variant conditions and under cumulative plus proposed project or variant conditions. These commercial loading impacts are described in detail in Section 4.4, pages 4.4-64 through 4.4-66 and 4.4-93 (Impacts TR-22 and C-TR-24).

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Implementing Mitigation Measure M-TR-22, which entails replacing commercial loading stalls that are proposed to be removed, could reduce these impacts. However, the feasibility of providing replacement commercial loading stalls cannot be ensured in every situation where loading stalls may be removed; therefore, the project's impact on commercial loading along the Second Street corridor would remain significant and unavoidable with mitigation. Although the project design for environmental review provides sufficient detail to determine that significant impacts would occur, the design at this stage is considered conceptual. As final engineering design is carried out, there may be minor modifications to the project design that would permit commercial loading spaces to be replaced. For example, the presence of basements extending below the sidewalk may increase the cost of implementing a project element such that the project would be redesigned without this element. Mitigation Measure M-TR-22 shall require the SFMTA to continue to pursue replacement of existing commercial loading spaces that are to be removed through the engineering design phase of the project.

As described above, the mitigation measures provided in the Draft SEIR satisfy the requirements of CEQA.

Comment GC-6: Public Comments and the Public Comment Period

This response addresses comments from the commenters listed below; each comment on this topic is quoted in full below this list:

- I-Hong
- I-Miles

“III. Include any comments made during any of the public Planning Commission meetings, especially ones made on March 19, 2015, it was a good meeting.” *(Dennis J. Hong, e-mail, March 28, 2015 [I-Hong])*

“PS: If there are compelling reasons why this project should not continue, be delayed or my comments need further addressing, I would be interested to understand why.” *(Dennis J. Hong, e-mail, March 28, 2015 [I-Hong])*

“The minimal public comment period on the DSEIR from February 12, 2015 to March 30, 2015 is inadequate.” *(Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])*

Response GC-6:

A commenter states that public comments made at the public hearing should be included and asks if there are compelling reasons why this project should not continue, be delayed or his comments need further addressing. Another commenter expresses concern that the public comment period was inadequate. In accordance with CEQA Guidelines, Section 15105, and San Francisco Administrative Code 31, the public review period for a draft EIR shall not be less than 30 days, nor should it be longer than 60 days, except under unusual circumstances. The typical public review period for EIRs is 45 days.

As noted by the commenter, the public comment period for the Draft SEIR was from February 12, 2015, through March 30, 2015. Because the last day of the 45-day review period ended on a weekend, the comment period was extended by one day, through close of business Monday, March 30, 2015. Therefore, the 47-day comment period satisfies CEQA requirements for public comment periods.

All comments received on the Draft SEIR during the public comment period have been included in these Responses to Comments, including comments provided at the Planning Commission hearing held on March 19, 2015. Written comments are provided in Attachment A and comments received at the public hearing are provided in Attachment B of this Responses to Comments document. All persons commenting on the Draft SEIR will be provided with a copy of this Responses to Comments document, which, together with the Draft SEIR, is considered the Final EIR.

The public comment period was adequate and in compliance with CEQA. It will be up to the decision-makers whether to approve, not approve, or modify the project when it is presented to them for consideration.

Comment GC-7: Compliance with NEPA

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Miles

“The DSEIR also violates the National Environmental Policy Act (‘NEPA’), since the Project is a federal project receiving federal funding (DSEIR, p. 1-3), and has failed to address the requirements of NEPA.” (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

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Response GC-7:

The commenter raises concern about the failure to address NEPA requirement in the Draft SEIR document.

As noted in Response GC-3 (page 4-85), the SEIR fulfills all the requirements of CEQA. It is not intended to fulfill the requirements of NEPA. The California Department of Transportation (Caltrans), is acting as the NEPA lead agency under the delegated authority of the Federal Highway Administration. San Francisco Public Works (project sponsor) will fulfill all the NEPA requirements as directed by Caltrans.

Comment GC-8: Cumulative Analysis

This response addresses comments from the commenter below; each comment on this topic is quoted in full below:

- I-Miles

“Instead of improving severely congested traffic and already substandard air quality conditions, the Project proposes to make them worse throughout the Project area, which includes the entire downtown area cumulatively, freeway ingress and egress, and AT&T Ballpark. *(Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles])*

“Without this critical information, the DSEIR violates CEQA. The DSEIR’s failure to provide this information invalidates any ‘analysis’ of impacts, particularly as here, cumulative impacts, or weighing of the Project’s benefits versus its significant impacts on public transportation, and fails to inform decisionmakers and the public of the actual conditions affected by the proposed Project.

“8. The cumulative impacts analysis fails to comply with CEQA, is inadequate, out of date, and fails to include the project’s diversion of traffic to other streets, and other known projects affecting traffic, transit, air quality, and land use in the project area.

“Instead of a legally adequate analysis, the DSEIR’s ‘approach’ to Cumulative Analysis is to piecemeal discussion of individual impacts as afterthoughts tacked on to the ‘direct’ impacts analyses. (DSEIR, 4.1.3, pp. 4.1-3 -4,1-6, 4.4-33, 4.4-36 -4.4-37.) The ‘combined approach’ (DSEIR, p.4.-5) does not comply with CEQA’s basic requirement to identify and propose feasible, effective mitigation measures for the Project’s cumulative impacts.

“The DSEIR, nevertheless, identified significant cumulative traffic impacts at 21 of 29 intersections. (DSEIR, p.4.4-74- 4.4-88.)

“However, by constricting the analysis to only Second Street, the DSEIR fails to analyze the cumulative impacts in the entire area affected by the Project. For example, the DSEIR notes that the Project’s reduction of travel lanes in each direction ‘would divert Bay Bridge-bound traffic to several streets adjacent to Second Street,’ including ‘First Street, New Montgomery Street, Hawthorne Street, Third Street, Harrison Street, Mission Street, Howard Street, Folsom Street, Bryant Street, Brannan Street, Townsend Street, and King Streets, estimating that ‘approximately 950 vehicles during the p.m. peak hour’ alone would be ‘diverted’ to other streets, changing traffic volumes on those other streets. (DSEIR, p.4.4-34.) (*Mary Miles, Attorney at Law, letter, March 30, 2015 [I-Miles]*)

Response GC-8:

The commenter states that the Draft SEIR fails to provide an adequate cumulative analysis and to inform the decision-makers of the actual impacts that would result from the proposed project. The commenter also states existing traffic and air-quality conditions and that the cumulative analysis fails to include the area affected by the proposed project, traffic diversion, and other projects that would affect traffic and other resources within the project area.

As stated in the Draft SEIR, Chapter 4, Section 4.1.3 (pages 4.1-4 through 4.1-11), cumulative impacts are analyzed in compliance with CEQA Guidelines, Section 15355. San Francisco uses a plan-based approach that relies on local and regional growth projections (i.e., population, jobs, and number and type of residential units). A combination of the two approaches was used to analyze cumulative impacts in the Draft SEIR; that is, the plan-based approach is used and augmented where appropriate with the list-based approach of past, present, and reasonably foreseeable future projects identified under the relevant plans. Relevant plans considered in the cumulative analysis cover areas in the vicinity of the project extending to adjacent roads such as Folsom, Fremont, Howard, Mission, Third, Fourth, Harrison, and Bryant streets.

The Draft SEIR, Chapter 4, Section 4.4.4 (page 4.4-37) describes the geographic context for analyzing cumulative transportation impacts, which is not limited to the Second Street corridor, as the commenter states. It extends to the local roadway network in the vicinity of the Second Street corridor and surrounding environs, based on the potential for traffic diversions, as described in the Traffic Diversion Memorandum.³⁴ Refer to Response TR-1 for a description of the existing traffic conditions and traffic diversion included in the traffic analysis, Response

³⁴ CHS Consulting Group. 2013. Memorandum: Second Street Cycle Track Traffic Diversion Methodology. November 6, 2013. (This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, Case No. 2007.0347E.).

Section 4: Comments and Responses

TR-15 for a description of the potential cumulative traffic impacts associated with the proposed project, and Response GC-5 for a description of the mitigation measures identified for the proposed project. Refer to Response AQ-1 for a description of air quality impacts associated with the proposed project.

The cumulative analysis provided in the Draft SEIR is in compliance with the CEQA Guidelines and adequately identifies the affected area and other cumulative projects.

SECTION 5: DRAFT SEIR REVISIONS

This section presents text changes for the Second Street Improvement Project Draft SEIR initiated by Planning Department staff. Some of these changes are identified in the responses in Section 4, Comments and Responses; others are staff-initiated text changes that add minor information or clarifications related to the project and correct minor inconsistencies and errors. The text revisions presented below clarify, expand, or update the information presented in the Draft SEIR. The revised text does not provide new information that would call for changes to any of the conclusions of the Draft SEIR; it also would not result in any new significant impact not already identified in the Draft SEIR or any substantial increase in the severity of an impact identified in the Draft SEIR.

In addition to the changes called out below, minor changes may be made to the Final SEIR to correct typographical errors and to correct small inconsistencies.

Throughout the text and table revisions in this section, new text is double underlined and deletions are shown in ~~strikethrough~~.

5.1 TEXT REVISIONS

Summary

The last sentence in the paragraph at the top of page S-3 has been revised as follows:

In addition, before constructing these streetscape improvements, Public Works would rehabilitate and replace aging sewers along the project corridor, would replace the 24-inch water main on Second Street from Market Street to the intersection with Howard Street, would construct/install/relocate drainage facilities, and would place existing overhead utilities underground along Second Street, from Stillman to Townsend streets, which is the only segment where the utilities are currently not underground.

The paragraph under S.2.2, Project Construction, on page S-4 has been revised as follows:

Construction activities would occur sequentially with construction related to sewer replacement or rehabilitation, to water main replacement, and to undergrounding of overhead utilities completed first, if required for the block. In addition, once environmental review has been completed, the Interim Near-Term Phase improvements could be considered for approval. If approved, these features would be implemented in fall 2015 to improve bicycle safety on the Second Street corridor. These improvements consist of restriping and painting and would be installed within a 10-day period. The Interim Near-Term Phase improvements would subsequently be replaced by the Second Street Improvement Project.

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The last sentence under S.4.1, No Project Alternative, on page S-39 has been revised as follows:

As a result, Public Works' objectives would not be met for providing a pedestrian- and bicycle-friendly street along the Second Street corridor, for implementing improvements to increase reliability of transit service, for undergrounding of overhead utilities, for replacing a two-block segment of water main, and for rehabilitating sewer facilities.

A row has been added to the end of Table S-3, Description of the Proposed Project/Project Variant and Alternatives, on pages S-41 to S-42, to reflect the staff-initiated text changes related to water main replacement. (Note that only the column headings and additional row are shown.)

Project Component/ Description	Proposed Project and Project Variant	Alternative 1 No Project Alternative	Alternative 2 Bicycles Lanes Alternative	Alternative 3 Center-Turn Lane Alternative
<u>Water System</u>	<u>Replace 24-inch water main on Second Street from Market Street to the intersection with Howard Street.</u>	<u>No improvements to the Second Street corridor.</u>	<u>Replace 24-inch water main on Second Street from Market Street to the intersection with Howard Street.</u>	<u>Replace 24-inch water main on Second Street from Market Street to the intersection with Howard Street.</u>

The last paragraph under S.4.2, Bicycle Lanes Alternative (Alternative 2), on page S-43 has been revised as follows:

Alternative 2 would include the rehabilitation and replacement of portions of the City's underground sewer infrastructure along the Second Street corridor, between Market and King streets, as well as replacing the 24-inch water main on Second Street from Market Street to the intersection with Howard Street. In addition, under this alternative, overhead electrical and telecommunication utilities between Stillman and Townsend streets would be placed underground.

The last paragraph under S.4.3, Center-Turn Lane Alternative (Alternative 3), on page S-45 has been revised as follows:

Alternative 3 would be coordinated with the rehabilitation and replacement of portions of the City's underground sewer infrastructure along the Second Street corridor, between Market

and King streets, as well as replacing the 24-inch water main on Second Street from Market Street to the intersection with Howard Street. In addition, under this alternative, the overhead electrical and telecommunication utilities between Stillman and Townsend streets would be placed underground.

Chapter 1, Background and Introduction

The second to last sentence in the second to last paragraph on page 1-4 has been revised as follows:

In addition, for efficient completion of excavation within the right-of-way, the Complete Streets Policy (Public Works Code Section 2.4.13) directs the City to coordinate improvements within public rights-of-way to occur simultaneously.³⁵ For the Second Street project, this is applicable to repairing or replacing the sewer, replacing the 24-inch water main on Second Street from Market Street to the intersection with Howard Street, and undergrounding the overhead utilities along a portion of Second Street between Stillman and Townsend streets.

The bulleted list of project features on page 1-5 has been revised as follows:

- Repair and replace the sewer along Second Street, including the main sewer, side sewers, and construct/install/relocate drainage facilities;
- Replace the 24-inch water main along Second Street, from Market Street to the intersection with Howard Street; and
- Place existing overhead utilities underground along Second Street from Stillman to Townsend streets.

The last paragraph on page 1-5 has been revised as follows:

Section 4.2–Supplement to the Bicycle Plan Initial Study of this document supplements the analysis that was prepared in the Bicycle Plan IS. In particular, it examines potential impacts as a result of additional project components, such as rehabilitating and replacing sewer facilities, replacing the 24-inch water main along Second Street from Market Street to

³⁵ The San Francisco Public Works Code, Article 2.4 Excavation in the public right of way, Section 2.4.13, Transit, Pedestrian, Bicycle, Stormwater, and Communications Infrastructure Improvements as Part of Planning, Construction, Reconstruction, and Repaving Projects, states that whenever Public Works or any other municipal excavator undertakes a project involving the planning, construction, reconstruction, or repaving of a public right-of-way, such project shall include, to the maximum extent practicable and feasible, transit, pedestrian, bicycle, stormwater, and communications infrastructure improvements. In combination, these improvements constitute a complete street project.

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the intersection with Howard Street, undergrounding overhead utilities, and implementing additional streetscape and pedestrian improvements.

Chapter 2, Project Description

The first paragraph on page 2-2 has been revised as follows:

In addition, before constructing these streetscape improvements, Public Works would rehabilitate and replace aging sewers along the project corridor, would construct/install/relocate drainage facilities, and would place existing overhead utilities underground along Second Street from Stillman to Townsend streets, which is the only segment where they are currently not underground. The proposed project would also include replacing the 24-inch water main along Second Street, from Market Street to the intersection with Howard Street,

The following text has been added after the second paragraph on page 2-2:

Public Works and SFMTA developed an interim project phase for the proposed project in order to increase bicycle safety along the Second Street corridor by providing near-term bicycle improvements prior to construction of the proposed project. The proposed Interim Near-Term Phase improvements on Second Street, between Market and King streets, are the following:

- In the northbound direction, a Class II bicycle lane would be installed from Market to Mission streets, greenback sharrows would be installed from Mission to Townsend streets, and a Class II bicycle lane would be installed from Townsend to King streets.
- In the southbound direction, a Class II bicycle lane would be installed from Market to Howard streets and greenback sharrows would be installed from Howard to King streets.
- The existing two vehicle travel lanes would be reduced to one travel lane, between Market and Howard streets in the southbound direction.
- A bicycle box would be installed at the northbound approach to Market Street. Turn pockets would be installed on Second Street at the northbound and southbound approaches to Mission Street and at the southbound approach to Howard Street.

The following text has been added to the bulleted list in Section 2.2, Project Sponsor Objectives, on page 2-2:

Replace the 24-inch water main along Second Street, from Market Street to the intersection of Howard Street.

The last paragraph on page 2-5 has been revised as follows:

The subsections below describe the existing conditions in the project area, organized by the type of features or project component, as follows: right-of-way, including roadway alignment, travel lanes and sidewalks; bicycle facilities; transit facilities; on-street parking; on-street loading zones; street trees and landscaping; sewer; water system; and overhead utilities;

Text for a new Section 2.4.9, Water System, has been added on page 2-16, and the section describing utilities became Section 2.4.10, Utilities:

The water system runs under Second Street, between Market and King streets, typically along the side of the right-of-way within 5 feet of the curb. The existing water main is 24 inches in diameter and is approximately 5 feet below ground.

A second paragraph has been added in the section for bicycle facilities on page 2-17, as follows:

The proposed Interim Near-Term Phase bicycle improvements would occur on Second Street, between Market and King streets. Interim Near-Term Phase bicycle improvements would remove travel lanes on Second Street between Market and Howard streets, which is similar to that proposed under the Second Street Improvement Project. The proposed Interim Near-Term Phase bicycle improvements are as follows:

- In the northbound direction, a Class II bicycle lane would be installed from Market to Mission streets, greenback sharrows would be installed from Mission to Townsend streets, and a Class II bicycle lane would be installed from Townsend to King streets.
- In the southbound direction, a Class II bicycle lane would be installed from Market to Howard streets and greenback sharrows would be installed from Howard to King streets.
- The existing two vehicle travel lanes would be reduced to one travel lane, between Market and Howard streets in the southbound direction.
- A bicycle box would be installed at the northbound approach to Market Street. Turn pockets would be installed on Second Street at the northbound and southbound approaches to Mission Street and at the southbound approach to Howard Street.

The second paragraph on page 2-24 has been revised as follows:

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The proposed project improvements would be coordinated with the rehabilitation and replacement of portions of the City's underground sewer infrastructure along the Second Street corridor, between Market and King streets, as well as the replacement of the 24-inch water main along Second Street, from Market Street to the intersection with Howard Street. In addition, existing overhead electrical and telecommunication utilities between Stillman and Townsend streets would be placed underground.

The first paragraph of Section 2.5.2, Right-of-Way on page 2-24 has been revised as follows:

The proposed project would widen the sidewalks on Second Street, between Harrison and Townsend streets, from 10 feet to 15 feet, as requested by the community. In addition, to address the difficulty that northbound pedestrians encounter crossing Harrison Street at Second Street (east side), the southeast corner of the intersection would be reconfigured to eliminate the two uncontrolled northbound right-turn lanes; vehicles would be required to make right turns from Second Street onto Harrison Street at the intersection. Right-turn pockets with a dedicated signal phase would be provided on Second Street at the following locations: northbound at Market Street, northbound and southbound at Mission Street, southbound at Howard Street, northbound at Folsom Street, northbound and southbound at Harrison Street, northbound at Bryant Street, northbound and southbound at Brannan Street, and southbound at Townsend Street. The southbound left turns into driveways and alleys would still be permitted at the same locations where they are currently permitted, following implementation of the proposed project.

A new section addressing Water System Improvements has been added before Section 2.5.9, Undergrounding of Overhead Utilities, which became Section 2.5.10, and a new Section 2.5.11, Interim Near-Term Phase improvements, has been added immediately after Section 2.5.10, Undergrounding of Overhead Utilities, on page 2-35:

2.5.9 Water System Improvements

Public Works, in conjunction with the San Francisco Public Utilities Commission (SFPUC), would replace a section of 24-inch-diameter water main pipe on Second Street, from Market Street to the intersection of Second and Howard streets. This would be done in accordance with the Complete Streets Policy and in addition to any relocation of pipeline, hydrants, or valves due to such project features as bulb-outs and sidewalk extensions.

Due to its age, material, and history of breakage, the existing 24-inch-diameter, high-risk water main would be replaced with a new 24-inch-diameter, ductile iron pipe to improve system reliability. Various appurtenances, similar in type and number to those for the existing water main, would be required on the new water mains. For example, blow-off valves would be installed at low points in the water main profile, and air valves would be

installed at high points. Blow-off valves allow the water main to be dewatered, and air valves allow the release of accumulated air pockets or prevent vacuum conditions from damaging the water main. Examples of mechanical appurtenances are the pipe connections and valves discussed above, reducers (to connect pipes of different diameters), and isolation valves.

This water main replacement would require excavating up to 5 feet below ground, which would be shallower than the proposed sewer work. The total volume of excavated material for the water main replacement is anticipated to be approximately 900 cubic yards. The water improvements would occur in an alignment approximately 5 feet from the curb in the northbound lane (east side of the street) after the sewer rehabilitation is completed for these two blocks. The construction work for the water main replacement would take up to 80 days, with approximately 14 days for trenching and pipe laying. The overall project schedule would be extended by up to two months, for a total of 14 months.

2.5.11 Interim Near-Term Phase Improvements

The proposed Interim Near-Term Phase bicycle improvements would occur on Second Street between Market and King streets. The Interim Near-Term Phase would reconfigure the right-of-way along Second Street by modifying lane striping, painting sharrows, and installing signage. This would be done to increase safety for bicyclists prior to the construction and implementation of the proposed project. These improvements would result in the removal of travel lanes on Second Street between Market and Howard streets, similar to that proposed under the Second Street Improvement Project. These interim measures would be replaced by construction of the Second Street Improvement Project, as described in the Draft SEIR. The proposed Interim Near-Term Phase bicycle improvements are as follows:

- In the northbound direction, a Class II bicycle lane would be installed from Market to Mission streets, greenback sharrows would be installed from Mission to Townsend streets, and a Class II bicycle lane would be installed from Townsend to King streets.
- In the southbound direction, a Class II bicycle lane would be installed from Market to Howard streets and greenback sharrows would be installed from Howard to King streets.
- The existing two vehicle travel lanes would be reduced to one travel lane between Market and Howard streets in the southbound direction.

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- A bicycle box would be installed at the northbound approach to Market Street. Turn pockets would be installed on Second Street at the northbound and southbound approaches to Mission Street and at the southbound approach to Howard Street.

Market Street to Mission Street

On Second Street, between Market and Mission streets, a Class II bicycle lane would be installed in the northbound and southbound directions. One of the existing two southbound travel lanes would be removed, resulting in one travel lane in each direction.

On Second Street at Stevenson Street, the northbound bicycle lane would be moved to the left of the travel lane and would lead to a new bicycle box at Market Street.³⁶ In conjunction with the bicycle box, sharrows would be installed in the northbound right-turn-only lane. In addition, a no-turn-on-red restriction would be established for vehicles northbound on Second Street at Market Street.

A new right-turn pocket would be installed southbound on Second Street at Mission Street. This would be done by removing three general metered parking spaces and four metered commercial loading zones on the west side of Second Street, between Jessie and Mission streets. Three of the four commercial loading zones would be replaced by converting three general metered parking spaces into metered commercial loading spaces on the south side of Jessie Street, immediately west of Second Street.

Mission Street to Howard Street

On Second Street, between Mission and Howard streets, greenback sharrows would be installed in the northbound direction and a Class II bicycle lane would be installed southbound. To accommodate these changes, one southbound travel lane would be removed, resulting in one southbound travel lane and two northbound travel lanes.

A northbound right-turn pocket would be installed on Second Street at Mission Street by removing two general metered parking spaces on the east side of Second Street, between Mission and Minna streets. A southbound right-turn pocket would be installed on Second Street at Howard Street by removing four general metered parking spaces and one white zone (restaurant valet) on the west side of Second Street, between Natoma and Howard streets.

³⁶ Under existing conditions, the northbound approach on Second Street at Market Street is already a right-turn-only lane, except for bicycles.

Howard Street to Townsend Street

Greenback sharrows would be installed in both directions on Second Street between Howard and Townsend streets. The greenback sharrows would be in the rightmost through lane in each direction.

Townsend Street to King Street

On Second Street between Townsend and King streets, a northbound Class II bicycle lane would be installed on Second Street between King and Townsend streets and greenback sharrows would be installed in the southbound direction. To accommodate these changes, the northbound through-lane would be narrowed from 12 feet to 10 feet and the southbound through-lane would be narrowed from 14.5 feet to 13.5 feet.³⁷

The following sentence has been added to the end of the first paragraph in Section 2.6.1, Schedule:

The Interim Near-Term Phase improvements would be implemented following project approval in advance of the construction of the Second Street Improvement Project. This would be to address safety conditions for bicyclists along the Second Street corridor.

The second sentence in the second paragraph in Section 2.6.1, Schedule, on page 2-35 has been revised as follows:

Public Works anticipates that construction would occur one block at a time along Second Street, requiring up to six weeks per block. Construction would occur sequentially: from that related to sewer replacement or rehabilitation to water main replacement to undergrounding of overhead utilities, if required for the block.

The bulleted list in Section 2.6.1, Schedule, on page 2-35 has been revised as follows:

- Sewer rehabilitation/replacement;
- Water main replacement on Second Street, between Market Street and the intersection with Howard Street;

The bulleted list in Section 2.7, Project Approvals, on page 2-38 has been revised as follows:

- Encroachment Permit from the California Department of Transportation (Caltrans).

³⁷ This element is also included in the proposed project described in the Draft SEIR.

Chapter 4, Environmental Setting, Impacts, and Mitigation Measures

Section 4.1, Introduction

The first sentence in the third paragraph on page 4.1-1 has been revised as follows:

In addition, following the City's current Better Streets Policy (Public Works Code Section 2.4.13) for efficient completion of excavation in the right-of-way, such improvements as sewer repair or replacement and water main replacement are recommended to occur simultaneously with other public right-of-way projects to achieve a complete street; this is discussed in more detail on page 1-4.³⁸

The second sentence in the third paragraph on page 4.1-2 has been revised as follows:

The nature of the construction activities associated with the additional streetscape and pedestrian improvements, rehabilitation, and replacement of sewer facilities, replacement of the water main, and undergrounding of utilities require a supplemental analysis of some of the Bicycle Plan IS topics.

The following paragraphs have been added after the third paragraph on page 4.1-2.

