

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

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8/10/2020

Governor's Office of Planning & Research

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July 30, 2020

STATE CLEARINGHOUSE

SCH # 1998082030

GTS # 04-SM-2016-00323

GTS ID: 4420

PM: SM-92-5.15 ~ SM-35-
18.147

Timothy Johnston
San Francisco Planning Department
1650 Mission Street,
San Francisco, CA 94013

**SFPUC Southern Skyline Boulevard Ridge Trail Extension Project – Draft
Environmental Impact Report (DEIR)**

Dear Timothy Johnston:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the SFPUC Southern Skyline Boulevard Ridge Trail Extension Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the June 2020 Draft Environmental Impact Report (DEIR).

Project Understanding

The proposed project, as part of the San Francisco Public Utilities Commission (SFPUC)'s Peninsula Watershed Management Plan, consists of two major components.

The primary component proposed for areas north of State Route (SR)-92 includes a new 0.5-mile universal access loop trail, a 50-car parking lot and restroom near the watershed's Cemetery Gate and the transfer of a public access easement along an existing segment of the Bay Area Ridge Trail through Skylawn Memorial Park. The other component proposed for areas south of SR-92 includes a new 6-mile southern skyline ridge trail along SR-35, a 20-car parking lot and two restrooms, with a prefabricated bridge to span a gulch that intersects the trail alignment.

The project area, directly adjacent to SR-35, includes watershed lands along the Fifield-Cahill ridge trail, approximately 1.5 miles north of SR-92/SR-35 intersection, and watershed lands extending south from SR-92 approximately 6 miles to the Phleger Estate boundary and east from SR-35 a few hundred feet.

Highway Operations

For Figure 2-3b on page 95, construction access should not be placed on curves where sight distance is limited, especially if large trucks are accessing these areas.

For Section 2.6.12 Construction Schedule on page 111, please update the construction schedule which currently states "project construction would begin in the summer of 2020".

For the Construction Impacts section on page 196, the construction truck traffic should be limited to the non-commute weekday peak period 9am-3pm as much as possible to reduce the traffic impacts to SR-35, SR-92 and I-280.

For the proposed mitigation discussed under the Impact TR-5 on page 209, please coordinate with Caltrans to determine the feasibility of the proposed mitigations. It could be considered as a feasible mitigation for the Impact TR-5 if the mitigation is analyzed to show that it could mitigate the impact without causing any other significant traffic operational concerns and is designed in accordance with Caltrans standards.

For the Mitigation Measure M-TR-5b on page 210, please analyze the feasibility of a dual roundabout at this location and how many lanes would be needed through the roundabout to address the potential impacts to vehicles on SR-92 and/or SR-35 to determine if this is a feasible mitigation.

Hydraulics

Please ensure that any increase in stormwater needs to be treated and contained on the project site to leave no impact to the State Drainage Systems. Also, any floodplain impacts must be documented and mitigated using the most updated Federal Emergency Management Agency (FEMA) information.

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on state roadways requires a transportation permit that is issued by Caltrans. To apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

Prior to construction, coordination is required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Lead Agency

As the Lead Agency, the San Francisco Planning Department is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto the State Right-of-Way (ROW) requires a Caltrans-issued encroachment permit. If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application, six (6) sets of plans clearly delineating the State ROW, six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSD), approved encroachment exception request, and/or airspace lease agreement.

To download the permit application and to obtain more information on all required documentation, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Timothy Johnston
July 30, 2020
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Yunsheng Luo at Yunsheng.Luo@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

cc: State Clearinghouse