

BOARD of SUPERVISORS



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March 18, 2022

File No. 220261

Lisa Gibson
Environmental Review Officer
Planning Department
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103

Dear Ms. Gibson:

On March 15, 2022, Mayor Breed submitted the following legislation:

File No. 220261

Ordinance amending the Park Code to adopt the Golden Gate Park Access and Safety Plan, which includes restricting private vehicles on certain slow street segments in Golden Gate Park including on John F. Kennedy Drive, making certain street segments one-way, establishing bicycle lanes, and urging additional changes to improve public access to Golden Gate Park; making associated findings under the California Vehicle Code; affirming the Planning Department's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

A handwritten signature in cursive script, appearing to read "Erica Major".

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Don Lewis, Environmental Planning

CEQA clearance under
Statutory Exemption issued March 10, 2022
under planning department case number
2021-010167ENV.

4/14/2022 A handwritten signature in cursive script, appearing to read "Joy Navarrete".



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
Golden Gate Park Access & Safety Program		
Case No.		Permit No.
2021-010167ENV		
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>The San Francisco Recreation and Parks Department (RPD) and the Municipal Transportation Agency (MTA) request that the RPD Board and MTA Board adopt a Resolution of Support to encourage the Board of Supervisors to adopt the Golden Gate Park Access & Safety Program. The proposed improvements would restrict private vehicle access on certain streets and street segments within the Park, modify some two-way street segments into one-way traffic to accommodate pedestrian and bicycle access, implement a protected two-way bikeway on the east side of a segment of Transverse Drive, and implement a one-way westbound bike lane on a segment of MLK Jr Drive. To facilitate these changes the project would remove approximately 976 general unmetered parking spaces, and precisely 26 blue zones and two tour bus zones over almost 3 miles of roadway.</p> <p>Please see the Golden Gate Park Access & Safety Program project description and drawings (Case No. 2021-010167ENV) for a more detailed description of the project.</p>		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p>
<input checked="" type="checkbox"/>	<p>Other _____</p> <p>Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached Senate Bill 288 Eligibility Checklist</p>
<input type="checkbox"/>	Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment.

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? <i>(refer to the Environmental</i></p>
<input type="checkbox"/>	<p>Hazardous Materials: <input type="checkbox"/> Maher or <input type="checkbox"/> Cortese Is the project site located within the Maher area or on a site containing potential subsurface soil or groundwater contamination and would it involve ground disturbance of at least 50 cubic yards or a change of use from an industrial use to a residential or institutional use? Is the project site located on a Cortese site or would the project involve work on a site with an existing or former gas station, parking lot, auto repair, dry cleaners, or heavy manufacturing use, or a site with current or former underground storage tanks? <i>if Maher box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant.</i> Note that a categorical exemption shall not be issued for a project located on the Cortese List</p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities? Would the project involve the intensification of or a substantial increase in vehicle trips at the project site or elsewhere in the region due to autonomous vehicle or for-hire vehicle fleet maintenance, operations or</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? <i>(refer to the Environmental Information tab on https://sfplanningqis.org/PIM/)</i> If box is checked, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? <i>(refer to the Environmental Information tab on https://sfplanninggis.org/PIM/)</i> If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic Hazard: <input type="checkbox"/> Landslide or <input type="checkbox"/> Liquefaction Hazard Zone: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? <i>(refer to the Environmental Information tab on https://sfplanninggis.org/PIM/)</i> If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): Please see attached SB288 Eligibility Checklist</p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: (refer to Property Information Map)	
<input checked="" type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input checked="" type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Reclassification of property status. (Attach HRER Part I) <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other (specify): <input type="checkbox"/> Reclassify to Category C (No further historic review)
<input type="checkbox"/>	2. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.
<input type="checkbox"/>	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. Work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> :
<input checked="" type="checkbox"/>	9. Work compatible with a historic district (Analysis required): PLEASE SEE ATTACHED
<input type="checkbox"/>	10. Work that would not materially impair a historic resource (Attach HRER Part II).
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input checked="" type="checkbox"/>	Project can proceed with exemption review. The project has been reviewed by the Preservation Planner and can proceed with exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature: Charles Enchill	

STEP 6: EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

<input checked="" type="checkbox"/>	No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.	
	Project Approval Action: Approval via a majority YES vote of Board of Supervisors	Signature: Lauren Bihl
		03/10/2022
<p>Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link. Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.</p>		

Step 5: #9 Work Comopatile With a Historic District Analysis

The access and safety work does not result in permanent changes to the physical environment, and are limited to the traffic management of vehicles and pedestrians within existing roadways. Including moveable barriers (concrete or water-filled) and gates, re-striping of roadways, and the "removal" of some on-street parking within Golden Gate Park. None of the work has the ability to impair historic resources as there will be no demolition to physical road layout or features.

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- | | |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code; |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312; |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)? |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

If at least one of the above boxes is checked, further environmental review is required

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- | | |
|--------------------------|---|
| <input type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|--------------------------|---|

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can

Planner Name:

Date:



Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25

Date of Preparation: March 10, 2022
Record No.: 2021-010167ENV, **Golden Gate Park Access & Safety Program**
Project Sponsor: City and County of San Francisco
Staff Contact: Lauren Bihl, Planning Department, lauren.bihl@sfgov.org, (628) 652-7498
Andrea Contreras, San Francisco Municipal Transportation Agency
Chava Kronenberg, San Francisco Municipal Transportation Agency
Jordan Harrison, San Francisco Recreation and Parks Department
Tucker Steven, San Francisco Recreation and Parks Department

PROJECT DESCRIPTION

The San Francisco Recreation and Parks Department (RPD) and the Municipal Transportation Agency (MTA) request that the RPD Board and MTA Board adopt a Resolution of Support to encourage the Board of Supervisors to adopt the Golden Gate Park Access & Safety Program. The proposed improvements would restrict private vehicle access on certain streets and street segments within the Park, modify some two-way street segments into one-way traffic to accommodate pedestrian and bicycle access, implement a protected two-way bikeway on the east side of a segment of Transverse Drive, and implement a one-way westbound bike lane on a segment of MLK Jr Drive. To facilitate these changes the project would remove approximately 976 general unmetered parking spaces, and precisely 26 blue zones and two tour bus zones over almost 3 miles of roadway.

Please see the Golden Gate Park Access & Safety Program project description and drawings (Case No. 2021-010167ENV) for a more detailed description of the project.

Constructed by: Contracted through:
 Public Works Public Works
 SFMTA SFMTA

SB288 ELIGIBILITY CHECKLIST

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b) The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, “bicycle facilities” include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
<input type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
<input type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
<input type="checkbox"/>	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
<input type="checkbox"/>	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.
<input type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.
<input type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.
<input type="checkbox"/>	(9) A project carried out by a city or county to reduce minimum parking requirements.

(continued on the following page)

Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)	
The project must meet all the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) A public agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project is located in an urbanized area.
<input checked="" type="checkbox"/>	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
<input checked="" type="checkbox"/>	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(5) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(6) The project would not exceed one hundred million dollars (\$100,000,000) in 2020 United States dollars. ¹
¹ If the project exceeds \$100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult with the Planning Department staff.	

Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d)	
In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input type="checkbox"/>	(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce. (2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. (B) Subparagraph (A) does not apply if any of the following requirements are met: (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement. (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021. (iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.
<input checked="" type="checkbox"/>	Not Applicable. The project would be constructed by SFMTA and Public Works Shops and would not require the use of contractors for labor.

ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 8 are the same as provided in the text of Senate Bill 288.

(1) “**Affordable housing**” means any of the following:

(A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.

(B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.

(C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

(2) “**Highway**” means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.

(3) “**New automobile capacity**” means any new lane mileage of any kind other than sidewalks or bike lanes.

(4) “**Project labor agreement**” has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

(5) “**Skilled and trained workforce**” has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

(6) “**Transit lanes**” means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

(7) “**Transit prioritization projects**” means any of the following transit project types on highways:

(A) Signal coordination.

(B) Signal timing modifications.

(C) Signal phasing modifications.

(D) The installation of wayside technology and onboard technology.

(E) The installation of ramp meters.

(F) The installation of dedicated transit or very high occupancy vehicle lanes, and shared turning lanes.

(8) “**Very high occupancy vehicle**” means a vehicle with six or more occupants.

(9) For the purpose of this statutory exemption, **bikeway** is defined the same way as in Section 890.4 of the California Streets and Highways Code. “Bikeway” means all facilities that provide primarily for, and promote, bicycle travel. Bikeways shall be categorized as follows:

(a) Bike paths or shared use paths (Class I bikeways) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows

by motorists minimized.

(b) Bike lanes (Class II bikeways) provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes (Class III bikeways) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. In San Francisco, many of these routes are marked with shared lane markings referred to as sharrows.

(d) Cycle tracks or separated bikeways (Class IV bikeways) promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

(10) Pedestrian Facilities as a term is not defined in Senate Bill 288. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”² This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of SB288.

² U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020

Golden Gate Park Access & Safety Program Project Description

Summary

San Francisco Recreation and Parks (RPD) proposes to make parking and traffic modifications within Golden Gate Park (“the Park”). The proposals for traffic changes are:

- twelve full street and street segments with restricted access, prohibiting private vehicles;
- two street segments converted to one-way direction for vehicular traffic; and
- two new bicycle facilities.

To facilitate the improvements, the project would remove approximately 976 general unmetered parking spaces, and precisely 26 blue zones and two tour bus zones over almost 3 miles of roadway.

Loading access would be maintained to the de Young Museum loading dock via John F. Kennedy (JFK) Drive and 8th Ave with a Park Ranger escort. Loading access to the Dahlia Dell would be maintained via Conservatory Drive West to JFK Drive to Pompeii Circle with Park Ranger escort. Muni access to the park would be provided via the 44 O’Shaughnessy with no change to the existing bus route or stops within the Park.

Background

Vehicle Access Prior to March 2020

As of early March 2020, the majority of the streets in the Park were open for all vehicle access; parking was restricted between 10PM and 6AM daily.



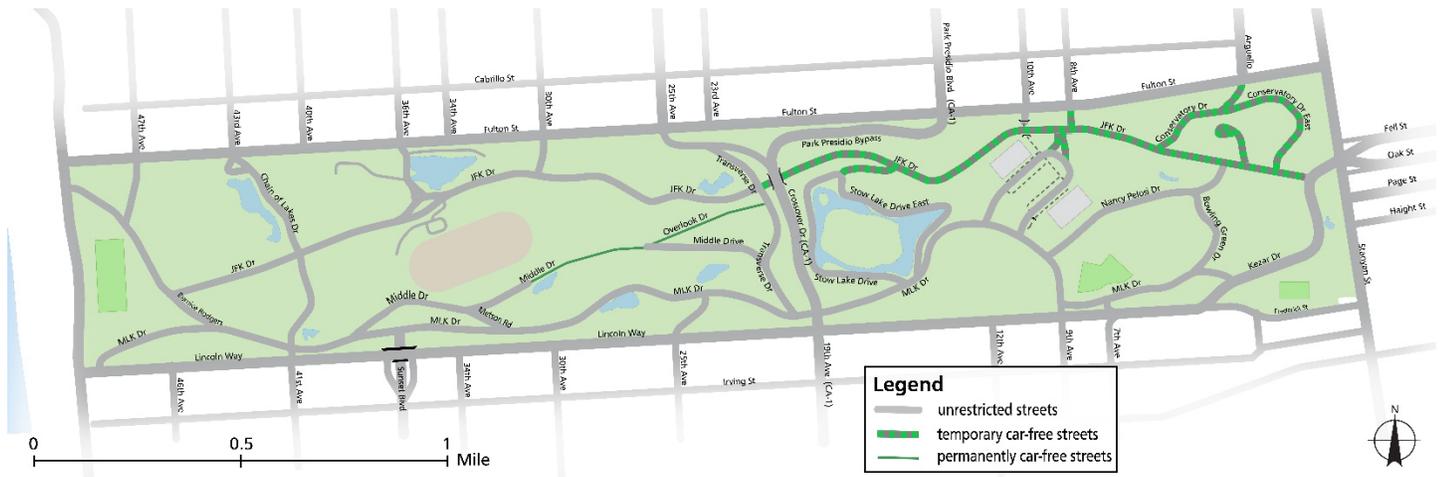
Figure 1 Streets under RPD jurisdiction in Golden Gate Park

Bowl Drive, Music Concourse Drive, and Hagiwara Tea Garden Drive in the Music Concourse had limited access for buses, taxis, and passenger pick-up and drop-offs. This circulation plan and current

traffic restrictions were adopted by the Board of Supervisors in August 2005 as part of the broader lease agreement with the Music Concourse Community Partnership (MCCP) and the construction of the underground garage facility through the Golden Gate Park Concourse Authority.

Other exceptions to vehicular access within the Park prior to March 2020 include street segments that are closed to motor vehicles on Sundays throughout the year and Saturdays from April to September:

- JFK Drive – Kezar Drive to Transverse Drive – every Sunday
- JFK Drive – Hagiwara Tea Garden Drive to Transverse Drive – Saturdays from April to September
- Conservatory Drive East – JFK Drive to Arguello Boulevard – every Sunday, and Saturdays from April to September
- Conservatory Drive West – JFK Drive and Arguello Boulevard – every Sunday, and Saturdays from April to September
- Arguello Boulevard – Fulton Street to Conservatory Drive West/East – every Sunday, and Saturdays from April to September
- Pompeii Circle – entire length of street – every Sunday
- 8th Avenue – Fulton Street to JFK Drive – every Sunday
- Hagiwara Tea Garden Drive – JFK Drive to Bowl Drive – every Sunday
- Music Concourse Drive – JFK Drive to Bowl Drive – every Sunday
- Stow Lake Drive – JFK Drive to Stow Lake Drive East – every Sunday, and Saturdays from April to September



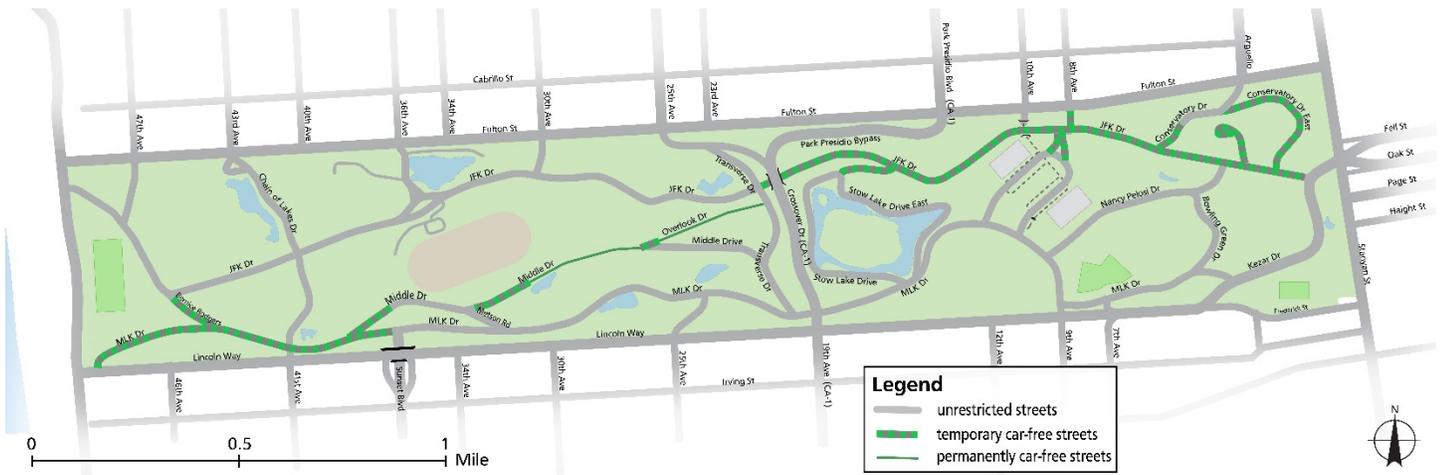
Since the introduction of Healthy Saturdays in 2007, the Fine Arts Museums with RPD has used a shared set of protocols related to use of the de Young loading dock on JFK Drive during street closures. It includes pre-arranging for deliveries and dock usage with the Park Rangers.

COVID-19 Local Emergency Vehicle Restrictions

On April 28, 2020, the Recreation and Park Department introduced private vehicle restrictions from Kezar Drive to Transverse Drive along JFK Drive due to the COVID-19 pandemic to offer more physical distancing space per public health guidelines. Streets and street segments that provided direct access to JFK Drive were also closed to private vehicles. In September 2020, the route was extended west from Transverse Drive to Lincoln Way along Overlook Drive, segments of Middle Drive West, Martin Luther King Drive (MLK Drive), and Bernice Rodgers Drive, creating a car-free route JFK across the length of the Park for people walking and biking.

In late August 2020, with the re-opening of museums and other Golden Gate Park institutions per health orders, and with the restoration of 44 O'Shaughnessy Muni bus service, additional traffic modifications were made to 8th Avenue, JFK Drive between de Young Museum loading dock and 8th Avenue, Music Concourse Drive, and Hagiwara Tea Garden Drive to allow for escorted truck delivery access and Muni vehicle access across the JFK Drive street closure.

Two access improvements were implemented in 2021: re-opening access from Arguello Boulevard to part of Conservatory Drive West and re-opening Nancy Pelosi Drive from Bowling Green Drive to JFK Drive. 1,000 feet of roadway was re-opened on Arguello Boulevard from Fulton to Conservatory Drive West and on Conservatory Drive West from Arguello Boulevard to a point approximately 500 feet west of Arguello near the Conservatory Drive West crosswalk at the restrooms. The re-opening provided adjacent parking to the Conservatory of Flowers. On the re-opened Nancy Pelosi Drive segment, three new blue zone parking spaces were installed at the intersection on JFK Drive on the east side (adjacent to the Tennis Center) to provide closer access to the Dahlia Dell and the Conservatory of Flowers.



In September 2021, the Golden Gate Park Access & Safety Program was initiated to improve access to the park for all users and to examine the public's needs and the effects of the private vehicle closures on other areas within the park and neighboring streets.

Existing Conditions (Pre-March 2020)

For purposes of environmental impact analysis under CEQA, the existing conditions described below are pre-pandemic conditions that reflect travel patterns before local and state shelter-in-place public health orders went into effect in March 2020 and projects that have completed environmental assessment prior to the application for this project.

Right of Way

The project area extends throughout Golden Gate Park, from JFK Drive at Kezar Drive to the intersection of MLK Drive and Lincoln Way and includes the following streets and street segments:

- JFK Drive, between Kezar Drive and Transverse Drive
- Pompeii Circle
- Conservatory Drive East, between Arguello Boulevard and JFK Drive
- Conservatory Drive West, between JFK Drive and 450' northeast of JFK Drive
- 8th Avenue, between Fulton Street and JFK Drive
- Music Concourse Drive, between JFK Drive and Bowl Drive
- Hagiwara Tea Garden Drive, between JFK Drive and Bowl Drive
- Stow Lake Drive, between JFK Drive and Stow Lake Drive East
- Transverse Drive, between Overlook Drive and JFK Drive
- Middle Drive West, between MLK Drive and Overlook Drive
- Bernice Rodgers Way, between JFK Drive and MLK Drive
- MLK Drive, between Lincoln Way and Sunset Boulevard

All the roads within the park are under the jurisdiction of the Recreation and Parks Department.

Traffic Circulation

People driving to Golden Gate Park access the Park from: JFK Drive/ Kezar Drive, Arguello Boulevard, 8th Avenue at Fulton Street, 10th Avenue at Fulton Street (garage entrance), MLK Drive at Kezar Drive, 7th Avenue at Lincoln Way, 9th Avenue at Lincoln Way, or along multiple access points on Fulton Street or Lincoln Way west of Crossover Drive. There is some non-park destination traffic that, pre-COVID, used JFK Drive and Nancy Pelosi Drive as a north-south route in addition to some east-west traffic that used 8th Avenue and JFK Drive to access the Fell and Oak streets couplet.

Figure 3 below shows the driving travel patterns at JFK Drive west of Nancy Pelosi Drive. These traffic counts collected over a three month span, September 2019 to November 2019. The highest volumes were observed in the morning and early evening (about 200 to 250 vehicles per hour).

Weekday Travel Routes to/from JFK Dr.

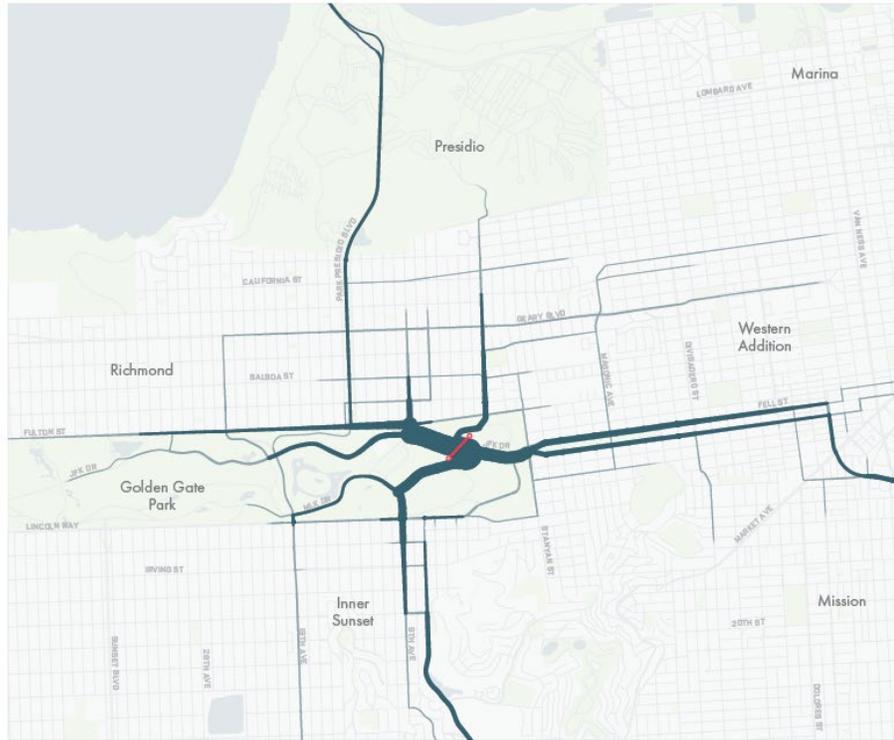
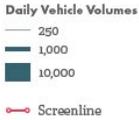


Figure 3 Vehicle Trips passing through the “screenline” on JFK Drive between Conservatory Drive West and Nancy Pelosi Drive. Note that this section of JFK Drive pre-COVID had the highest daily vehicle volumes—13,000 on weekdays and 9,000 on weekends.