To improve bicycle safety more immediately, the SFMTA would implement Interim Near-Term Phase bicycle facilities along the Second Street corridor. This would be done ahead of the Second Street Improvement Project, which would require additional time for finalizing detailed design drawings and then for construction. As described in Section 2, these facilities would reconfigure the right-of-way by restriping and painting a bicycle box and by installing bicycle lanes on three blocks (northbound from Market to Mission streets and Townsend to King streets and southbound from Market to Howard streets) and sharrows along the remainder of the corridor.

These improvements would result in fewer impacts on the environment compared to the Second Street Improvement Project. This is because they would not require any excavation or construction, other than painting. Potential transportation and circulation impacts from the Interim Near-Term Phase improvements were analyzed in a Supplemental Transportation Analysis^{fn} and are discussed in Section 4.4. These interim improvements would be replaced by the elements of the Second Street Improvement Project.

³⁸ The San Francisco Public Works Code, Article 2.4 Excavation in the public right of way, Section 2.4.13, Transit, Pedestrian, Bicycle, Stormwater, and Communications Infrastructure Improvements as Part of Planning, Construction, Reconstruction, and Repaving Projects, states that whenever Public Works or any other municipal excavator undertakes a project involving the planning, construction, reconstruction, or repaving of a public right-of-way, such project shall include, to the maximum extent practicable and feasible, transit, pedestrian, bicycle, stormwater, and communications infrastructure improvements. In combination, these improvements constitute a complete street project.

^{fn} SFMTA. 2015. Supplemental Transportation Analysis for the Interim Near-Term Phase of the Second Street Improvement Project. This document is available at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103 as part of case 2007.0347E.

Section 4.2, Supplement to the Bicycle Plan Initial Study

The bulleted list on page 4.2-2 has been revised as follows:

- Repairing or replacing sewers; ~~and~~
- Replacing the 24-inch water main on Second Street between Market Street and the intersection with Howard Street; and

The first sentence in the third paragraph on page 4.2-5 has been revised as follows:

The proposed project's or project variant's repair and replacement of the sewer pipeline, replacement of the water main on two blocks, and undergrounding of overhead utilities would not extend the capacity of the existing infrastructure; instead it would bring ~~sewer lines in this infrastructure~~ up to current City standards.

The first sentence in the fourth paragraph on page 4.2-5 has been revised as follows:

The proposed project's or project variant's components include streetscape elements, underground sewer facilities, water main replacement, and relocation of overhead utilities underground.

The following paragraph has been added after the first paragraph under Impact UT-1, page 4.2-7:

The proposed project or its variant would replace the 24-inch water main under the Second Street corridor, from Market Street to the intersection with Howard Street, as determined by Public Works and SFPUC inspection. However, the proposed project or its variant would not expand water system facilities or extend the water line because the existing 24-inch-diameter water main would be replaced by the same diameter pipe. The replacement is needed to lessen the chance of a break and is intended to facilitate the operation of the existing water system; therefore, the proposed water main replacement would have **less-than-significant** impacts on utilities and service systems.

The second sentence of the first paragraph under Impact HY-1 on page 4.2-9 has been revised as follows:

Project-related construction would include excavating and shoring to repair or replace the sewer pipelines and replacing the water main, as described above, undergrounding the

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utilities, and improving the Second Street corridor streetscape by adding bicycle, pedestrian, and transit facilities.

The third paragraph under Impact HY-1 on page 4.2-9 has been revised as follows:

The proposed project or its variant would include new drainage facilities associated with certain proposed streetscape elements for the Second Street corridor. The drainage facilities would be approximately 7 feet by 7 feet by 7.3 feet average depth. In addition, the proposed project or its variant would replace the 24-inch water main on Second Street, between Market Street and the intersection with Howard Street, which would require excavating up to 5 feet in depth. This excavation would occur in a limited two-block area. Similar to the improvements discussed in the Bicycle Plan FEIR (Appendix A – Initial Study, page 75), changes in drainage would not be substantial and would not substantially affect drainage patterns or affect groundwater recharge.

The first sentence of the first full paragraph under Impact C-CG-1 on page 4.2-14 has been revised as follows:

The proposed project or its variant would construct bicycle, pedestrian, and transit facilities, as well as other streetscape, sewer, water system, and utility improvements along the Second Street corridor.

The bulleted list on page 4.2-14 has been revised as follows:

- Operation of construction equipment for excavation and respective rehabilitation/ replacement of the sewer, replacement of the water main, and undergrounding utilities;

Section 4.3, Cultural and Paleontological Resources

The last sentence of the first paragraph on page 4.3-1 has been revised as follows:

This supplemental analysis addresses potential impacts from the additional project components not previously part of any options of Project 2-1 in the Bicycle Plan; in particular, these are adding streetscape features, repairing or replacing the sewer, replacing the water main, and undergrounding overhead utilities.

Section 4.4, Transportation and Circulation

The last sentence of the second paragraph on page 4.4-1 has been revised as follows:

This supplemental analysis addresses potential transportation and circulation impacts associated with the refined project; in particular, these are adding streetscape features,

including Interim Near-Term Phase bicycle facilities, repairing or replacing the sewer, replacing the water main, and undergrounding overhead utilities on Second Street, between Stillman and Townsend streets.

The first sentence of the second paragraph on page 4.4-32 has been revised as follows:

The proposed project or its variant would involve constructing and installing two, one-way cycle tracks along the east and west sides of Second Street; rehabilitating or replacing portions of the sewer infrastructure underneath Second Street; replacing the water main on Second Street, from Market Street to the intersection with Howard Street, and relocating overhead utilities underground along Second Street, between Stillman Street (near the I-80 overpass) south to Townsend Street (approximately 0.27 mile).

The second sentence of the third paragraph on page 4.4-38 has been revised as follows:

Additionally, an average of about 10 construction trucks would travel one way to the project site daily during the peak periods of construction, such as when excavating, repairing and replacing the sewer system, replacing the water main, and undergrounding overhead utilities.

The last sentence of the third paragraph on page 4.4-38 has been revised as follows:

The construction contractor would meet with the SFMTA and with Muni's Street Operations and Special Events Office. The contractor would be required to construct in accordance with the City's Blue Book and Article 2.4 of the Public Works Code regarding Excavation within the Public Right-of-Way. This is meant to minimize construction impacts on vehicle, transit, bicycles, and pedestrian traffic. In particular, the project would comply with Public Works Code Section 2.4.50. The neighborhood would be properly informed of anticipated excavation, and project contact information would be provided in such notices as well as at the project site.

The first sentence of the fourth paragraph on page 4.4-38 has been revised as follows:

Some construction activities along a corridor's block, such as sewer repair or replacement or the water main replacement, may require a portion of the adjacent sidewalk to be temporarily closed;

The following paragraphs have been added above the impact statement for Impact TR-15 on page 4.4-52:

In addition, the SFMTA would implement the Interim Near-Term Phase to improve bicycle safety ahead of the proposed project construction. The Interim Near-Term Phase

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improvements would involve reconfiguring the roadway right-of-way to install a bicycle box on Second Street at the northbound approach with Market Street, bicycle lanes on three blocks (northbound from Market to Mission streets and Townsend to King streets and southbound from Market to Howard streets), and sharrows for the remainder of the corridor.

As discussed in the Supplemental Transportation Analysis,^{fn} these improvements would reduce roadway capacity on Second Street between Market and Howard streets by removing travel lanes to install bicycle lanes. However, the intersections of Second Street with Market, Mission, and Howard streets would continue to operate acceptably.

Sharrows would be implemented on Second Street between Howard and Townsend streets. Traffic operations where sharrows would be implemented would remain similar to existing conditions. Therefore, the Interim Near-Term Phase improvements would result in **less-than-significant** impacts on traffic.

^{fn} SFMTA. 2015. *Supplemental Transportation Analysis for the Interim Near-Term Phase of the Second Street Improvement Project*. This document is available at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103 as part of case 2007.0347E.

The following paragraph has been added above the impact statement for Impact TR-17 on page 4.4-57:

In addition, the SFMTA would implement the Interim Near-Term Phase to improve bicycle safety ahead of the proposed project construction. The Interim Near-Term Phase improvements would involve reconfiguring the roadway right-of-way to install a bicycle box on Second Street at the northbound approach with Market Street, bicycle lanes on three blocks (northbound from Market to Mission streets and Townsend to King streets and southbound from Market to Howard streets), and sharrows for the remainder of the corridor. As discussed in the *Supplemental Transportation Analysis*, these improvements would not add transit trips nor would they substantially change transit operations. Therefore, the Interim Near-Term Phase improvements would result in **less-than-significant** impacts on transit.

The following paragraph has been added after the third paragraph on page 4.4-58:

In addition, the SFMTA would implement the Interim Near-Term Phase to improve bicycle safety ahead of the proposed project construction. The Interim Near-Term Phase improvements would involve reconfiguring the roadway right-of-way to install a bicycle box on Second Street at the northbound approach with Market Street, bicycle lanes on three blocks (northbound from Market to Mission streets and Townsend to King streets and southbound from Market to Howard streets), and sharrows for the remainder of the corridor.

These improvements would not alter the existing pedestrian conditions and would result in **less-than-significant** impacts on pedestrians.

The following paragraph has been added after the third full paragraph on page 4.4-61:

In addition, the SFMTA would implement the Interim Near-Term Phase to improve bicycle safety ahead of the proposed project construction. These Interim Near-Term Phase improvements would involve reconfiguring the roadway right-of-way to install a bicycle box on Second Street at the northbound approach with Market Street, bicycle lanes on three blocks (northbound from Market to Mission streets and Townsend to King streets and southbound from Market to Howard streets), and sharrows for the remainder of the corridor. These improvements would not improve bicycle conditions to the same degree as the proposed project, but they would improve the existing safety conditions. The Interim Near-Term Phase improvements would result in **less-than-significant** impacts on bicyclists.

The following paragraphs have been added after the third full paragraph on page 4.4-63:

In addition, the SFMTA would implement the Interim Near-Term Phase to improve bicycle safety ahead of the proposed project construction. The Interim Near-Term Phase improvements would involve reconfiguring the roadway right-of-way to install a bicycle box on Second Street at the northbound approach with Market Street, bicycle lanes on three blocks (northbound from Market to Mission streets and Townsend to King streets and southbound from Market to Howard streets), and sharrows for the remainder of the corridor. These improvements would reduce the roadway capacity on a two-block segment of Second Street from Market to Howard streets. Sharrows would be installed on Second Street between Howard and Townsend streets.

In addition, a northbound bicycle lane would be installed on Second Street between Townsend and King streets by narrowing travel lanes so that roadway capacity would not be reduced. There would be no significant impact on emergency vehicle access because for most of the corridor, the interim improvements would not substantially change conditions over existing conditions. For the two blocks where a travel lane would be removed to install bicycle lanes, drivers would be able to pull into the bicycle lane out of the way of emergency vehicles. Therefore, there would be no significant emergency vehicle access impact as a result of the Interim Near-Term Phase improvements.

The following paragraphs have been added after the last paragraph on page 4.4-65:

In addition, the SFMTA would implement the Interim Near-Term Phase to improve bicycle safety ahead of proposed project construction. The Interim Near-Term Phase improvements would involve reconfiguring the roadway right-of-way to install a bicycle box

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on Second Street at the northbound approach with Market Street, bicycle lanes on three blocks (northbound from Market to Mission streets and Townsend to King streets and southbound from Market to Howard streets), and sharrows for the remainder of the corridor. These improvements would reduce the roadway capacity on a two-block segment of Second Street from Market to Howard streets.

Sharrows would be installed on Second Street between Howard and Townsend streets. In addition, a northbound bicycle lane would be installed on Second Street between Townsend and King streets by narrowing travel lanes so that roadway capacity would not be reduced. The Interim Near-Term Phase would remove four of the 41 commercial loading spaces on Second Street. Three of the four commercial loading spaces would be relocated by converting three general metered parking spaces into commercial loading spaces on the south side of Jessie Street west of Second Street. One of the four commercial loading spaces would be removed and not replaced, but this would be not considered to be a significant impact. The impact of the interim improvements would be substantially less compared to the proposed project. There would be no significant impact on loading.

The following paragraphs have been added above the Cumulative discussion on page 4.4-68:

In addition, the SFMTA would implement the Interim Near-Term Phase to improve bicycle safety ahead of the proposed project construction. The Interim Near-Term Phase improvements would involve reconfiguring the roadway right-of-way to install a bicycle box on Second Street at the northbound approach with Market Street, bicycle lanes on three blocks (northbound from Market to Mission streets and Townsend to King streets and southbound from Market to Howard streets), and sharrows for the remainder of the corridor. These improvements would reduce the roadway capacity on a two-block segment of Second Street from Market to Howard streets.

Sharrows would be installed on Second Street between Howard and Townsend streets. In addition, a northbound bicycle lane would be installed on Second Street between Townsend and King streets by narrowing travel lanes so that roadway capacity would not be reduced.

The Interim Near-Term Phase would remove nine parking spaces on Second Street and three on the south side of Jessie Street west of Second Street, for a total of 12 parking spaces removed. Three of the parking spaces would be converted to commercial loading spaces. As discussed above, this loss of parking is not considered to be substantial in the context of downtown San Francisco. The impact on parking of the Interim Near-Term Phase improvements would be substantially less than that of the proposed project. There would be a net loss of 12 parking spaces, compared with a net loss of 129 parking spaces

and 19 motorcycle parking spaces under the proposed project. Therefore, the impact on parking under the Interim Near-Term Phase would be **less than significant**.

The following text has been added after the last paragraph on Draft SEIR page 4.4-73:

The Interim Near-Term Phase improvements would be replaced by the proposed Second Street Improvement Project. As discussed in the *Supplemental Transportation Analysis*, the Interim Near-Term Phase would have less impact than the proposed project. There would be no significant impacts at a project or cumulative level as a result of these improvements. The impacts would be the same as, or less than, that already identified in the Draft SEIR. However, even if standing alone, the interim proposal would not have a cumulative 2040 impact on cultural resources, transportation and circulation, noise and vibration, or air quality.

Section 4.5, Noise and Vibration

The third sentence of the first paragraph on page 4.5-1 has been revised as follows:

This is due to the inclusion of additional streetscape elements, the repair and replacement of the sewer system, the water main replacement, and the undergrounding of overhead utilities.

The last sentence of the first paragraph on page 4.5-14 under Impact NO-1 has been revised as follows:

Project or project variant improvements would be confined to the right-of-way along Second Street and would consist of components listed in Section 2.5 of this Draft SEIR. This would involve rehabilitating or replacing sewers, replacing the water main, relocating overhead utilities underground, and making streetscape improvements by installing bicycle, transit, and pedestrian facilities.

The second paragraph on page 4.5-17 under Impact NO-2 has been revised as follows:

As previously stated, the length of time to construct most of the individual features of the proposed project or project variant, such as rehabilitating or replacing sewer lines, replacing the water main, or undergrounding overhead utilities, would be approximately two weeks or less on a given block; impact equipment for sidewalk and street demolition would be used only for two or four days. The water main would be replaced after the sewer rehabilitation. While the sewer facilities are in the center of the ROW, the water facilities are along one side of the ROW, approximately 5 feet from the curb.

Section 4.6, Air Quality

The last sentence of the second paragraph on page 4.6-1 has been revised as follows:

The air quality analysis provided herein addresses the potential air quality impacts of the refined project, including those related to streetscape features, the sewer repair and replacement, the water main replacement on two blocks, and undergrounding of overhead utilities.

The first sentence of the first paragraph on page 4.6-28 under Impact AQ-1 has been revised as follows:

The project or project variant would include rehabilitating or replacing sewers, replacing the water main on Second Street from Market Street to the intersection with Howard Street, relocating overhead utilities underground, installing streetscape improvements, Interim Near-Term Phase improvements.

The second sentence of the second paragraph on page 4.6-36 has been revised as follows:

In addition to the roadway and streetscape improvements, including the Interim Near-Term Phase improvements, the proposed project or its variant would include rehabilitating or replacing the sewer, replacing the water main on two blocks, and undergrounding overhead utilities. Implementing the proposed improvements would result in short-term criteria pollutant emissions during construction (see Table 4.6-3), which would be below the significance thresholds.

Chapter 5, Other CEQA Considerations

The first paragraph on page 5-1 to 5-2 under Impact GR-1 has been revised as follows:

The proposed project or its variant consists of the following components along Second Street, between Market and King streets: widening sidewalks; installing one-way cycle track bicycle facilities in each direction, bicycle lanes and sharrows in a few locations, street trees, transit boarding islands at most transit stops, planted medians, and site furnishings (trash receptacles, bicycle racks, benches, and pedestrian-scale street lighting); instituting signal phasing; reducing the roadway from four travel lanes to two; restricting left turns at most intersections; grinding and repaving the asphalt curb-to-curb; installing Americans with Disabilities Act-compliant curb ramps; reconfiguring the southeast corner at the intersection of Harrison and Second streets; repairing and replacing the sewer; replacing the water main on two blocks of Second Street, and placing overhead utilities underground.

The second full paragraph on page 5-2 under Impact GR-1 has been revised as follows:

For efficiency and in keeping with City requirements to coordinate other agency projects for the same ROW, the refined project design for the Second Street corridor includes rehabilitating or replacing sewer facilities along this corridor, replacing the water main on two blocks of Second Street, and undergrounding overhead utilities between Stillman and Townsend streets (approximately 0.27 mile).

The following paragraph has been added before the last paragraph on page 5-2 under Impact GR-1:

The proposed project or its variant would replace the 24-inch-diameter water main under the Second Street corridor, from Market Street to the intersection with Howard Street, as determined by Public Works and SFPUC inspection. However, the proposed project or its variant would not expand water system facilities or extend the water line because the existing 24-inch-diameter water main would be replaced by the same diameter pipe. The replacement is needed to lessen the chance of a break and is intended to facilitate the operation of the existing water system. Therefore, it would not induce population growth beyond what is expected to occur without the proposed project or its variant.

Chapter 6, Alternatives

The following text has been added to the bulleted list at the top of page 6-3 as follows:

- Inspect, rehabilitate, and restore the sewer system along the corridor; and
- Replace the water main on Second Street from Market Street to the intersection of Howard Street; and

The bulleted list at the top of page 6-5 has been revised as follows:

The Bicycle Lanes Alternative (Alternative 2)—One travel lane and one bicycle lane in each direction would be provided; the existing 60-second signal cycle lengths at all locations would be included, with no separate bicyclist/pedestrian signal phase at the signalized intersections along Second Street. The sewer system along Second Street would be rehabilitated or replaced, the water main on Second Street from Market Street to the intersection with Howard Street would be replaced; and the overhead utilities between Stillman and Townsend streets would be put under ground.

The Center-Turn Lane Alternative (Alternative 3)—A northbound and southbound Class II bicycle lane would be provided, with a two-way, left-turn center lane along two sections of Second Street. The sewer system along Second Street would be rehabilitated or replaced, the water main on Second Street from Market Street to the intersection with Howard Street

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would be replaced; and the overhead utilities between Stillman and Townsend streets would be put under ground.

The second sentence of the first full paragraph on page 6-5 has been revised as follows:

Similar to the proposed project and its variant, Alternatives 2 and 3 would be constructed in the right-of-way. The alternatives would consist of pedestrian, bicycle, and transit facilities and improvements to rehabilitate sewer facilities, to replace the water main on two blocks, and to relocate overhead utilities underground.

The second sentence of the second paragraph on page 6-5 has been revised as follows:

Alternatives analyzed below would differ from the proposed project or its variant. Except for Alternative 1, which would not change existing conditions, these alternatives would include some of the improvements under the proposed project or its variant, such as replacing or rehabilitating sewer facilities and replacing the water main on Second Street from Market Street to the intersection with Howard Street, or they would include different design of streetscape improvements, such as bicycle lanes along the Second Street corridor instead of cycle tracks, or bus bulbs or bus zones instead of bus boarding islands.

A row has been added to Table 6-1, Description of the Proposed Project/Project Variant and Alternatives, on pages 6-7 to 6-9 to reflect the staff-initiated text changes related to the proposed water main replacement. (Note that only the additional row is shown.)

Project Component/ Description	Proposed Project and Project Variant	Alternative 1 No Project Alternative	Alternative 2 Bicycles Lanes Alternative	Alternative 3 Center-Turn Lane Alternative
<u>Water System</u>	<u>Replace 24-inch water main on Second Street from Market Street to the intersection with Howard Street.</u>	<u>No improvements to the Second Street corridor.</u>	<u>Replace 24-inch water main on Second Street from Market Street to the intersection with Howard Street.</u>	<u>Replace 24-inch water main on Second Street from Market Street to the intersection with Howard Street.</u>

The last sentence of the first paragraph on page 6-11 has been revised as follows:

Alternative 1 would not reduce the number of vehicles accessing the freeway from Second Street, nor would it require inspecting, rehabilitating, or restoring the sewer system along the corridor, replacing the water main on Second Street from Market Street to the intersection with Howard Street, or relocating overhead utilities underground.

The third sentence of the first paragraph under Section 6.2.5, Alternative 2 Bicycle Lanes Alternative on page 6-11 has been revised as follows:

Like the proposed project or project variant, Alternative 2 would rehabilitate or replace sewers, replace the water main on Second Street from Market Street to the intersection with Howard Street, would relocate overhead utilities underground between Stillman and Townsend streets, and would provide bicycle, pedestrian, and transit improvements.

The full first paragraph on page 6-17 has been revised as follows:

Sewer, Water, and Utilities—Similar to the proposed project and its variant, streetscape improvements under Alternative 2 would be coordinated with rehabilitating and replacing portions of the City's underground sewer infrastructure along the Second Street corridor, between Market and King streets, and replacing the water main on Second Street, from Market Street to the intersection with Howard Street. In addition and also similar to the proposed project and its variant, under Alternative 2, overhead electrical and telecommunication utilities between Stillman and Townsend streets would be placed underground.

The second sentence of the last paragraph on page 6-49 has been revised as follows:

Implementing the improvements along Second Street under Alternative 2 would require similar construction activities, such as demolishing streets and sidewalks and excavating for the sewer improvements, replacing the water main, and relocating overhead utilities underground.

The full sentence of the first paragraph on page 6-50 under the heading Air Quality under Alternative 2 has been revised as follows:

Similar to the proposed project or its variant, construction under Alternative 2 would include installing bicycle, pedestrian, and transit facilities, rehabilitating or replacing sewers, replacing the water main on two blocks of Second Street, relocating overhead utilities underground, and installing streetscape improvements.

The third sentence of the first paragraph under Section 6.2.6, Alternative 3: Center-Turn Lane Alternative, on page 6-53 has been revised as follows:

Section 5: Draft SEIR Revisions

Similar to the proposed project or project variant, Alternative 3 would rehabilitate or replace sewers, would replace the water main on Second Street from Market Street to the intersection with Howard Street, would relocate overhead utilities underground between Stillman and Townsend streets, and would provide bicycle, pedestrian, and transit improvements.

The full first paragraph on page 6-57 has been revised as follows:

Sewer, Water, and Utilities—Similar to the proposed project and its variant, streetscape improvements under Alternative 3 would be coordinated with the rehabilitation and replacement of portions of the City's underground sewer infrastructure along the Second Street corridor, between Market and King streets, and the replacement of the water main on Second Street from Market Street to the intersection with Howard Street. In addition, overhead electrical and telecommunication utilities between Stillman and Townsend streets would be relocated underground.

The first sentence of the second paragraph under the heading Cultural and Paleontological Resources under Alternative 3 on page 6-57 has been revised as follows:

In addition, the depth of excavation to repair and replace the sewer system, to replace the water main on two blocks of Second Street, and to relocate overhead utilities underground would be similar to that of the proposed project.

The full sentence of the first paragraph on page 6-85 under the heading Air Quality under Alternative 3 has been revised as follows:

Similar to the proposed project or its variant, construction under Alternative 3 would include rehabilitating or replacing sewers, replacing the water main on two blocks of Second Street, relocating overhead utilities underground, and implementing bicycle, pedestrian, transit, and streetscape improvements.

ATTACHMENT A
DRAFT SEIR COMMENT LETTERS AND E-MAILS

**Table A-1
Draft EIR Comment Letters/Emails**

Commenter Code	Commenter/ Date Received	Comment Type	Topic Code	Topic Title
A-Caltrans	Patricia Maurice, Acting District Branch Chief Local Development- Intergovernmental Review Department of Transportation- District 4; March 26, 2015	Letter	GC-4	Lead agency role.
			TR-18	Mitigation measures for increased VMT.
			TR-19	TMP or TIS required.
			PD-8	Encroachment permit.
A-SFFD	Michael Bryant, Battalion Chief San Francisco Fire Department March 13, 2015	Email	TR-11	Emergency access.
O-Bicycle Coalition	Noah Budnick Executive Director San Francisco Bicycle Coalition; March 30, 2015	Letter	GC-3	Adequacy of the SEIR.
			MER-a	Comments supporting or opposing the project.
I-Chang	Pauling Chang, MD; March 18, 2015	Email	TR-8	Traffic impacts - lane reductions.
			MER-a	Comments supporting or opposing the project.
I-Chiu	Kuenley Chiu; March 29, 2015	Email	GC-3	Adequacy of the SEIR.
			PD-4	Project implementation suggestions.
I-Daimler	Eric Daimler; March 22, 2015	Email	TR-3	Support pedestrian improvements.
I-Dana	Dorothy Dana; March 19, 2015	Email	CR-1	Impacts on historical resources.
			PD-3	Lane widths.
			TR-6	Traffic impacts at intersections.
			PD-4	Project implementation suggestions.
			AL-2	Alternatives do not address traffic impacts.