For north-south vehicle travel, there are parallel travel routes including Park Presidio Bypass/ Crossover Drive/19th Avenue and Stanyan Street.

Weekday Vehicle Volumes

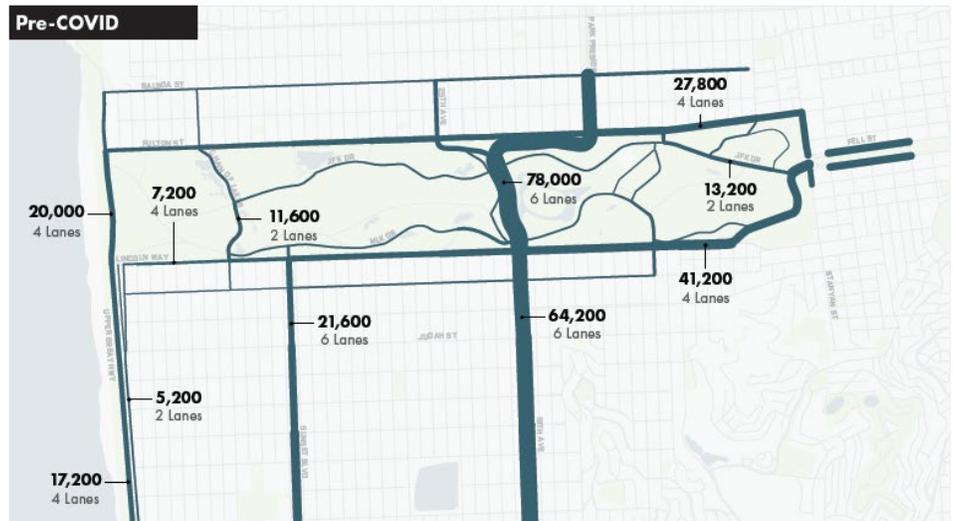
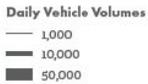


Figure 4 2019 daily weekday vehicle volumes on Golden Gate Park north-south connections

In the existing condition (2019), staff observed limited vehicle queues in the project area during weekdays, primarily on JFK Drive approaching 8th Avenue, Nancy Pelosi Drive, and Kezar Drive, and at Chain of Lakes Drive/MLK Drive intersection due to the all-way STOP intersections and the high pedestrian and bicycle volumes. Tour buses, Muni route 44 O’Shaughnessy, and delivery vehicles frequently use JFK Drive, MLK Drive, Hagiwara Tea Garden Drive, and Music Concourse Drive. Commercial vehicle use of park roads is prohibited, including JFK Drive, MLK Drive and Kezar Drive per Park Code Section 6.05. Commercial vehicles destined for park facilities are allowed.

The following streets in Golden Gate Park already restrict private access:

- Arguello Boulevard from Frederick St to Kezar Drive
- Middle Drive West from Overlook Drive to a gate 675 feet east of Metson Road
- Spreckels Lake Drive from 30th Ave to 980 feet east of 36th Ave.
- Overlook Drive from Transverse Drive to Middle Drive West

Pedestrian

There are miles of pedestrian paths throughout the park in addition to sidewalks along certain park roadways. Some of these paths accept bicycles, such as the south side of JFK Drive. Within the project limits, JFK Drive and 8th Avenue have sidewalks next to the roadway on both sides. Music Concourse Drive, Hagiwara Tea Garden Drive, Stow Lake Drive, Transverse Drive, MLK Jr Drive, Arguello Boulevard, and portions of Conservatory Drive West have a paved sidewalk on one side of the roadway.



Figure 5 Pedestrian injury collisions March 2015 to March 2020 in Golden Gate Park and Park entrances

Bicycles

JFK Drive has a class IV, protected bicycle lane facility, from Kezar Drive to Transverse Drive. Hagiwara Tea Garden Drive, Music Concourse Drive, and 8th Avenue all have designated Class II bicycle facilities. Class III sharrow pavement markings are on Conservatory Drive West and MLK Drive.

The JFK bikeway in addition to the Class I bike lane in the Panhandle are part of a major east-west bike corridor.



Figure 6 Bicycle injury collisions March 2015 to March 2020 in Golden Gate Park and Park entrances

Parking and Loading

In current conditions, there are an estimated 6,040 general parking spaces in Golden Gate Park. Additionally, there are 146 blue zones and two tour bus zones.

The majority of available parking in the Park is on-street, general unmetered parking, with time-limited (3-hour or 4-hour) parking on certain streets east of Transverse Drive. In addition, there are on-street blue zones (noted above), designated white passenger loading zones, surface parking lots, and off-street parking garages and loading docks. There is a general no parking requirement between 10PM and 6AM everyday within Golden Gate Park.



Figure 7 Blue Zones in Golden Gate Park

Transit and Intra-Park Shuttle Service

The 44 O'Shaughnessy is the only Muni route that provides direct access within Golden Gate Park. The only two Muni stops located within the park are on Hagiwara Tea Garden Drive and Music Concourse Drive.

The 5/5R Fulton Rapid and the 7 Haight/Noriega run along Fulton Street and Lincoln Way for the substantial length of the park, providing east-west transit service. The 33 Ashbury/18th Street, 18 46th Ave, 29 Sunset, 28 19th Ave, and 91 3rd St/19th Ave Owl provide north-south service adjacent to the park. The 66-Quintara terminates at the Park along Stanyan Street. Late night service is provided via the 5 Fulton, N Judah Owl, and 91 3rd St/19th Ave Owl.

Before March 2020, the following bus routes also ran adjacent to the park but are currently not running: NX Judah Express, 7X Noriega Express, 21 Hayes, and 28R 19th Ave Rapid. They are anticipated to return to service in Spring 2022.

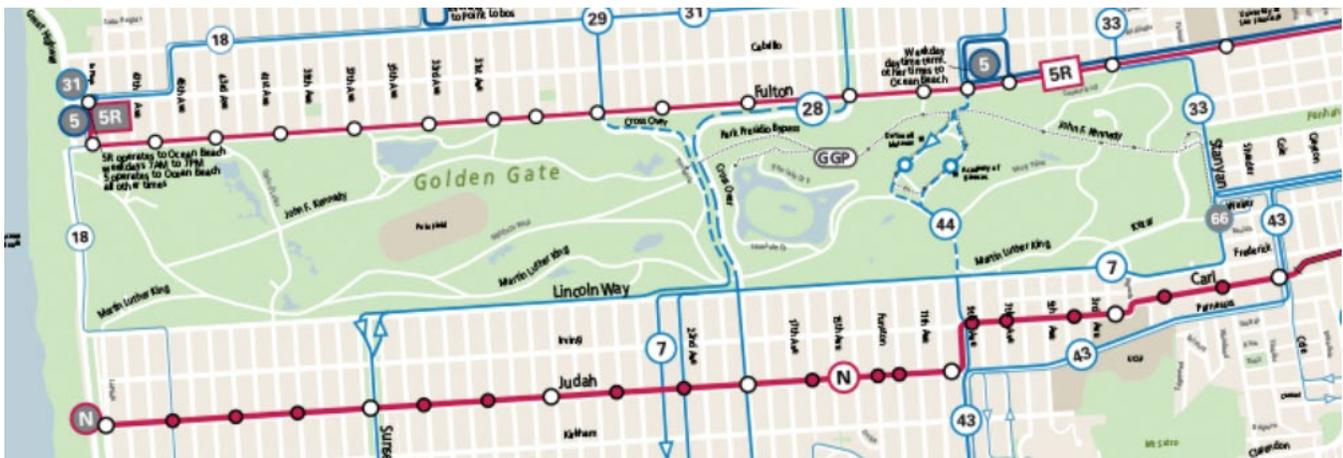


Figure 8 March 2022 COVID Muni Service Map. Note the following routes that touch/cross the park are not currently running: NX, 7X, 21, and 28R as of March 2022.

There is a weekend park shuttle service that runs on JFK Dr within the park from the Haight Street at Stanyan Street in the east to Transverse Drive in the west, running smaller accessible buses at 15-minute frequency on weekends, and 20-minute frequency on weekdays. The current shuttle route also serves the Music Concourse, with stops at both museums.



Figure 9 March 2022 park shuttle route and shuttle stop locations, subject to change

Project Proposal

RPD proposes to make parking and traffic modifications within Golden Gate Park. The proposals for traffic changes are:

- twelve full street and street segments with restricted access, prohibiting private vehicles;
- two street segments converted to one-way direction for vehicular traffic; and
- two new bicycle facilities.

To facilitate the improvements, the project would remove approximately 976 general unmetered parking spaces, and precisely 26 blue zones and two tour bus zones over almost 3 miles of roadway.



Figure 10 Project proposal including vehicle restricted streets, bicycle facilities and one-way direction streets

Private Vehicle Restricted Streets

The project proposes restricting private vehicles on the following streets and street segments to improve bicycle and pedestrian safety:

- JFK Drive, between Kezar Drive and Transverse Drive
- Conservatory Drive East, between Arguello Boulevard and JFK Drive
- Pompeii Circle, entire length of street
- Conservatory Drive West, between JFK Drive and 500 feet northeast of JFK Drive
- 8th Avenue, between Fulton Street and JFK Drive
- Music Concourse Drive, between JFK Drive and Bowl Drive
- Hagiwara Tea Garden Drive, between JFK Drive and Bowl Drive
- Stow Lake Drive, between JFK Drive and Stow Lake Drive East
- Middle Drive West, between Overlook Drive and a gate 200 feet west of Overlook Drive
- Middle Drive West, between Metson Road and a gate 675 feet east of Metson Road
- Bernice Rodgers Way, between JFK Drive and MLK Drive
- MLK Drive, between Lincoln Way and Chain of Lakes Road

All of these roadways will continue to be open to bicycles, scooters, emergency vehicles, Paratransit vehicles, other vehicles as authorized by the RPD for park purposes, and park maintenance vehicles. Muni vehicles and the Golden Gate Park shuttle will be permitted to use streets on their respective assigned routes. Vehicles accessing the de Young Museum loading dock will be permitted to use 8th Avenue and JFK Drive for egress and ingress as needed and in coordination with Park Rangers; this is not a change from the pre-pandemic condition. Signage and barriers will be installed to clearly show the prohibited streets and prevent access from unauthorized users.

One-way streets

The proposal also includes parking and traffic modifications to change two street segments to one-way traffic. In these segments, one directional travel lane and parking will remain open for private vehicles to use, and one directional travel lane and parking spaces will be closed to allow pedestrian and bicycle safety improvements and to allow for full pedestrian access to that travel lane.

- MLK Drive, between Chain of Lakes Drive and Sunset Boulevard
- Middle Drive West, between MLK Drive and Metson Road



Figure 11 Project proposal and traffic circulation, MLK and Middle Dr from Chain of Lakes to Metson Road

On MLK Drive, between Chain of Lakes Drive and Sunset Boulevard, the project retains a single eastbound vehicle lane on the south side of the street, with barriers separating the restricted vehicle street segment on the north side of the street from the vehicle lane. This will allow for southbound vehicle trips accessing Sunset Boulevard from Chain of Lakes Drive or to continue east on MLK Drive. There will be no westbound vehicular traffic access between Sunset Boulevard and Chain of Lakes Drive; all westbound traffic from points east on MLK Drive will be required to make a left turn onto southbound Sunset Boulevard.

On Middle Drive West, between Metson Road and MLK Drive, the project retains a single westbound vehicle travel lane on the south side of the street, with barriers separating the restricted vehicle street segment on the north side of the street from the vehicle lane. Access to the Polo Fields parking lot will be retained via a marked entrance for vehicles. Parking spaces on the south side of Middle Drive West will be retained. At the intersection of Middle Drive West and MLK Drive, drivers would be required to make a left turn onto eastbound MLK Drive.

Partial closure streets would use concrete or natural barricades to delineate vehicle restricted street spaces from vehicular traffic lanes.

Bicycle facilities

The proposal includes a 150-foot two-way bikeway on the east side of Transverse Drive between Overlook Drive and JFK Drive. This proposal removes eight general unmetered parking on the east side of Transverse Drive between Overlook and JFK drives in order to create a Class IV protected two-way bikeway to provide safe connection between the car-free streets of Overlook Drive and JFK Drive.

A 550-foot Class II bikeway on the north side of MLK Dr between Middle Drive West and Sunset Blvd is proposed to keep a dedicated, safe westbound bike facility on MLK Jr Drive. It removes the existing condition of westbound vehicular traffic on this street segment but retains all eastbound vehicular traffic (as noted in the one-way streets section).

Parking and Loading Changes

The following parking spaces would be removed as a result of the street closures or partial street closures. Note that parking spaces along streets are unmarked and approximate in number. Spaces in parking lots and garages are marked by stalls and not approximate:

General Unmetered:

- 37 general unmetered parking spaces on Pompeii Circle (Dahlia Drive)
- 77 weekday three hour-general unmetered parking spaces on Conservatory Drive East
- 20 weekday three hour-general unmetered parking spaces on Conservatory Drive West
- 35 weekday three hour-general unmetered parking spaces on JFK Drive east of Nancy Pelosi Drive
- 127 weekday four hour-general unmetered parking spaces on JFK Drive between Nancy Pelosi Drive and 250 feet west of the midblock crosswalk at the Rose Garden

- 31 general unmetered parking spaces on Stow Lake Drive from JFK Drive to Stow Lake Drive East
- 151 general unmetered parking spaces on JFK Drive between Transverse and 250 feet west of the midblock crosswalk at the Rose Garden
- 8 general unmetered parking spaces on Transverse between JFK Drive and Overlook Drive
- 80 general unmetered parking spaces on Middle Drive West between Metson and Overlook Drive
- 58 general unmetered spaces on Middle Drive West between Metson and MLK Drive; northside
- 293 general unmetered parking spaces on MLK Drive from Middle Drive to Bernice Rodgers Way
- 59 general unmetered parking spaces on Bernice Rodgers Way between JFK Drive and MLK Drive

Blue Zones

- 26 blue zones in the Project area
 - 1 blue zone on Pompeii Circle at Dahlia Dell
 - 1 blue zone on JFK Drive at Pompeii Circle
 - 1 blue zone on JFK Drive at Nancy Pelosi
 - 1 blue zone on JFK Drive at Conservatory Drive West
 - 5 blue zones on JFK Drive at 8th Avenue
 - 6 blue zones on JFK Drive at Hagiwara Tea Garden Drive, north
 - 1 blue zone on JFK Drive at Hagiwara Tea Garden Drive, northwest
 - 3 blue zones on JFK Drive at 10th Avenue, north
 - 3 blue zones on JFK Drive at 10th Avenue, south
 - 1 blue zone on JFK Drive at the Rose Garden
 - 1 blue zone on JFK Drive at the 14th Avenue East Meadow
 - 1 blue zone on JFK Drive at Stow Lake Drive
 - 1 blue zone on Stow Lake Drive at the Log Cabin

Tour Bus Zones

- Two 100-foot-long tour bus white zones on JFK Drive east of Music Concourse Drive.

With the proposed street changes enacted, there remain approximately 3,900 unmetered parking spaces and 1,116 paid off-street parking spaces within the park (767 of these spaces are paid in the Music Concourse Garage). There would remain 120 ADA accessible blue-zone parking spaces within the park, 39 in paid parking garages/lots, and 81 free on-street and free parking lot spaces.

Loading access would be maintained to the De Young Museum loading dock via JFK Drive and 8th Ave with Park Ranger escort. Loading access to the Dahlia Dell would be maintained via Conservatory Drive West to JFK Drive to Pompeii Circle with Park Ranger escort. No other institutions have impacted loading access due to the proposed project.

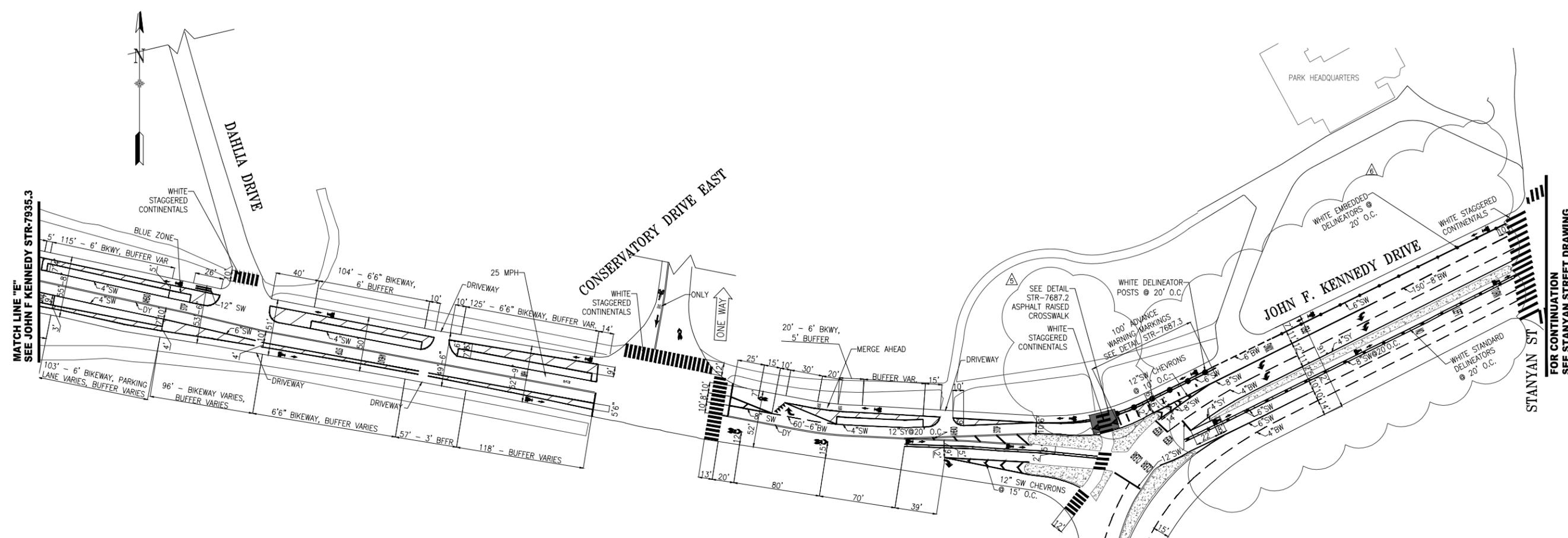
APPROVAL ACTION

The first approval of the project committing the City to carrying out the proposed project would be approval via a majority YES vote of Board of Supervisors.

ATTACHMENTS

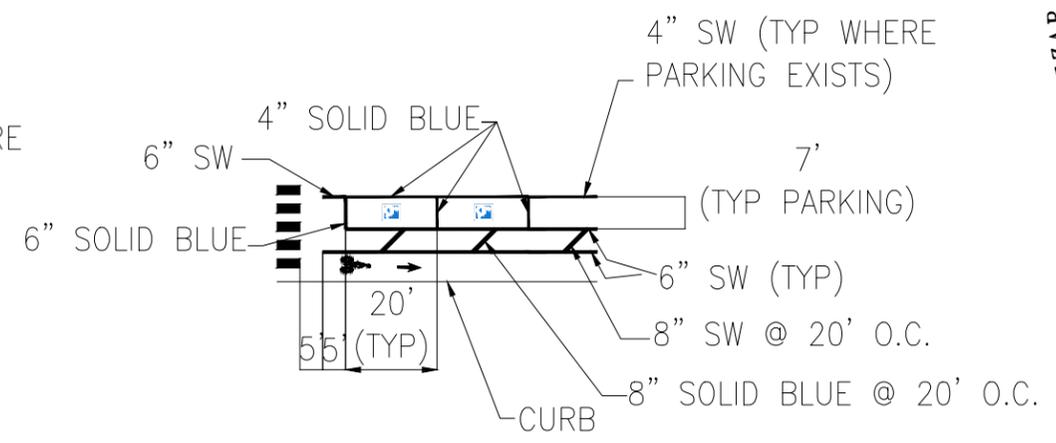
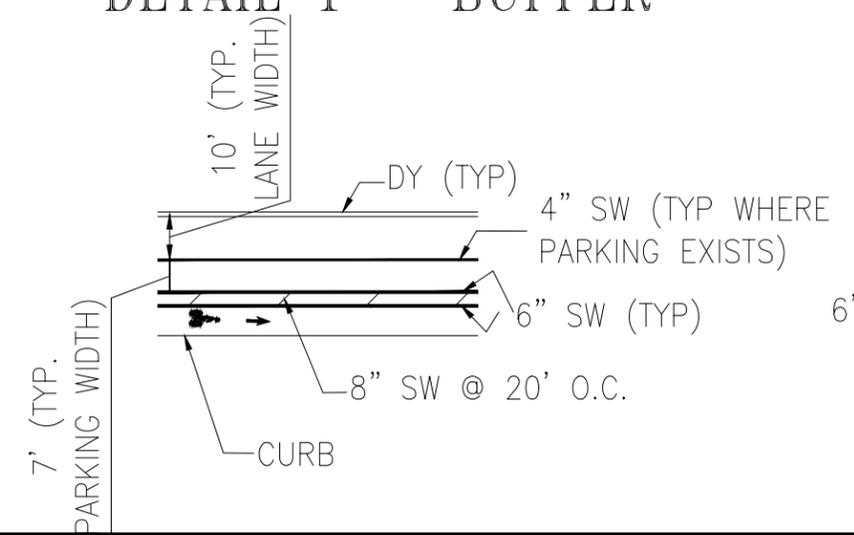
Existing Plans/Drawings

Proposed Plans/Drawings/Diagrams



DETAIL 1 - BUFFER

DETAIL 2 - BLUE ZONES



NO.	DATE	DESCRIPTION	BY	APP
6	MM/DD/20	ADDED WHITE DELINEATORS BETWEEN STANYAN & KEZAR	E.CHEN	M.SALLABERRY
5	7/18	INSTALL RAISED XWALK W/ ADVANCED WARNING AT KEZAR DRIVE	J.CHIMENTO	M.GROWNEY
4	09/26/17	PER FIELD: UPDATED CONSERVATORY DRIVE EAST; KEZAR STRIPING	J.CHIMENTO	M.GROWNEY
3	10/28/18	ADDED WHITE DELINEATORS AT JFK/KEZAR DR	S.SHARIATI	M.SALLABERRY
2	07/23/14	ADJUST WB KEZAR LIMIT LINE AT JFK, CL @ BIKE LANE	C.BECK	M.SALLABERRY
1	03/27/14	UPDATE PER FIELD-ADJUST BL & LANE WIDTH WB @ STANYAN ADD KEZAR STRIPING	D.YEUNG	B.WOO

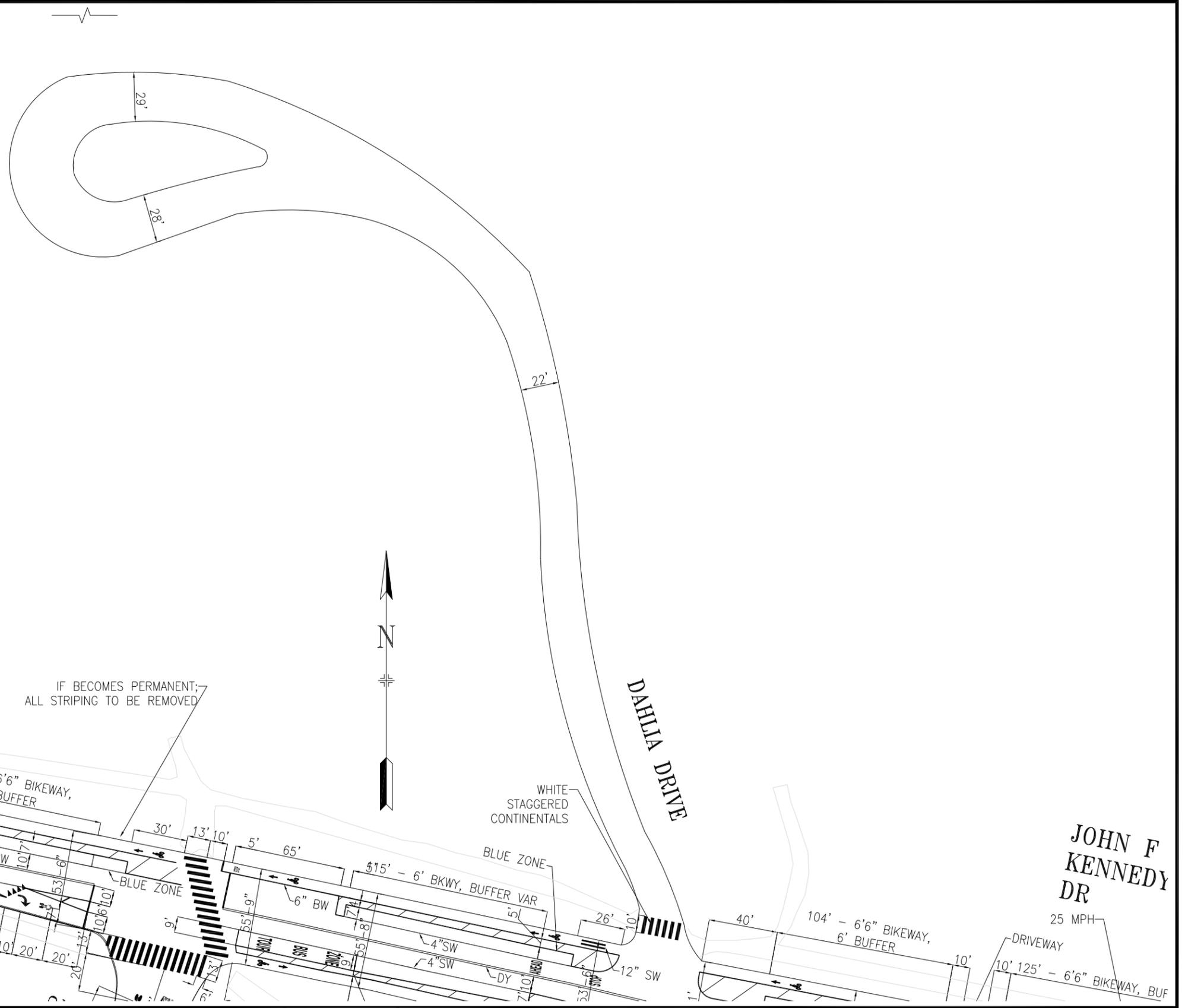
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CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



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A.PICCAGLI	3/12	SENIOR ENGINEER		
CHECKED:	DATE:	RICARDO OLEA 03/08/12		SHEET/SHEETS:
M.SALLABERRY	3/12	CITY TRAFFIC ENGINEER		5 OF 5

TRAFFIC STRIPING		CONTRACT NO.
JOHN F. KENNEDY DRIVE		DRAWING NO.
BOWLING GREEN DRIVE TO STANYAN STREET		STR-7935.4
		FILE NO.
		REV. NO.
		6

EXTERNAL REFERENCES:
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 SCALE FACTOR:
 PLOT SCALE:
 ORIGIN:
 FILE NAME:
 DATE:



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



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CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	01 OF 01

DRAWN:	DATE:
I. TROUT	12/2021
CHECKED:	DATE:
	08/2003

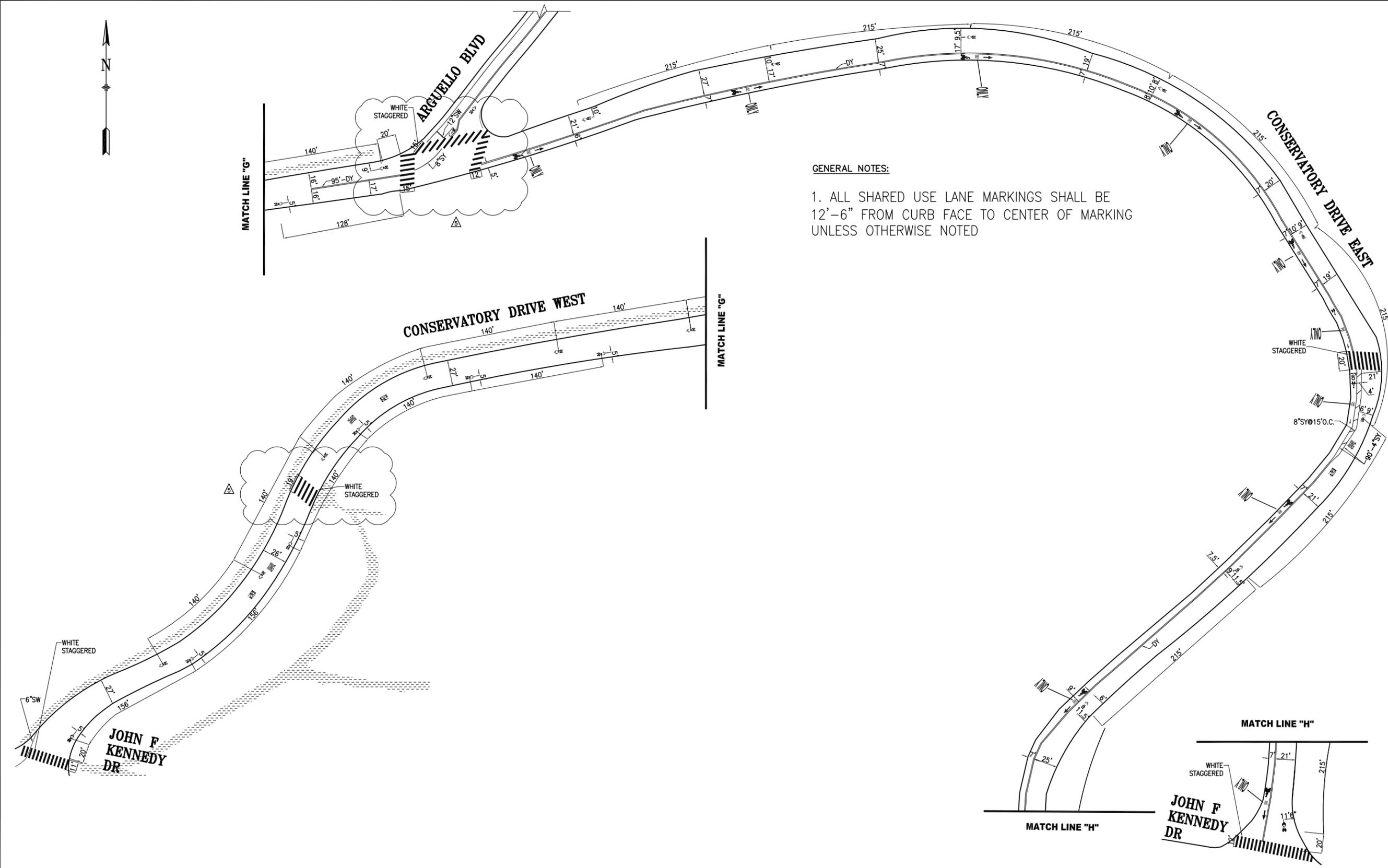
APPROVED	SCALE:
SENIOR ENGINEER	NTS
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	01 OF 01

EXISTING TRAFFIC STRIPING

POMPEII CIRCLE (DAHLIA DRIVE)
JFK DRIVE TO TURNAROUND LOOP

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
5

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



GENERAL NOTES:

1. ALL SHARED USE LANE MARKINGS SHALL BE 12'-6" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED

NO.	DATE	DESCRIPTION	BY	APP
1	12/04/17	INSTALLED WHITE STAGGERED CONTIS @ MIDBLOCK XING & ARGUELLO	S.SHARIATI	K.E.LEUNG
2	10/25/12	WHITE STAGGERED CONTIS ON JFK; PER FIELD: UPDATE BIKE SYMBOLS	J.CHIMENTO	M.GROWNEY
3	2/28/12	INSTALLED SHARROWS FROM ARGUELLO TO JFK	C.AGUDELO	D.R.CURTIS

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



DRAWN:	T.ABDALLAH	DATE:	08/2003
CHECKED:	T.FOLKS	DATE:	08/2003

APPROVED	THOMAS P FOLKS 03/20/06	DATE:	03/20/06
CITY TRAFFIC ENGINEER	JACK L. FLECK 03/27/06	DATE:	03/27/06

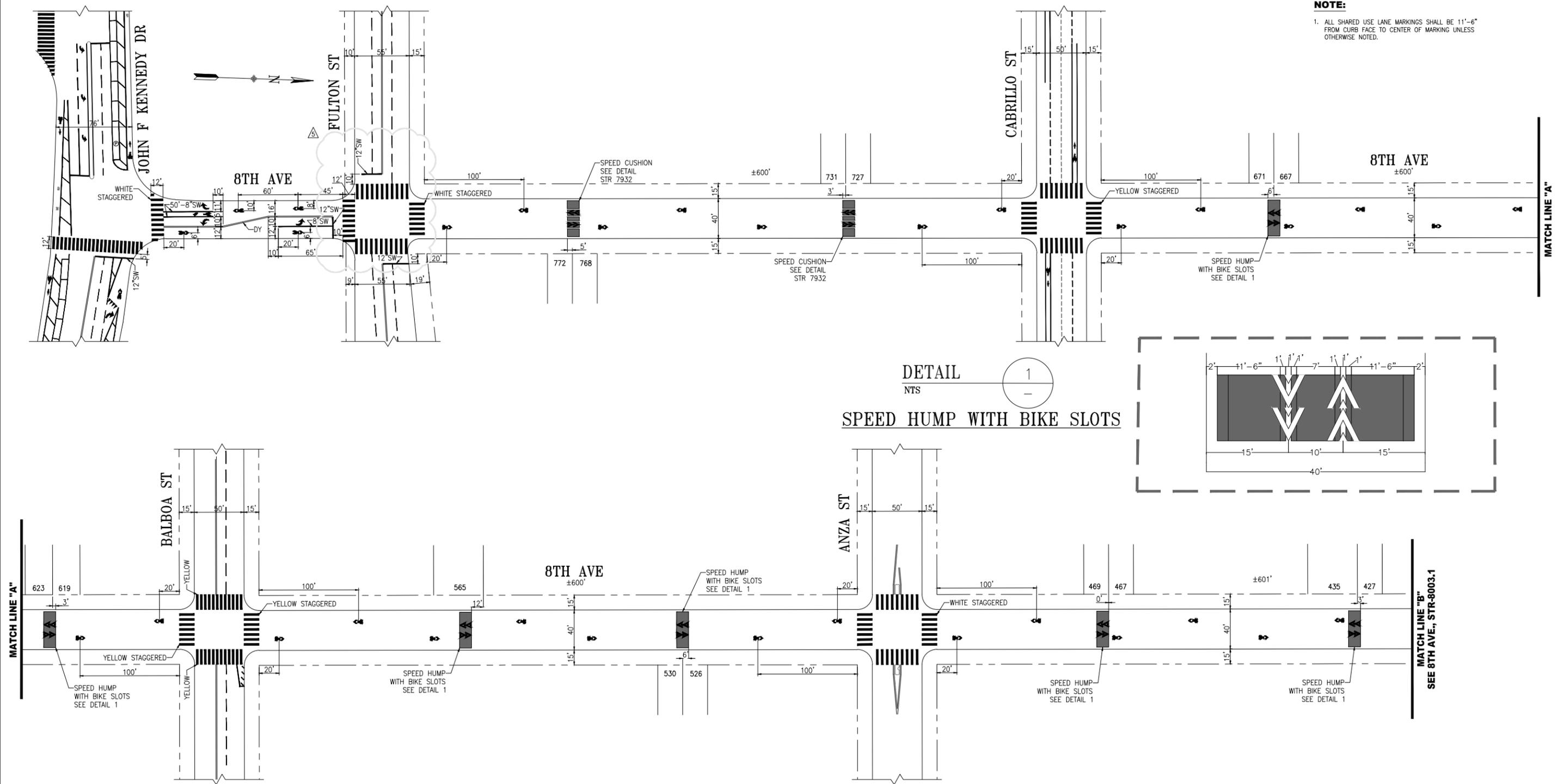
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STRIPING DRAWING
CONSERVATORY DRIVE FROM JOHN F KENNEDY DR TO CONSERVATORY DR EAST/WEST

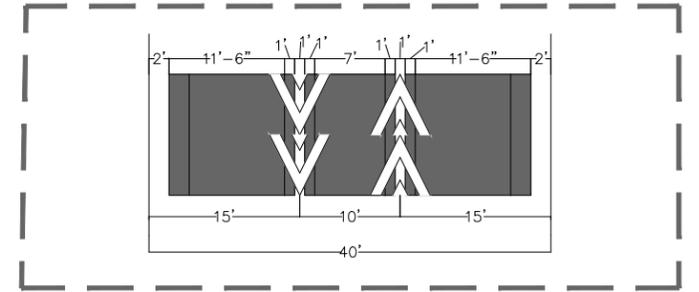
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REV. NO.	5

FILE NAME: ---
DATE: ---

NOTE:
 1. ALL SHARED USE LANE MARKINGS SHALL BE 11'-6" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED.



DETAIL 1
 NTS
SPEED HUMPS WITH BIKE SLOTS



NO.	DATE	DESCRIPTION	BY	APP
1	10/15/19	ADDED ADVANCE LIMIT LINES @ FULTON ST	A. MATHEWS	M. SALLABERRY
2	02/14/20	ADDED LEFT TURN BIKE LANE, SHARROWS & MODIFIED STRIPINGS BETWEEN JFK & FULTON; ADDED LEFT TURN ARROWS @ JFK; REMOVED DET40 & 4' BW ON JFK	J. GARZEE	G. HO
3	02/14/20	ADDED SPEED CUSHIONS AND HUMPS BETWEEN FULTON AND GEARY. PER FIELD, ADDED STOP SIGN IN ROADWAY STRIPING ON BALBOA	D.CARR	M. SALLABERRY
4	4/1/2019	MEDIAN ISLANDS AND STRIPING ON ANZA ST	P. LOUIE	M. SALLABERRY

TABLE OF REVISIONS
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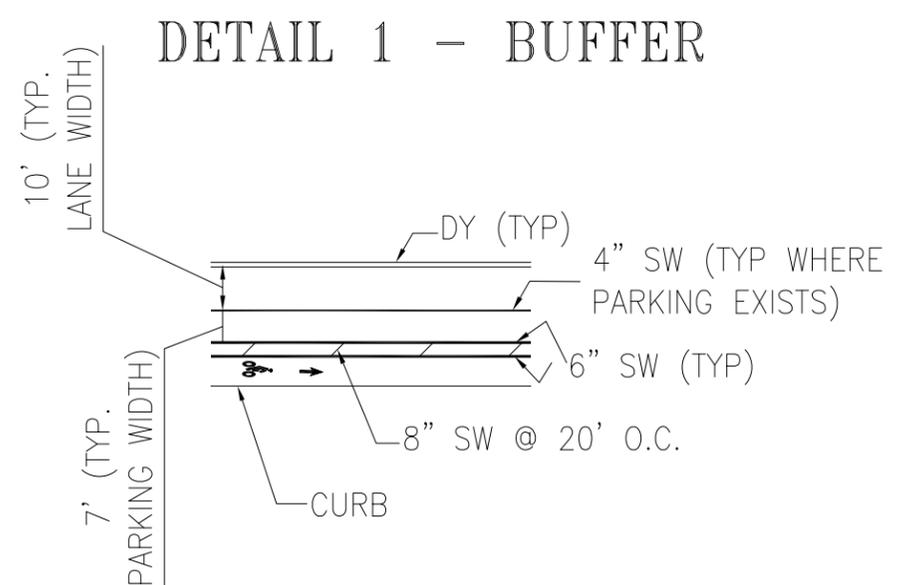
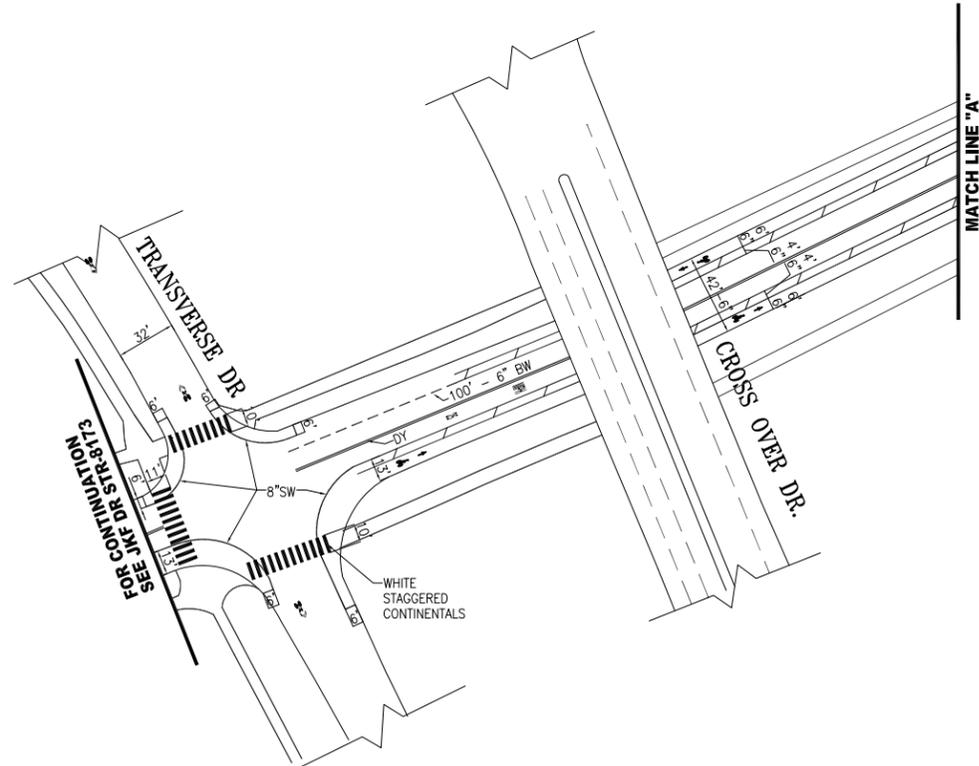
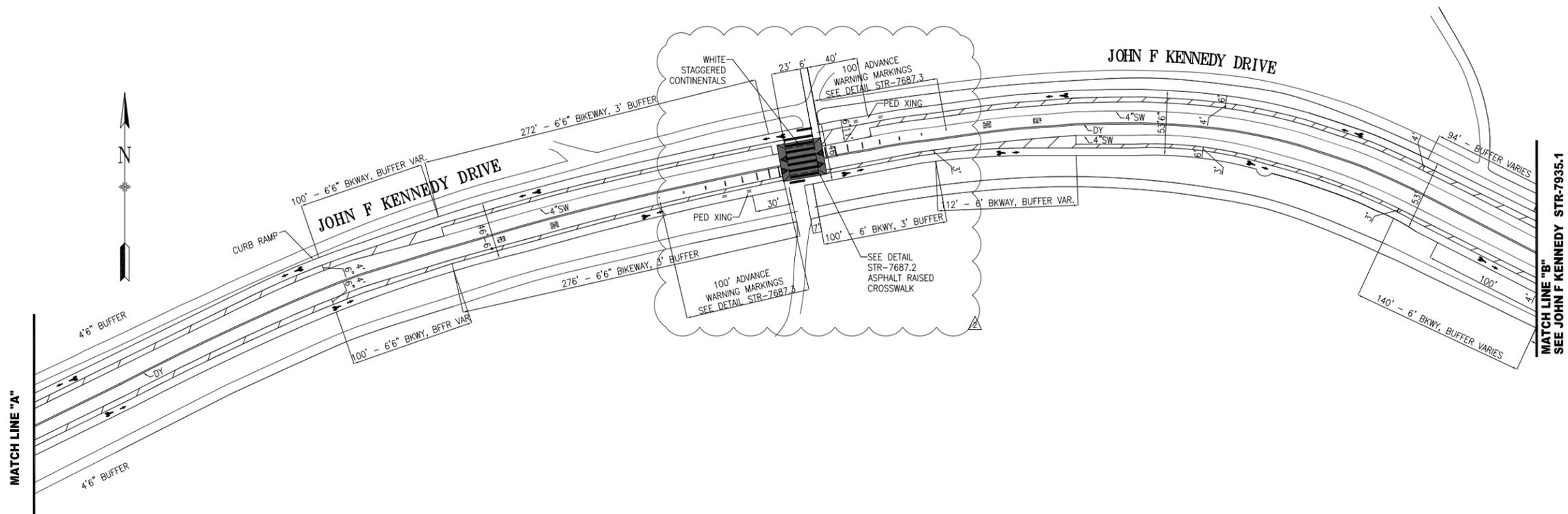
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DRAWN: M. LUC 5/2013	SHEET/SHEETS:
CHECKED: D. CURTIS 5/2013	
DATE: 5/30/13	DATE:
DATE: 05/31/13	DATE:

TRAFFIC STRIPING
 8TH AVENUE
 JOHN F KENNEDY DRIVE TO GEARY BOULEVARD

CONTRACT NO.
DRAWING NO. STR-8003
FILE NO.
REV. NO. 5

FILE NAME: 8th Ave_STR-8003.1 (JFK Dr to Lake St).Rev0.dwg
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 PLOT SCALE: XX
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 FONTS USED: FONTS

NOTE: ALL CROSSWALKS STANDARD WHITE CONTINENTAL UNLESS OTHERWISE NOTED



NO.	DATE	DESCRIPTION	BY	APP
1	07/18	ADD RAISED XWALK WITH CONTINENTALS EAST OF TRANSVERSE	J.CHIMENTO	M.GROWNEY
2	12/04/17	ADD TURN GUIDANCE @ TRANSVERSE. PER FIELD, ADDED SHARROWS ON TRANSVERSE. RELOCATED PED XING & STOP AHEAD	J.CHIMENTO	M.GROWNEY
TABLE OF REVISIONS CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



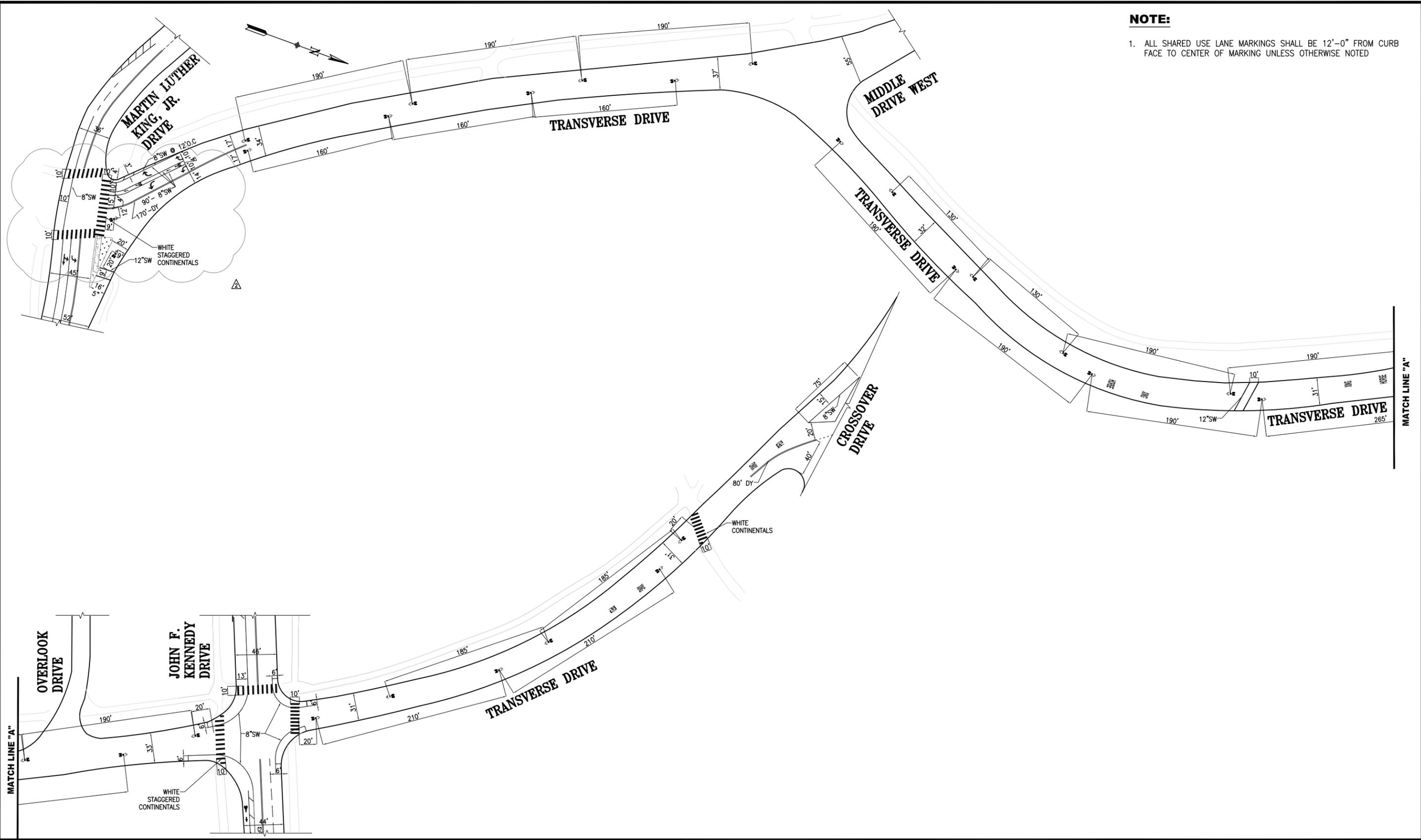
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A.PICCAGLI	3/12	SENIOR ENGINEER	DATE:	
CHECKED:	DATE:	RICARDO OLEA	03/08/12	SHEET/SHEETS:
M.SALLABERRY	3/12	CITY TRAFFIC ENGINEER	DATE:	1 OF 5

TRAFFIC STRIPING		CONTRACT NO.
JOHN F. KENNEDY DRIVE		DRAWING NO.
CROSS OVER DRIVE TO STOW LAKE DRIVE		STR-7935
		FILE NO.
		REV. NO.
		2

EXTERNAL REFERENCES:
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 PLOT SCALE:
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 DATE: OPERATIONS

NOTE:

1. ALL SHARED USE LANE MARKINGS SHALL BE 12'-0" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED



NO.	DATE	DESCRIPTION	BY	APP
1	7/18	WHITE STAGG CONTI'S @ MLK	J.CHIMENTO	M.GROWNEY
2	12/04/17	WHITE STAGG CONTI'S & 8"SW GUIDELINES @ JFK	J.CHIMENTO	M.GROWNEY
3	04/15/16	SHARROWS @ MLK TO CROSS OVER DR	J.CHIMENTO	G.DeLEON

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



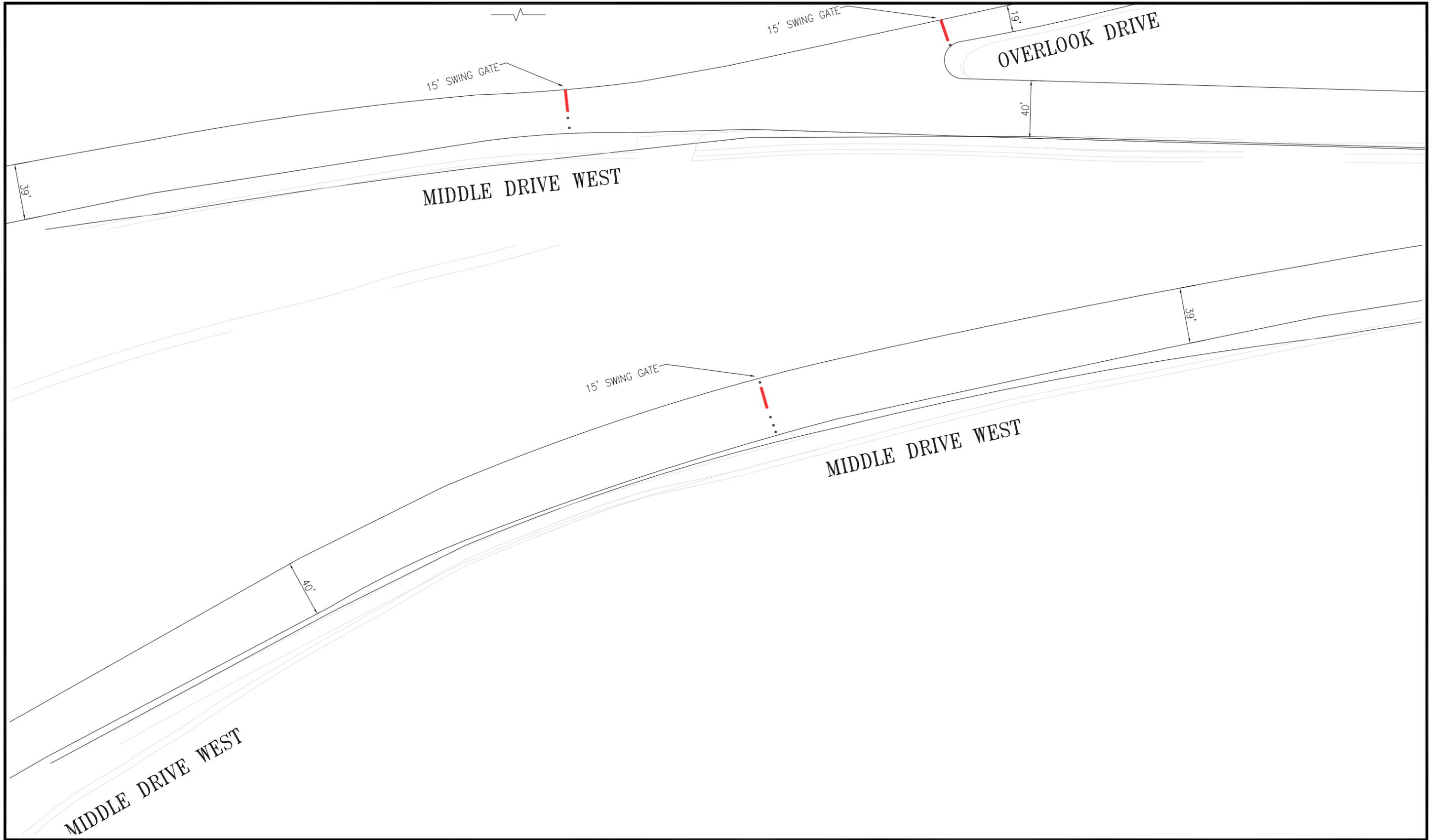
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CHECKED: G.DeLEON		DATE: 02/26/16		DATE: 03/22/16		SHEET/SHEETS: 01 OF 01	
				CITY TRAFFIC ENGINEER			

STRIPING DRAWING

TRANSVERSE DRIVE
MARTIN LUTHER KING DRIVE
TO CROSSOVER DRIVE

CONTRACT NO.	
DRAWING NO.	STR-8152
FILE NO.	
REV. NO.	2

FILE NAME: ---
DATE: ---



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



SFMTA



--	--

DRAWN:	DATE:
I. TROUT	12/2021
CHECKED:	DATE:
	08/2003

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

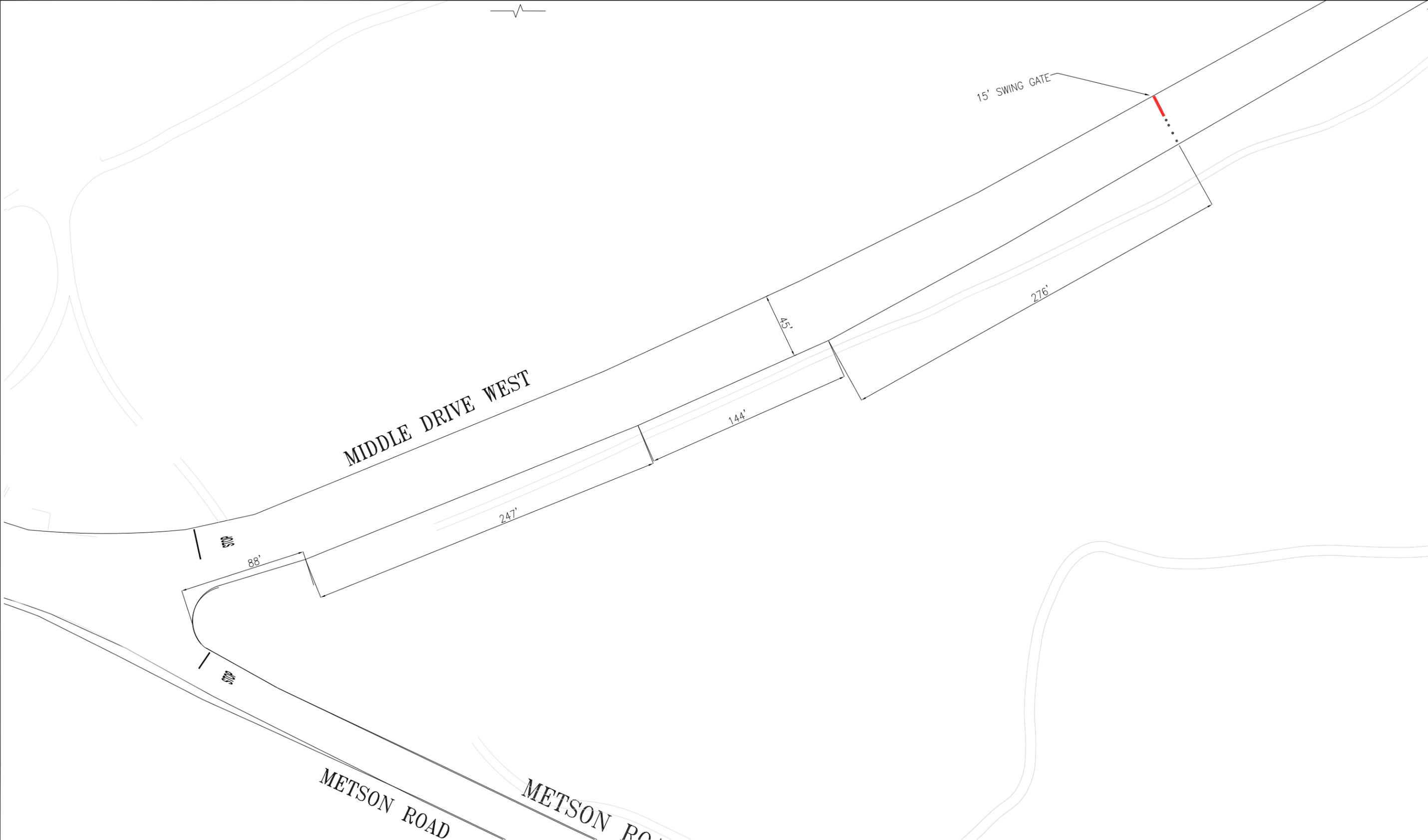
SCALE:
NTS
SHEET/SHEETS:
01 OF 01

TRAFFIC STRIPING

MIDDLE DRIVE WEST
OVERLOOK DRIVE TO METSON LAKE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
5

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



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



--	--

DRAWN:	DATE:	08/2003
CHECKED:	DATE:	08/2003

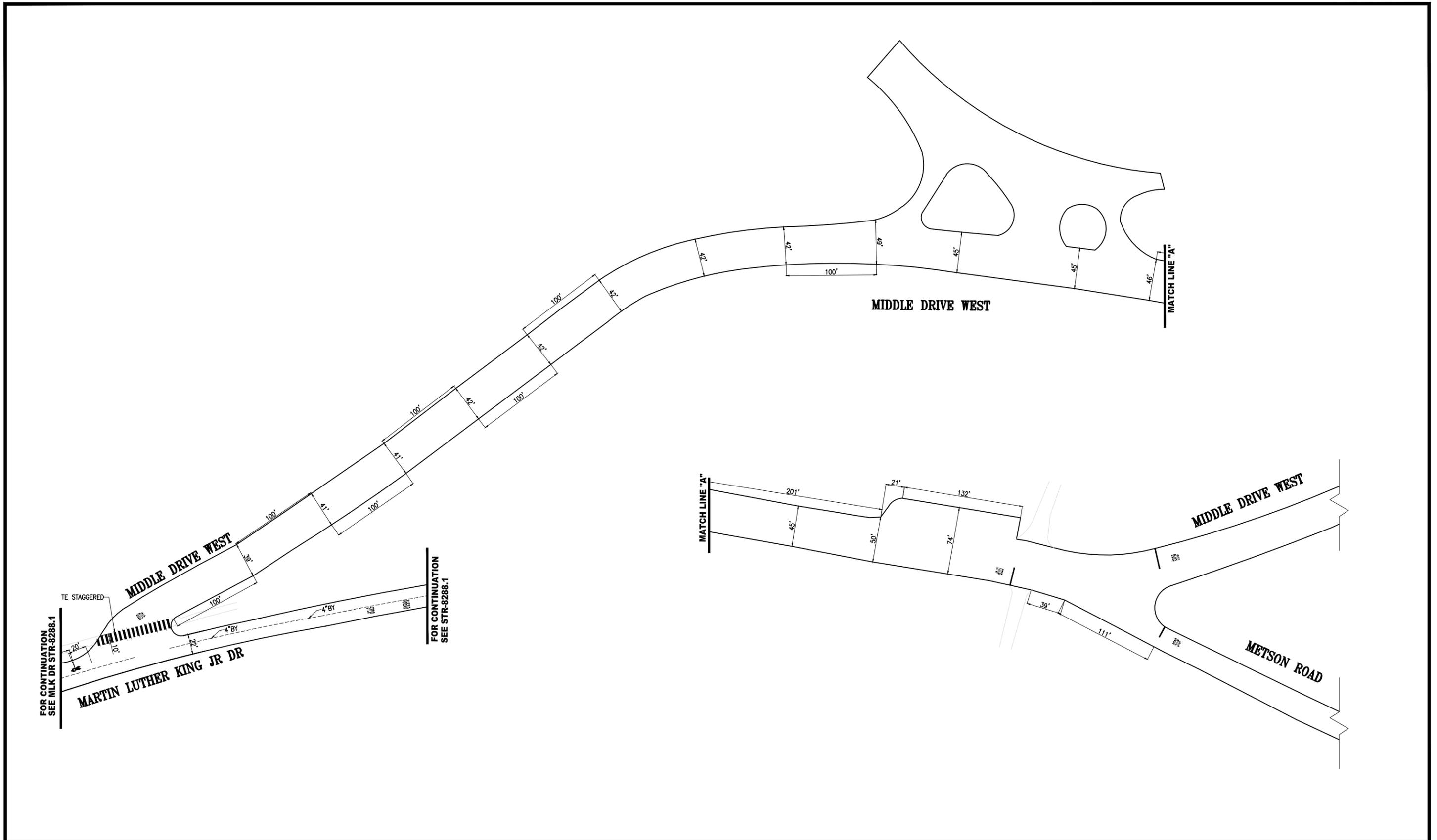
APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE:
NTS
SHEET/SHEETS:
01 OF 01

TRAFFIC STRIPING

MIDDLE DRIVE WEST
METSON ROAD TO METSON LAKE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
5



FOR CONTINUATION
SEE MLK DR STR-8288.1

FOR CONTINUATION
SEE STR-8288.1

MATCH LINE "A"

MATCH LINE "A"

NO.	DATE	DESCRIPTION	BY	APP

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



DRAWN:
A.MATHEWS

CHECKED:

DATE:
10/2020

DATE:

APPROVED

SENIOR ENGINEER

CITY TRAFFIC ENGINEER

DATE:

DATE:

SCALE:
1" = 50'

SHEET/SHEETS:

TRAFFIC STRIPING

MIDDLE DRIVE WEST
MARTIN LUTHER KING JR DRIVE TO METSON RD

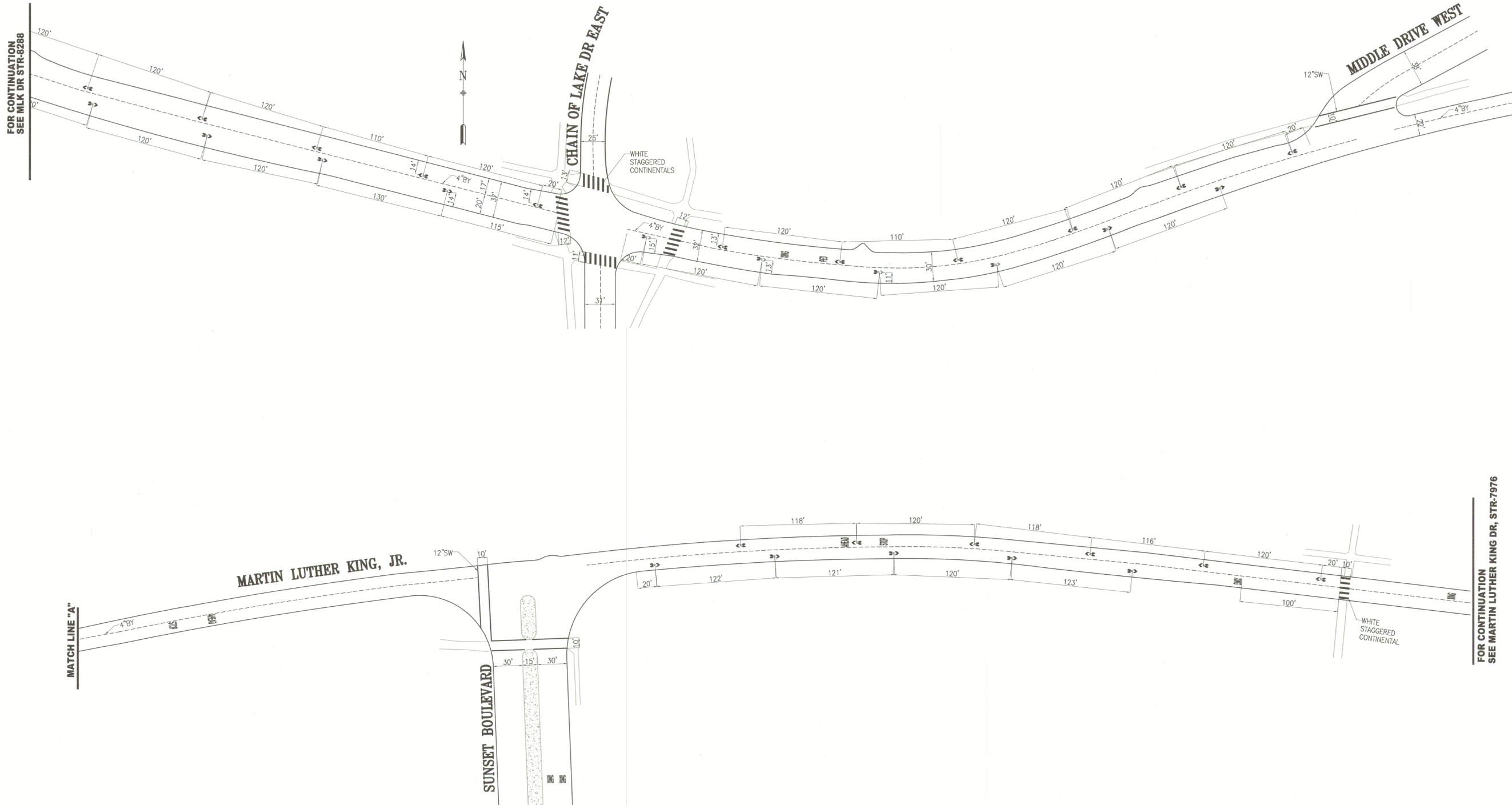
CONTRACT NO.