**Table A-1
Draft EIR Comment Letters/Emails (Continued)**

Commenter Code	Commenter/ Date Received	Comment Type	Topic Code	Topic Title
I-Gibson	Sue Gibson; February 16, 2015	Email	TR-5	Traffic analysis.
I-Hathcoat	Diane Hathcoat Clocktower Owner/Resident; March 29, 2015	Email	TR-6	Traffic impacts at intersections.
			TR-14	Parking impacts.
			PD-4	Project implementation suggestions.
			PP-1	Consistency with bicycle plan.
			NO-1	Night noise.
			PD-5	New project variant.
I-Hong	Dennis J. Hong; March 28, 2015	Email	MER-a	Comments supporting or opposing the project.
			MER-b	Economic Impacts.
			PD-6	Construction activities.
			PD-7	Accountability for implementation of best management practices.
			GC-6	Public comments and the public comment period.
			PD-6	Construction activities.
			TR-17	Cumulative construction activities.
			PD-9	Transit improvements.
			PD-9	Transit improvements.
			GC-3	General comments on the adequacy of the SEIR.
			GC-6	Public comments and the public comment period.
I-Law	Garret Law; March 18, 2015	Email	TR-13	Loading impacts.
			TR-10	Pedestrian analysis.
			TR-5	Traffic analysis.
			TR-7	Traffic impacts - left-turn restrictions.

**Table A-1
Draft EIR Comment Letters/Emails (Continued)**

Commenter Code	Commenter/ Date Received	Comment Type	Topic Code	Topic Title
I-Miles	Mary Miles, Attorney at Law; March 30, 2015	Letter	GC-3	General comments on the adequacy of the SEIR.
			GC-8	Cumulative analysis.
			GC-3	General comments on the adequacy of the SEIR.
			GC-7	Compliance with NEPA.
			PD-1	Project components.
			GC-2	Overall project impacts.
			TR-1	Traffic baseline.
			AQ-1	Operational air quality impacts.
			TR-11	Emergency access.
			GC-5	Adequacy of mitigation measures.
			AL-1	Full range of alternatives.
			GC-3	General comments on the adequacy of the SEIR.
			GC-6	Public comments and the public comment period.
			PD-2	Objectives.
			GC-1	Project of regional and statewide importance.
			GC-3	General comments on the adequacy of the SEIR.
			TR-1	Traffic baseline.
			GC-3	General comments on the adequacy of the SEIR.
			TR-6	Traffic impacts at intersections.
			AQ-1	Operational air quality impacts.
TR-14	Parking impacts.			
TR-9	Transit impacts.			
GHG-1	Greenhouse gas impacts.			

**Table A-1
Draft EIR Comment Letters/Emails (Continued)**

Commenter Code	Commenter/ Date Received	Comment Type	Topic Code	Topic Title
I-Miles (cont'd)	Mary Miles, Attorney at Law; March 30, 2015	Letter	TR-1	Traffic baseline.
			TR-2	Traffic counts.
			TR-4	Bicycle counts.
			TR-16	Cumulative bicycle impacts.
			GC-8	Cumulative analysis.
			TR-6	Traffic impacts at intersections.
			TR-11	Emergency access.
			GC-5	Adequacy of mitigation measures.
			AL-1	Full range of alternatives.
I-Riess	Steven Riess; March 4, 2015	Email	MER-a	Comments supporting or opposing the project.
I-Shapiro	Barbara Shapiro; March 18, 2015	Letter	TR-8	Traffic impact - lane reductions.
			AQ-1	Operational air quality impacts.
			TR-7	Traffic impacts - left-turn restrictions.
			MER-a	Comments supporting or opposing the project.
I-Stutz	Jeffrey Stutz; March 21, 2015	Email	MER-a	Comments supporting or opposing the project.
			PD-4	Project implementation suggestions.
I-Terplan	Sprague Terplan; February 27, 2015	Email	MER-a	Comments supporting or opposing the project.
I-Zan	Peter Zan; February 16, 2015	Email	MER-a	Comments supporting or opposing the project.

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
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March 26, 2015

SFGEN031
SF- GEN - PM 5.4
SCH# 2008032052

Ms. Debra Dwyer
Planning Division
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Dwyer:

Second Street Improvement Project – Draft Supplemental Environmental Impact Report

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. We have reviewed the Second Street Improvement Project Draft Supplemental Environmental Impact Report (SEIR) to the San Francisco Bicycle Plan Environmental Impact Report and have the following comments to offer.

Lead Agency

As lead agency, the City and County of San Francisco is responsible for all project mitigation. The project's fair share contribution, financing, scheduling, and implementation responsibilities as well as lead agency monitoring should be fully discussed for all proposed mitigation measures.

GC-4

Project Understanding

Second Street is identified as a primary pedestrian, bicycle and transit thoroughfare and green connection for the neighborhood in the East SoMa Area Plan. The proposed project is a refinement to the proposed near-term improvement Project 2-1 analyzed in the San Francisco Bicycle Plan that was certified in 2009. Proposed streetscape improvements along Second Street between Market and King Streets include: widen sidewalks, install one way cycle track bicycle facilities in northbound and southbound directions, install transit boarding islands at most transit stops along with planted medians, install Americans with Disabilities Act (ADA)-compliant curb ramps, plant street trees, install site furnishings, and grind and repave asphalt. The project is within an approximate one half mile radius of major transit facilities and the Interstate (I-) 80 ramp terminal intersections at Fifth and Bryant Streets.

TR-18

Mitigation of Significant Impacts

The Draft SEIR has identified significant and unavoidable impacts to the Fifth Street/Bryant Street/I-80 Eastbound On-Ramp intersection. Mitigation for any roadway section or intersection with increasing Vehicle Miles Traveled (VMT) should be identified. Mitigation may include contributions to the regional fee programs as applicable and should support the use of transit and active transportation modes. Consider contribution to Caltrans State Highway Operation and Protection Program (SHOPP); the Program from which funding for State highway improvement projects is obtained. The scheduling and costs associated with any planned improvements on Caltrans right-of-way (ROW) should be listed, in addition to identifying viable funding sources, per General Plan Guidelines.

TR-18
(cont'd)

Transportation Management Plan

Given that majority of construction-related truck trips would use the I-80 to travel to and from the project site (pg. 121), a Transportation Management Plan (TMP) or construction TIS may be required of the City and County for approval by Caltrans prior to construction if it is determined that construction related traffic restrictions and detours are needed on or affect State highways. TMPs must be prepared in accordance with California *Manual on Uniform Traffic Control Devices*. For further TMP assistance, please contact the Office of Traffic Management Plans/Operations Strategies at 510-286-4579 and see the following website: <http://www.dot.ca.gov/hq/traffops/engineering/mutcd/pdf/camutcd2014/Part6.pdf>.

TR-19

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. See the following website for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

PD-8

Ms. Debra Dwyer, City and County of San Francisco
March 26, 2015
Page 3

Should you have any questions regarding this letter, please call Sherie George at 510-286-5535 or sherie.george@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
Acting District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

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Dwyer, Debra (CPC)

From: Jones, Sarah (CPC)
Sent: Friday, March 13, 2015 2:40 PM
To: Dwyer, Debra (CPC)
Subject: FW: Second Street Improvement Project

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: FireBatt03 (FIR)
Sent: Friday, March 13, 2015 2:33 PM
To: Jones, Sarah (CPC)
Cc: Balmy, Alec (FIR)
Subject: Second Street Improvement Project

Good Afternoon,

I am one of the Battalion Chiefs with San Francisco Fire Dept that is responsible for the SOMA area and Mission Bay. I was just presented an Impact Report for the Bicycle plan for this project, and noticed that when Emergency Vehicles are mentioned, Less than significant impact opinions were noted. That was for Existing and Proposed and Alternatives.

If you could share with the Fire Department contact that issued these opinions I would be grateful.

The congestion in that and the surrounding areas is getting more congested and at certain times of the day, impassable. To reduce Lanes of Traffic, without a plan to redirect traffic from the area is

I would like to know if this plan is final and will happen or is it still in the planning stages were public comment and issues can be identified prior to the final approval

Michael Bryant
Battalion Chief
Battalion 3 Commander
415-558-3208

TR-11

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San Francisco Bicycle Coalition
833 Market Street, 10th Floor
San Francisco CA 94103

T 415.431.BIKE
F 415.431.2468

sfbike.org

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION

March 30, 2015

Sarah B. Jones
Environmental Review Officer
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Second Street Improvement Project Draft Supplemental Environmental Impact Report

Dear Ms. Jones,

Please accept the following comments from the San Francisco Bicycle Coalition on the Second Street Improvement Project Draft Supplemental Environmental Impact report (DSEIR). We appreciate the opportunity to comment and look forward to the certification of the DSEIR and completion of the project as proposed and studied.

GC-3

After careful review of the DSEIR document and appendices, we would like to commend the San Francisco Planning Department and Department of Public Works on a rigorous and thorough analysis of the impacts of the Second Street improvement project. The DSEIR analysis also underscores the need for this project to move forward as quickly as possible.

The Second Street Improvement Project's goals are, first and foremost, to improve pedestrian and bicycle safety, which will improve the neighborhood feeling of the corridor, increase local business foot traffic, and also improve safety for people driving and taking transit. The Improvement Project's importance is only increasing as data show that the number of people biking on 2nd Street has more than doubled in the last six years. This increase is due to the growth in people biking throughout San Francisco, and also the increasing popularity of the 2nd Street corridor as a destination (with the AT&T Park and Caltrain stations), and three Bay Area Bike Share stations. With the project's proposed raised bikeways the length of the Second Street, sidewalk widening, and intersection safety improvements, it is clear the Second Street Improvement Project as proposed will meet its goals for improving pedestrian and bicycle safety and improved transit efficiency.

MER-a

This DSEIR also shows that the project's overall impact on parking and traffic can be managed and mitigated, and that the positive impacts on the neighborhood far outweigh any potential impacts to vehicular circulation. The DSEIR finds much underutilized parking along the 2nd Street corridor (75% average occupancy), and a majority of the 29 intersections studied would continue to perform at acceptable levels per CEQA requirements. These conservative estimates and findings for vehicular impacts, along with the overriding goals of improving pedestrian and bicycle safety and transit efficiency on Second Street, make the project both necessary and eminently doable.

Please join the San Francisco Bicycle Coalition, merchants, and Second Street residents in implementing these long-awaited safety improvements as quickly as possible. Thank you for your consideration of these comments and we look forward to continued work with you to create a Second Street we can all be proud of.

↑
MER-a
(cont'd)

Sincerely,

A handwritten signature in black ink, appearing to be 'NB', with a long horizontal line extending to the right.

Noah Budnick
Executive Director
San Francisco Bicycle Coalition

Dwyer, Debra (CPC)

From: Jones, Sarah (CPC)
Sent: Wednesday, March 18, 2015 9:57 AM
To: Dwyer, Debra (CPC)
Subject: FW: Second Street Improvement Project

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
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Web: www.sfplanning.org

From: Pauling Chang, MD [<mailto:pauling.chang@yahoo.com>]
Sent: Wednesday, March 18, 2015 9:51 AM
To: Jones, Sarah (CPC)
Subject: Second Street Improvement Project

Hello Sarah

I am a resident of The Brannan (229 Brannan St.). I am sending you this message as I have concerns about the proposals for the Second Street Improvement Project.

Although the project is well intentioned and many of the improvements are welcome and necessary, there may be huge negative consequences on traffic flow and the quality of life for the area residents.

By restricting traffic flow to one lane in each direction, you will create a traffic nightmare. I don't know if you've been to our neighborhood recently, if not I invite you to come during rush hour. It is gridlock on 2nd Street due to vehicles trying to get on the bridge. It is even worse when there is a Giants game. I can't imagine what this would be like if there were only one lane for the cars. There must be some way to create bicycle lanes without eliminating lanes for automobiles. Based on your proposals for 2nd St, I am certain you have not seen the ramification of eliminating lanes of traffic on Townsend St between 2nd and 4th Streets. Traffic congestion is ten times worse now.

TR-8

You cannot restrict left hand turns from 2nd Street on to Brannan St. when traveling southbound. How in the world are we to get home when coming from downtown? I hope you have some clever answer to this question. And an answer such as circling around the block is neither clever or acceptable.

MER-a

This corridor needs improvement, however the changes you all have proposed are not improvements. Yes, please do add bicycle lanes but do not eliminate automobile lanes. Yes, each intersection needs "smart signals" that are timed along the way to keep traffic flowing, but do not restrict left hand turns.

I am not a traffic engineer but I hope you can all come up with a solution that will improve quality of life and traffic, and at the same time not ruin it for a specific (and rather large) group of people.

Thank you,

Pauling Chang, MD
229 Brannan St., Unit 10E

Dwyer, Debra (CPC)

From: Kuenley Chiu <kuenley@gmail.com>
Sent: Sunday, March 29, 2015 7:43 PM
To: Dwyer, Debra (CPC); Jones, Sarah (CPC)
Subject: Individual comment on Case 2007.0347E - following Draft Supplemental EIR, 2nd St Improvement Proj.

Dear planners and officials responsible for the 2nd Street Improvement project --

I wish to submit a comment following the issuance of the draft supplemental EIR. I am an individual citizen, and resident of 246 2nd Street (apartment building between Howard and Folsom Streets).

GC-3

First, I wish to convey my thanks to all responsible for making possible and conducting the excellent comprehensive traffic analysis in the latest impact report. The analysis in both the SEIR and appendices is of very high quality, and much appreciated. Thank you to all involved.

My comment is a suggestion regarding planning for project execution, if the overall project eventually is approved:

PD-4

In light of some of the serious impacts forecasted on traffic levels, one method of improving the project design and lowering overall project risk would be to conduct a temporary "live simulation" of the final street configuration.

Specifically, at some point before the project is to begin (say 6 months or 1 year if possible), it would be a good idea to use temporary cones / plastic lane dividers / signage to change 2nd Street to its proposed final configuration under the project. Traffic lanes should be reconfigured as suggested in the project plan, parking spaces removed, etc. temporarily.

This could be conducted for a period of 5 days to 1 week, which would provide feedback on actual operating conditions under the plan, so that any significant problems not anticipated by the current surveys could be caught and mitigated. Or, proof of less-than-anticipated impacts could be gathered. Also, this would allow the planning department to show that due diligence about the impacts of the project had been tested and validated in practice.

I note that something like this was tried at the intersection of 2nd / Harrison for a short time several months ago, to restrict one of the turn lanes, which was then returned to the previous configuration. Doing this more comprehensively along all of 2nd Street would allow for live observation of the final environmental conditions associated with the project.

Thank you again for the opportunity to provide input, and I am happy to answer any followup questions you may have. It is not necessary to send me a copy of the final certified SEIR.

Kuenley Chiu
246 2nd Street #1306
San Francisco, CA 94105
kuenley@gmail.com
415-350-7141

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Dwyer, Debra (CPC)

From: Jones, Sarah (CPC)
Sent: Sunday, March 22, 2015 4:35 PM
To: Dwyer, Debra (CPC)
Subject: Fwd: 2nd St. Improvement project

Sent from my iPhone

Begin forwarded message:

From: Eric Daimler <edaimler@gmail.com>
Date: March 22, 2015 at 4:01:22 PM PDT
To: sarah.b.jones@sfgov.org
Cc: Melissa Daimler <melissa.daimler@gmail.com>
Subject: 2nd St. Improvement project
Reply-To: edaimler@gmail.com

Thank you for including consideration of the most important and vulnerable constituency among those who travel 2nd Street: Pedestrians.

All year long we have people spilling into automobile traffic South of Harrison St. because the sidewalks are too narrow to accommodate the volume of people walking the length of 2nd street.

This problem is obviously much worse during Baseball season.

With both my home and a separate office on 2nd St., I drive and bike in the city, but walking always occurs as the most dangerous. This is both at intersections because of the multiple freeway onramps but also in between intersections from the narrow sidewalks.

Thank you in advance for doing what you can to alleviate this hazard.

Eric Daimler, PhD
461 2nd St., Unit 306

@ead

TR-3

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Dwyer, Debra (CPC)

From: Jones, Sarah (CPC)
Sent: Thursday, March 19, 2015 7:55 AM
To: Dwyer, Debra (CPC)
Subject: Fwd: COMMENTS TO DRAFT SEIR -- SECOND STREET IMPROVEMENT PROJECT
Dorothy Dana 461 2nd St. C308 San Francisco CA 94107

Sent from my iPhone

Begin forwarded message:

From: Dorothy Dana <de-de8742@sbcglobal.net>
Date: March 19, 2015 at 2:02:12 AM PDT
To: sarah.b.jones@sfgov.org
Subject: COMMENTS TO DRAFT SEIR -- SECOND STREET IMPROVEMENT PROJECT Dorothy Dana 461 2nd St. C308 San Francisco CA 94107

March 18, 2015

Sarah B, Jones
Environmental Review Officer
San Francisco Planning Department

Dear Ms Jones:

On Thursday March 19, 2015, the SF Planning Commission is going to have a presentation from City Planning to study the adequacy of the proposed "Second St Improvement Project" in a supplemental Environmental Impact Report. I plan to attend this hearing. I am a property owner in an historic building directly impacted by this Second Street proposal.

CR-1

I look forward to this opportunity to comment on the proposed Project. The proposal calls for building generous bicycle lanes in each direction while reducing auto and bus travel lanes to one lane in each direction on Second St. Since I have noticed that currently the buses are too large to be contained in one lane, I suppose that the plans for the lanes would take this fact into consideration. Parking would be reduced to one side of the street.

PD-3

Given that the street project as described would result in the street functioning more like a mall than a busy street, I assumed that there would be an end to the chaotic gridlock that exists on weekday rush hour. Not so-- there's no provision for addressing this situation. The project description states that implementation of the Second Street Improvement Project would lead to unavoidable project-level and cumulative impacts related to transportation and circulation. This project would contribute considerably to the "unsatisfactory operation" at the intersection of Bryant and 2nd streets. Therefore, the project would cause the level of service at the intersection to deteriorate during peak hours.

TR-6

The SEIR offers no feasible mitigation measures for the effect of this project. In its studies of the 11 out of 29 "unsatisfactory intersections conditions" it finds that the whole area would be negatively experienced by the project, including Harrison and Hawthorne, King and Third, Mission and New Montgomery to name the intersections that are directly adjacent to ours at Second and Bryant.

Under the described circumstances, apparently planners expects that the Second Street lineup would continue-- cars blocking the intersection and honking and yelling for hours while waiting to get to the short block to the bridge entrance. This situation is only magnified on days of Giants games.

↑
TR-6
(cont'd)

If this Project proceeds as described, after experiencing at least a year of excavation, road-building and landscaping, the neighborhood and the city would be in no mood to endure the same traffic conditions. Therefore, I suggest that if this Project is seriously considered, an appropriate remedy in put in place. For instance, close the bridge entrance from 3 to 7 pm on weekdays.

↑
PD-4

I don't find that any of the "Alternatives" that the Department offers in this document would in any way help the traffic situation.

↑
AL-2

Sincerely yours,

/ s /

Dorothy Dana

From: [Jones, Sarah \(CPC\)](#)
To: [Dwyer, Debra \(CPC\)](#)
Subject: Fwd: second street corridor project
Date: Monday, February 16, 2015 3:44:54 PM

Sent from my iPhone

Begin forwarded message:

From: Sue Gibson <suegnewyork@yahoo.com>
Date: February 16, 2015 at 2:53:25 PM PST
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Subject: **second street corridor project**
Reply-To: Sue Gibson <suegnewyork@yahoo.com>

Hello Sarah

I wanted to share my concerns about this project. 2nd street is one of the key access points to the Bay bridge and the traffic is full on from about 4 pm onwards every day (and after the ball games). Even with 2 lanes in each direction the traffic is gridlock at rush hour and after the ball game. What will happen when this goes down to one lane. It will be even more of a challenge to move traffic from the SOMA area to the bridge. Has the traffic pattern been fully analyzed and what will be the alternatives for motorists? I would like my comments to be shared with whoever is running this project.

TR-5

Regards

Sue Gibson
resident at 88 King St
San Francisco CA 94107
phone 415 656 6869
suegnewyork@yahoo.com

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Dwyer, Debra (CPC)

From: Jones, Sarah (CPC)
Sent: Monday, March 30, 2015 8:49 AM
To: Dwyer, Debra (CPC)
Subject: FW: Comments to Second Street Improvement Project EIR

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Diane Hathcoat [<mailto:diane@hathcoat.com>]
Sent: Sunday, March 29, 2015 10:07 PM
To: Jones, Sarah (CPC)
Subject: Comments to Second Street Improvement Project EIR

Comments to Second Street Improvement Project EIR

Dear Sarah Jones,

As an owner/resident in the Clocktower Building at 2nd and Bryant for eight years, I have been following the Second Street Improvement Project, attending public meetings and most recently reading the published EIR. I have serious concerns regarding this project moving forward as planned, but I do have a few suggestions to make it more palatable.

Presently traffic on 2nd Street during 2-3 peak p.m. hours and before/after ballgames is horrendous. At 2nd and Bryant, idling vehicles, drivers blocking the intersection creating hazardous conditions for pedestrians, and endless honking from frustrated motorists is a nightly occurrence. The EIR acknowledges these traffic woes. Presently 10 intersections along and bordering Second St. have an intersection level of service (LOS) E or F. Significant traffic impacts as a result of the project will drive that number to 13. No mitigation measures were identified for 8 of those intersections. Second and Bryant would continue to perform at LOS F (the lowest rating), with v/c growing 18%. By 2040, assuming the project moves forward, there will be 20 LOS F and 1 LOS E intersections. After enduring a year of construction to implement this "improvement project," this is simply unacceptable.

TR-6

Parking is another concern. The EIR states that as occupancy rates climb toward 100 percent, drivers will resort to cruising for parking or may be tempted to park illegally. With this project, standard metered parking will drop 82% from 163 metered spots to 30. As parking on 2nd Street is presently at 75% occupancy (122 spots filled on average), I am unsure how 30 spots will suffice. How has the EIR concluded this is not an issue?

TR-14

One of the Project Sponsor goals (pg 86, 2-2) is to reduce the number of vehicles accessing the freeway from Second Street. The only way to truly achieve this goal and prevent the Second Street Improvement Project from increasing traffic beyond its unbearable present state is to eliminate access to the freeway from 2nd Street. This would require closing the Sterling Street high occupancy ramp accessed from Bryant and Second and changing Harrison from 2-way to westbound ONLY from 1st to 3rd Streets, where it presently becomes westbound only.

PD-4

Second Street was identified as the bike transit corridor by the City's Bicycle Plan in 1997, before this entire area exploded with the construction of AT&T Park and proliferation of residential and commercial buildings. The situation is very different now, and unless measures are taken to deal with the traffic, the Bicycle Plan needs to change. Perhaps, 3rd and 4th Streets would suffice as the bicycle corridors. In fact, the SoMa Plan already adds cycle tracks to 3rd and 4th Streets. (Page 134, 4.1-6)

PP-1

Night noise permits should not be allowed. (Page 125, 3-3) Residents along Second Street need to be able to sleep so that they can function at work the next day.

NO-1

In addition, a project variant should be added to allow residents of the Clocktower to turn left from 2nd Street into our two driveways in order to access our building. The building at 2nd and Brannan was given this accommodation; the Clocktower should as well.

PD-5

Second Street is not just a thoroughfare for bikes and pedestrians, but also a neighborhood for tax-paying residents. Please do what is right to make it a pleasant place for all.

Best regards,

Diane Hathcoat
Clocktower Owner/Resident
461 2nd Street @ Bryant

Dwyer, Debra (CPC)

From: Dennis Hong <dennisj.gov88@yahoo.com>
Sent: Saturday, March 28, 2015 2:23 PM
To: Jones, Sarah (CPC)
Cc: Dwyer, Debra (CPC); Kim, Jane (BOS); Board of Supervisors, (BOS); Lee, Mayor (MYR); Avery, Linda (CPC); Christensen, Julie (BOS)
Subject: Comments: Case: 2007.0347E Second Street Improvement Project

Dennis J. Hong
101 Marietta Drive San Francisco, CA. 94127
March 30, 2015
San Francisco Planning Department
Atten: Miss. Sarah B. Jones, Environmental Review Officer
1650 Mission Street, Suite 400 San Francisco, CA. 94103
Subject: Case Number: 2007.0347E

Draft Supplemental EIR
Second Street Improvement Project

Good morning Miss. Sarah Jones,
I am writing in full support of this long awaited MTA Project. This Project will revitalize this blighted area, everyone will benefit from it.

I have been a resident of San Francisco all my life – Sixty years-plus and currently retired. Thank you for letting me review and comment on this Project and several others in the past. It’s always a pleasure reviewing and commenting on these EIR’s. I appreciate all the efforts that are made in producing these documents.

My following comments are based on the above Draft Environmental Impact Report-2/11/2015. I understand the due date for submitting my comments are March 30th, 2015 at 5pm and trust I did not miss a deadline to submit my comments and my email format works.