DRAWING NO.

FILE NO.

REV. NO.

FILE NAME:
DATE: --/--



FOR CONTINUATION
SEE MLK DR STR-8288

MATCH LINE "A"

MATCH LINE "A"

FOR CONTINUATION
SEE MARTIN LUTHER KING DR, STR-7976

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: D.MENDOZA	DATE: 07/18/2018
CHECKED: D.CURTIS	DATE: 07/20/2018

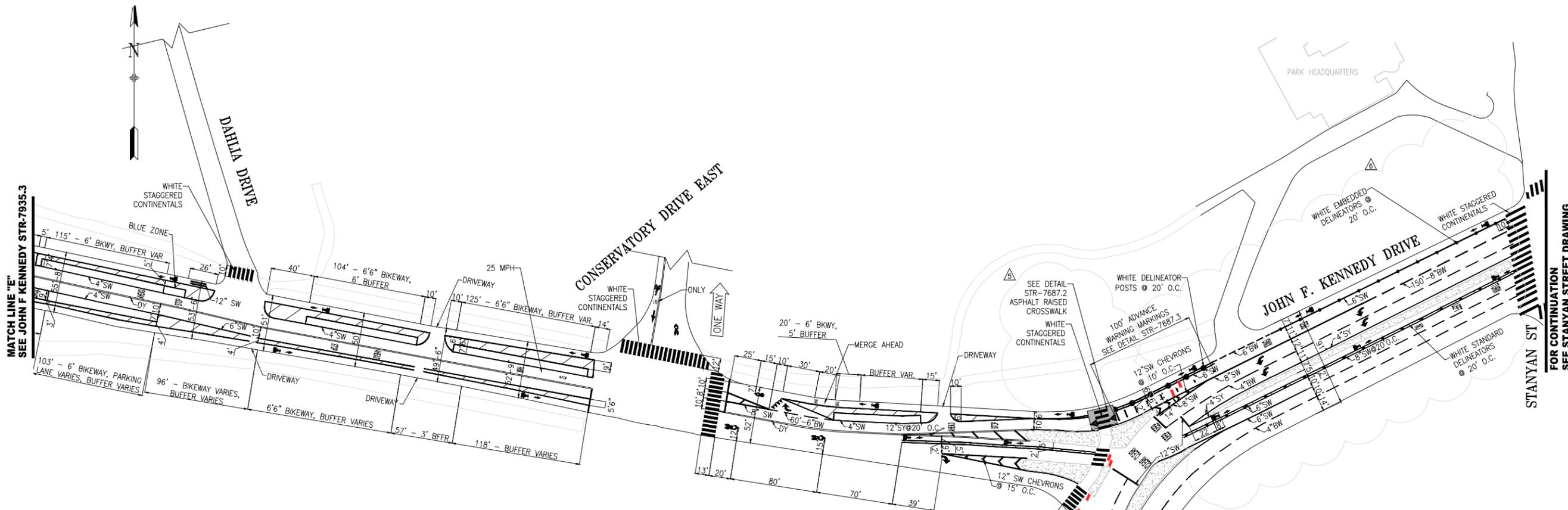
APPROVED <i>M. S. S. 11/5/18</i>	DATE: 11/5/18
<i>R. O. R.</i>	DATE: 11/6/18

SCALE:
1" = 50'

TRAFFIC STRIPING
MARTIN LUTHER KING DRIVE
BERNICE RODGERS WAY TO SUNSET BLVD

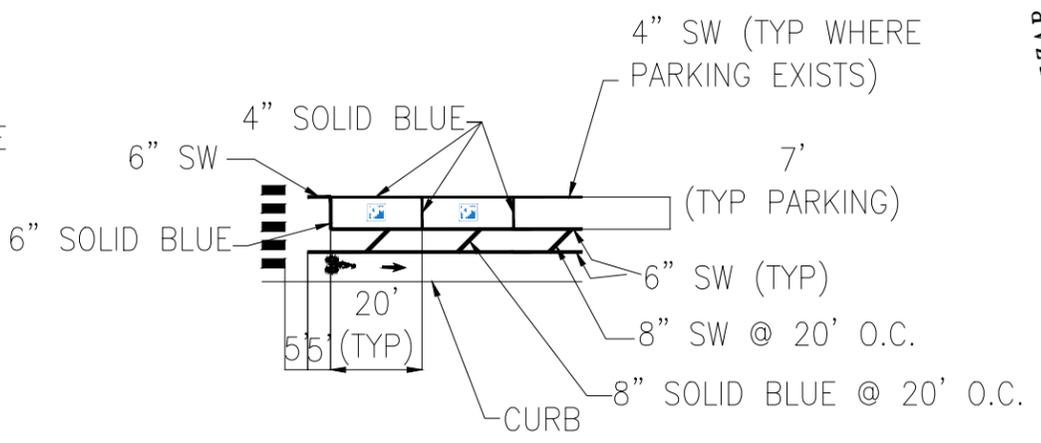
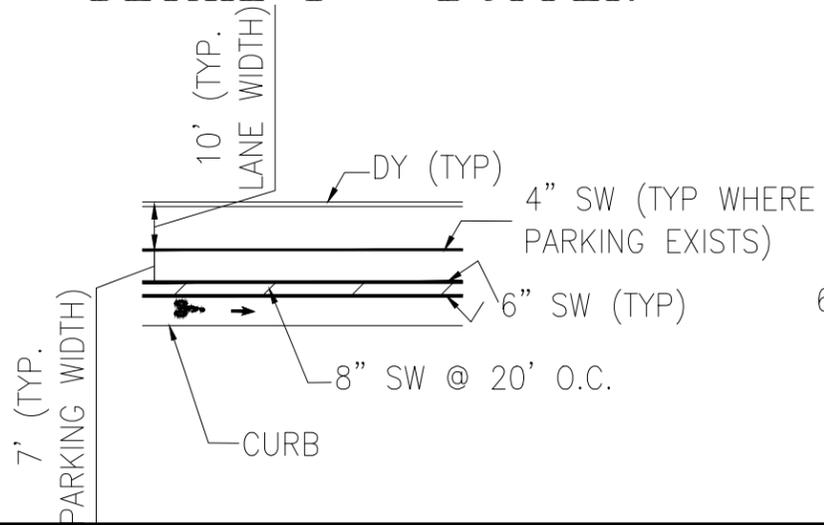
CONTRACT NO.
DRAWING NO. STR-8288.1
FILE NO.
REV. NO. 0

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



DETAIL 1 - BUFFER

DETAIL 2 - BLUE ZONES



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

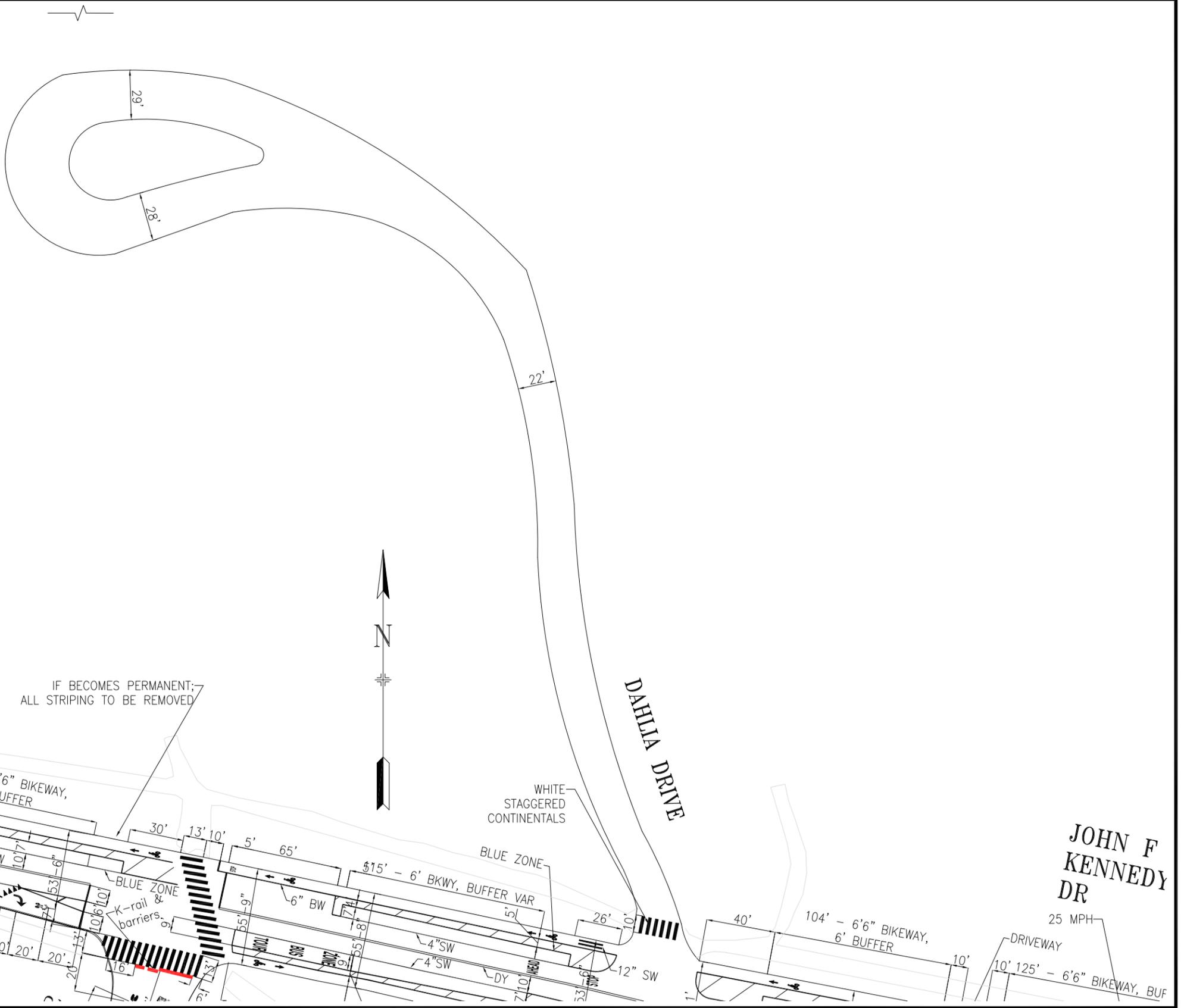


SUPERCEDES STR-7662.4		APPROVED		SCALE:
DRAWN:	DATE:	BRIDGET SMITH 03/08/12		1"=50'
A.PICCAGLI	3/12	SENIOR ENGINEER		
CHECKED:	DATE:	RICARDO OLEA 03/08/12		SHEET/SHEETS:
M.SALLABERRY	3/12	CITY TRAFFIC ENGINEER		5 OF 5

PROPOSED TRAFFIC STRIPING	
JOHN F. KENNEDY DRIVE BOWLING GREEN DRIVE TO STANYAN STREET	

CONTRACT NO.
DRAWING NO. STR-XXXX
FILE NO.
REV. NO. 6

EXTERNAL REFERENCES: FONTS USED: SCALE FACTOR: PLOT SCALE: ORIGIN: FILE NAME: DATE:



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: I. TROUT	DATE: 12/2021
CHECKED:	DATE: 08/2003

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

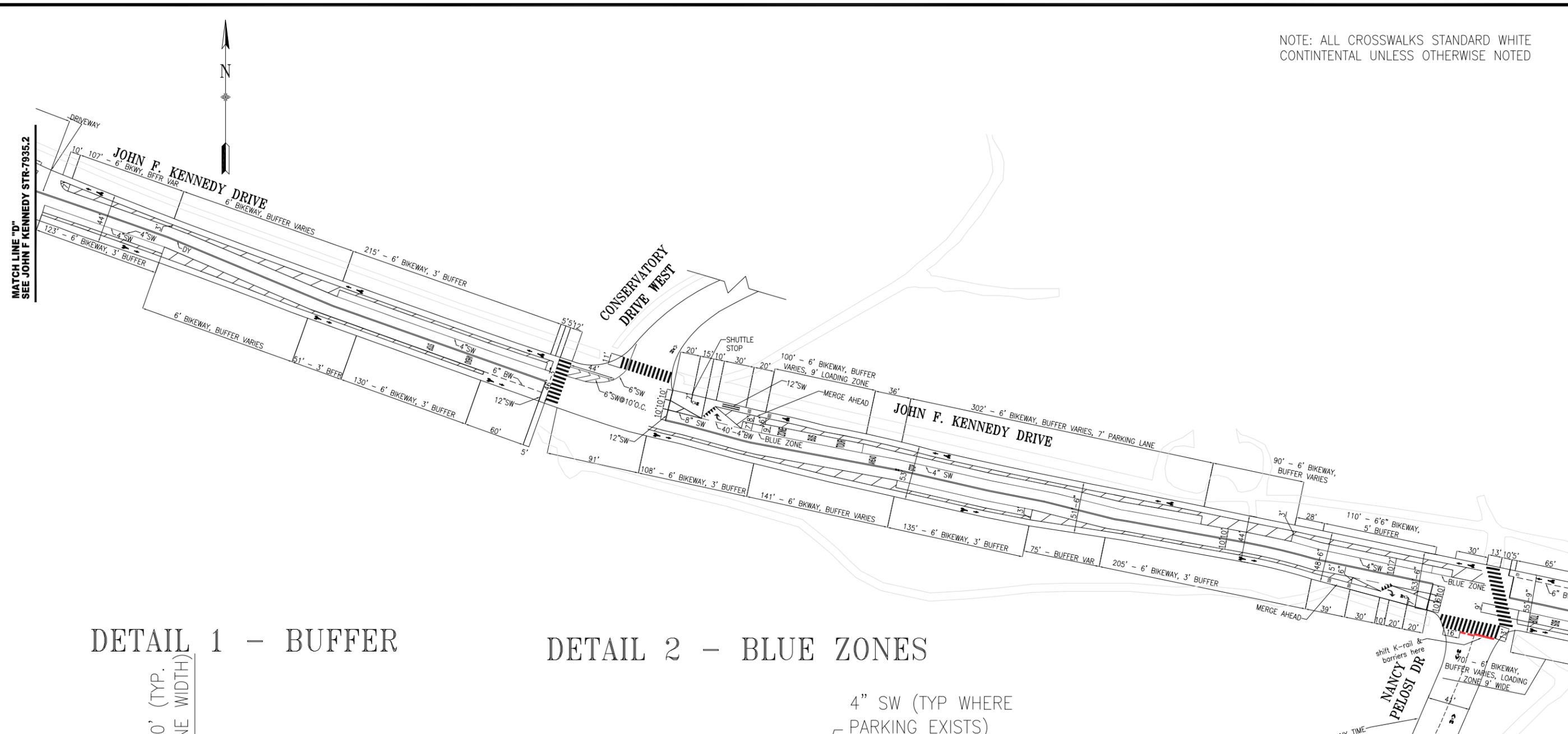
SCALE: NTS
SHEET/SHEETS: 01 OF 01

PROPOSED TRAFFIC STRIPING
 POMPEII CIRCLE (DAHLIA DRIVE)
 JFK DRIVE TO TURNAROUND LOOP

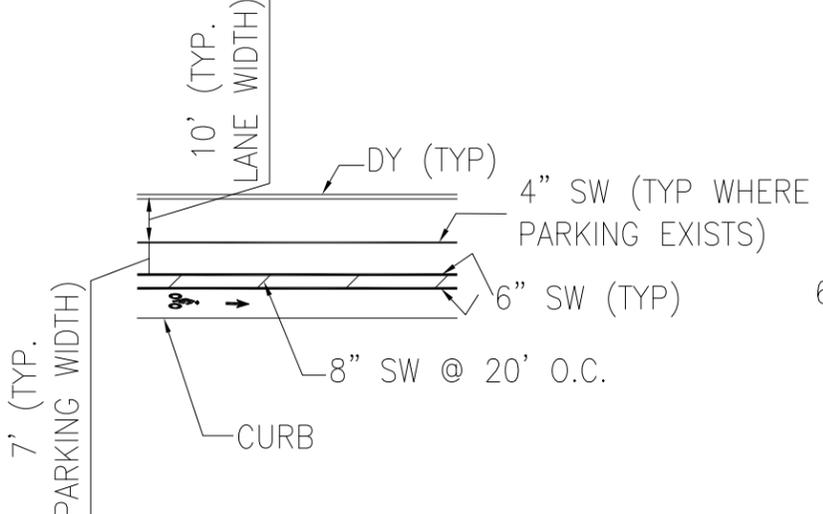
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO. 5

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

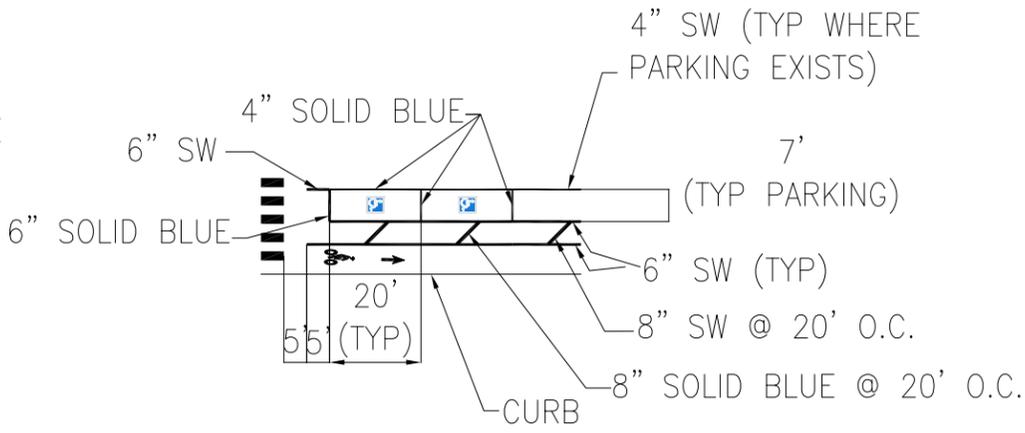
NOTE: ALL CROSSWALKS STANDARD WHITE CONTINENTAL UNLESS OTHERWISE NOTED



DETAIL 1 - BUFFER



DETAIL 2 - BLUE ZONES



MATCH LINE "E"
SEE JOHN F KENNEDY STR-7935.4

EXTERNAL REFERENCES:
FONTS USED:

SCALE FACTOR:
PLOT SCALE:

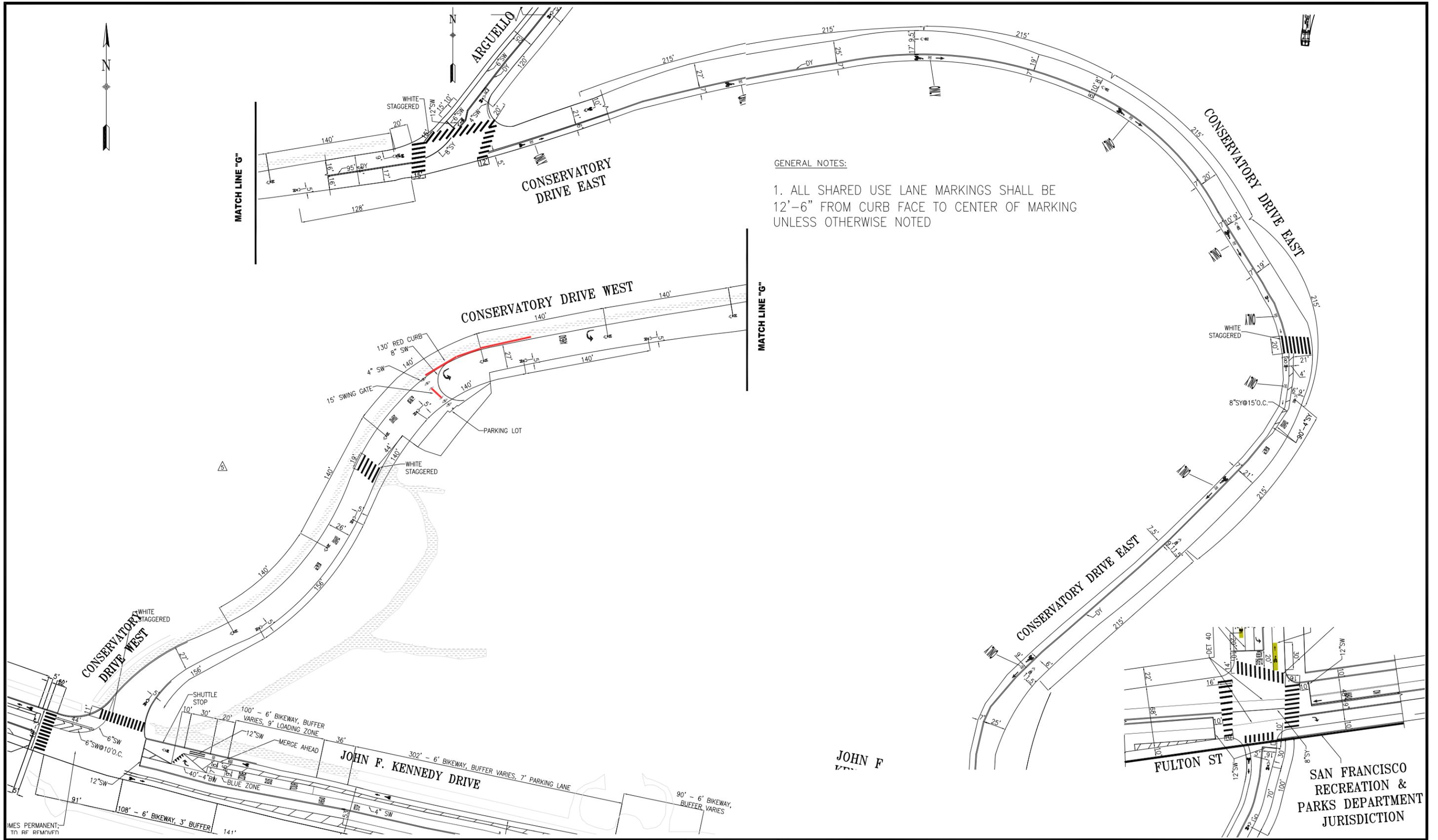
NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



SUPERCEDES STR-7662.3		APPROVED		SCALE:
DRAWN:	DATE:	BRIDGET SMITH	03/08/12	1"=50'
A.PICCAGLI	3/12	SENIOR ENGINEER	DATE:	
CHECKED:	DATE:	RICARDO OLEA	03/08/12	SHEET/SHEETS:
M.SALLABERRY	3/12	CITY TRAFFIC ENGINEER	DATE:	4 OF 5

PROPOSED TRAFFIC STRIPING		CONTRACT NO.
JOHN F. KENNEDY DRIVE		DRAWING NO.
6TH AVENUE TO BOWLING GREEN DRIVE		STR-XXX
		FILE NO.
		REV. NO.
		2

FILE NAME:
DATE:



GENERAL NOTES:

1. ALL SHARED USE LANE MARKINGS SHALL BE 12'-6" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:		DATE:		APPROVED		SCALE:	
T.ABDALLAH		08/2003		SENIOR ENGINEER		1" = 50'	
CHECKED:		DATE:		CITY TRAFFIC ENGINEER		SHEET/SHEETS:	
T.FOLKS		08/2003				01 OF 01	

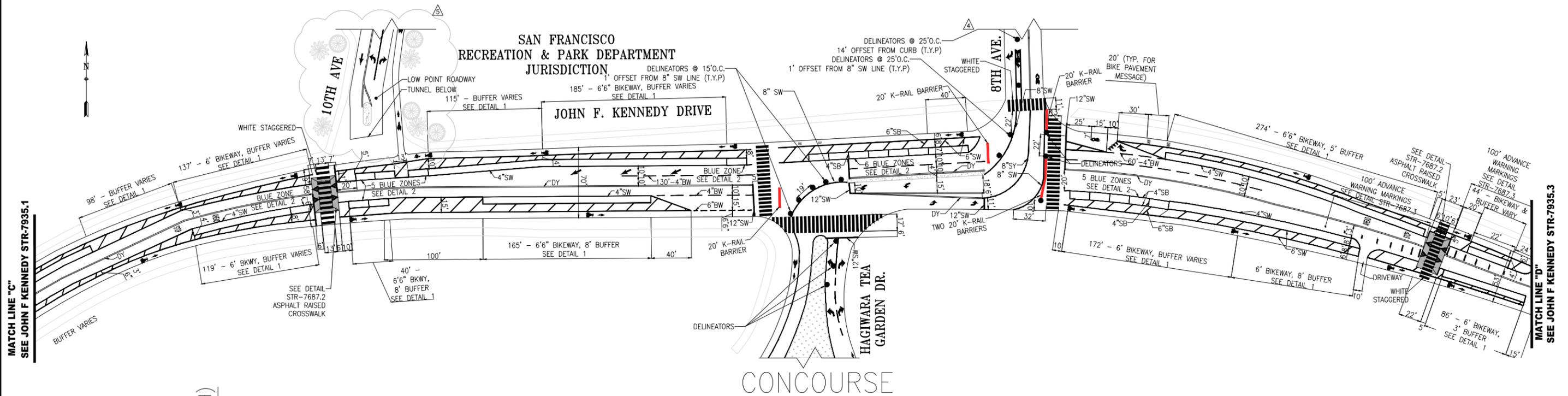
PROPOSED STRIPING DRAWING

CONSERVATORY DRIVE
FROM JOHN F KENNEDY DR
TO CONSERVATORY DR EAST/WEST

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
5

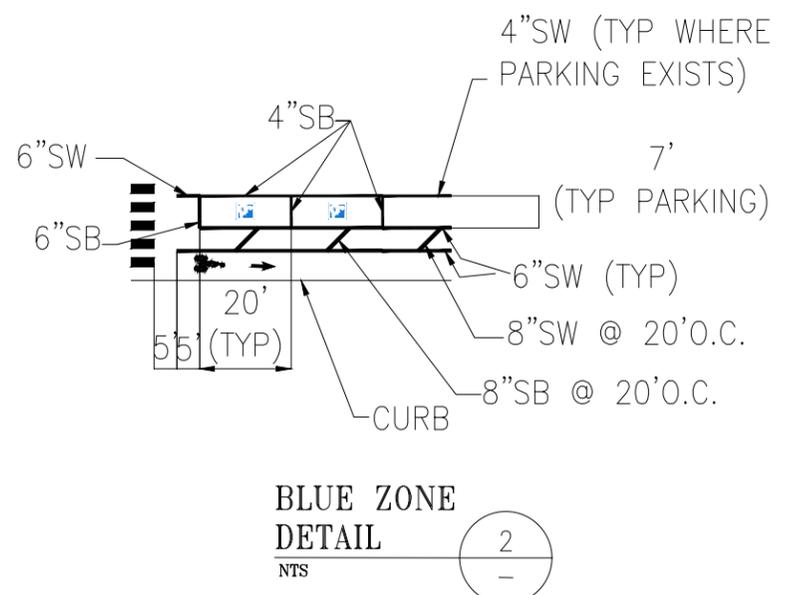
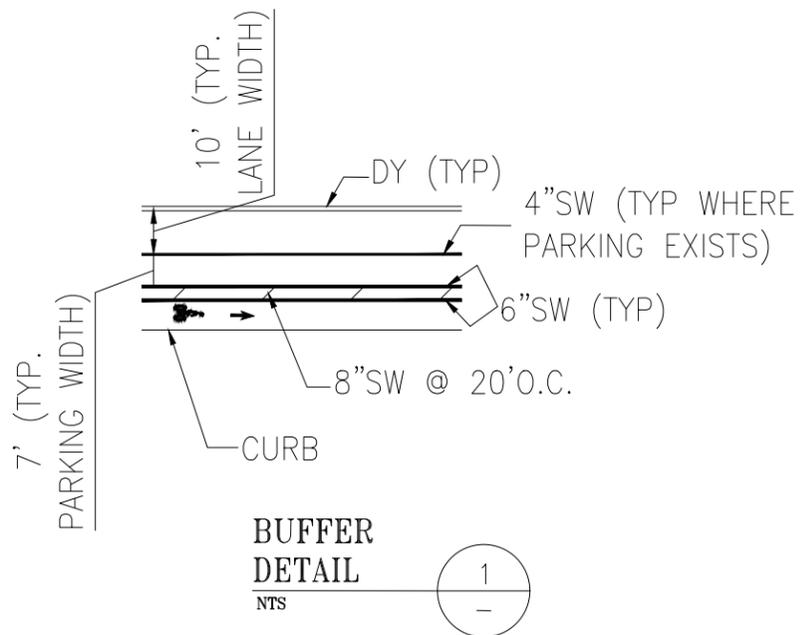
FILE NAME:
DATE: --/--/---

NOTE: ALL CROSSWALKS STANDARD WHITE CONTINENTAL UNLESS OTHERWISE NOTED



MATCH LINE "C"
SEE JOHN F KENNEDY STR-7935.1

MATCH LINE "D"
SEE JOHN F KENNEDY STR-7935.3



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



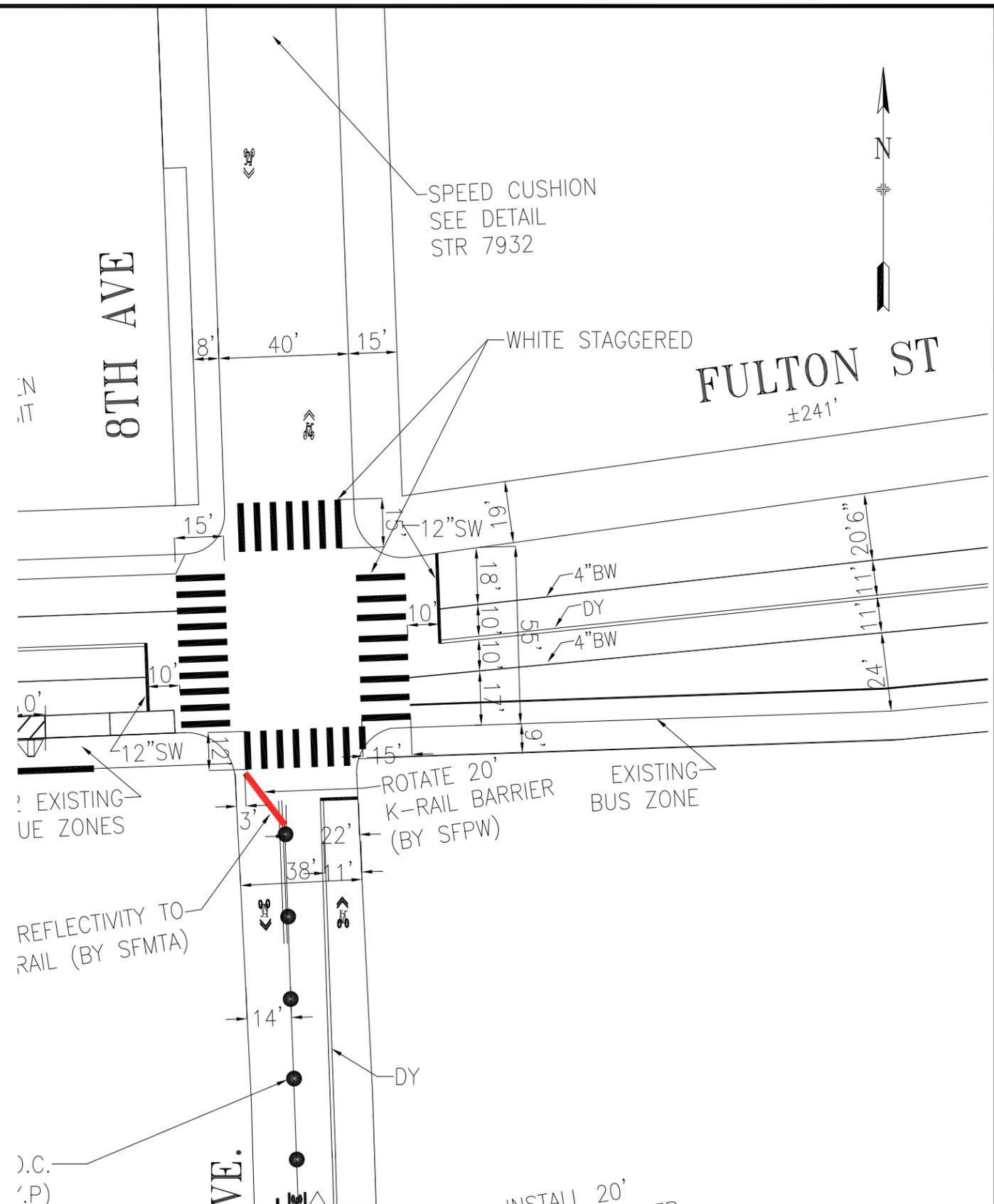
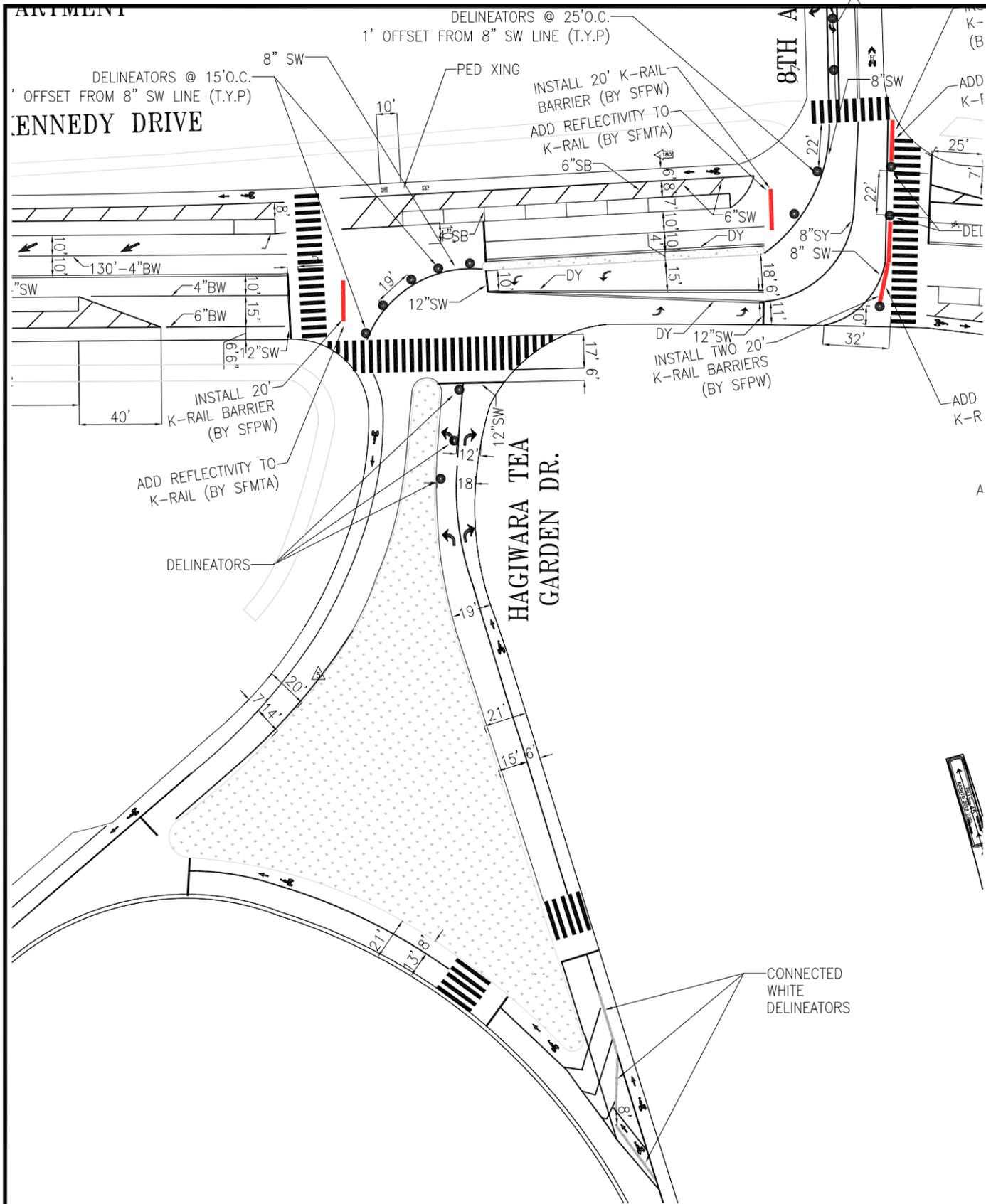
SUPERCEDES STR-7662.2 DRAWN: A.PICCAGLI 3/12 CHECKED: M.SALLABERRY 3/12	APPROVED BRIDGET SMITH 03/08/12 SENIOR ENGINEER RICARDO OLEA 03/08/12 CITY TRAFFIC ENGINEER
--	---

SCALE: 1"=50' SHEET/SHEETS: 3 OF 5

PROPOSED TRAFFIC STRIPING JOHN F. KENNEDY DRIVE 10TH AVENUE TO 6TH AVENUE

CONTRACT NO. DRAWING NO. STR-XXXX FILE NO. REV. NO. 4
--

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
FILE NAME: L:\off_rec\dwg\02-2\10str-0812\OPERATIONS
DATE:



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED	SCALE:
SENIOR ENGINEER	NTS
DATE: 08/2003	DATE:
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
DATE: 08/2003	01 OF 01

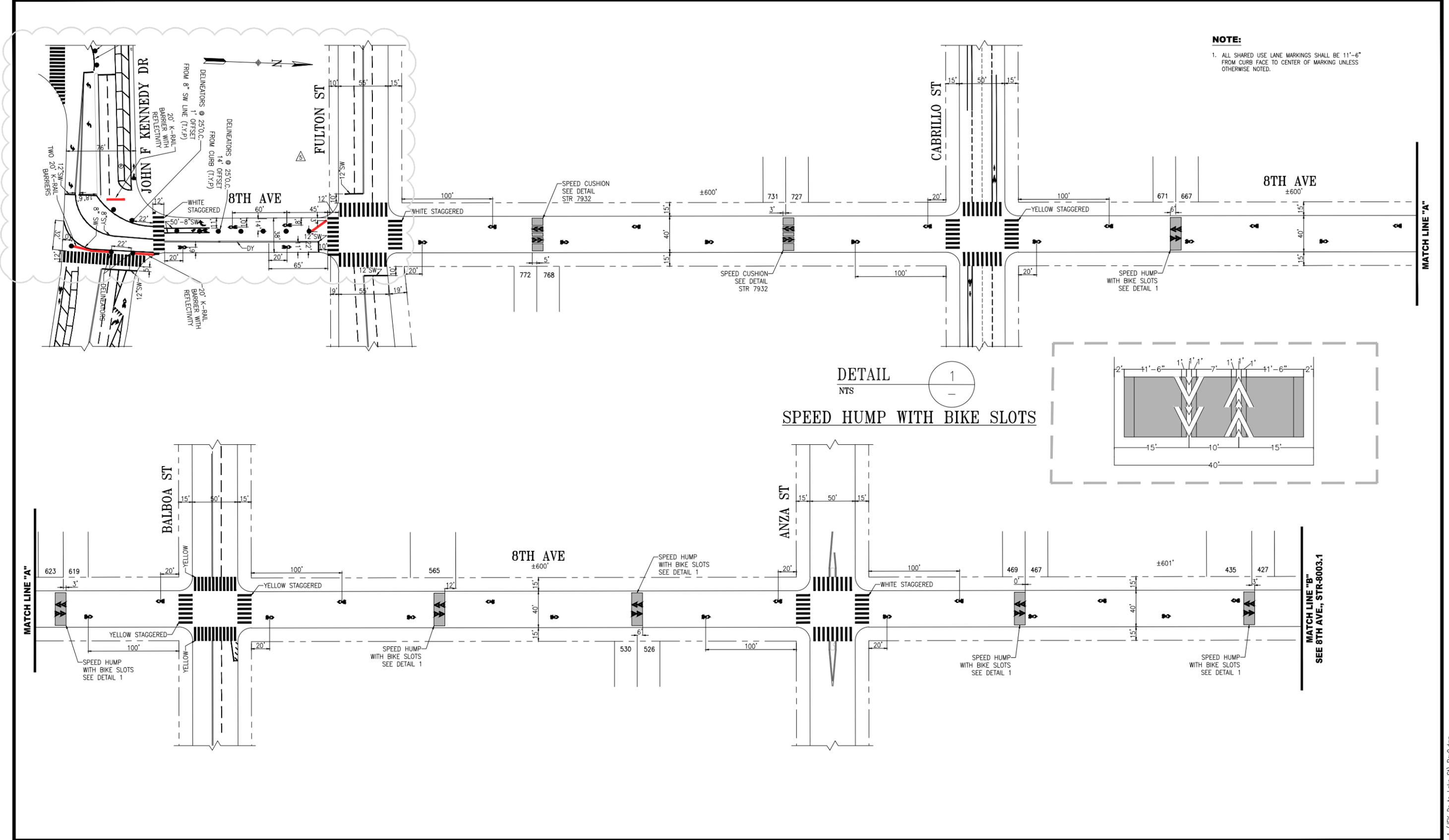
PROPOSED STRIPING

JFK DRIVE, 8th AVE, MUSIC CONCOURSE
FROM BOWL DRIVE TO FULTON

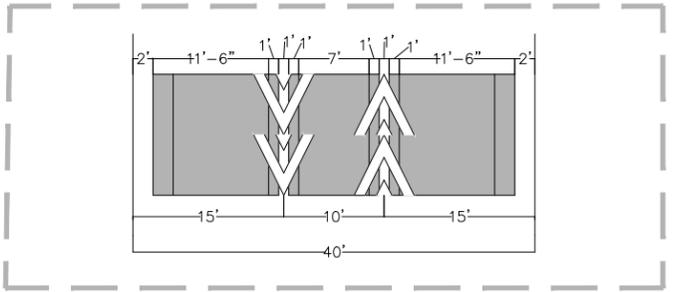
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
5

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

NOTE:
 1. ALL SHARED USE LANE MARKINGS SHALL BE 11'-6" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED.