MER-a

I found several other important points that may have not been addressed in the DEIR or I may have missed. I. First, I am writing to express sincere and significant concern with the possible impact to the local business' along Second Street; especially from Market Street to Howard Street. I used to work at 182 2nd Street and still visit this area for both business and lunch. There are several Restaurants / food service - including some with sidewalk seating and other services along these two critical blocks. They are all small business and will need all the help during this construction period. First; A lot of communication needs to happen both before and during the construction phases. Working with the community and the stakeholders are a key factor to this project's success, this includes other on going construction/building projects. Mostly - construction working hours of construction, staging of materials, dust control, noise, vibration, fumes (from the asphalt and construction vehicles), safety barriers, street closures and etc.. Provide a phone number to call for concerns. The project manager needs to listen to the stakeholders and do all that is possible to help resolve these concerns.

MER-b

II. In the final EIR can more information be included as to more accountability with the use of “Best Practices” during Construction? I know this issue is difficult to monitor/control and enforce. But, somehow it needs to be controlled better. It’s too lax in the field and then item #IVf below might help. This new legislation is one of the best steps in the right direction on this issue.

PD-6

PD-7

III. Include any comments made during any of the public Planning Commission meetings, especially ones made on March 19, 2015, it was a good meeting.

GC-6

IV. Construction Phase, request that the Final EIR provide time lines of this Project.

PD-6

- a. A construction time line showing all ongoing/current or upcoming projects in the vicinity of this project.

- b. Provide the following control signs and etc., for pedestrians and traffic during construction; traffic control officers, control barriers, etc.
- c. Communicate with the local merchants, residences in the area with the following: the dates, construction schedules. Especially if certain streets will be closed.
- d. Provide provisions for dust controls, safety barriers.
- e. Can the use of dust barriers be used to control the dust from getting in to the restaurants, this is done on similar projects?
- f. Will the recent legislation (#140805-) - Clean Construction Ordinance) passed by the Board of Supervisors be used on this project? A great place to test it.
- g. Would it be possible to reroute the MUNI along 2nd Street?
- h. Install steel safety plates for uneven street surfaces.
- i. Cover stored asphalt from fumes.

PD-6
(cont'd)

V. There is a lot going on with this project and several other major overlapping construction projects they too will be impacted by this work - such as; 176 2nd, 201 2nd, 41 Theama, 543 Howard, 524 Howard and part of the Transit Center Project.

TR-17

VI. The Project proposes new Muni Island + ADA Stop/s along 2nd Street. What will this look like? Will there be enough room for these Islands and safe for everyone to use?

VII. Will this plan include some of Muni's "Traffic Calming" measures at some of the intersections along Second Street? This might be a perfect place to try it out. It has some excellent concepts.

PD-9

VIII. Will Muni's (3/14/14) - "A Community Guide to the Transit effectiveness Project" be considered for this Project? Again, there are some excellent concepts in this Guide and an excellent place to try them?

IX. Can this DEIR include; what the Muni Island will look like and where the Muni Island will be along 2nd Street?

X. In Conclusion: Based on my comments and evaluation of the DEIR I have concluded there is sufficient information and I fully support this Project and DEIR. Most importantly it needs to be communicated to the community. I request that my comments be included in the Final EIR.

GC-3

Items VI, VII, VIII merging these items might be challenging to do, but may be a perfect time to work out any bugs in MTA's original concept.

PD-9

Thanks to you, the Planning Department, MTA and the Board of Supervisors for working so hard on this project. I will continue to review and comment on future projects as needed. Thank you for your consideration of my comments as part of this DEIR.

Should you have any questions regarding this email/letter, please do not hesitate to contact me at dennisj.gov88@yahoo.com.

PS: If there are compelling reasons why this project should not continue, be delayed or my comments need further addressing, I would be interested to understand why.

GC-6

Best regards,
Dennis Hong

Dwyer, Debra (CPC)

From: Jones, Sarah (CPC)
Sent: Wednesday, March 18, 2015 12:36 PM
To: Dwyer, Debra (CPC)
Subject: FW: Second and Brannan issues

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Garret Law [<mailto:garret.law@sbcglobal.net>]
Sent: Wednesday, March 18, 2015 11:25 AM
To: Jones, Sarah (CPC)
Subject: Second and Brannan issues

Hello Sarah

I am concerned about the plans for Second street from the Embarcadero to Harrison St. It is barely a four lane street today. Between the delivery trucks parking in a lane and the left and right turns backing up to wait for pedestrians, it is a tough street to navigate. Will you make left and right turn lanes at all intersections so through traffic can move along? Where do you anticipate the delivery trucks will park and the Taxis will stop in the bike lane?

TR-13

The daily pedestrian traffic has really increased over the past 2 years. This is good, but are you using current pedestrian studies to plan how this is all going to work for bikes, pedestrians and cars.

TR-10

Then there is the afternoon commute backup. Where is this going to backup to? There is a lot of honking and upset drivers now. Thursday evenings the traffic is backed up for blocks in all directions from Second st. trying to get on the bridge.

TR-5

On game and event days it is a zoo, but we just live with it as part of the neighborhood.

If you do away with the left turn from Second to Brannan, that will push us to Townsend, which has it's own issues with cars trying to back into parking spots to accommodate bike issues

TR-7

Thanks for considering my thoughts

Best Regards, Garret

Garret Law

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FROM:

Mary Miles, Attorney at Law (State Bar # 230395)
364 Page St # 36
San Francisco CA 94102
(415) 863-2310

TO:

Sarah B. Jones, Environmental Review Officer
San Francisco Planning Department
1650 Mission St Ste 400
San Francisco CA 94103

DATE: March 30, 2015

RE: Second Street Improvement Project Draft Supplemental EIR, File 2007.0347E

PUBLIC COMMENT ON DRAFT SUPPLEMENTAL EIR

This is Public Comment on the Draft Supplemental Environmental Impact Report (“DSEIR”) for the Second Street Improvement Project (“the Project”), formerly known as “Project 2-1, Modified Option 1” of the San Francisco Bicycle Plan. The Project now includes raised, separated “cycletrack” bicycle lanes on both sides of Second Street, a major, congested traffic corridor in downtown San Francisco providing vehicle access to downtown offices, freeways and Bay Bridge, and AT&T Ballpark.

GC-3

Instead of improving severely congested traffic and already substandard air quality conditions, the Project proposes to make them worse throughout the Project area, which includes the entire downtown area cumulatively, freeway ingress and egress, and AT&T Ballpark. The Project therefore directly and facially conflicts with the mandates of the California Environmental Quality Act (“CEQA,” Pub. Res. Code [PRC] § 21000 *et seq.*) to “enhance the environmental quality of the state,” to mitigate the Project’s impacts, and to “consider alternatives to proposed actions affecting the environment.” (PRC § 21001.) The DSEIR fails propose feasible mitigation measures or alternatives for the admitted impacts of the Project, and therefore violates not only those mandates but the legal requirements of CEQA to inform the public of the Project’s impacts and mitigate them. The DSEIR also violates the National Environmental Policy Act (“NEPA”), since the Project is a federal project receiving federal funding (DSEIR, p. 1-3), and has failed to address the requirements of NEPA.

GC-8

GC-3

GC-7

The DSEIR claims that the Project now includes replacing sewer facilities and undergrounding overhead utilities, but those activities are unrelated to the Project, which proposes complete reconfiguration of Second Street to reduce traffic capacity from two lanes to one in each direction, eliminates nearly all parking spaces on Second Street and other streets, and eliminates existing loading areas, causing significant impacts on traffic, transit, parking, air quality, noise, and human impacts, to implement bicycle facilities benefiting the tiny portion of travelers on Second Street who ride bicycles.

PD-1

GC-2

The DSEIR does not comply with CEQA’s requirements to accurately state existing (baseline) conditions of traffic, thus negating the impacts analysis, the mitigations analysis, and the alternatives analysis on these crucial impacts affecting traffic, transit, air quality, safety, and human health throughout the affected area. The DSEIR contains *no* traffic counts or other traffic indicators and inadequate analysis of operational air quality impacts from the congestion inevitably caused by removing traffic lanes and parking. The DSEIR’s disingenuous conclusion that the Project will have no impact on emergency services is false and dangerous. With the gridlock created by bottlenecked traffic, even if emergency vehicles can surmount the obstacles and climb over the raised “cycletrack” bicycle lanes, those emergency vehicles will not be able to climb over the backed up cars, buses, and trucks occupying the two remaining travel lanes on Second Street. The DSEIR also fails comply with CEQA’s mandate to mitigate the Project’s impacts by proposing in a separate section of the EIR feasible, effective, and enforceable mitigation measures for each impact identified, and to present a full range of alternatives, including off-site alternatives, to the Project to eliminate or reduce the Project’s impacts.

TR-1
 AQ-1
 TR-11
 GC-5
 AL-1

These defects make the DSEIR legally inadequate, since it fails to inform the public and decisionmakers of the Project’s true impacts and fails to mitigate them. Further, the DSEIR’s conclusory statements are in many instances unsupported. The large number of references to other EIR’s and documents on other projects, which are not included in either the DSEIR or its Appendices, make the document user-unfriendly and its conclusions unsupported. The minimal public comment period on the DSEIR from February 12, 2015 to March 30, 2015 is inadequate.

GC-3
 GC-6

1. The Project’s “Objectives” Violate CEQA And NEPA, Since They Cause Environmental Degradation Throughout The Project Area, Affecting The Vast Majority Of Travelers.

The “Project Sponsor’s Objectives” fail to comply with the fundamental requirements of CEQA and NEPA, since they deliberately exclude and adversely impact the vast majority of travelers to, from, and residing in the Project area and the entire downtown area, degrading traffic conditions, air quality, noise, parking, and loading. The Project will admittedly have both direct and cumulative impacts directly due to the unstated actual objective of permanent gridlock throughout the area for most travelers. CEQA and NEPA mandate environmental protection and enhancement for everyone, not just small special-interest groups such as bicyclists. The location of the Project area in downtown San Francisco and the large number of affected travelers and residents in the area make this Project of regional and statewide importance.

PD-2
 GC-1

The DSEIR, moreover, fails to fulfill CEQA’s requirement of objectivity, instead advocating for the Project Sponsor, City’s Municipal Transportation Agency (“MTA”) and Department of Public Works (“DPW”), with the DSEIR created by the lead agency for the 2009 Bicycle Plan EIR, the San Francisco Planning Department (“Planning”). (DSEIR, 1.1.1, p. 1-2.) The lack of objective analysis flaws the DSEIR as an informational document and violates CEQA. (See *e.g.*, *Citizens for Ceres v. Superior Court* (2013) 217 Cal.App.4th 889, 918-919.)

GC-3

2. The Project Description In The DSEIR Fails To Include An Accurate Description Of The Project Area, Since The Project’s Impacts Will Affect Many Other Streets In The Downtown Area.

TR-1

The DSEIR fails to define the Project area, which extends beyond Second Street, instead limiting its review to only Second Street. (DSEIR, Figure 2-1, p. 2-4, Fig. 2-4, p. 2-17.) In fact, the Project’s impacts extend throughout the downtown area, to freeway accessibility, and to many other streets and intersections. By failing to describe the entire Project area, the DSEIR is misleading and fails to accurately inform the public of the extent of the Project’s direct and cumulative impacts.

The DSEIR’s failure to include surrounding streets invalidates many of its conclusions on traffic, transit, parking, and loading, since the City also proposes to eliminate traffic lanes and parking on 3rd, 4th, and 5th Streets for other “bicycle improvements,” including raised, separated “cycletracks.” Second Street is not a neighborhood or isolated street, but a major north-south corridor that moves traffic and transit from the Financial District and Market Street to King Street (AT&T Ballpark), freeways, and Bay Bridge access.

3. The DSEIR’s Reliance On The Initial Study For The Bicycle Plan EIR Is Misplaced, Since An Initial Study Does Not Fulfill The Requirements Of An EIR.

The DSEIR (p. 4.2-4) relies on the 2009 “Initial Study” (“IS”) for the San Francisco Bicycle Plan Project for its claim that the Project will have no impacts on, *e.g.*, land use planning and public services. The DSEIR admits that this Project is not the same as that described in the Bicycle Plan EIR or initial study, a different agency is now the “project sponsor,” and there is *no* initial study for the Second Street Improvement Project. The traffic congestion and lack of parking will, for example, discourage ground floor retail operations throughout the area, thus adversely affecting existing and future land use. Further, new CEQA provisions require determination of the significance of greenhouse gas emissions due to the project that were not covered in the 2009 Bicycle Plan EIR or IS. (See, *e.g.*, Guidelines § 15064.4.) In fact, the new Project requires a comprehensive EIR, not an afterthought to a six-year old IS borrowing outdated studies for other projects.

4. The DSEIR Fails To Accurately Identify The Project’s Impacts.

a. The DSEIR Underestimates The Project’s Traffic Impacts.

The DSEIR admits that the Project would cause intersection operations to degrade at at least five of the 29 intersections analyzed to an unacceptable level of service (“LOS”) and that at six others, the Project would contribute significantly to already-unacceptable LOS. (DSEIR, p. 4.4-41 to 4.4-59.)

At other intersections, the DSEIR claims it would “mitigate” LOS impacts on Second Street by increasing green traffic signal time, and/or increasing signal cycles to 90 seconds but fails to analyze the traffic impacts on the intersecting streets of increasing red time. 90 seconds of delay would itself be LOS F.

Even if only 13 of the 29 intersections analyzed would experience unacceptable LOS, the backup from those intersections would affect the entire street, including the 16 of 29 intersections that the EIR claims would not be degraded. That analysis is entirely absent from the DSEIR. That

TR-1
(cont’d)

GC-3

TR-6

omission makes the DSEIR a defective document that fails to accurately inform the public and decisionmakers of the Project’s impacts.

↑ TR-6
(cont’d)

b. The DSEIR Fails To Adequately Analyze Direct And Cumulative Air Quality Impacts From Operation Of The Project.

San Francisco exceeds air quality criteria pollutant concentration standards (DSEIR, p. 4.6-3 – 4.6.) San Francisco also has levels of Toxic Air Contaminants (TAC’s). San Francisco is also in Non-Attainment Status for State and Federal Air Quality Standards for Air Pollutants, including ozone, particulate matter (PM-10 and PM-2.5). (DSEIR, p.4.6-13.)

AQ-1

Yet the DSEIR disingenuously claims that the Project would not have any “operational” air quality impacts, since it “would not generate any new vehicle trips in the area,” and speculates that “localized isolated increases” in pollutants “are likely to be minor because drivers would be expected to modify their travel routes, or in some cases, change their travel modes...” (DSEIR, p. 4.6-34, 4.6-37.) However, no supporting evidence is presented for that speculation, and there is no factual analysis of the cumulative impacts of increased air pollution throughout the area.

c. The DSEIR Fails To Analyze Parking Impacts.

The DSEIR’s claim is false that removing nearly all of the parking on Second Street would not cause significant impacts on parking, traffic, air quality, noise, and safety, and entirely fails to analyze the direct, secondary, and cumulative impacts from the Project’s removal of 129 parking spaces, as well as the removal of parking on parallel and nearby streets.

TR-14

d. Transit Will Be Delayed By Queuing And Gridlock Caused By The Project.

The DSEIR’s claim that the Project’s impacts transit “travel time” would be “less than significant” defy common sense, since buses and vehicles will have to share the gridlocked single lane in each direction on Second Street.

TR-9

5. The DSEIR’s GHG Emissions “Analysis” Omits The Project’s Impacts On Traffic Congestion, Violating CEQA’s Informational And Other Requirements

The DSEIR fails to include the Project’s admitted significant impacts on Traffic congestion, only reaching unsupported conclusions that the Project will have a “less-than-significant impact with respect to GHG emissions” for its construction phase but not its operational phase. (DSEIR, p. 4.2-14-4.2-15.) The document fails to comply with CEQA’s requirements, including describing existing conditions (baseline), analyzing impacts, and “reducing or mitigating the project’s incremental contribution of greenhouse gas emissions.” (Guidelines §15064.4.)

GHG-1

6. The DSEIR’s Reliance On The Bicycle Plan EIR To Analyze The Environmental Setting, Impacts, And Mitigation Is Misplaced, Since The Project Is Completely Different, And The Bicycle Plan EIR Is Outdated.

TR-1

a. The Existing Conditions (Baseline) Must Be Accurate And Up To Date.

The DSEIR relies on outdated information, including the 2009 (six years old) Bicycle Plan EIR for its “Study Intersections,” including the intersections of Second Street at Howard Street, Folsom Street, Harrison Street, Bryant Street, Brannan Street, and Townsend Street, and the intersections of New Montgomery Street at Howard Street and Folsom Street. (DSEIR, p.4.4-3, Figure 4.4-1.) The DSEIR’s information must be accurate and up-to-date, and needs to include current traffic conditions at all affected intersections. An inaccurate baseline affects the impacts and mitigation analyses, and violates CEQA’s informational requirement.

↑
TR-1
(cont’d)
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b. The DSEIR Contains No Information On Traffic Counts.

The DSEIR states that it is analyzing 29 intersections on Second Street for Level of Service for sixty minutes during the “p.m. peak hour.” (DSEIR, p.4.4-5) However, the “traffic counts” were derived from studies for other projects for nearly all of those intersections.

↓
TR-2
↓

c. The DSEIR Contains No Information On Bicycle Counts.

As with the Bicycle Plan EIR, the DSEIR fails to include existing bicycle volumes. Six years ago, the Bicycle Plan EIR admitted that bicycle volumes on Second Street were “low,” a fact which should have ended any further plans for “bicycle improvements” on Second Street. The DSEIR again admits that peak hour “bicycle volumes were observed to be generally low along Second Street...” (DSEIR, p.4.4-19.) Again those “low” volumes are undefined in the DSEIR.

↓
TR-4
↓

7. The DSEIR Fails To Include Essential Information On Other Existing And Planned Bicycle And Pedestrian Facilities, Including Bicycle Lanes On 3rd, 4th, And 5th Streets, And The Existing Bicycle “Improvements” On The Embarcadero And Other Nearby Streets.

The DSEIR disingenuously omits other existing, planned, and foreseeable bicycle “improvements” within blocks of the proposed Projects. These include dedicated “cycle track” facilities on Third Street (one block away), Fourth Street (two blocks away), and Fifth Street from Market Street to Townsend Street (three blocks away), as well as already implemented “improvements” including removing traffic lanes and hundreds of parking spaces to create dedicated bicycle lanes on Fremont Street from Harrison Street to Howard Street, Beale Street from Bryant Street to Folsom Street, and the Embarcadero where a speeding bicyclist killed a pedestrian while running a red light. (DSEIR, p.4.4-73; Bicycle Plan Project No’s 2-2, 2-5, 2-7; Central SoMa Plan [aka “Central Corridor Plan”], April 2013, pp.53-65, 63.)

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TR-16
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Without this critical information, the DSEIR violates CEQA. The DSEIR’s failure to provide this information invalidates any “analysis” of impacts, particularly as here, cumulative impacts, or weighing of the Project’s benefits versus its significant impacts on public transportation, and fails to inform decisionmakers and the public of the actual conditions affected by the proposed Project.

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GC-8
↓

8. The Cumulative Impacts Analysis Fails To Comply With CEQA, Is Inadequate, Out Of Date, And Fails To Include The Project’s Diversion Of Traffic To Other Streets, And

↓

Other Known Projects Affecting Traffic, Transit, Air Quality, And Land Use In The Project Area.

Instead of a legally adequate analysis, the DSEIR’s “approach” to Cumulative Analysis is to piecemeal discussion of individual impacts as afterthoughts tacked on to the “direct” impacts analyses. (DSEIR, 4.1.3, pp. 4.1-3 -4,1-6, 4.4-33, 4.4-36 -4.4-37.) The “combined approach” (DSEIR, p.4.-5) does not comply with CEQA’s basic requirement to identify and propose feasible, effective mitigation measures for the Project’s cumulative impacts.

The DSEIR, nevertheless, identified significant cumulative traffic impacts at 21 of 29 intersections. (DSEIR, p.4.4-74 – 4.4-88.)

However, by constricting the analysis to only Second Street, the DSEIR fails to analyze the cumulative impacts in the entire area affected by the Project. For example, the DSEIR notes that the Project’s reduction of travel lanes in each direction “would divert Bay Bridge-bound traffic to several streets adjacent to Second Street,” including “First Street, New Montgomery Street, Hawthorne Street, Third Street, Harrison Street, Mission Street, Howard Street, Folsom Street, Bryant Street, Brannan Street, Townsend Street, and King Streets, estimating that “approximately 950 vehicles during the p.m. peak hour” alone would be “diverted” to other streets, changing traffic volumes on those other streets. (DSEIR, p.4.4-34.)

Moreover, the DSEIR fails to analyze the queuing gridlock caused by traffic backed up on other intersections on Second Street where significant impacts are identified at other intersections, and fails to analyze the spillover traffic onto Second and other Streets due to the “bicycle improvements” identified in the “Draft Central SOMA” plan, which will foreseeably reduce traffic capacity and eliminate traffic lanes and parking on Third, Fourth, and Fifth Streets.

9. Removing Traffic Lanes And Parking, And Creating Physical Impediments To Vehicle Movement Will Cause Significant Impacts On Emergency Vehicle Access.

The DSEIR conclusions that the Project will not cause significant impacts for emergency vehicles on Second Street, claiming “vehicle operators...would be able to pull over onto the ramped concrete painted buffer or the cycle track itself to allow emergency vehicles to pass,” is false, dangerous, and irresponsible. Most vehicles cannot climb a curbed “cycle track” from the single traffic lane remaining on Second Street to allow emergency vehicles to pass. Further, the false implication that the entire Street would not be gridlocked is silly, since the backup from gridlocked intersections would prevent any vehicles from moving anywhere.

10. The DSEIR Fails To Propose Effective And Feasible Mitigation Measures For The Project’s Impacts.

Under CEQA, “An EIR is an informational document which will inform public agency decisionmakers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.” (14 Cal. Code Regs. [“Guidelines”] §15121(a); PRC §21002.1(a), (b).) CEQA requires specific content in the EIR, including either a separate chapter on mitigation measures

GC-8
(cont’d)

TR-6

TR-11

GC-5

proposed to minimize the significant effects or a table showing where that subject is discussed. (Guidelines §15126.) The DSEIR contains *no* chapter on mitigation and no table showing where mitigation, including feasibility analyses, are discussed. (*Id.*)

The “mitigation” measures proposed consist chiefly of increasing green signal time on Second Street, thus increasing red time on intersecting streets, without analyzing the impacts on those other streets or the greater Project area.

GC-5
(cont'd)

11. The DSEIR Fails To Evaluate Alternatives To The Project.

The DSEIR fails to evaluate a “range of reasonable alternatives to the project, or the location of the project, which...would avoid or substantially lessen any of the significant effects.” (Guidelines, §15126.6(a).) The DSEIR proposes only three alleged “alternatives”: “Alternative 1 No Project Alternative,” “Alternative 2 Bicycle Lanes Alternative,” and “Alternative 3 Center-Turn Lane Alternative.”

AL-1

The “No-Project Alternative” may not be counted as an “alternative,” because it will be rejected as not satisfying the “Project-Sponsor’s Objectives.” The other two alternatives do not substantially lessen any of the significant impacts, since both would eliminate two traffic lanes and install cycle tracks bicycle lanes on both sides of Second Street. Therefore, no serious alternatives that would lessen the Project’s impacts and comply with CEQA.

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Dwyer, Debra (CPC)

From: Jones, Sarah (CPC)
Sent: Wednesday, March 04, 2015 7:11 PM
To: Dwyer, Debra (CPC)
Subject: Fwd: Second Street Improvement Project

Sent from my iPhone

Begin forwarded message:

From: Steven Riess <steve9100@gmail.com>
Date: March 4, 2015 at 8:31:15 PM EST
To: sarah.b.jones@sfgov.org
Subject: **Second Street Improvement Project**

Ms. Jones:

I am a resident of a condo located at the intersection of King and Second Street. I strongly support the Second Street Improvement Project as proposed by the Department of Public Works to restructure the street into a green connector and to give priority to pedestrians, bikers, and transit. Second Street is an ideal site to reapportion public space and to reduce the priority of private cars as it is limited in length but also plays an important role in connecting Market Street and its underground streetcar stops with the Ballpark and Mission Bay. Please record my enthusiastic support for this project.

MER-a

Steve Riess
88 King Street

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Sarah B. Jones, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

March 18, 2015

Re: The Second Street Improvement Project.

Dear Ms Jones,

As a resident at 219 Brannan who often drives home on 2nd Street from businesses and museums, grocery stores and other shopping in the downtown financial district and Market Street corridor, I have grave concerns that the proposed changes to 2nd Street will have serious negative impact on the already over charged traffic patterns in my home area. The removal of two lanes of traffic will surely back cars up all over the neighborhood. Have you ever tried to navigate 2nd during rush hour? Do you really think all those commuters will get out of there cars and start riding bikes? How does the convenience of a few bike riders, and I do not see many at rush hour, outweigh the health and environmental hazards of total grid lock?

TR-8

AQ-1

It is proposed that there be no left turn southbound off 2nd onto Brannan where my home and that of hundreds of others is situated. How do you propose that I get to 219 Brannan from 2nd? Right on Brannan Left on 4th along with all the 280 freeway access traffic, left on Brannan where the back up from the now restricted 1 lane northbound Bay Bridge bound traffic will add up to 30 minutes to my short drive home? What exactly do you expect those of us who live in the neighborhood to do to get home? I am strongly against this charming, but ill-thought-out change of traffic patterns. I can foresee only catastrophe and greater gridlock, not to mention extended commute times for my neighbors.

TR-7

MER-a

There are bike lanes on the Embarcadero, which I rarely see used at all. Are you sure this is a wise and environmentally sound decision?

Thank you.

Barbara Shapiro
219 Brannan #17H
San Francisco, Ca 94107

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Dwyer, Debra (CPC)

From: Jones, Sarah (CPC)
Sent: Saturday, March 21, 2015 1:49 PM
To: Dwyer, Debra (CPC)
Subject: Fwd: Second Street Improvement Project

Sent from my iPhone

Begin forwarded message:

From: Jeffrey Stutz <jeff@jeffstutz.com>
Date: March 21, 2015 at 1:40:53 PM PDT
To: <sarah.b.jones@sfgov.org>
Subject: Second Street Improvement Project

Hi Sarah,

As a resident of South Beach for nearly a decade, I'm delighted that the City is taking an interest in improving second street. As a cyclist, I admire and appreciate the goal of adding bike lanes.

However, I have two concerns I wanted to make sure you heard as you consider the impact of the changes as currently proposed:

- First and most importantly, blocking left turns onto Brannan from 2nd solves a problem that doesn't exist, and creates new problems. I have never seen a situation where those left turns held up traffic (i.e. there's no problem that such a restriction addresses). Further, that left turn is important to my ability to get home, and restricting it, coupled with all the one-way streets in the area, would require a much more circuitous route when exiting the bridge or returning from downtown, resulting in a net increase in traffic to the area. I know we'd all like to see less traffic, rather than more. Perhaps one solution would be to not prohibit left turns initially, then consider a prohibition during peak hours if and only if new problems arise? I certainly can't see any situation wherein prohibiting left turns at non-peak hours is a net benefit to the City, and strongly urge you not to do so.
- Traffic along 2nd street going to the bridge during weekday afternoon hours is terrible. I know the City doesn't have a magic wand to wave to solve that problem, but please consider what impact reducing the number of lanes on 2nd will have. At a minimum, reducing the lane count should be coupled with enforcement of intersection-blocking anti-gridlock laws, which are routinely flouted and often cause unnecessary gridlock that makes it hard for me to get to businesses within a couple miles of my home for several hours per day. Other more involved solutions could include prohibiting Bridge access (perhaps except for carpool access to the ramp on Bryant) from 2nd street during rush hours.

MER-a

PD-4

I welcome your response to these concerns, and look forward to working with you (and anyone else at the City) to collaborate on improving these plans both for our neighborhood in particular and for the City as a whole. Please let me know if I can be of any assistance, and thank you for your continued efforts in making San Francisco the best city it can be.

↑
PD-4
(cont'd)

Kind Regards,

Jeff Stutz
219 Brannan #10B
San Francisco
650.814.7211

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From: [Jones, Sarah \(CPC\)](#)
To: [Dwyer, Debra \(CPC\)](#)
Subject: Fwd: The Second Street Improvement Project
Date: Monday, February 16, 2015 1:17:07 PM

Sent from my iPhone

Begin forwarded message:

From: Peter Zan <peterzan@att.net>
Date: February 16, 2015 at 8:54:26 AM PST
To: sarah.b.jones@sfgov.org, Cristina.C.Olea@sfdpw.org,
Ellen.Robinson@sfmta.com
Subject: The Second Street Improvement Project

Greetings everybody,

In regards to the 2nd street improvement project, I've thought long and hard about what is being proposed and feel that the plan is a sub-optimal option for the street in its current state and into the future.

As a local resident, I've utilized 2nd street almost on a daily basis for just about ten years. Personal knowledge leads me to believe that if there needs to be a rethinking of the street and how its used, it should not be as envisioned in the current Second Street Improvement Plan, but the opposite - to determine how to safely and effectively move people in all forms of transportation into, out of, and through a very dense, and growing more dense every day community.

While I could lay out more detail behind my beliefs, I feel that the URL below from a local blog calls out the majority of my concerns. I highly recommend that you take the time to read through the number of comments.

I too want a better, more hospitable San Francisco for all its commuters. But I firmly believe that the current plan as proposed, is not the answer.

Best,

Peter

<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html>

MER-a



Neighborhoods (/archives/category/neighborhoods/)
As Proposed (http://www.socketsite.com/archives/category/as-proposed)
City Planning (http://www.socketsite.com/archives/category/city-planning)
Design & Architecture (http://www.socketsite.com/archives/category/design-architecture)
Transit (http://www.socketsite.com/archives/category/transit)

The Impact Of Transforming Second Street (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html>)

February 12, 2015

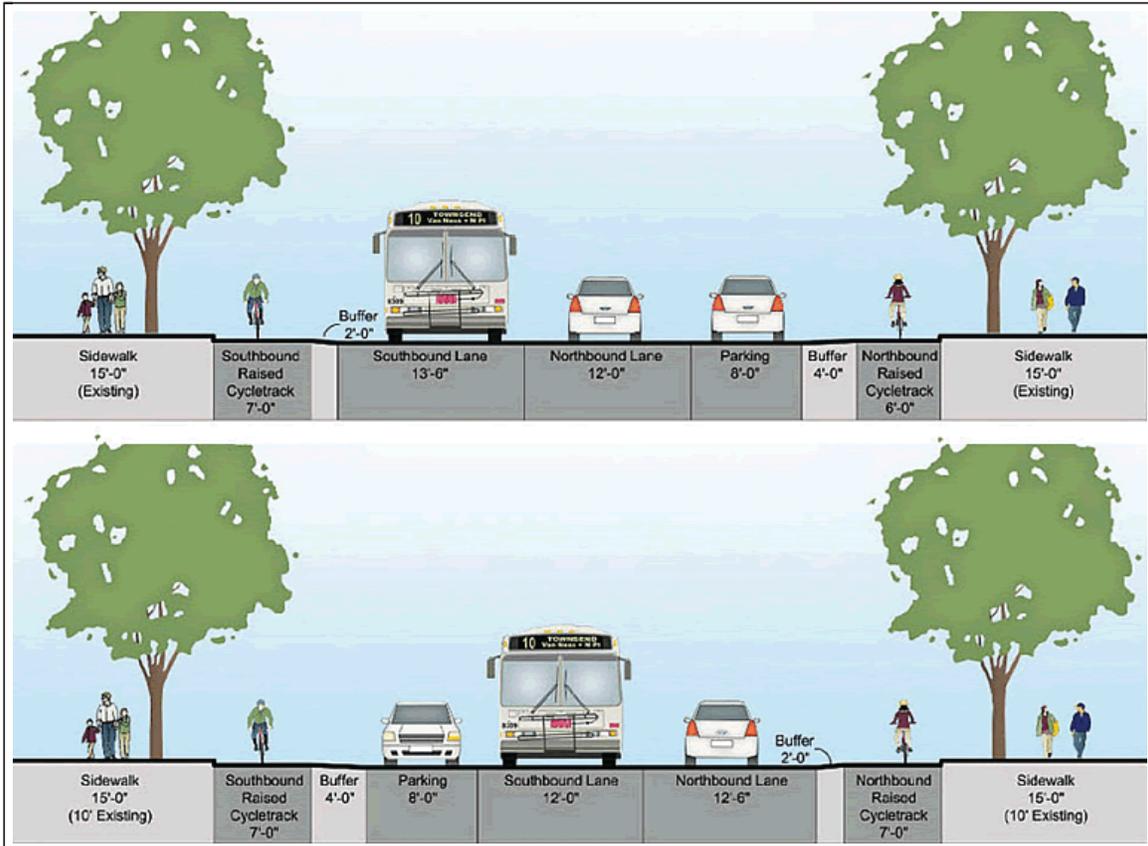


MER-a
(cont'd)

The Environmental Impact Report for San Francisco’s proposed Second Street Improvement Project (<http://www.socketsite.com/archives/2014/12/second-street-improvement-project-update-overview.html>), which intends to transform Second Street, from Market to King, into a pleasant “multi-modal corridor” and “green connector” (http://www.socketsite.com/archives/2013/11/the_final_map_for_115_miles_of_green_connections_to_cri.html),” with separated bike lanes (cycle tracks) on both sides of the street, a whole host of sidewalk and streetscape improvements and a complete repaving of the road, has just been published.

In addition to a widening of the sidewalks between Harrison and Townsend and installing cycle tracks in both directions along Second, the project would also install transit boarding islands with planted medians at most transit stops and eliminate two right-turn lanes at Harrison

The travel lanes along Second Street would generally be reduced from two to one in each direction and left turns would be restricted at most intersections.



(<http://www.socketsite.com/wp-content/uploads/2015/02/Second-Street-Improvement-Project-Street-Plan.gif>)

The project would limit general parking and relocate some commercial and passenger-loading spaces along the corridor, as proposed, which would result in a reduction of roughly 10 percent of the existing 1,700 on-street parking spaces within a one block radius of Second.

Assuming the project's Impact Report (http://sfmea.sfplanning.org/2007.0347E_Draft%20SEIR.pdf) is approved, the public hearing for which will be held next month, construction for the Street the Second Improvement Project is slated to start in early to mid-2016 and continue for approximately 1 year. The exact timing will be dependent upon the number of comments on the Impact Report generates and any challenges to which the City will need to respond.

Related: [Cycletrack \(http://www.socketsite.com/archives/tag/cycletrack\)](http://www.socketsite.com/archives/tag/cycletrack)
[Environmental Impact Report \(EIR\) \(http://www.socketsite.com/archives/tag/environmental-impact-report-eir\)](http://www.socketsite.com/archives/tag/environmental-impact-report-eir)

MER-a
(cont'd)

- [San Francisco's Green Connections \(http://www.socketsite.com/archives/tag/san-franciscos-green-connections\)](http://www.socketsite.com/archives/tag/san-franciscos-green-connections)
- [Second Street Improvement Project \(http://www.socketsite.com/archives/tag/second-street-improvement-project\)](http://www.socketsite.com/archives/tag/second-street-improvement-project)
- [Second Street Transit Corridor \(http://www.socketsite.com/archives/tag/second-street-transit-corridor\)](http://www.socketsite.com/archives/tag/second-street-transit-corridor)

◀  A High-Tech Conversion Of Saint Joseph's Church
 [\(http://www.socketsite.com/archives/2015/02/high-tech-conversion-saint-josephs-church.html\)](http://www.socketsite.com/archives/2015/02/high-tech-conversion-saint-josephs-church.html)

 Folsom Street Off-Ramp Work Delayed By Contaminated Soil ▶
 [\(http://www.socketsite.com/archives/2015/02/folsom-street-off-ramp-work-designer-tower-delayed.html\)](http://www.socketsite.com/archives/2015/02/folsom-street-off-ramp-work-designer-tower-delayed.html)

Comments from "Plugged-In" Readers

Posted by **seriously**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-211987>)

Wonderful! now they just need to work on making some of these other SoMa streets not feel so wide, dirty and industrial. SoMa has the possibility of having some truly grand boulevards if people will let it happen. Folsom is going to be getting a lot more trees with all the construction going on, I know that much.

[Reply \(/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=211987#respond\)](#)

Posted by **eh**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212011>)

SOMA is not Dallas

[Reply \(/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212011#respond\)](#)

Posted by **7 by 7**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-211991>)

Isn't the Caltrain extension going underneath 2nd, from Townsend up to the Transbay Terminal? How does that project figure into the scheduling of the 2nd street improvements?

[Reply \(/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=211991#respond\)](#)

Posted by **SomaEngineer**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212051>)

The Caltrain extension is planned as a bored tunnel; it shouldn't have much of an impact the surface of Second Street.

[Reply \(/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212051#respond\)](#)

Posted by **Can't Think of Cool Name**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212099>)

Its my understanding that there's two ways to put the tunnel in. The first is as you mention, a deep bored tunnel – not disruptive to the surface but more expensive than the second, which is to bore less deeply and is less expensive, but also disruptive to the surface.

MER-a
(cont'd)

From where I see things, it looks like getting CalTrain to the Transbay Terminal is more about cost than anything else. So you would assume that they would go with the method that is less expensive, but they would be tearing up the 2nd street improvements and have to redo them.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212099#respond)

Posted by **James**

1 day ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212543>)

I think it's supposed to be cut and cover, so it'll have a major impact.

It'll never happen, however.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212543#respond)

Posted by **James**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-211994>)

Holy molasses! When I bought a condo on 2nd street in 2000 they were talking about this. Now, 15 YEARS later they've released an EIR?

Can't this city do anything in less than 20 years?!

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=211994#respond)

Posted by **Bobby Mucho**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212094>)

Man. I'm saying.

I know the GOV is slow with everything, but I can't imagine that all of the (negative) public commentary does much to help.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212094#respond)

Posted by **eh**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212013>)

Hopefully they ban left turns from South Park into 2nd St northbound.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212013#respond)

Posted by **Jake**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212018>)

This will add a light at 2nd and South Park. It was the most requested improvement. With proper signalling, that should make the pedestrian crosswalks there much safer and still allow the left turn from South Park onto 2nd. A bigger problem for traffic would be the turns from 2nd to South Park, as this plan will only have one lane of traffic in each direction.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212018#respond)

Posted by **Sierrajeff**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212016>)

I think it's jolly fun how certain people on here think SoMa should have the density of Manhattan, but the street grid of Mayberry.

MER-a
(cont'd)

In this case, the result is just as much concrete as before, but with ugly planter spaces (that will be neglected) and greatly diminished traffic capacity – at a time when both office square footage and the number of residential units in this area is exploding.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212016#respond>)

Posted by **Futurist**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212038>)

I agree. Wait til the traffic congestion gets worse and worse thanks to fewer lanes for the over entitled cyclists.
terrible solution.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212038#respond>)

Posted by **Urban Planner**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212060>)

I never understood the idea of an entitled cyclists. It makes no sense to complain about traffic congestion, when driving a car in a dense area is the only thing causing the congestion. Congested for whom? If you don't like the congestion, then get out of your cars, and find another way to get around, as their really are so many smart and easy ways to get around this city, if you get out of your car. Coming from LA, and moving to SF 25 years ago, I have embraced the transit friendly, walking friendly and cycling friendlier streets, and as a result, I have learned that getting around this city is easy, fast and cheap, when you get rid of the car. The entitled people aren't the cyclist, but the motorist who refuse to give up their entitlement, and carry on driving in congestion, and complaining about it, as if doing so will some how change the density of this city to one that will become amenable to cars. Go to LA and other car oriented cities, and you quickly see that the car route is a failed urban planning nightmare. Adding free-ways, wider lanes for cars, expressways, etc, and removing historic transit has made getting around next to impossible because the easier you make it for cars, the more people drive, filling the streets with even more cars and worsening congestion for everybody. There need to be options besides the automobile, and many have already accepted and figured this out, except of coarse the entitled motorist, who take no personal responsibility for the consequences of their driving, such as pollution, global warming, "oil wars" in the Middle-East, and grid-lock on roads with too many cars. Open your, if you can see through the soot coming out of your exhaust pipe.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212060#respond>)

Posted by **Moto mayhem**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212069>)

When SF moves behind 3rdworld public transit, then more people will get out of their cars. Bike lanes are not the solution as only 2.6% of commutes are by bike and that number will never get above 6-7%

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212069#respond>)

Posted by **Sierrajeff**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212074>)

^^ this, exactly. I'm not going to bike from the Richmond to SoMa, and the transit options are ridiculous — 45+ minutes by bus to go 4 miles. If there were an E/W subway under Howard or Folsom and a N/S subway under 1st or 2nd, etc., then maybe all this surface traffic calming stuff would be justified. (or at least would not have such negative effects)

And again, go to my original point. When was the last time some of you were in Manhattan – or London, or Chicago downtown, or Sydney CBD? Even these cities, with far more elaborate public transit, aren't car-free utopias; far from it, they are cheek-by-jowel with cars and taxis and busses, on multiple-lane streets.

MER-a
(cont'd)

Posted by **Bob**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212087>)

You could ride a bike from Richmond to SoMa. I ride a lot farther than that when I need to / want to.

I've been to Manhattan very recently; personal cars are not the main mode of transportation. The Citi-Bike program is by far the best way to get around all of mid and lower Manhattan, it is ridiculously fun and way quicker, better than any alternative (assuming its not raining or snowing, then you need the transit).

Posted by **Sierrajeff**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212091>)

I ride a lot. I used to occassionally ride from the FiDi to Mill Valley, when we lived there. *occasionally*. It's not something I, nor most people, are going to do on a regular basis. EVER.

Posted by **Alai**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212105>)

I ride a bike from the Richmond to Soma. It's totally workable as an everyday method, and it doesn't require you to be a hill-climbing dynamo. It keeps getting better— from the protected lanes on the three blocks of Oak to various intersection treatments, it's clear that people have put a fair bit of thought into improving it.

Posted by **S**

2 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212404>)

@sierrajeff – it probably takes you 45 min to drive South of Market from the Richmond. Why would the bus be any quicker?

Posted by **Futurist**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212095>)

Urban cycling for commuting is, and will remain, an option for a very small percentage of the SF population; mainly that of young, fit urban men (not all, but most). Nothing inherently wrong with that option, but want many of find wrong is the incredible amount of money being spent for bike lanes and the seriously disruptive change to traffic patterns; increased congestion and lack of parking.

All this while all the city can show on 2nd street is an outmoded, slow,clunky bus down the middle. It's not much beyond 3rd world mode.

[Reply \(/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212095#respond\)](#)

Posted by **The Milkshake of Despair**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212137>)

You're wrong about the biking demographic Futurist. I keep an eye on my fellow bike commuters and see a lot of gray beards beneath the helmets.

Discard your prejudices and open your eyes.

Posted by **VV**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212155>)

@milkshake — really, you come back with “gray beards”? Discard your misogyny and open your

MER-a
(cont'd)

eyes. You essentially proved @Futurist's point.

Posted by **Can't Think of Cool Name**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212101>)

I think the real issue here is the Bay Bridge traffic. I can't see it decreasing at all since there's no proposal I've seen or heard of to reduce the volume of cars, trucks, and buses on the bridge. All that traffic trying to get off of and onto the bridge from a radius of several blocks around 2nd street – with two lanes removed will be much more brutal than it is today. Second street is a key feeder for getting onto and off the bridge and into FiDi.

And I'm talking about normal daily traffic. During commute, its much more congested.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212101#respond>)

Posted by **anon**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212126>)

Even if you never drive, congetstion is a terrible thing. More air pollution and far less safe to be a pedestrian or bicyclist. The ultimate goal should be to have everyone in all modes of travel move as safely and quickly as possible. Unfortunately the 2nd Street plans looks pretty but causes more problems than it solves.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212126#respond>)

Posted by **bus rider**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212182>)

Thank you, Urban Planner, for your comment.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212182#respond>)

Posted by **S**

2 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212405>)

great points! drivers shouldn't complain about congestion – they ARE congestion

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212405#respond>)

Posted by **Mark**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212020>)

Agreed. Also, it's not like they're making any transit improvements that will deter people from driving. (Caltrain extension to the TTC (<http://www.socketsite.com/archives/2014/12/caltrain-modernization-report-confirms-increased-budget-delay.html>) is a loooooooong ways off.) Speaking of transit...with one lane of traffic in each direction, MUNI will operate even more slowly as it gets stuck behind other vehicles. You'd think they'd create transit-only lanes, but it looks like the pro-bike forces win out yet again (let's see how many of them actually use the dedicated lanes.)

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212020#respond>)

Posted by **Orland**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212046>)

The reverse is even more true. You're going to see traffic backed up stopped behind buses as they load/unload in the only lane for vehicular traffic in each direction.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212046#respond>)

MER-a
(cont'd)

Posted by **Futurist**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212096>)

Yes! few will use the costly bike lanes, but they insist and bully the SFMTA they MUST HAVE THEM.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212096#respond>)

Posted by **The Milkshake of Despair**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212138>)

“costly” bike lanes? Yuk yuk. They’re one of the cheapest options in the transportation toolbox.

How did you feel about the cost of the 80/880/580 interchange remodel over in Oakland?

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212138#respond>)

Posted by **Futurist**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212160>)

To clarify, what about the approx. \$55m SF has spent so far, or more on bike lanes in The City where only about 3-4% of the population uses them.

And what about the proposed cost of \$500m ++ to add a bike lane to the bay bridge?

Yes, that is COSTLY.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212160#respond>)

Posted by **The Milkshake of Despair**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212163>)

The half billion dollar proposal for a bike lane on the west span is kind of an outlier, don't you agree? And if you've been paying attention you know that I oppose it too. Also how many miles (or yards if it makes more sense working without fractions) of freeway do you think you could buy for \$55 million?

Stick to reality.

Posted by **bus rider**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212177>)

Less than 1% of the SFMTA's budget is devoted to bicycle projects. On the other hand, I sure love the new Doyle Drive's protected bike lanes and its transit only lanes have really sped up my commute. And the (non-existent) bike lanes on the recently redone stretch of Divisadero have made the street so much safer for my kids.

Posted by **anon**

5 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212253>)

\$55 million lol. How about that lovely \$7 billion we just spent on half a bridge?

Posted by **Jake**

5 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212256>)

The bridge that has a bike lane and collects tolls from cars and trucks but not from bikes. If all the cars on that bridge were changed into bikes, we would still need the bridge and it would still have cost billions of dollars to build, though it would only need to be about two-thirds as wide. The direct cost of creating bike lanes tends to be low because most are built by repurposing exist-

MER-a
(cont'd)

ing road surfaces. The accounting for this project doesn't debit the bike budget for the existing investment in or value of the 20-foot wide portion of 2nd Street that this plan will dedicate to the exclusive use of cyclists. It is not like there is some bike account that is buying the travel lane asset from some motor-vehicle account. And ROI arguments over the pavement of 2nd Street would never result in bike lanes, maybe a dedicated bus lane, but not a bike lane.

Without a full accounting, money arguments are specious at best and usually just another way to avoid the real issues.

Besides, the indirect costs are more important and more why we should or shouldn't do this. And those include safety. Look at how quickly SF put in the Folsom bike lane after a tragic death there. They didn't wait until there was a repaving project to bundle it into like they are with 2nd Street.

For all the posturing about how wonderful this will be, the facts are that 2nd is one of the least used bike routes in the northeast quadrant, per the last bike count. Where is the urgency to convert traffic lanes to cycletracks on all those streets with more bike riders than 2nd? Just about every intersection on 2nd is already congested to unacceptable levels according to SFMTA. And this plan will make them even worse, according to the newly released draft EIR.

Posted by **S**

2 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212406>)

and how many billions were spent on the new Bay Bridge? or Doyle Drive? Freeway projects get lots of money. \$55MM is a drop in the bucket.

Posted by **bus rider**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212184>)

Mark, TEP is already improving Muni service. The SFMTA is implementing other measures to speed up Muni service (like double berthing of trains in the subway, buying more buses and LRVs, and hiring and training more operators). Muni is improving. And a second BART tube (although it is decades off) will help, too.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212184#respond>)

Posted by **Jake**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212029>)

From a quick scan of the draft EIR (400+ pages), it looks like they only considered two alternatives to doing nothing and both have dedicated cycle tracks. If that is the case, then this is a rigged document. Perhaps the subtitle is a not so subtle clue: "Supplement to the San Francisco Bicycle Plan Environmental Impact Report."

Alternative 1 is do nothing. Here are partial descriptions of the other alternatives from the summary:

"Alternative 2 would include a northbound and southbound Class II bicycle lane, except along two blocks: northbound between Stevenson and Market streets and southbound between Townsend and King streets. Bicycle sharrows would be added to the travel lane at these two locations."

"Under Alternative 3, Second Street would include northbound and southbound Class II bicycle lanes, from Market to Townsend streets. Between Townsend and King streets, a northbound bicycle lane would be provided, and bicycle sharrows would be added to the southbound travel lane. The proposed bicycle lanes would be accommodated by removing one travel lane in each direction along most of Second Street."

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212029#respond>)

Posted by **MrTibbs**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212050>)

Wow! You can't be more rigged than that! Our tax dollars at work for a small but vocal minority — welcome to SF. Sometimes I hate this City

MER-a
(cont'd)

Reply ([/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212050#respond](http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212050#respond))

Posted by **Moto mayhem**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212070>)

Love being hijacked by the powerful lobby of 25-45 yo white guys from bike coalition that represent the interest of 3% of the city. That's the definition of entitlement

Reply ([/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212070#respond](http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212070#respond))

Posted by **Sierrajeff**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212075>)

Then be sure to file your public feedback on the report! Go on the record, not merely the SocketSite comment box. Common sense has to stand up and be heard.

Reply ([/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212075#respond](http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212075#respond))

Posted by **bus rider**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212080>)

Is it really too much to ask for just ONE street south of Market to be redesigned in a manner that makes bicycling safe and encourages everyone from age 8 to 80 (and beyond) to cycle if they're able to do so? SOMA and Mission Bay are adding thousands of residents – might as well encourage and foster safe, multi-modal options. Certainly in many European cities but also in cities like New York, Chicago, and Vancouver proposals like this are considered common sense. Do today's bicyclists and all potential bicyclists deserve to continue to be marginalized and at constant risk of injury and death? Is it so hard to share ONE street in a manner that truly benefits and promotes all modes of travel?

Posted by **Jake**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212083>)

4th St could accommodate a dedicated two-way bike lane. It is flat and straight and goes directly between the Caltrain Station and the heart of Market St. It will have underground train service to relieve some of the load from the surface. It already has a bike lane in Mission Bay. The existing design is a dangerous relic of the car-centric era, with two-lane wide turns at many intersections and two lanes feeding a one lane fwy on-ramp at Harrison. It could even be made a two-way street with dedicated cycle tracks and dedicated turn lanes (right on Mission, Howard, Harrison; left on Folsom, Bryant).