DETAIL 1
 NTS
SPEED HUMPS WITH BIKE SLOTS



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

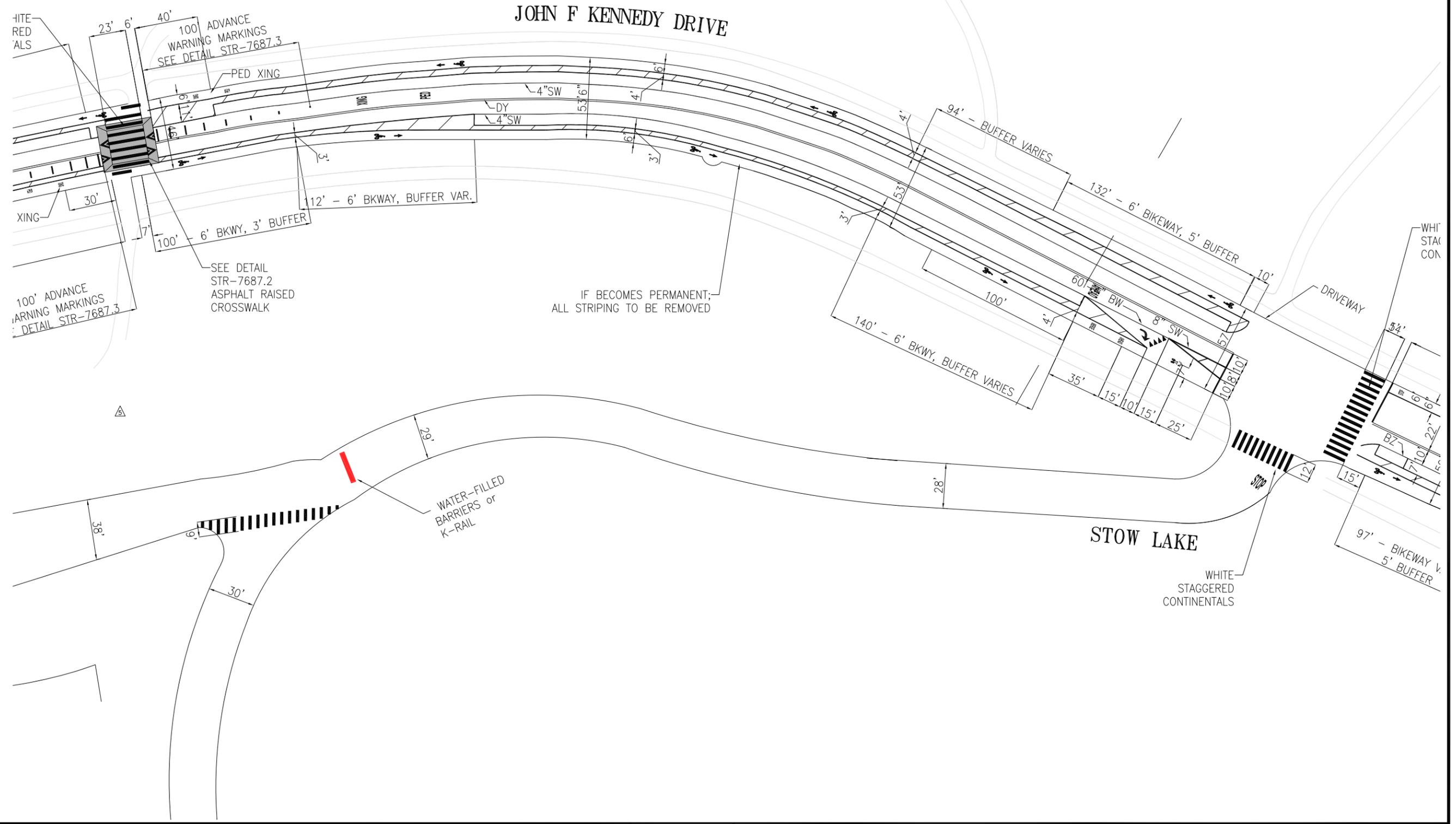


APPROVED	SCALE:
BRIDGET SMITH 05/30/13 SENIOR ENGINEER	1"=50'-0"
DATE: 5/2013	DATE:
CHECKED:	SHEET/SHEETS:
D. CURTIS 5/2013	
DATE: 05/31/13	
RICARDO OLEA 05/31/13 CITY TRAFFIC ENGINEER	

PROPOSED TRAFFIC STRIPING
 8TH AVENUE
 JOHN F KENNEDY DRIVE TO GEARY BOULEVARD

CONTRACT NO.
DRAWING NO. STR-XXX
FILE NO.
REV. NO. 5

FILE NAME: 8th Ave_STR-8003.1 (JFK Dr to Lake St). Rev0.dwg
 ORIGIN: SECTION
 SCALE FACTOR: XX
 PLOT SCALE: XX
 EXTERNAL REFERENCES: XREFS
 FONTS USED: FONTS



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: I. TROUT		DATE: 12/2021		APPROVED		SCALE: NTS	
CHECKED:		DATE: 08/2003		SENIOR ENGINEER		SHEET/SHEETS: 01 OF 01	
				CITY TRAFFIC ENGINEER			

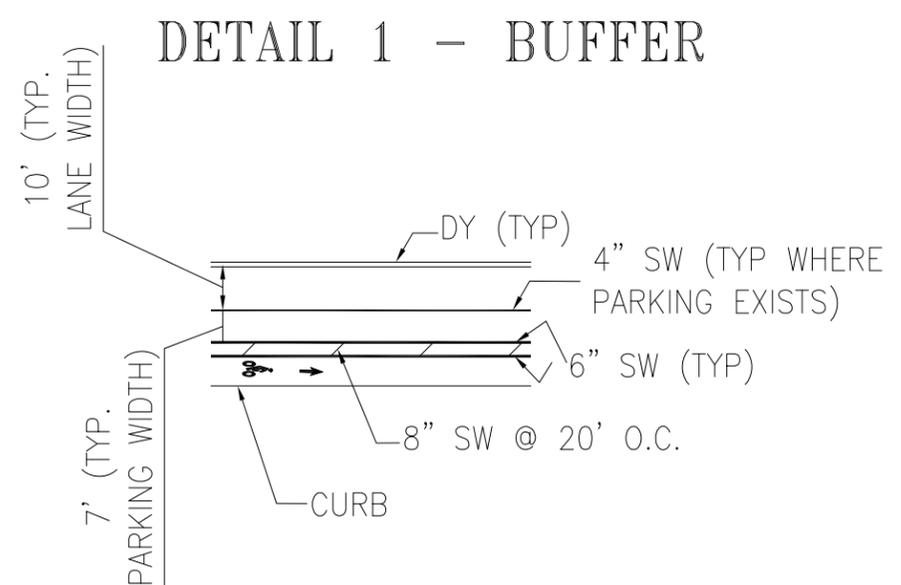
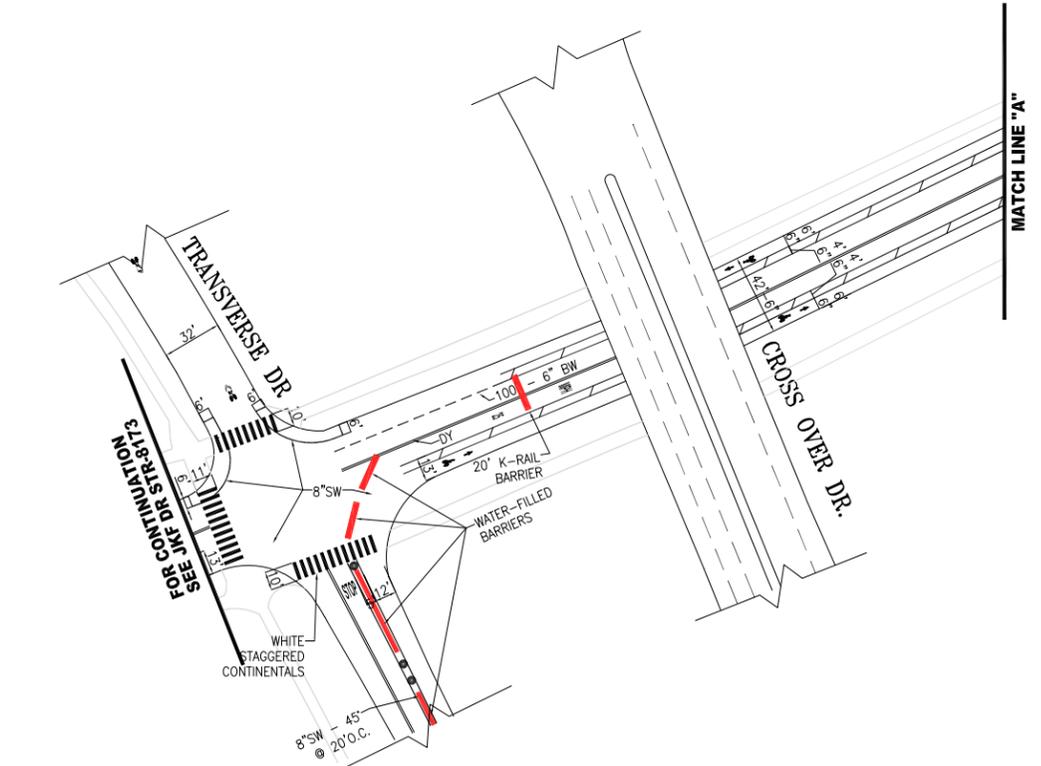
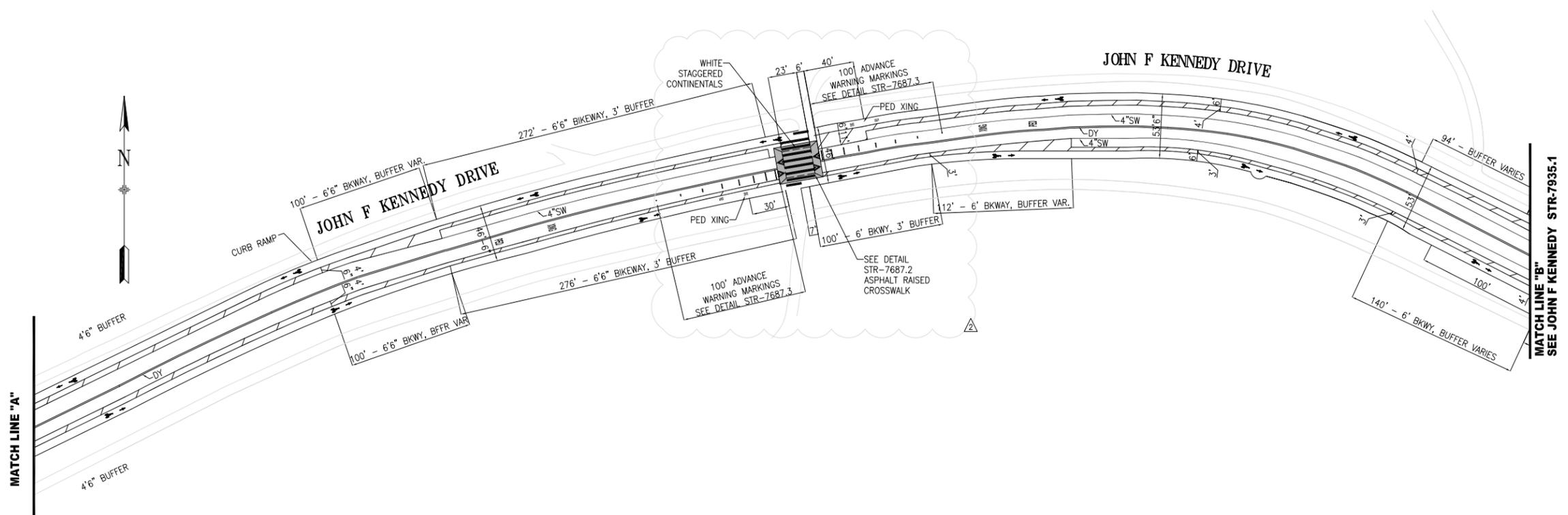
PROPOSED TRAFFIC STRIPING

STOW LAKE DRIVE
JFK DRIVE TO MLK JR DRIVE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO. 5

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

NOTE: ALL CROSSWALKS STANDARD WHITE CONTINENTAL UNLESS OTHERWISE NOTED



NO.	DATE	DESCRIPTION	BY	APP
07/09/12		TABLE OF REVISIONS		
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



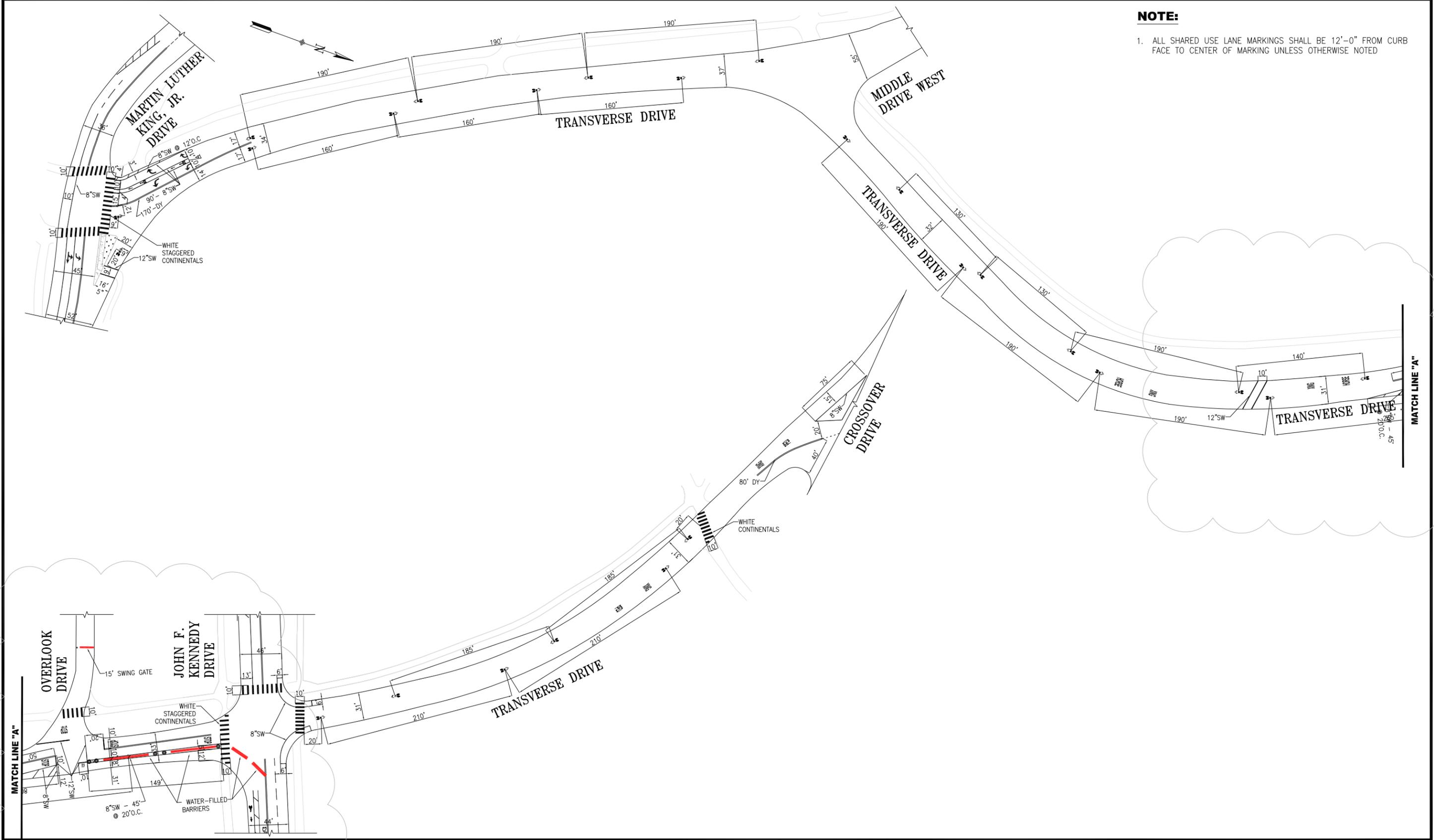
SUPERCEDES STR-7662		APPROVED		SCALE:
DRAWN:	DATE:	BRIDGET SMITH	03/08/12	1"=50'
A.PICCAGLI	3/12	SENIOR ENGINEER	DATE:	
CHECKED:	DATE:	RICARDO OLEA	03/08/12	SHEET/SHEETS:
M.SALLABERRY	3/12	CITY TRAFFIC ENGINEER	DATE:	1 OF 5

PROPOSED TRAFFIC STRIPING		CONTRACT NO.
JOHN F. KENNEDY DRIVE		DRAWING NO.
CROSS OVER DRIVE TO STOW LAKE DRIVE		STR-XXX
		FILE NO.
		REV. NO.
		2

EXTERNAL REFERENCES:
 FONTS USED:
 SCALE FACTOR:
 PLOT SCALE:
 FILE NAME: T:\6\off_rec\dwgs\02-2\N STR-7662
 DATE: OPERATIONS

NOTE:

1. ALL SHARED USE LANE MARKINGS SHALL BE 12'-0" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:	I TROUT	DATE:	12/01/21
CHECKED:		DATE:	

APPROVED:	MIKE SALLABERRY	DATE:	03/22/16
	SENIOR ENGINEER	DATE:	
	RICARDO OLEA	DATE:	03/22/16
	CITY TRAFFIC ENGINEER	DATE:	

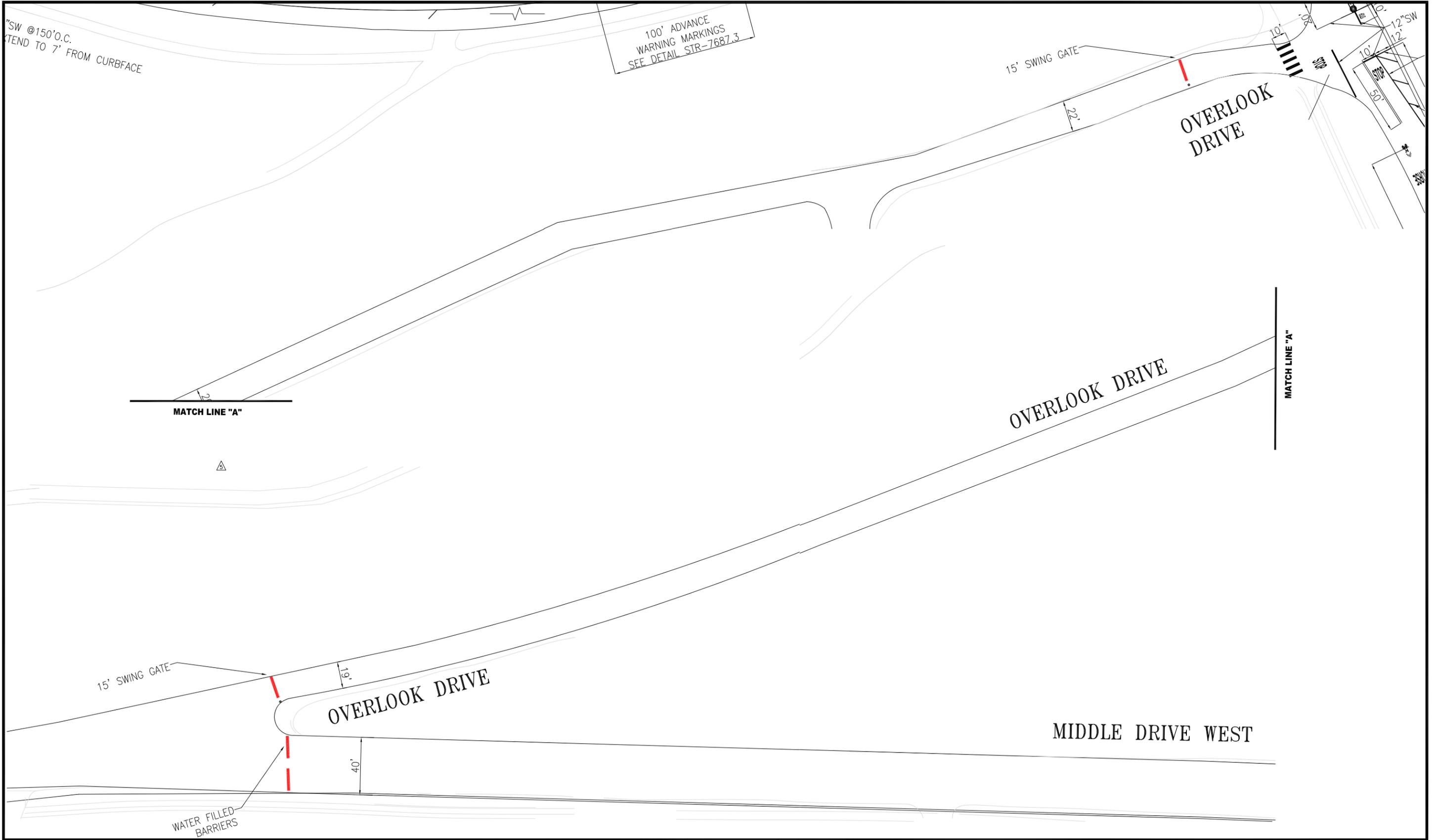
SCALE:	1" = 50'
SHEET/SHEETS:	01 OF 01

PROPOSED STRIPING DRAWING

TRANSVERSE DRIVE
MARTIN LUTHER KING DRIVE
TO CROSSOVER DRIVE

CONTRACT NO.	
DRAWING NO.	STR-xxxx
FILE NO.	
REV. NO.	2

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



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



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DRAWN: I. TROUT	DATE: 12/2021
CHECKED:	DATE: 08/2003