It also doesn't directly feed traffic onto the Bay Bridge ramps which has the worst congestion in the Bay Area resulting in the most backup road surfaces in SF.

In all these ways 4th st is a better choice than 2nd for dedicated cycle tracks.

Posted by **The Milkshake of Despair**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212143>)

Jake – On the surface 4th does look like a better option. I'd prefer putting bike lanes on 4th too if it were feasible. The hitch is that there's a freeway interchange with I-80 on 4th. Freeway interchanges and bikes do not mix well. Actually freeway interchanges alienate anyone not in a car. Try walking through the ramp side of 4th or 5th under I-80 and you will see what I mean. 4th's also connects to the quasi-onramp to I-280 that is King St.

A proper installation of bike lanes on 4th would be a lot more expensive than doing the same on 2nd. And it would interfere with 4th's function as a feeder to two freeways. Motorists would scream. Actually entitled motorists scream whenever any roadspace is allocated to bicyclists but doing this on 4th would get the realistic motorists (and even people like myself) screaming.

MER-a
(cont'd)

I really don't understand all of this kvetching over allocating some of the space on just one of the many parallel streets in this area. C'mon, there are plenty of other options for motorists to avoid 2nd.

Posted by **Can't Think of Cool Name**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212146>)

@MoD, how about 3rd as an alternative for bike lanes? 2nd is also a freeway feeder (the Bay Bridge) and just as messy as 4th. Traffic to/from the bridge use 2nd and Bryant, Harrison, and Folsom. And as someone who walks 2nd quite a bit seven days a week, its no fun crossing those particular intersections as people race to get on/off the bridge. And its worse during commute and pre/post Giants games.

Posted by **The Milkshake of Despair**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212156>)

Can't Think of Cool Name – The only issue I can see with 3rd is that it is one-way. Splicing a 2-way bike route into a one-way street is suboptimal and might present a safety hazard since people might not expect bike traffic coming from the opposite direction. Then there are awkward transitions into/out of the counterflow lane at intersections.

Posted by **Futurist**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212098>)

And they are exactly the demographics of the entitled urban bike riders.

Except of course when it gets too cold out or it rains.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212098#respond>)

Posted by **bus rider**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212181>)

If we keep repeating words like "entitled" does that make the allegation more accurate? Or does it serve to further alienate others from your cause? Entitled is defined as: believing oneself to be inherently deserving of privileges or special treatment. If we're going to toss this word around, please consider the position of motorists in contemporary U.S. society. Motorists can pollute with impunity, no questions asked. How many Spare the Air days have we had this winter? How much has our planet been warming? Are bicyclists really the enemy?

Posted by **Hunter**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212167>)

Have any of you driven down 2nd Street during the morning or evening commute? It is already essentially a 1 lane street (or blocked entirely) for through traffic because of unloading trucks, Bay Bridge delays, cars blocking the box, and left turners stopping all traffic. To drive 5 blocks without stopping requires constantly changing from lane to lane to avoid these vehicles. A single vehicle lane that encourages through traffic due to intersection redesigns, elimination of left turns, etc. will help people actually MOVE. This plan benefits people in cars, buses, on bikes, and on foot. Love it.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212167#respond>)

Posted by **Can't Think of Cool Name**

2 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212456>)

MER-a
(cont'd)

@Hunter, I hear you, but the issue I have is the growing volume of traffic isn't really taken into account in the plan from what I can tell. The area around 2nd street has become very dense, and getting more so by the month – hence there's a lot more traffic traveling 2nd today since I've been observing it over the last almost ten years. The volume of traffic using 2nd today as a four lane street still causes congestion. Taking away two lanes will not solve the volume/density/congestion problem.

Like water, the excess traffic volume post the street change (if it happens) will find its own level, flooding onto other nearby streets. 2nd street, now as a two lane street will still be congested. Now other streets may very well be more congested than they are today.

On top of that, as noted elsewhere in this thread, the mechanics of how the street is proposed to function is based on every driver utilizing 2nd street being on good behavior all the time, every day.

I do believe 2nd needs a re-look, but not as a traffic calmed street in a very dense community.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212456#respond)

Posted by **Can't Think of Cool Name**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212103>)

I'll propose Alternative 4: Remove parking on 2nd Street. Widen sidewalks for better pedestrian traffic with proper bus stops cut into the sidewalks so busses don't let people off/force people to get on directly in the street. Find areas on 2nd for temporary parking for daily deliveries to 2nd street businesses. Keep the 4 lanes as a north/south thoroughfare from Market to King to improve flow of traffic from and to the Bay Bridge and through the neighborhood. Forget the bike lanes – move them to 4th street.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212103#respond)

Posted by **Bob**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212031>)

Looks great. I can't wait.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212031#respond)

Posted by **friscan**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212032>)

Polk Street near Market still looks good. Hoping Sierrajeff's pessimism turns out to be misguided.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212032#respond)

Posted by **Bob**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212034>)

it is misguided. These street improvement projects will be great.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212034#respond)

Posted by **Futurist**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212040>)

Street improvements do not necessarily HAVE to remove traffic lanes to accommodate minimal cyclist use.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212040#respond)

Posted by **Alai**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212065>)

MER-a
(cont'd)

Some of use would like to see more than just “minimal cyclist use”.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212065#respond)

Posted by **Bob**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212085>)

Maybe they don't have to, but the definitely should. Just because you don't ride as a mode of transportation doesn't mean it isn't the best possible future of transportation. You're free to sit in your car in traffic.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212085#respond)

Posted by **Futurist**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212161>)

And with the reduced lanes of traffic on 2nd street, it will mean longer sitting times in the car in traffic.

Posted by **Bob**

23 hours ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212568>)

Great!

Posted by **Easy**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212052>)

Fortunately for those who don't like bike lanes, there's still Spear, Main, Beale, Fremont, 1st, 3rd, 4th, 5th, and 6th without any. So you are well taken care of.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212052#respond)

Posted by **Wai Yip Tung** (<http://tungwaiyip.info/>)

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212123>)

Exactly. There are two main bike route over SOMA. Embarcadero and 7th/8th St. There is pretty much nothing in between that accommodate bikes. For cars the all these major through fare 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th to choose from.

The southern half of 2nd actually have fairly light traffic. Most of the rush hour traffic are to and from bay bridge.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212123#respond)

Posted by **Jake**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212127>)

Bryant and Harrison are in the “southern half” of 2nd street. Those are the two most congested intersections on 2nd and they will both be worse because of this plan, according to the EIR.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212127#respond)

Posted by **Can't Think of Cool Name**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212136>)

I'd add to @Jake's comment that during Giants games, King, Brannan and Townsend, all “southern half” streets will be worse as well...

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212136#respond)

MER-a
(cont'd)

Posted by **S**

2 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212408>)

agreed.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212408#respond>)

Posted by **JB10**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212053>)

Agree with Easy. Planners in many cities (eg, Congestion Charge in London) are trying to reduce car use in town. Although it offends the Mr Toads, I think this will be a welcome improvement.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212053#respond>)

Posted by **Jake**

7 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212054>)

The 2013 bike count for 4-6PM at 2nd and Folsom was 278 bikes. That is less than 5% of the capacity of the dedicated bike lanes proposed in this plan.

By comparison, from 4-6PM, more than 11,000 cars use the nearby I-80 ramps to get on the Bay Bridge headed east (Bay Bridge Corridor Congestion Study – AC Transit). This is the most congested commute in the Bay Area.

Tail wagging dog....

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212054#respond>)

Posted by **Alai**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212066>)

Yet it's the Bay Bridge that's congested, and that's not changing anytime soon. Optimizing SF city streets for car traffic headed to the bridge won't help. However, optimizing SF streets for non-car traffic can help by making it easier, safer and more pleasant for people to avoid using cars altogether. And increase total capacity to boot.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212066#respond>)

Posted by **Jake**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212068>)

This plan is not "optimizing SF streets for non-car traffic". It actually impedes MUNI on 2nd according to the EIR. And MUNI carries more people on 2nd than bike there. All the pedestrian improvements can be made without creating cycle tracks.

This project will certainly have an impact on SF streets in eastern SoMa. I'll leave out some of the unpleasant details from the EIR, including how this aggravates Giant game days.

The EIR classifies each of the following as "Significant and Unavoidable impact for which feasible mitigation is not available":

The proposed project or project variant would cause the level of service to deteriorate at the intersection of

- Market and New Montgomery
- Mission and New Montgomery
- Harrison and Hawthorne
- Harrison and Second
- Howard and New Montgomery
- Townsend and Second

The proposed project or project variant would contribute cumulatively considerable traffic to the unsatisfactory operation at the intersection of

- Market and New Montgomery
- Mission and New Montgomery
- Harrison and First

MER-a
(cont'd)

- Harrison and Second
- Bryant and Second
- Bryant and Third
- Brannan and Third
- Townsend and Third
- King and Third
- Bryant Street/Fifth Street/I-80 Eastbound On-Ramp

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212068#respond>)

Posted by **Can't Think of Cool Name**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212108>)

I'd toss in added congestion and deterioration of service on Beale, Folsom, and the Embarcadero as traffic will undoubtedly reroute on those streets as well.

Vehicular traffic of all kinds will not be going down any time soon in this area, and will be going up with the addition of all the new construction going in within a block or two of 2nd street. A certain percentage of the people living in or working in those new buildings will undoubtedly be driving. And those buildings will be getting all kinds of daily delivery services.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212108#respond>)

Posted by **Moto mayhem**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212071>)

Thanks for the data showing how ridiculous this plan is

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212071#respond>)

Posted by **bus rider**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212057>)

We can decry this before it's even built and pretend that it's the result of a vast Bike Coalition – city government conspiracy or we can be real and recognize that a mere one of dozens of SOMA streets will be redesigned in a manner that gives bicyclists a bit of elbow room. Protected bike lanes here will be a big success. I'm as pro-transit as they come but I know that there are dedicated transit lanes (which entitled motorists routinely block) one block over, and the design shown above will allow for faster and easier Muni boarding. Rapidly growing neighborhoods need to improve their transportation infrastructure and SOMA is one of the best suited SF neighborhoods for bicycling with its flat, wide streets. All that is needed are redesigned streets so that bicyclists aren't subjected to being routinely buzzed or honked at. If bicyclists have their own, protected lanes they won't be in the way of the legions of SF motorists who drive as if they're on the run, recklessly endangering those few souls brave enough to travel by foot or bicycle. Build it right and they will come (the bicyclists, that is) – and then everyone will benefit, even the most diehard of motorists (as "their" streets will be less congested).

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212057#respond>)

Posted by **Jake**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212067>)

This plan will make the MUNI bus slower not faster on 2nd. From the EIR: "The sum of the delay for Muni Route 10 in both directions would increase by 1 minute and 27 seconds." And that includes the time saved by reducing the number of stops.

By far the majority of all travel on 2nd St is "those few souls brave enough to travel by foot." I do it every day. Anyone that stands at any of the intersections would know this. And none of the pedestrian improvements require taking away a traffic lane. That is only required to create the 20-foot wide section of road dedicated to the exclusive use of cyclists.

Why do advocates for cycle tracks on 2nd hide behind pedestrians and MUNI instead of making their case on the merits?

MER-a
(cont'd)

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212067#respond)

Posted by **Moto mayhem**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212072>)

The plan is worse for public transit and motorist use, which represents over 80% of use of this street. It is neutral for pedestrians which make up 15%, but helps the elitist entitled cyclists. How can this possibly be approved?

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212072#respond)

Posted by **bus rider**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212076>)

As those familiar with Muni service know, 2nd Street has minimal service and is a much less important Muni corridor than 3rd or (currently) 5th Streets. However, I'd be very happy to have the proposal include transit only lanes, but even without them it will become a better street for transit riders with smoother service and easier rider access to transit vehicles. Motorists can keep the hundreds of other lanes they have in SOMA and avoid 2nd Street.

This plan gives pedestrians considerably wider sidewalks and shorter street crossing distance (that's not neutral, it's a huge win for pedestrians).

Bicyclists don't have any street with protected lanes outside of Golden Gate Park, Crissy Field, and one brief stretch in the Bayview. Bicyclists have been second class citizens for decades now and even with this and other proposals, this is not going to change any time soon. SOMA's multi-lane streets encourage high motorist speeds and discourage cycling. Furthermore, SOMA today is largely an unpleasant environment for pedestrians (with a plethora of exhaust spewing and loud cars, trucks and motorcycles) and there is no need for it to stay that way. Motorists may be content with the status quo, but everyone will benefit if our streets are redesigned to foster healthier and more environmentally sustainable travel. It's unfortunate that some SocketSite readers feel threatened by that but I'm certain that they'll enjoy the result of this fine proposal – especially if they will walk or roll down the new 2nd Street.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212076#respond)

Posted by **RobBob**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212088>)

While I agree in theory, it seems to me that 2nd street was the wrong street to improve from a biking standpoint — there are a number of other streets that are quite a bit more flat and thus easier to bike. Additionally the bridge traffic on 2nd street can be horrible at times, it is backed up quite a bit more than streets just a few blocks away. That being said, I am not going to oppose any road diet in SOMA since you are correct about ridiculously high speeds of vehicles during non peak hours.

Posted by **RobBob**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212086>)

To be fair, since it sounds like you have never taken the 10 bus during commute hours, I am not sure if muni service can actually get much worse. A minute and a half is negligible here, the bus is constantly blocked by cars trying to do merges at the last minute to get onto the bridge and cars blocking the box. It can take 30 minutes to get from 2nd and Townsend to 2nd and Harrison.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212086#respond)

Posted by **Sierrajeff**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212092>)

MER-a
(cont'd)

"It's already bad, so what's the beef with making it worse?"

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212092#respond)

Posted by **BobN**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212077>)

I can't say if 2nd Street would have been a candidate, but can we really not close a single street downtown to car traffic?

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212077#respond)

Posted by **Futurist**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212162>)

Hyperbole. Then show us one street you would close to ALL traffic including deliveries and show us how it would work and how you would re-route all the uses of that street.

And we're not talking about alleys.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212162#respond)

Posted by **BobN**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212286>)

I guess other cities are full of hyperbolists, then, because plenty of European cities close entire districts to car traffic. They permit deliveries off hours. They allow taxis to drop off people who can't walk. Residents have permits to enter and exit the areas and they drive v e r y s l o w l y. You want to see how it works? By an airline ticket.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212286#respond)

Posted by **Anon1**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212293>)

"European cities" can close streets to cars because they have extensive huge comprehensive public transit systems, with multiple subway, tram, trolley and bus lines. What I find strange about the battle against cars is that drivers are not given an alternative. I have lived in London and never owned a car nor felt I needed one, but with my multiple appointments as an architect in various parts of the Bay Area, I can't afford the time of riding a bike out to the outer Richmond as an example. When visiting job site I am bringing drawings, sample boards, construction project manuals, my computer, etc.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212293#respond)

Posted by **Moto mayhem**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212297>)

I'm currently in Milan. have been her for 1 week. Love the city and would love for SF to model transport system based on here instead of an irrelevant city like Amsterdam.

Milan has many modes of transport. Great subway, great light rail, great buses. Plenty of people taking scooters, motorbikes and cars. A few bicycles here and there, but very light traffic for a city of 1.2M+. Haven't seen more than a couple of dedicated bike lanes. Haven't seen much argument between diff commuters. They do have an ambitious plan to increase bicycle us up to 10% mode share in 10 years, but I don't think they'll get there because public transport is just too good. They also charge 5 euros per day for cars entering city center which is not a bad idea for SF.

In SF, We need to build a subway, increase light rail and increase scooter motorcycle use. If there are "viable" alternatives, car use will decrease. Forget the push for bicycle lanes. It's a waste of money and will just slow down everyone else, let's get some balls in the transportation office. Imagine if

MER-a
(cont'd)

we increased motorbike or scooter use from 1.5 to 5%, increased bicycle from 3-5% and built a subway on Geary and Van Ness. Big change. We should make it city policy to increase motorbike usage. I may run for Eric Mar's supe seat

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212297#respond>)

Posted by **bus rider**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212356>)

I'd love it if there were subways under Geary, Van Ness, 19th Avenue and maybe a few other streets, too. If the political will was there, money for such projects could be found. But in the world we live in, most new subway infrastructure is decades off. Bicycle infrastructure is relatively cheap and much quicker to implement. By the standards of many European cities (none of which may be in Italy), what San Francisco is proposing is very modest.

Your trip to Milan sounds enlightening, moto mayhem. Do you not see anything problematic about increased motor bike usage? Are you not concerned about increased air pollution? I encourage you to have an open mind to see what the results of this 2nd Street plan will be.

Posted by **Moto mayhem**

2 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212358>)

Motorcycles pollute way less than 95% of cars. I have an open mind to increasing many modes of transit, including cycling in the right places. However we should focus on moving the most people through streets in the least amount of time and closing off car lanes when 80% of people drive or take a bus in favor of bike lanes which represent 3%, will lead to increased congestion, is not good policy and just plain dumb

Posted by **Anon1**

2 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212394>)

The more I read Moto Mayhem's posts, the more I am now convinced San Francisco makes the perfect motorcycle city! I am not sure why I did not think of getting a motorcycle myself sooner. You can park in almost any neighborhood easily, hills are no longer an issue, and bike theft is not as serious a problem with a motorcycle due to license and stiffer penalties.

Posted by **Tony in SF**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212097>)

The smart money is buying property on 2nd. This is going to be one of, if not _the_ the nicest SoMa neighborhood street. It's too bad we have to wait so long to see the proof, but once this domino falls things should get better on a whole host of currently mis-purposed streets in SF.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212097#respond>)

Posted by **dotpocalypse now**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212113>)

This is going to make an impossible street worse, and will ripple throughout SOMA. We need to take back the SFMTA from the anti-car bike zealots and hand it over to people focused on mass transit instead of rich white people wobbling around on their trikes.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212113#respond>)

Posted by **bus rider**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212185>)

The sky will fall if this proposal goes through!

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212185#respond)

Posted by **anontoo**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212135>)

It's too bad that the strategy employed to discourage car use is make life difficult for everyone who drives rather than make transit more attractive for those with options. I find it cynical and hostile for a city that pretends to be more idealistic and thoughtful.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212135#respond)

Posted by **Moto mayhem**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212140>)

Definitely not enough "carrot" for drivers

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212140#respond)

Posted by **The Milkshake of Despair**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212144>)

I'm sorry but motorists have been gobbling the vast majority of transportation carrots for over half a century now. Time to go on a diet.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212144#respond)

Posted by **Sierrajeff**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212147>)

Yeah, before those nasty automobiles, it was a nirvana of mud and horsesh*t.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212147#respond)

Posted by **The Milkshake of Despair**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212154>)

What does that have to do with the fact that the Bay Area has catered almost exclusively to drivers within our lifetimes? Is this some kind of strawman?

And FWIW, I don't think autos are nasty. Overused and oversubsidized, yes.

Posted by **Anon1**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212169>)

Could you show me any statistic that says that drivers are subsidized, and by whom? I have read the opposite on sites such as The Antiplanner. What has been subsidized for decades is public transit, usually by revenue created from drivers, don't believe me, look it up on the SFMTA website, or the Golden Gate Bridge website which shows how auto tolls are used to subsidize bus and ferry service. I would like to see bike riders pay registration, neighborhood stickers, and insurance like the rest of us.

Posted by **The Milkshake of Despair**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212171>)

I don't have the stats at my fingertips but will offer just one little piece of the subsidy: "free" parking. Who do you think bears the cost of providing that?

MER-a
(cont'd)

Posted by **Anon1**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212178>)

I would agree that free street parking is subsidized and would have no problem with expensive neighborhood parking stickers, parking meters, or other road use and parking fees. I also agree with the person who wrote that if we are going to remove parking on streets like Second or Polk, private parking garages should be allowed to be built and they should be able to charge whatever fee the market will allow. I would have no problem if the MTA decided that some of those parking revenues were used for transit construction as well. By the same token, I feel that bikes should be charged some type of bridge fee if the Bay Bridge decides to extend the bike path west of Treasure Island.

Posted by **bus rider**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212186>)

Anon1, The gas tax has long since fallen behind paying for highway maintenance and subsidies from general funds are required. (Please see: Pay More At The Pump? Finding Money For The Federal Highway Trust Fund , which states, in part: "The federal government spends about \$50 billion annually on transportation, but fuel tax revenues cover only \$35 billion, leaving the rest to general fund transfers.") In other words, all taxpayers (through income taxes, etc.) subsidize highways. And locally, property taxes, sales tax, bond measures, etc. subsidize roads and highways. Of course, driving's external costs (related to pollution, public safety and public health resources expended for traffic related measures such as collisions and their consequences, oil wars, obesity, etc.) are not paid for by motorists but are borne by the public-at-large (and future generations).

Posted by **Spencer**

5 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212234>)

If you assume that 200 million people in the us pay taxes and the fuel tax shortage is \$15B, that means we are have to pay \$75 for the subsidy yearly. Big deal.

Posted by **S**

2 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212434>)

@Anon1:

" the federal gas tax, which hasn't been raised since 1993 and loses purchasing power to inflation every day. These two lost decades of road taxes are the reason the Highway Trust Fund, which is supposed to cover road costs, is expected to fail in 2015.

Meanwhile, as Gomez and Vassallo point out, European countries take in far more road revenue than they spend. As a result, the road system in Europe can be (and is) used to subsidize other public programs. That's the opposite case of the United States, where general income taxes have subsidized the Highway Trust Fund to the tune of tens of billions of dollars in recent years."

<http://www.citylab.com/commute/2013/09/these-2-charts-prove-american-drivers-dont-pay-enough-roads/6917/>

Posted by **Futurist**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212179>)

Wow. You really are quite angry over car ownership and driving in this culture, aren't you?

And yet you own one, use our road and probably also use the "free" parking on our streets. Your extremism seems to know no bounds.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212179#respond>)

MER-a
(cont'd)

Posted by **The Milkshake of Despair**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212191>)

What's up with the crazy untrue allegations this week Futurist? You used to post less offensively. And you might want to follow up here too (<http://www.socketsite.com/archives/2015/02/strong-support-condos-sans-parking-7th-bryant.html#comment-211764>).

Posted by **frog**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212153>)

I'm pretty sure my bike arrived at my bike shop in a truck. Same with my organic locally grown apples. And my medicines. I'm pretty happy the automobile and the truck exist. I love protected bike lanes as much as the next cyclist. But most of the proposals aren't pro bike, they're anti car.

There are a hundred things we can do to make everything more efficient, such as protected right turn arrows, so cars aren't waiting for pedestrians all the time at places like 4th and market. We should put in bike lanes and then mostly get cyclists out of traffic lanes (yeah, I know the law.) We should build a couple of parking garages and then make dedicated bike lanes on polk. But mostly the cycling advocates are anti car, and as a cyclist, most of the crazies here, and elsewhere, don't speak for me.

[Reply \(/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212153#respond\)](#)

Posted by **Mark**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212187>)

Well said.

[Reply \(/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212187#respond\)](#)

Posted by **The Milkshake of Despair**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212189>)

This is a tired old strawman. No-one is saying that motor vehicles aren't useful. What is being said is that a little of the assets allocate for motor vehicles need to be reallocated to enable better alternative transportation. The fact that there's a conflict on those resources doesn't mean you can equate pro-bike and pro-walk with anti-car. It is just some facets of this transformation are somewhat of a zero sum game.

We might be in agreement on off-street garages on Polk though. I'm for that so long as the garages are privately funded and operated.

[Reply \(/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212189#respond\)](#)

Posted by **frog**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212197>)

Actually people are calling cars murderous death machines or something like that. I remember when I took a couple of b-school classes. As an engineer I tended to look for solutions in which everyone benefited. But what surprised me about the b-schoolers was the intense desire to beat the other guy, not increase the overall value of the deal. I see a lot of that in bike related negotiations. Bike lanes for a parking garage. Protected right turns for cars in exchange for dedicated bus lanes. There's a ton of inefficiency in our transit network and it's happening across all modes. There just seem to be so many stupid things with our transit infrastructure that we can solve by simple trade offs and redesigns, where everyone wins.

[Reply \(/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212197#respond\)](#)

MER-a
(cont'd)

Posted by **Spencer**

5 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212236>)

Well, some of us get labelled as Pro-car, anti-transit, which couldn't be further from the truth. I am pro transit and clearly pro pedestrian as well as think we should not make it city policy to make it hard for drivers without a viable alternative. This plan is a case in point. The thing that bothers so many of us the catering to the white male gang of bicycle coalition which seems to have such power to influence our unproven and untrained city transportation leaders. This plan will slow buses and cars. Making it a nightmare for the vast majority in order to serve a tiny minority just doesn't make good policy. Private vehicles will never go away. They are growing in numbers. Hopefully we will get away from fossil fuel, but the cars of the future will need lanes and space too

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212236#respond>)

Posted by **Futurist**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212193>)

Yes. A very appropriate and real observation.

And I would love to see several of those garages in neighborhoods that severely need parking, since parking is being lost to wasted cycle lanes. And yes, those garages should be publicly funded.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212193#respond>)

Posted by **frog**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212195>)

I was vacillating on the idea of publicly funded garages until I realized two things:

1) they would bring tourism money into our commercial districts – something we need as a (the) center of culture for the bay area. We frequently forget that we do depend very much on the rest of the region for our local economy.

2) we could get a ton of protected bike parking out of the deal, so mine won't be stolen again. We could even charge for it and make money, the same way we do for car parking

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212195#respond>)

Posted by **Futurist**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212213>)

Yes, the publicly funded garages make a lot of sense, as you stated. I agree. Several were built in Santa Monica adjacent to the 3rd St. Promenade and are heavily used and very convenient. AND the allowed 3rd St. to become ALL pedestrian; very human scaled, tons of retail and restaurants and a great place to hang out.

We don't seem to understand that concept: that of creating something (parking garages) to get something (successful pedestrian way). The anti-car rhetoric here and in SF is just as loud as ever; only full of sound and fury with no sense of reality. It serves no purpose, only to further alienate each side.

We have a BOS and Transit authority under the bullying and pressure of a small, but vocal group: Mainly the SF Bike Coalition who's sole purpose is to create their own small minded agenda, that of little used bike lanes for the benefit of a small minority, creating many more problems for our roadways and traffic congestion.

And yes, they really are "protected bile" lanes and nothing more.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212213#respond>)

MER-a
(cont'd)

Posted by **Frog**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212214>)

I lived in Sunnyvale/Santa Clara for 4 years before moving to SF. We didn't even know there was a subway here. And BART closes down at midnight, so its not like you can take public transit if you think dinner is going to run late.

In other posts, I've mentioned that the lack of parking is a problem for my biomedical company. Techs servicing out equipment circle for 30 min to find parking. If we are lucky, they don't bill us for that time. I probably think parking should be more expensive than you do, but it is the dominant mode of transportation, and it will be for a very long time.

Posted by **Jake** (<http://www.sfmta.com/about-sfmta/organization/divisions-and-units/parking>)

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212215>)

SFMTA owns and operates 38 parking facilities with over 15,000 total spaces (namelink for details). Two are on Polk and many others are clustered around Union Sq and downtown. They even have some electronic bike lockers at three City-owned downtown garages. There's more than 60k publicly available off-street parking spaces in the downtown/northeast area plus SoMa. Without them many of the car commuters would have no place to park. Enablers of commerce and congestion. Your tax dollars produced a nice map of all parking in SF: <http://sfpark.org/wp-content/uploads/2014/04/ParkingCensusDataMap.pdf>
World class city, amirite

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212215#respond>)

Posted by **David Baker**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212199>)

An excellent design moving forward, that's great to see. It's too bad it's taking so long, but it's a complex situation. Widening the blocks of narrow sidewalks so the entire length of Second from downtown to the ballpark will have generous space for pedestrians and trees is brilliant: thank you Supervisor Kim. Providing protected bile lanes on this critical link in the SF bike network is wonderful. Sharing (street space) is good!

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212199#respond>)

Posted by **actionless action**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212200>)

Sharrows are your friends.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212200#respond>)

Posted by **actionless action**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212208>)

"protected bile lanes"
well said

perhaps the BOS can rename one 'The Jane Kim Memorial Bile Lane'
kinda chokes the throat, just like the roadway

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212208#respond>)

Posted by **Can't Think of Cool Name**

5 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212225>)

Agreed that sharing street space is good – when it makes sense. This plan makes no sense.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212225#respond>)

MER-a
(cont'd)

Posted by **Spencer**

5 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212237>)

Kim certainly does spew a lot of bile. Thx for pointing it out david

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212237#respond>)

Posted by **Amewsed**

6 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212210>)

Bile lane – ha! ha! Bitter taste in mouth. Better check the gall bladder to make sure no blockages.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212210#respond>)

Posted by **nickfoo**

5 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212231>)

20 years ago all these people against these streetscape improvements would have been arguing to preserve 480.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212231#respond>)

Posted by **Jake**

5 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212235>)

I've lived in the affected area for over 20 years and I was in favor of tearing down 480 and the restrictions on car traffic and creation of bike lanes on Market. I also voted to remove the Central Fwy north of Market. I've written on SocketSite about the vital need for making the streets safe for cyclists, and lauded the bike lanes and other changes for bike safety at the wiggler, on Folsom, and on Townsend.

Practically no one objects to any of the streetscape improvements for pedestrians or for MUNI. Many people object to removing half of the through traffic lanes to create lanes dedicated to the exclusive use of a relatively small number of cyclists.

Why do so many of the advocates for cycle tracks on 2nd disparage opposing opinions and offering little more than patronizing platitudes?

Why do all the advocates for cycle tracks on 2nd ignore the many significant problems they will create as listed in the EIR and boldly hide behind pedestrians and MUNI instead of making their case on the merits?

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212235#respond>)

Posted by **Spencer**

5 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212238>)

Because there is no case to be made, except "we want it. Can we please have it? We deserve it. Cars are evil. We want to be like a less dense and less important European city"

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212238#respond>)

Posted by **Futurist**

5 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212254>)

Exactly. And let's be clear; despite the money being spent on bike lanes, the reduction of on street parking, and the added congestion of fewer traffic lanes there has been almost NEGLIGABLE reduction in the NUMBER of cars on our public roadways.

Fact is, those cyclists who ride to work/commute ALREADY were doing that, long before the urban/hipster of bike commuting. They did not abandon, give up, or sell their vehicles, because for the most part they never owned one. They have not reduced the number of cars on the roads. They have simply, thru their loud tactics and "friends" in the right places, created more congestion on our streets.

MER-a
(cont'd)

And they will continue to use their bikes, although the percentage of users will not rise significantly, until they begin to settle down with a family/partner/spouse, buy property, increase their income, get older, and many will buy a vehicle to supplement their urban way of living.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212254#respond)

Posted by **The Milkshake of Despair**

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212265>)

Futurist, that's just a load of prejudiced bunk. Characterizing it as fact doesn't make it so. Try to see beyond your biases and seek actual facts.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212265#respond)

Posted by **Anon1**

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212266>)

Actually Futurist is right. Portland and Vancouver have both seen flattening of bike usage, if not declines. While dedicated "protected" bike lanes continue to be constructed in those cities, they have found there is only so many people that can or are willing to bike to work. Weather, transporting children, transporting larger bulky items, TIME!, health issues, etc. all come into play with deciding to bike vs. drive. I used to bike to certain locations before bike lanes were installed, and having the bike lanes has not changed my riding habits or increased my riding trips. I prefer to take quiet side streets instead of riding down busy commercial streets, even if there is a bike lane on them.

Posted by **Anon1** (<http://www.calgarysun.com/2014/03/09/going-flat-out--portland-and-vancouver-spent-loads-on-bike-lanes--for-very-little-gain#>)

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212267>)

I just did a quick google about Portland Bike usage not increasing after considerable spending and found this article:

"Technically, Portland reached that wall in 2008, when the number of commuters riding downtown plateaued at just over 6% — but the city kept spending anyway.

Despite new and better cycle lanes, the number of work-day peddlers remained stagnant after '08, even dipping slightly, while the number of cars stayed the same.

Stagnation, in the face of a landmark 2010 decision to invest \$613 million into bicycle commuting, in hopes of increasing that ratio to 25% by 2030.

Six years later, the number of cyclists remains the same, and Portland is finally saying enough."

Posted by **Jake**

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212269>)

Yes, I can confirm the bike commute to work share for Portland residents from 2008 to 2013, has held steady at about 6% plus or minus the margin of error, according to the US Census estimates. The change in the count of bike commuters is smaller than the margin of error, so there is no way from this data to know for sure if Portland had more or less bike commuters in 2013 than in 2008. All this tells us is that it was about the same 18k plus or minus 2k margin of error.

Here are the actual bike commute share percentage and count from the ACS Table B08006 for residents of Portland:

2008	6.0%	17,365
2009	5.8%	16,846
2010	6.0%	17,035

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(cont'd)

2011 6.3% 18,977
2012 6.1% 18,912
2013 5.9% 18,337

Posted by **Futurist**

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212270>)

Thank you Anon1. Thank you Jake. And thank you Portland.

This is exactly what I have been talking about. A tipping point has been reached in Portland, and it's good to see the citizens/voters have had enough of exorbitant spending to ONLY benefit a small minority of commuters.

Sorry to burst your little bubble MOD, but facts are facts. It's not bunk.

Maybe we need some ballot measures here in SF to vote on whether bike lanes and money spent for them at defined locations are supported by the citizen/voters.

Posted by **heynonnyonny**

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212272>)

If Portland plateaued at 6%, and SF is at 3%, the naive conclusion is that SF should keep adding bike lanes for a while.

Posted by **Jake** (<http://bikeportland.org/2013/07/02/what-caused-portlands-biking-boom-89491>)

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212276>)

that would be naive, especially because Portland's bike boom in the years 2002 to 2008 isn't correlated with significant growth of their bike network. Nice animation of the growth of the Portland bike network .

Article at namelink has some theories, including that people started to move to Portland for the bike network: "Once a city becomes known as great for biking, it attracts people who like bikes."

The two-thirds of SF residents never ride a bicycle and only 17% ride a bike at least once a week, according to the SFMTA. Once you realize that some of those 17% walk to work, some already use transit to get work, some work from home, and some need to drive to work, the remainder is 10% or less as the available population to commute to work by bike. I've previously gone through those stats in detail on SocketSite before and can do so again if there is interest.

Posted by **Amewsed**

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212277>)

Here is what I don't understand: we are building new high-rise housing near work centers such as SOMA, all along Market Street, the Mission District, Mission Bay, etc., why is there such a great need to build more bike lanes? Do the majority of the bike coalition live in the Haight area? Presumably the new housing will allow people to walk to work, instead of using MUNI, driving their cars, or biking. No one in my neighborhood bikes to work. Same thing with the Richmond and Sunset neighborhoods. I doubt the Chinese would let their children bike to work since they find it extremely unsafe. The only bicyclists I see are the occasional weekend racer guy and the errant college student.

Posted by **Jake**

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212278>)

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US Census Explore makes it easy to see where the different commute modes are concentrated. <http://www.census.gov/censusexplorer/censusexplorer-commuting.html>

Zoom to the map scaled to all of SF. Select the census tract level of detail for 2012. Then look at the map for different commute modes beginning with walk, then switch to bike, then transit, then car. You will see a progression of the location of greatest concentration as you change modes. Walk is heavily concentrated in the north east quadrant, essentially the area within a 15-20 minute walk of the central business district.

The greatest concentration of bike commuters is in the next ring centered on mission-hayes valley, but spread through the relatively flat areas on the downtown side of the hills. This is more or less the drainage area of the old mission creek. The bike commute time from these areas to the CBD is about 15-20 minutes.

Transit overlaps with the core bike area and spreads past the hills, especially along the BART and MUNI train lines and along Geary. Transit riders tend to have longer commute times than those that walk or bike.

Car commuting dominates the huge outer c-shaped ring from the Marina through the western and southern areas all the way to Potrero Hill. I'm not aware of any census tract in SF where the number of bike commuters is greater than the number of car commuters.

BTW, far more San Franciscans work from home as commute by bike. The cheapest way to reduce commuting in San Francisco would be to deploy fiber to the home.

Posted by **heynonnynonny**

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212280>)

Thanks for the links, Jake. I've read many of your posts on biking but I don't remember seeing evidence that adding bike lanes won't increase usage. There is a plateau somewhere but it seems premature to call it in SF based on the numbers here: <http://www.socketsite.com/archives/2014/12/employees-san-francisco-commute-work.html> (<http://www.socketsite.com/archives/2014/12/employees-san-francisco-commute-work.html>)

Posted by **Anon1**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212281>)

THANKS to Jake for his many interesting posts, and especially for his providing links with actual statistics which bring much needed verifiable evidence to a topic that causes a lot of strong opinions and emotions right now. With car ownership increasing in San Francisco, we are all feeling the pinch as road space becomes more scarce. There was just an interesting article in the New York Times about how Uber drivers are taking away customers from Public Transit and walking, and how this is increasing road automobile traffic in New York. I wonder if the same is true for San Francisco? I know of a couple of friends who, like myself, used to take BART from SFO to the city, and who now all use Uber instead.

Posted by **The Milkshake of Despair**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212292>)

Let me get this straight. You're saying that SF, currently at 3.something mode share, should stop investing in bike infrastructure because Portland stabilized at about 6.something in recent years? The same Portland that endures much less pleasant bicycling weather than SF?

Sure, there's a saturation point for any adoption and you certainly can't go beyond 100%. But using such a small sample from a city quite different is specious.

Posted by **Moto mayhem**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212298>)

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Thanks anon. The Portland example is a clear reason why we should not invest in more bike infrastructure in SF. The topography of Portland makes it much more amenable to bike travel, yet it plateaued at 6. SF will probably plateau around 5, and the money is not worth it. Even worse slowing down other forms of transport for bike lanes is REALLY REALLY not worth it. Jake, as always thanks for the stats.

Posted by **Futurist**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212303>)

@ MOD. well, you can see that MANY others also feel we should not invest, or certainly modify our investments in future bike infrastructure. There are so many reasons now show what it does not make sense on 2nd St, and other streets. It's overkill. It's a waste of money, and it serves a VERY small part of our population.

Posted by **Can't Think of Cool Name**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212305>)

@MoD, I'm not personally advocating stopping bike lane installations in the city. What I'm opposed to is the overall 2nd street plan, which just so happens to include in its plan a feature to swap out two very heavily used traffic lanes used by all forms of motorized vehicles for two very specific lanes used by just one mode of transportation.

And as called out by others, the statistics show that those two bike lanes won't carry nearly the amount of people that the two traffic lanes planned for removal currently support. To me, as I mentioned elsewhere, this will be a severe congestion problem for the street and the surrounding vicinity due to the current and increasing density in the area.

That density and its associated congestion make 2nd street a street which I believe is not suited now or in the future for dedicated bike lanes. In my view, the bike lanes are simply collateral damage of a bad plan.

Bike lanes do have their place in the city, but not on 2nd street as envisioned in this plan.

Posted by **eflat**

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212257>)

I keep saying it anytime new bike lanes are proposed along with reducing traffic lanes and parking. There needs to be some investigative reporting on the people at the SFMTA. Are their backgrounds, education in city planning or are they just appointed by people in city government. I certainly don't have confidence in any of their decisions. They describe it as traffic calming, but what they are creating is more traffic congestion in their hapless attempts at transportation planning. It's just easier to devise plans with parklets, bike lanes and of course don't forget the flags, they look so good in the drawings...the people at SFMTA or whoever comes up with this stuff really need to be investigated.

Reply ([/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212257#respond](http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212257#respond))

Posted by **Can't Think of Cool Name**

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212260>)

This plan would have made perfectly good sense – if it was implemented between 1989 and 1999, when the Embarcadero freeway was coming down and the ballpark was going up. I would have even encouraged it to be auto free, just MUNI, pedestrian, deliveries, bicycles and first responders – if the plan would have included reviewing 3rd, 4th, and 5th as well, providing an integrated north/south Eastern SOMA *total traffic plan* between Market and King.

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The overall issue I have is timing. It's too late now for this type of plan. The effected area is a much different landscape than it was even just 10-15 years ago. There's too much density now in the vicinity of 2nd street with more coming in the form of the new condos and mid-rise office buildings now under construction or planned. Couple that density with the means for it to move about in any form and it should be no surprise to anybody that there's congestion. And with that density not going away, the congestion that comes along with it won't be going anywhere either. And to remove two lanes that serve the majority of people utilizing 2nd street (now and for the foreseeable future) with exasperate the problem.

If 2nd street needs to be rethought, it needs to be rethought around moving more and more people in the area effectively and safely. And I'd toss in a rethink of the previously mentioned 3rd, 4th, and 5th streets as well. I don't understand how constricting movement via concepts like "traffic calming" in a dense, and growing more dense every day community solves the problem of moving lots of people effectively and safely.

So far, I haven't found where we can publicly comment on this plan (if we're even able to). If we are, does anybody know where this is? Is there an online option for commenting?

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212260#respond)

Posted by **Futurist**

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212264>)

I realize I'm second guessing in advance if Sarah B. Jones will even listen to or respond to any comments sent to her. She should start by just reading the many comment here on SS who, for the most part, roundly criticize the proposed changes to this street.

Do they listen? Do they care?

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212264#respond)

Posted by **Moto mayhem**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212299>)

Good point about the density. The bike coalition seems to think we live in a non important low density eu city, or a suburb where this might be a good plan. Suggest picking a good suburb to push these idyllic non reality based plans

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212299#respond)

Posted by **Futurist**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212308>)

In a way, the concept of urban biking really seems to be largely an idyllic, SUBURBAN concept: that of biking along marked trails, away from all traffic, riding past trees, lakes and ponds, enjoying the view of cows and sheep, while on your way to your suburban office park job looking to create the next great app for hookups.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212308#respond)

Posted by **Moto mayhem**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212313>)

I agree . A few new lanes in the presidio and golden gate park would be very welcome. Especially the presidio which is a nice place to cycle with few bike lanes

Posted by **Jake**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212317>)

Cycle tracks will abound in Utopia, sometimes following beside the great high roads, but oftener taking their own more agreeable line amidst woods and crops and pastures; and there will be a rich variety of footpaths and minor ways. There will be many footpaths in Utopia. There will be

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pleasant ways over the scented needles of the mountain pinewoods, primrose-strewn tracks amidst the budding thickets of the lower country, paths running beside rushing streams, paths across the wide spaces of the corn land, and, above all, paths through the flowery garden spaces amidst which the houses in the towns will stand. And everywhere about the world, on road and path, by sea and land, the happy holiday Utopians will go.
A Modern Utopia, H G Wells, 1905.

Posted by **Can't Think of Cool Name**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212345>)

Speaking of density, the area will be getting even more dense. I read today a San Francisco Business Times article that Boston Properties just grabbed 2.3 acres on 4th and Harrison. The CEO says that the opportunity exists for up to 780,000 square feet of office, residential and/or retail space.

Just more people coming and going two blocks from 2nd, and probably a decent number of them by motorized vehicles.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212345#respond>)

Posted by **Jake** (<http://www.sfdpw.org/index.aspx?page=1489>)

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212263>)

The EIR cover sheet says "Written comments should be sent to:"

Sarah B. Jones, Environmental Review Officer

San Francisco Planning Department

1650 Mission Street, Suite 400

San Francisco, CA 94103

or

sarah.b.jones@sfgov.org (<mailto:sarah.b.jones@sfgov.org>)

The Second Street Improvement Project page ([namelink](#)) has contact info, including the email addresses for the long time project leads:

– Cristina C. Olea, Project Manager, Department of Public Works

– Ellen Robinson, SFMTA

2nd Street runs through some of the tallest zoning in all of SF. Within one block there are several parcels zoned for 700 feet and higher and there are many zoned for 500 feet or taller. California Street in the FiDi is the closest comparable two-way street north of Market for height and bulk within a block. Basically, eastern SoMa is zoned for more height and bulk than north of Market. And it also has the Bay Bridge and 280 terminus. Too many uses for too little street surface to achieve the bucolic vision of 2nd Street in the illustrations in this plan.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212263#respond>)

Posted by **Amewsed**

4 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212273>)

Since I do not commute to work via the Bay Bridge or SOMA or FiDi, I cannot offer much help in this area. However, I can attest to how unsafe it is for parked cars to be sandwiched between bike lanes and traffic.

Try driving inside Golden Gate Park in front of the Conservatory of Flowers where you have pedestrians, bicycles, parked vehicles, and car traffic with which to contend. Completely idiotic plan. Many times I have seen drivers (after parking their vehicles) dangerously swing open car doors into car traffic. I also see many bicyclists blow through stop signs and almost hit pedestrians trying to cross the street. And what happens when an accident does occur and the bicyclist is at fault? Who pays? I want to see license, registration, and proof of insurance.

Bike traffic should always be on safer more quiet streets. That is common sense. If not, why not put a bike lane on I-80 and Hwy 101 and 280?

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212273#respond>)

Posted by **Ms. Halladay walks about town**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212318>)

You are completely right about one thing. It is fool plan to use our wonderful city's largest park as a thoroughfare for the automobile. It's a park, a place of beauty, and there a so many smart ways to get there and enjoy it: shuttles, buses, a nearby N Judah stop within walking distance of the entire park, which actually connects to BART and thus the entire Bay Area, and bikes are another pleasant way to see and access the park, and even a 59 year old lady like me can pedal around once in a while. I certainly feel safer getting on a bicycle these days with so many more bike lanes. Back in my day, riding a bicycle anywhere in San Francisco was a crazy affair. Furthermore, If I can take my entire class full of students there every year for our annual end of year party, using public transit and walking alone from downtown SF, bringing in on our party supplies and such, than everyone else can get there without a car. People speed through the park like it's a superhighway, at speeds far exceeding the posted speed limits which are already too high, in my opinion. As someone who walks about everywhere I go in conjunction with MUNI and BART, I can honestly say I've never been hit or almost hit by a speeding bicycle, but I've had to jump out of the way of numerous cars both in the park and pedestrian crossings. California traffic law says that cars are not supposed to turn into a ped crossing, while there are pedestrians in it, yet everyday when I cross my 7th/Market intersection, I have to be careful that I am not run over by a car in hurry. My favorite thing is when a car tries to squeeze between me and an another pedestrian. Three days ago, I saw an elder gentleman get knocked over by a guy pulling such a maneuver down the street, and after he knocked him down, he kept driving off unaware of what he had just done because he was on his cell phone. You kids and your phones! Two guys on bicycles chased him and stopped in front of him and made him stop. I walked up to the young man, and gave him an earful. If ever I do get hit by a moving vehicle, and it's likely to happen in this city of careless drivers. I hope I am lucky enough to get hit by a bike over a car. I don't know why kids that are 16 years old should be given a license anyhow. I'd much rather see teenager on a bicycle than in a car. Just look at that statistics and look who causes all of the accidents: drivers under 25 and seniors to stubborn to admit that it's time to stop driving. Getting hit by a bike sounds like a dream compared to being hit by two ton truck. Why? They move slower, they are lighter, and less likely to cause one deathly harm. Keep the cars out of the park, and learn how to take public transit. It's an easy alternative, pollutes far less, reduces your global footprint, and it's accessible to working class people. Only entitled Americans parade around the streets of parks and downtowns in their cars as if it's a god given right. When your children and grandchildren have to deal with rising seas other catastrophic ecological changes, you can tell them how much you fought for the inalienable "rights" of the privileged drivers of 2015. Please people, be on the right side of history, or you put yourself at risk of being on the wrong side of history like so many others before you. Some of you who fight for the entitled right to drive remind me of governor Wallace fighting for the rights of "whites" to uphold the racist Jim Crow laws of Alabama in the late 1960s. Yes, I'm from the South, but I have learned to say so long to my automobile for sake of my grandchildren. I want them to have a future, and I want them moving around and off that coach and off that car seat.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212318#respond>)

Posted by **moto mayhem**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212322>)

there is no way i belive you are a 59yo woma. If anything, the elitist white male 25-45 yo cycling advocates who are taking over transportation have a lot more in common with the elitist southern firebrands of the 60s, although neither is a good comparison. history will side on the side of the common man, which these advocates dont represent

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212322#respond>)

Posted by **Futurist**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212324>)

MER-a
(cont'd)

Of course it's not a 59 yo woman.

1. the name is brand new here.
2. most likely a frequent SS commenter hiding.
3. the rambling on, ad nauseum.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212324#respond)

Posted by **Amewsed**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212325>)

Congratulations for being 59 yrs. old and healthy enough to be able to walk and/or bike around. I do not because of a medical condition. Even though I am much younger than you. Not all car drivers are reckless, careless or talk on their cell phones. If you get hit by a moving vehicle, hope that it isn't because of impaired cognitive abilities.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212325#respond)

Posted by **[Ms. Halladay walks about town]**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212349>)

Amewsed, that's exactly it! Cars were a wonderful invention, and they make a lot of sense for people such as yourself because not everybody has ease at getting around. The problem is that most people that drive are healthy enough to get around by other means, and they drive all by themselves simply by choice, not because they have medical conditions that prevents them from getting around by other means. However, driving certainly does a lot to deteriorate the medical conditions of the people that drive. There are numerous health related risks that are attributed to car commuting including stress, anxiety, back problems, high blood pressure, high cholesterol, weight gain, sleep disorders, and others. When I stopped commuting to work by car, the pain in my back and neck almost immediately went away. I also had more time to do things like relax, and enjoy life, and my mood instantly improved. I initially switched to walking and using public transit, but now I also ride my bike instead of using MUNI, but still use BART extensively. Walking and biking wove into my life, and they have improved my health. The stress of parking is gone! The stress of traffic is gone! The back pain is gone, and the weight came off slowly but surely. I lost 20 pounds the first year, and another 15 the following year. I have kept the weight off too. What's your health condition? Driving Also hurts the health of everybody by contributing to pollution, impacting the respiratory problems of everybody, and not to mention the ecological impacts that driving has on global warming. We can all do so much better for ourselves, for each other, for our kids generation, and for our planet. There is an interesting article on Time about the impacts on driving on the health of drivers .

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212349#respond)

Posted by **Amewsed**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212357>)

I agree that being sedentary is unhealthy and is a big factor in contributing to heart disease. This isn't just from car commutes but sitting in an office eight hours a day. Doctors recommend walking more. Bicycling and swimming are good as well for those who can manage it. Building up your core muscles leads to better balance. Simply feel better when you put in a good 10 to 20 block walk and eat fish, vegetables, and fruits. I have done it. Real commenter or not, you take the time out to write extensive comments while managing to deflect negativity in a graceful manner and that is appreciated.

I am sure you have more thoughts you wish to share that can enlighten us all. Please continue to do so.