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

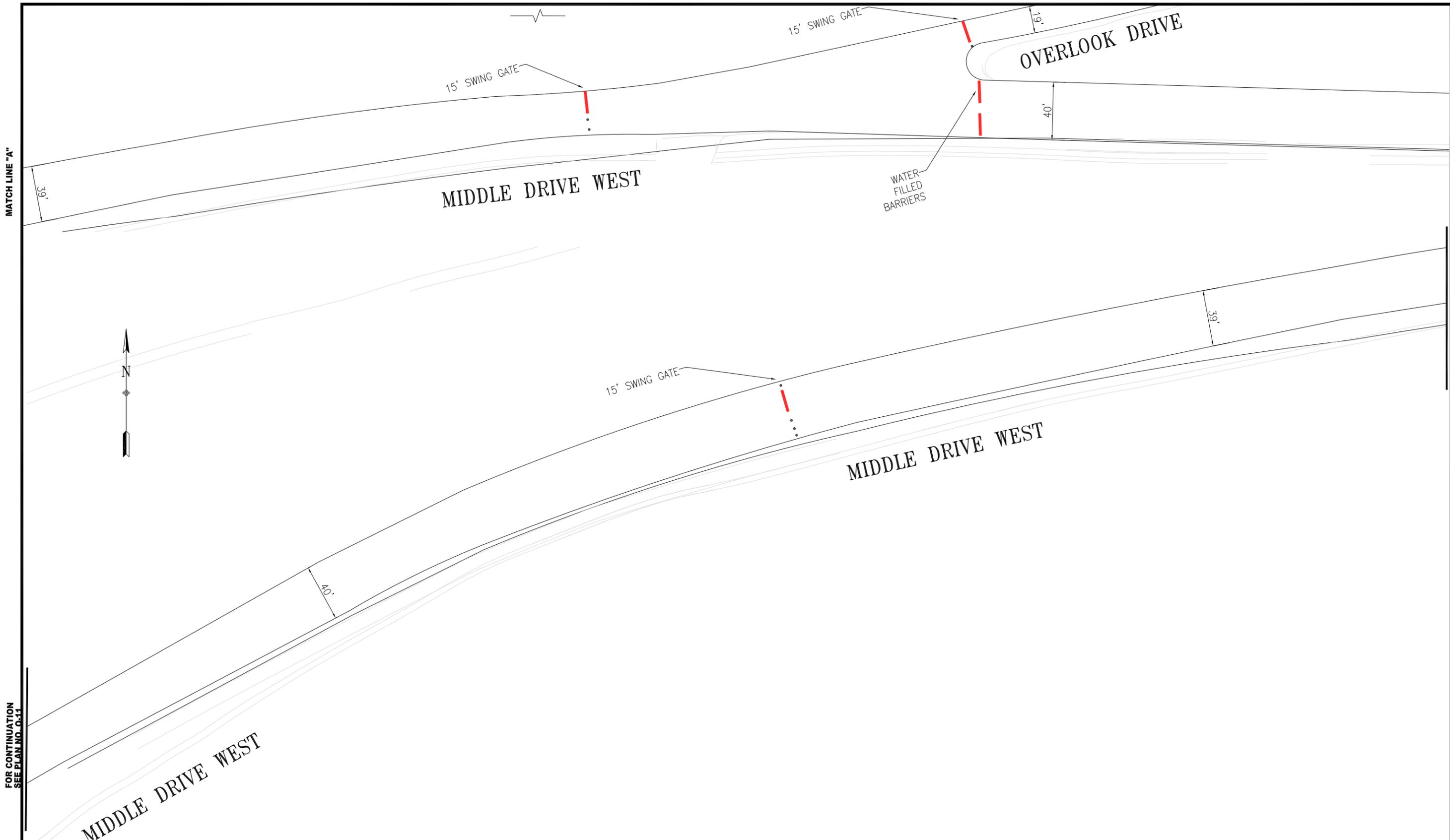
SCALE: NTS
SHEET/SHEETS: 01 OF 01

PROPOSED TRAFFIC STRIPING

OVERLOOK DRIVE
TRANSVERSE DRIVE TO MIDDLE DRIVE WEST

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO. 5

FILE NAME:
DATE: --/--



MATCH LINE "A"

MATCH LINE "A"

FOR CONTINUATION
SEE PLAN NO. D-11

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED

DRAWN: I. TROUT
DATE: 12/2021
CHECKED: DATE: 08/2003

SENIOR ENGINEER
CITY TRAFFIC ENGINEER

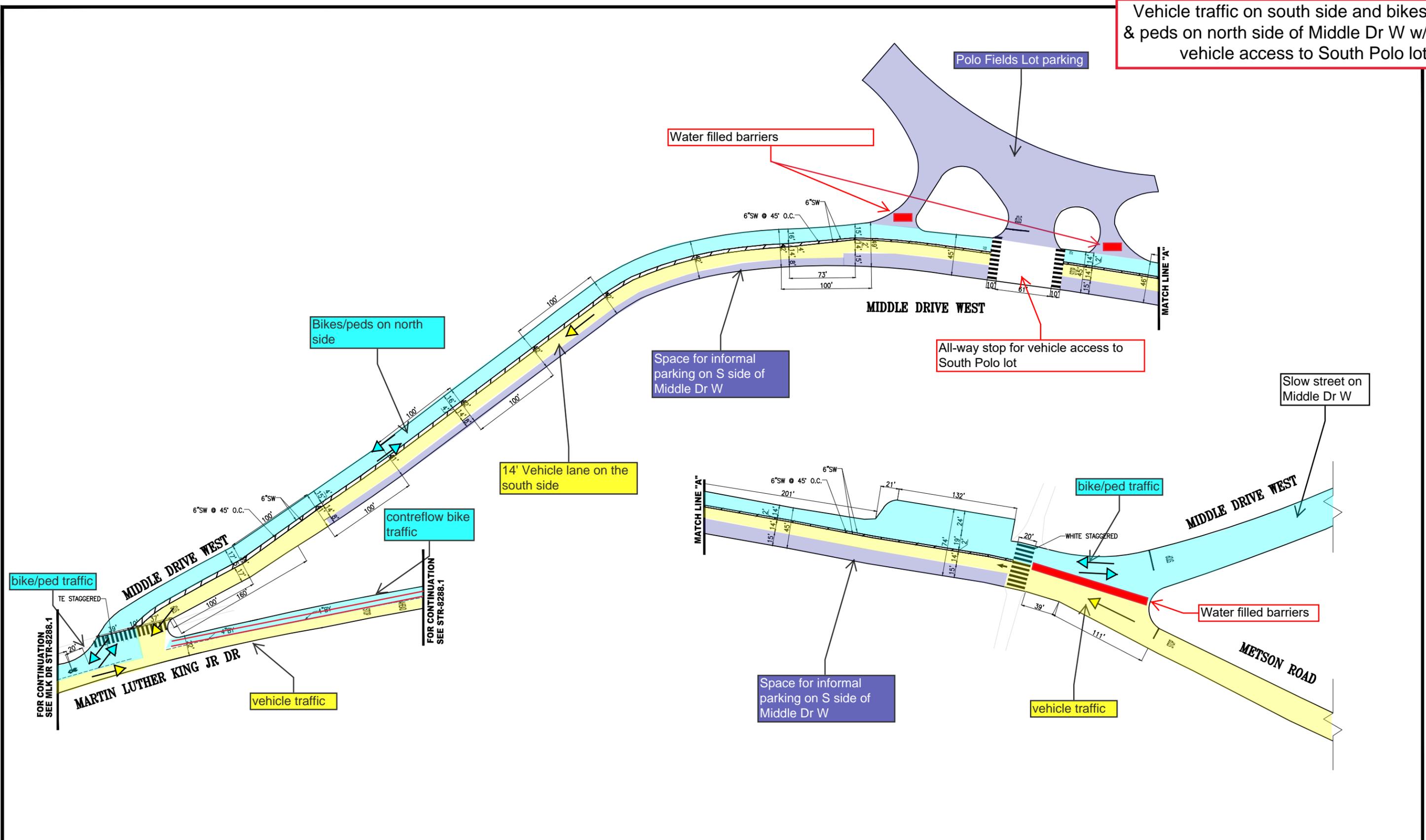
SCALE: NTS
SHEET/SHEETS: 01 OF 01

PROPOSED TRAFFIC STRIPING
MIDDLE DRIVE WEST
OVERLOOK DRIVE TO METSON LAKE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO. 5

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

Vehicle traffic on south side and bikes & peds on north side of Middle Dr W w/ vehicle access to South Polo lot



NO.	DATE	DESCRIPTION	BY	APP

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



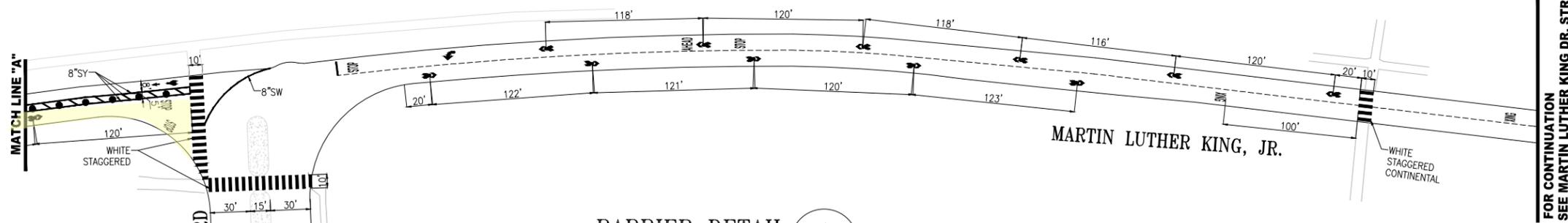
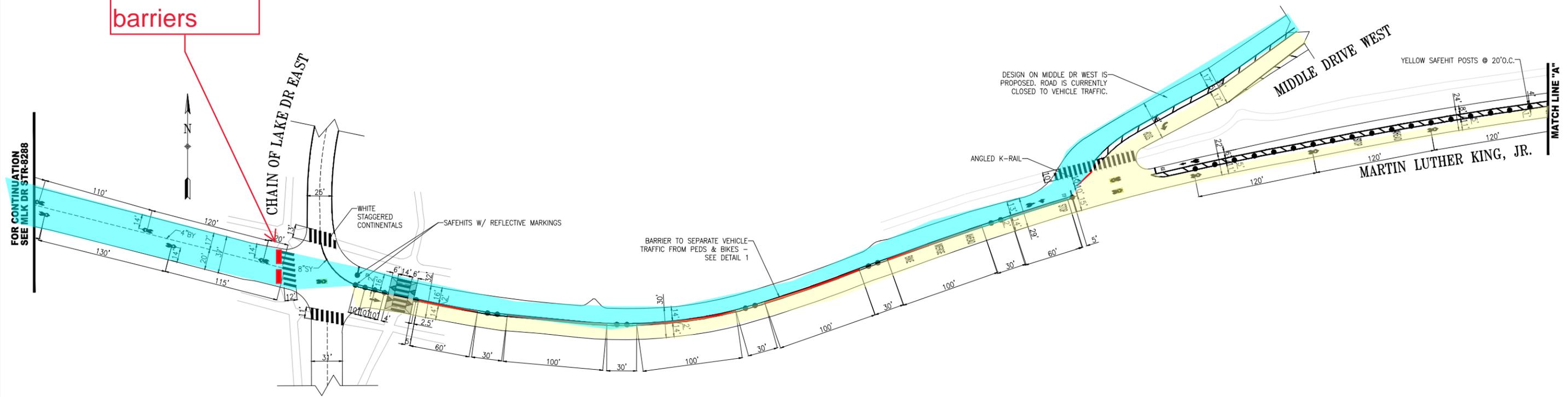
APPROVED	SCALE:
	1" = 50'
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

PROPOSED TRAFFIC STRIPING
DRAFT FOR PLANNING PURPOSES ONLY
MIDDLE DRIVE WEST
MARTIN LUTHER KING JR DRIVE TO METSON RD

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME:
DATE: / /

water filled barriers



BARRIER DETAIL 1
NTS



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:

DRAWN:	DATE:
A. MATHEWS	07/2021
CHECKED:	DATE:

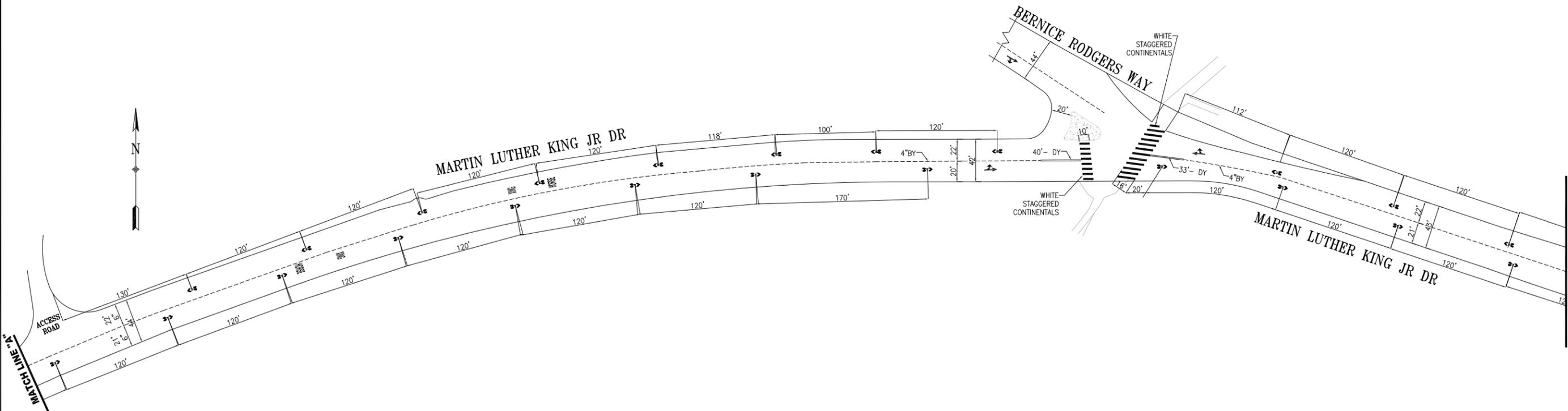
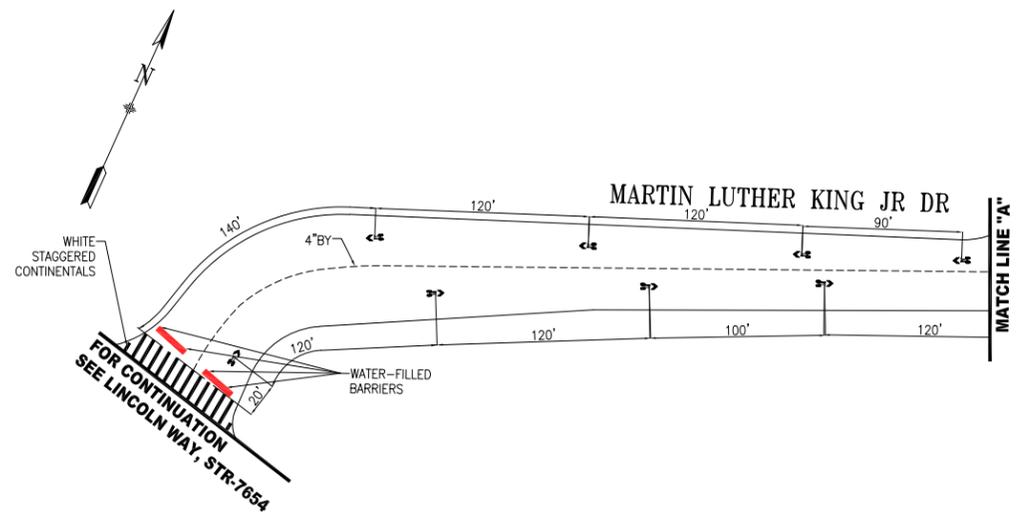
APPROVED	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:

PROPOSED TRAFFIC STRIPING

MARTIN LUTHER KING, JR. DRIVE
CHAIN OF LAKES DRIVE TO SUNSET BLVD

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

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



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



SUPERSEDES
STR-4065.6 REV6

DRAWN: I. TROUT
DATE: 12/01/2021
CHECKED: _____
DATE: _____

APPROVED
SENIOR ENGINEER
CITY TRAFFIC ENGINEER

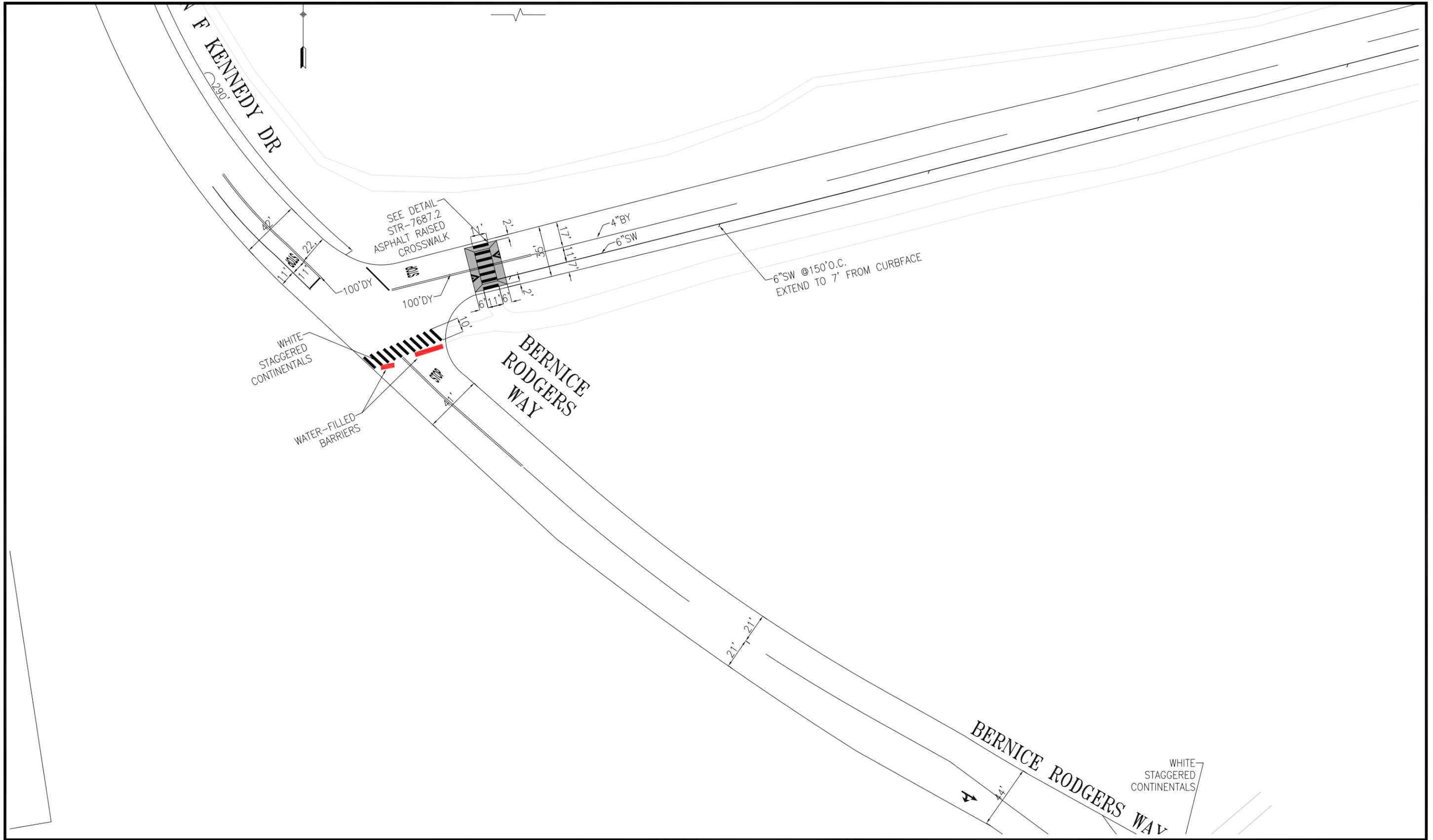
SCALE:
1" = 50'
SHEET/SHEETS:

PROPOSED TRAFFIC STRIPING
MARTIN LUTHER KING DRIVE
LINCOLN WAY TO BERNICE RODGERS WAY

CONTRACT NO.
DRAWING NO. STR-XXXX
FILE NO.
REV. NO. 0

FOR CONTINUATION
SEE MARTIN LUTHER KING DR, STR-8288.1

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



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: I. TROUT	DATE: 12/2021
CHECKED:	DATE: 08/2003

APPROVED	

SCALE: NTS
SHEET/SHEETS: 01 OF 01

TRAFFIC STRIPING
BERNICE RODGERS WAY JFK DRIVE TO MLK JR DR

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO. 5

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