Posted by **JR "Bob" Dobbs**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212327>)

MER-a
(cont'd)

My gosh – wanting to drive a car on a road designed and built for, er, cars is just like being a racist Jim Crow southerner! Kudos for holding back and not resorting to the usual Hitler/gas chamber metaphor. Your old lady restraint is admirable and sounds nothing like, say a 23-year-old judgmental bike loony, so, uh, there's no way that's who you really are..

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212327#respond)

Posted by **FedUp**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212330>)

When a city should be talking about more and better transit, we instead get all of the oxygen taken out of the room by bike nuts who think the only solution to congestion, whether on MUNI or in cars, is to construct "protected" bike lanes. Imagine if Leah Shahum and the SFBC were advocates for public transit instead of bike paths! There was an article in the Chronicle a while back about the revolving door between the SFBC and the SFMTA and how many public grants were handed out by the MTA to the Bike Coalition, especially for "safety studies" and "safer streets" proposals.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212330#respond)

Posted by **[Ms. Halladay walks about town]**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212337>)

While it's true that some cyclist ride like morons, and have no respect for anybody but themselves, are you suggesting that all drivers in SF are considerate, safe, and careful? Quite honestly, wouldn't you rather have such reckless people on a bike rather than behind the wheel of a car, where they can do less damage to others, and more to harm themselves. FYI, I ride a bike, drive, walk and take public transit and lemme tell you something. The nuts abound in all locations equally. I know many motorist are fedup with cyclist and cyclist are fedup with motorist, neither group is created in a vacuum. They are all created in right here in the good'ol US of A. That's the problem. That's why everyone on here driver/biker/pedestrian/bus rider has such a hard time getting along. Bad cycling behavior doesn't equate with a Utopia of good selflessness of drivers who stop for pedestrians. I wish we lived in such a mythical city, where drivers, cyclist, and pedestrians really looked out for everyone else instead of just number one, themselves. It's not even about cyclist are good and drivers are bad scenario. Whether behind the wheel of a car, bike, skateboard, stroller, or sneaker, American people are not considerate of others when it comes to sharing space in big cities. The combative, individualistic, selfish nature of Americans, the most entitled people on Earth, is not conducive to any amicable behavior in an urban setting, whether you increase bike lanes or take them out, there is gonna be rudeness on all sides. Before there were bike lanes, drivers just fought amongst themselves, shot each other on the freeways, or bitched at motorcyclist, for riding in between the lanes. Now they have a new target for whom to pin their whoas: cyclist, but they still fight and honk among themselves too.

Posted by **Futurist**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212346>)

Now this sounds like Ms. Halladays angry sister. (I'm talking 'bout Global Warming stops...). Your rants just seems to be random typing.
Focus! Focus!

The essential and ONLY issue really is this one: We are NOT adding car lanes and widening streets for cars which is causing much more heavy congestion for the cyclists. We are not making their commute slower, are we?

What we are doing is allowing the SFMTA and the DPW and The Planning Dept. to be controlled and bullied by the 3% of cyclists who want to increase congestion for the rest of us.

Posted by **[Ms. Halladay walks about town]**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212343>)

JR Bob Dobbs. Learn your history. The entire core of the city and all of it's surrounding central neighborhoods were populated with about half a million people by 1920. Only the wealthy elite had cars then, and most of the people in SF got around by transit, and foot. This is why most houses in these areas don't have garages. Victorians, for example need to be raised on stilts and have garages added. None of them came with them. The cities streets were initially designed for horses, carriages and walking. There is some cool footage of the 1906 earthquake that shows peopling walking down Market street, avoiding horses, carriages, and trolleys, and bicycles, but virtually no cars. Only later were the cities streets redesigned for the addition of cars, and only a few. It was Golden Gate and Van Ness first. Now they are being redesigned again to conform with the environmental reality that we are currently faced with on the planet. We need to reduce driving because it is not a sustainable way to get around in cities. Driving and cars=global warming, sprawl and traffic. There are not an endless supply of natural resources to build cars, and fuel them. Denial is hard to overcome, and eventually leads to anger, but I assure you that eventually you will reach the place called acceptance. Keeping working at it.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212343#respond)

Posted by **Can't Think of Cool Name**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212351>)

@It's, I think you make a valid point for improving/expanding mass transit – which I'm all for. To me, its the only mode of transportation I can think of that can scale to serve the needs of a growing population (commuters and residents) in the city.

Posted by **Futurist**

22 hours ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212576>)

NO. Not true about Victorians not having garages. Many did, with dirt floors, for the carriage or wagon. The houses were not raised up on "stilts". Most Victorians were built with the main floor up ONE floor from the grade. Later on those dirt floor garages were just converted into car garages.

Get your facts straight.

Posted by **Ms. Halladay walks about town**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212336>)

Amewsed, makes a good point. There are so many bicycles that ALMOST hit pedestrians, but almost is not quite the same as actually hitting a pedestrians. There are three people a day that actually get hit by cars in San Francisco . That's an astonishing and scary statistical fact,

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212336#respond)

Posted by **Jake**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212341>)

SF pedestrians are much more likely to encounter cars than bikes because there are at least 20 times as many car trips in SF as bike trips and car trips travel a farther distance on average. We are comparing the most common mode of transportation in SF, private automobile, with the least common, bicycle. Fortunately, none of the pedestrian improvements in this plan require taking away a traffic lane. That is only required to create the 20-foot wide section of road dedicated to the exclusive use of cyclists. Also fortunately, driveby trolling is neither astonishing nor scary, though we seem to get hit by it daily.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212341#respond)

Posted by **Jake** (http://sfmea.sfplanning.org/2007.0347E_Draft%20SEIR_Appx.pdf)

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212319>)

MER-a
(cont'd)

Many more cycle tracks are being planned for this neighborhood. The following is from the appendices to this EIR (250 page pdf at namelink), which include the Second Street Improvement Project Transportation Impact Study, July 7, 2014.

- “As part of the planning process for the Central SoMa Plan, SFMTA and the San Francisco Planning Department propose the following bicycle improvements in the vicinity of the proposed project:
- Upgraded bicycle facilities would be located along Folsom Street from The Embarcadero to Eleventh Street.
 - Upgraded bicycle facilities would be located along Howard Street, from Third Street to Eleventh Street.
 - A new one-way cycle track would be located along Third Street, on the west side of the roadway (left-hand curb lane).
 - A new one-way cycle track would be located along Fourth Street, from Market to Harrison Streets, on the east side of the roadway (left-hand curb lane).
 - New one-way cycle tracks would be located on Brannan Street from Sixth Street to Second Street.”

More than likely the “Upgraded bicycle facilities” means converting the current class II bike lanes into fully protected class I cycle tracks, such as are proposed for Second Street.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212319#respond)

Posted by **Can't Think of Cool Name**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212329>)

Thumbs down on the Brannan and Folsom plans if they require removing lanes to install bike lanes.

The stretch of Brannan cited is already congested during commute with traffic exiting 280 at 6th and east-bound Brannan traffic trying to get on the bridge at 5th. After 4th, it starts to back up again just east of 3rd for traffic using 2nd to get on the bridge. With two lanes removed, I can see congestion on Brannan east-bound from at least 7th to 2nd.

I know less about Folsom, but the few times I've been on the 12-Folsom in late afternoons heading east there was plenty of slow moving traffic, I'd say from 5th or 6th trying to get on the bridge from Folsom just past 2nd.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212329#respond)

Posted by **Jake**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212331>)

FWIW, the transportation analysis predicts the 5th and Bryant intersection will be made worse by this plan. Imagine how bad the traffic would have to be for a driver at 4th at Folsom to head for the 5th/Bryant on ramp via Harrison instead of turning left on Folsom and going directly into the thick of it on Rincon Hill.

It also predicts Brannan at 2nd and at 3rd will be worse. Oh, and for King at 3rd, and Townsend at 3rd and

Take away one lane for cars to queue, and take it away for what is often many blocks of queued cars. That will just make the lines deeper in the remaining queue lanes.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212331#respond)

Posted by **moto mayhem**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212323>)

if you have cycle tracks on 3rd and 4th, why would we need on 2nd. ?

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212323#respond)

Posted by **Jake**

3 days ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212347>)

MER-a
(cont'd)

This plan depends on the good behavior of drivers. By reducing the number of through traffic lanes from two to one it makes the entire column of through traffic dependent on no one misbehaving. For example, by using the through lane to merge into right turn only pockets.

These right turn only lanes are vital to this plan. There are at least 10 of them. They exist at all three intersections that feed the Bay Bridge ramps: Bryant, Harrison, and Folsom. At the most congested section of Second Street, where the drivers have the greatest incentive to cheat the queue, with almost no possibility of punishment, this plan depends on their good behavior.

Ironic, isn't it.

Perhaps our planners believe that the sight of cyclists zipping by in their protected lanes will calm drivers packed bumper-to-bumper knowing they suffer for a more noble cause.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212347#respond)

Posted by **Bob**

23 hours ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212569>)

Cars are on the way out... Public transit and bikes are the future.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212569#respond)

Posted by **OhReally**

22 hours ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212573>)

Car registration in San Francisco is up, not down.

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212573#respond)

Posted by **R**

22 hours ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212574>)

total cars? or cars per capita?

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212574#respond)

Posted by **Jake** (http://www.mtc.ca.gov/maps_and_data/datamart/census/dp234/HHVehicles19602000.htm)

21 hours ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212578>)

I think 2013 saw an increase in vehicles total and per capita in SF. Hard to know for sure because Census and DMV stats don't always agree year-to-year. This almost always happens with a few years of income growth. There had been some decline during the two recessions since 2000. That's what you usually hear about when folks want to think SF is trending car-free.

FWIW, the big increase in car ownership in SF was before 1980. From 1960 to 1980 per capita cars in SF went from 0.28 to 0.42. There was a small increase in the 1980s, but since then it has been increasing very slowly, going up in good times and down in bad. And we have had more good than bad in SF on balance. MTC has some historic data for bay area by county (namelink).

There's no evidence and no reliable source is predicting much change in car ownership patterns in SF or the Bay Area. The transportation study for this EIR includes an analysis for 2040 based on the official forecast for transportation and street changes. It predicts the entire neighborhood will be gridlocked, with almost every intersection at more than 100% capacity and some at more than 300%.

You can't physically move more than 100% through so it predicts bumper-to-bumper throughout eastern SoMa daily, similar to now when there is a lane closing accident on the eastbound bridge, but daily. It also mentions that there will be cycle tracks on most of the major roads by then, so maybe bike and walk will be the only way to get through. MUNI buses can't fly.

Many CA DMV stats including registrations by county:

https://www.dmv.ca.gov/portal/dmv/detail/pubs/media_center/statistics

Reply (/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212578#respond)

MER-a
(cont'd)

Posted by **moto mayhem**

21 hours ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212580>)

thanks for the stats confirming whats clear anecdotally. Its very clear from traffic that cars are increasing in SF. I didnt know they were also increasing per capita but that makes sense as number of jobs growing more in SV than in SF, and young people still want to live in SF. if they continue to go down this path of taking away auto lanes for bike lanes, then there will obviously be mass gridlock, including for public transport (since there is no subway)

Posted by **moto mayhem**

21 hours ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212579>)

the future of transportation. public transit hopefully, bikes no way. and cars not going away, just going to change. in 20 yrs, bike commuters will still not be over 8% (if that). hopefully public transport will increase, but maybe not, since there is no real plan from the city, and car commutes "might" drop by 20%.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212579#respond>)

Posted by **Futurist**

20 hours ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212585>)

@Bob: You may WISH that cars are going away and you may WISH that bikes are the future but that's just your wish.

You need to focus on reality.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212585#respond>)

Posted by **Bob**

14 hours ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212618>)

Ok, we'll see. 😊

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212618#respond>)

Posted by **moto mayhem**

21 hours ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212581>)

according to the 2013 DMV report, there were 485,471 motor vehicles in SF for 559,430 licensed drivers.

that means 87% of licensed drivers own a car and also per capita car ownership is 57%, which includes children, elderly, etc.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212581#respond>)

Posted by **R**

20 hours ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212582>)

Not exactly. You can't do those calculations.. as you don't account for the fact that I own 6 motor vehicles, nor do you account for unlicensed drivers.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212582#respond>)

Posted by **moto mayhem**

20 hours ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212584>)

yes, but its a decent blunt measurement. i think owning 6 motorcycles makes you an outlier.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212584#respond>)

MER-a
(cont'd)



MER-a
(cont'd)

Posted by **bus rider**

3 hours ago (<http://www.socketsite.com/archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html#comment-212631>)

It is interesting to follow this conversation. Perhaps I am wrong, but the strident tones of many of the anti-bicycle SocketSite commenters leads me to believe that these same voices would rally against public transit improvements. If this 2nd Street plan proposed two separated bus lane (such as BRT lanes, one in each direction), I can envision a similarly loud din of opposition.

The status quo works well for motorists but everyone else is left with the short end of the stick. For the sake of San Francisco's growth and development, I hope that SocketSite readers recognize the value of innovation and support efforts to transform our streets into more livable, safer, and efficient places.

Reply (</archives/2015/02/detailed-plan-timing-transform-sfs-second-street.html?replytocom=212631#respond>)

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ATTACHMENT B
DRAFT SEIR PUBLIC HEARING TRANSCRIPT

Table B-1
List of Commenters – Transcript, Public Hearing, March 19, 2015

Commenter Code	Commenter	Topic Code	Topic Title
PH-Phelps	Kendall Phelps	TR-6	Traffic impacts at intersections
		AQ-1	Operational air quality impacts.
		TR-15	Cumulative traffic impacts.
PH-Dana	Dorothy Dana	PD-3	Lane widths.
		TR-6	Traffic impacts at intersections.
		PD-4	Project implementation suggestions.
PH-Gasser	John Gasser	TR-8	Traffic impact - lane reductions.
		TR-6	Traffic impacts at intersections.
		TR-7	Traffic impacts - left-turn restrictions.
		PD-4	Project implementation suggestions.
		MER-a	Comments supporting or opposing the project.
		TR-1	Traffic baseline.
PH-Antonini	Michael J. Antonini, Planning Commissioner	AL-3	Consider one more alternative.
		TR-12	Existing loading and parking conditions.
		MER-a	Comments supporting or opposing the project.

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1 **SAN FRANCISCO PLANNING COMMISSION**

2 **NOTICE OF HEARING & AGENDA**

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5 **SECOND STREET IMPROVEMENT PROJECT**

6 **SUPPLEMENT TO THE BICYCLE PLAN EIR**

7 **2007.0347E**

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11 **REPORTER'S TRANSCRIPT OF PROCEEDINGS**

12 **THURSDAY, MARCH 19, 2015**

13 **Commission Chambers, Room 400**
14 **City Hall, 1 Dr. Carlton B. Goodlett Place**
15 **San Francisco, California 94102-4689**

16 **4:12 p.m.**

17 **Pages 1 - 17**

18
19 **Reported By:**

20 **CYNTHIA J. POLISERI CSR # 11448**

21 -----

22 **JAN BROWN & ASSOCIATES**

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A P P E A R A N C E S

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CINDY WU, Vice President
KATHERINE MOORE, Commissioner
DENNIS RICHARDS, Commissioner
MICHAEL ANTONINI, Commissioner
RICK HILLIS, Commissioner
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MICHAEL RIEGER, RLA, Project Manager

FOR SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY:

ELLEN ROBINSON, PE, Project Lead

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P R O C E E D I N G S

THE CLERK: Good afternoon. Welcome back to the San Francisco Planning Commission regular hearing for Thursday, March 19, 2015. I'd like to remind members of the audience that the Commission does not tolerate any disruption or outbursts of any kind, to please silence your mobile devices that may sound off during these proceedings. And when speaking before the Commission, if you care to, do state your name for the record.

Commissioners, we left off on your regular calendar, item 12 for case number 2007.0347E, the Second Street Improvement Project, Supplement to the Bicycle Plan EIR. This is the public hearing on the draft supplemental environmental impact report.

Please note that written comments will be accepted at the Planning Department until 5:00 p.m. on March 30, 2015.

MS. DWYER: Good afternoon, President Fong and members of the commission. I'm Debra Dwyer, planning department staff. I'm joined by the project sponsors, Cristina Calderon Olea and Michael Rieger of San Francisco Public Works, and Ellen Robinson of the San Francisco Municipal Transportation Agency as well as Devyani Jain, senior environmental planner.

1 This is a hearing to receive comments on the draft
2 supplemental environmental impact report for case number
3 2007.0347E, the Second Street Improvement Project, a
4 Supplement to the San Francisco Bicycle Plan Project EIR.

5 Staff is not here to answer comments today.
6 Comments will be transcribed and responded to in the
7 responses to comments document, or RTC, which will respond
8 to all verbal comments received at the hearing today as
9 well as written comments received on the EIR. The RTC will
10 include revisions to the draft supplemental EIR as
11 appropriate.

12 This is not a hearing to consider approval or
13 disapproval of the project. Those hearings will follow the
14 final supplemental EIR certification. Hearings to consider
15 this project's approval will be held before the SFMTA board
16 of directors as well as the San Francisco Board of
17 Supervisors following the environmental review process.

18 Comments today should be directed to the adequacy
19 and accuracy of information contained in the draft
20 supplemental EIR. Commenters should speak slowly and
21 clearly so that the court reporter can produce an accurate
22 transcript. And they should state their name and address
23 so they can be properly identified and they can receive a
24 copy of the RTC document when completed. After hearing
25 comments from the general public, we will also take any

1 comments on the draft supplemental EIR from the planning
2 commission.

3 The public comment period for this project began
4 on February 12, 2015 and extends until 5:00 p.m. on
5 March 30.

6 This concludes the presentation on this matter.
7 And unless the commission members have any questions, I
8 would respectfully suggest that the public hearing be
9 opened.

10 Thank you.

11 COMMISSIONER FONG: Thank you.

12 And the public comments. Kendall Phelps and
13 Dorothy Dana.

14 MR. PHELPS: Thank you for your patience. I've
15 been sitting here since you've been sitting here as well,
16 and I enjoyed listening to it.

17 But I'm not for the project because I believe the
18 environmental impact report didn't care enough and do
19 enough about the congestion, which I think will occur as a
20 result of the project.

21 Second and Bryant Street, there was an article in
22 the Chronicle not too long ago, which they commented --
23 they mentioned that this is the busiest intersection in
24 San Francisco.

25 Hundreds and hundreds of people leave

PH-
Phelps

TR-6

1 San Francisco to go to the East Bay in the evening
2 everyday, even on Saturday and Sunday. The Giants games.
3 And the congestion is just dramatic at Second and Bryant
4 Street. That's where I live. So I don't think that the
5 proposal itself has taken enough consideration to honor
6 these people who live in Oakland, who I sympathize with but
7 how are they going to get home? There's going to be many,
8 many more cars idling bumper to bumper with the carbon
9 dioxide and all the rest. It just makes me feel poor
10 about -- I feel sorry for it.

11 And I think it's going to get worse because of the
12 increased activity at Mission Bay, the University of
13 California Medical Center hospital. It just opened. 7,000
14 employees. The coming of the Warriors stadium, which
15 they're expected to have like 200 events a year. The way
16 to get good people -- a good many of those people are going
17 to come from the East Bay. It's going to be much more
18 congested, I believe, than when the project was originally
19 conceived.

20 So that's my major interest, and that's the one I
21 want to leave with you, is to see if, as we review the
22 project, that that is considered.

23 Thank you.

24 MS. DANA: Hello. My name is Dorothy Dana. I,
25 like Kendall, live in an historic building directly

TR-6
(cont'd)

AQ-1

TR-15

PH-
Dana

1 adjacent to Second and Bryant Street, the hub he was
2 talking about.

3 I have -- since I've -- let me just talk about the
4 project a little bit. The proposal calls for building
5 generous bicycle lanes in each direction and reducing the
6 auto and bus travel lanes to two lanes: One lane in each
7 direction.

8 The buses basically now are too large for one
9 lane, so I don't know exactly what they're going to do, but
10 I suppose that will be taken into consideration.

11 Given that the street project, as described, would
12 result in the street functioning more like a mall than a
13 busy street -- it's going to have big bulk units for
14 bicycles. It's going to have more generous sidewalks and
15 so forth. So it will be different from the busy street
16 Second Street has -- that we're used to.

17 I assume in getting the EIR, that there would be
18 somehow a decision about the chaotic gridlock that exists
19 on Second Street during weekdays, rush hour in particular,
20 about 2:00, 3:00 o'clock to 7:00 o'clock at night. There
21 are cars that are -- that are going down Second Street to
22 get to Folsom, and then there are cars that are coming up
23 Bryant Street and up Second Street, and they want to get to
24 this -- to this long driveway, basically, that's adjacent
25 to our building, and they want to get on to the expressway.

PD-3

TR-6

1 Well, the problem with the expressway is that
2 number one, when you get up to that entrance, you can't
3 just drive out there. You have to wait. There's other
4 traffic coming. So this line goes a long way down
5 Bryant Street and a long way down Second Street. And it
6 goes on and on and on.

7 The other night, I finally called the police. I
8 said, "You know what? This is a nuisance. I'm a taxpayer.
9 There has been -- there has been fighting and shouting and
10 car honking going on from 2:00 o'clock in the afternoon
11 till 8:00 o'clock at night."

12 So I'm giving you -- I'm giving you this scenery
13 because what -- how could this situation possibly fit in to
14 the kind of project that you're talking about? It doesn't
15 work now in the big city environment. And I think -- I --
16 I think I'm touching that -- that's what needs to be
17 addressed.

18 THE CLERK: Thank you. Your time is up.

19 MS. DANA: Pardon? Oh, that's what that thing
20 was. Okay. Okay. Can I -- can I put a little tiny thing
21 with you, which is that you might think of during the rush
22 hour, closing that entrance to the freeway going ahead?
23 There are three other entrances.

24 THE CLERK: Ma'am, thank you. Your time is up.
25 You can submit your other concerns in writing.

TR-6
(cont'd)

PD-4

1 MS. DANA: Okay.

2 COMMISSIONER FONG: Thank you. Is there any other
3 public comment on this item?

4 MR. GASSER: Commissioners, my name is John
5 Gasser. Adolf Gasser, Inc. 181 Second Street.

6 The lady's right. It starts at 3:00 o'clock. It
7 goes to 7:30. It goes to 8:00 o'clock at night. That's
8 two lanes of traffic right now, and both directions back
9 up.

10 In the morning, we get all the freight trucks
11 trying to unload. And now all the construction crews are
12 taking the yellow zones, so now the freight trucks are
13 double-parking. So now you have one lane of traffic, and
14 it takes you a half an hour sometimes just to get from
15 Folsom Street to Second Street. I'm sorry. From Fremont
16 Street to Second.

17 Now, that part of the problem can get expanded
18 even more if you came up with, say, you can't make a
19 left-hand turn from Howard Street onto Second Street. Now
20 you'll back up traffic even further. Then you put Oracle
21 in, and you shut it down at Third Street, and you don't get
22 home till 9:00 o'clock at night. You've got a problem with
23 traffic control.

24 And first thing you should be looking at is, all
25 right, you've got the Bryant Street entrance onto the

PH-
Gasser

TR-8

TR-6

TR-7

PD-4

1 freeway. But you say that's only for commercial
2 vehicles -- or not commercial, but environmentally-correct
3 vehicles. You should open that up to the general public to
4 reduce the traffic and try to get them onto the freeway
5 quicker.

6 You've got, eliminate the two channels on Harrison
7 Street going north. I've got news for you. It's not two
8 channels at night; it's three channels because they've got
9 two channels there, and people are going around the channel
10 to try to get onto the bridge. You've got to change that
11 stop light at that point and start directing traffic so it
12 works. I agree. It's the most dangerous intersection
13 around there. It's terrible.

14 We get into one -- I went to about three or four
15 of the meetings. One of the things we all did agree on at
16 those meetings, was widen the sidewalk from Harrison down
17 to Townsend like the rest of Second Street. Now you can
18 get more traffic flow to the ballpark, and people will
19 walk. And there's a lot of people that walk. And that
20 action alone wouldn't interfere with the traffic problems.

21 You've got food trucks on Second Street. You've
22 got Academy of Art buses. You've got main buses. You've
23 got Google buses. You've got a traffic problem. You've
24 got to solve the Fourth Street problem. Get that traffic
25 going so you can get to Harrison again and get to the

PD-4
(cont'd)

MER-a

TR-1

1 bridge. If you saw some of those things, maybe later on
2 you can start looking at Second Street and saying, all
3 right, we've reduced the traffic; now we can get the bike
4 lanes in.

5 I've got more, but that's my time. Thank you.

6 COMMISSIONER FONG: Thank you. Any additional
7 public comments? Okay. Public comments is closed.

8 Mr. Antonini.

9 COMMISSIONER ANTONINI: Yeah. I agree with some
10 of the speakers. I think the analysis is a little
11 incomplete. And, you know, I know that there is the no
12 project option, and there are a couple of other variants,
13 but I did not see -- and maybe I missed it -- the variant
14 where you would only have one bike lane instead of bike
15 lanes on each side. Because it looks like one of them is
16 7 feet, which is pretty wide, and it would seem to me if
17 you put a yellow line down the middle, a bike should be
18 able to travel on one side of the street, and that would
19 eliminate -- leave a little more of the street for traffic,
20 because it's a reality.

21 And I'm there many nights walking, and I see the
22 backups of people trying to get along Second Street. And
23 then during the day, you've heard things about -- from the
24 public about the loading zones and other things and there
25 still is parking on the sides of that street also.

TR-1
(cont'd)

PH-
Antonini

AL-3

TR-12

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