Appendix C

Letter to Interested Parties
Distribution List for Interested Parties Letter

Katry Harris (Transportation)
Advisory Council on Historic Preservation
Compliance Office
1100 Pennsylvania Avenue NW, Suite 809, Old Post Office Building
Washington, DC 20004

Milford Wayne Donaldson, State Historic Preservation Officer
California Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

Sophie Middlebrook, Acting Preservation Coordinator
San Francisco Planning Department
San Francisco Historic Preservation Commission
1650 Mission St., Ste. 400
San Francisco, CA 94103

David Alumbaugh, Manager
San Francisco Planning Department
City Design Group
1650 Mission St., Ste. 400
San Francisco, CA 94103

Margie O'Driscoll, Executive Director
American Institute of Architects
Preservation Committee
130 Sutter Street, Suite 600
San Francisco, CA 94102

CSAA Archives & Historical Services
Attention: Tracy Panek, Archivist
150 Van Ness Ave.
San Francisco, CA. 94102

Bill Applegate, President
California Heritage Council
P.O. Box 475046
San Francisco, CA 94147
Cindy Heitzman, Executive Director  
California Preservation Foundation  
5 Third St., Ste 424  
San Francisco, CA 94103

Carlotta Mellon, Ph.D., President  
California Historical Society  
678 Mission Street  
San Francisco, CA 94105

Anthea Hartig Ph.D., Director  
Western Office, The Hearst Building  
National Trust for Historic Preservation  
5 Third Street, Suite 707  
San Francisco, CA 94103

Jack A. Gold, Executive Director  
San Francisco Architectural Heritage  
2007 Franklin Street  
San Francisco, CA 94109

Leigh Ann Baughman, Executive Director  
San Francisco Beautiful  
564 Market Street, Ste. 709  
San Francisco CA 94104-5415

Ron Ross, President  
San Francisco History Association  
PO Box 31907  
San Francisco, CA 94131

Erik Christoffersen, Executive Director  
San Francisco Museum and Historical Society  
2007 Franklin Street  
San Francisco, CA 94142

Mark Pope, President  
Cathedral Hill / Van Ness Neighborhood Association  
807 Franklin Street  
San Francisco, CA 94102
James Haas, Chairman
Civic Center Stakeholder Group
163 Prospect Avenue
San Francisco, CA 94110

Art Deco Society of California
100 Bush Street
San Francisco, CA 94104

Fort Point National Historic Site
P.O. Box 29333
Presidio of San Francisco, CA 94129

The Victorian Alliance
824 Grove Street
San Francisco, CA 94117

Andrew Wolfram, President
DOCOMOMO US/Northern California
P.O. Box 29226
San Francisco, CA 94129-0226

Michelle Brant
2435 Gough Street
San Francisco, CA 94123

Jason Henderson
300 Buchanan Street, Apt. 503
San Francisco, CA 94102

Howard Strassner
419 Vicente Street
San Francisco, CA 94116

Diane Carroll
1650 Jackson Street, #608
San Francisco, CA 94109

Marla Taylor
601 Van Ness Avenue, #230
San Francisco, CA 94102
Appendix C (contd)

Copies of Sent Letters and Corresponding Response Communications
Anthea Hartig Ph.D., Director Western Office
National Trust for Historic Preservation
The Hearst Building
5 Third Street, Suite 707
San Francisco, CA 94103

June 12, 2009

Dear Ms. Hartig:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombarc Street in the north). The proposed project would reconﬁgure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic ﬂow and reduce conﬂicts with transit.

Four alternatives have been deﬁned for the proposed Van Ness Avenue BRT Project, including one no-build alternative and three build alternatives: a side-line alternative with bus stops placed along the sidewalk of Van Ness, and two alternatives that involve a center-running bus lane. All of the build alternatives include the following elements: a lane dedicated to transit (the lane in Alternative 2, would be traversable for turning and parking mixed trafﬁc); higher capacity bus vehicles; level boarding from curb to bus; replacement of the existing MUNI bus Overhead Contact System (OCS) Poles/Street Lights; sidewalk extension, or bulbs, at corners; pedestrian safety, landscaping and streetscape improvements and amenities; access and lighting improvements; high-quality stops/stations; proof of payment/all door boarding/fare prepayment; and transportation system management (TSM) capabilities.

**Alternative 1: No-Build Alternative/Baseline/Transportation Systems Management (TSM)**
Alternative 1, the no-build alternative, would not include a BRT service. Alternative 1 considers projected demographic and land use characteristics in addition to proposed Transportation Systems Management (TSM) capabilities improvements expected to be implemented independent of the Van Ness Avenue BRT Project by the near-term horizon year 2015, or long-range horizon year 2035. These transportation system improvements are planned to occur within the identiﬁed timeframes regardless of implementation of any proposed BRT build alternative.

**Alternative 2: Curb Lane BRT with Parallel Parking**
Alternative 2 is a build alternative that would provide a dedicated bus lane in the rightmost lane of Van Ness Avenue in both the northbound and southbound directions, next to the existing lane of parallel parking. The bus lanes, though distinguished by colored pavement, would be traversable for mixed trafﬁc, which would enter the bus lanes to parallel park in the curb lane or make a right turn. BRT stations would be located within the parking strip as extensions to the sidewalk, eliminating the need for buses to pull out of the bus lane to pick up passengers. Under this
alternative, the existing OCS support and power delivery system would remain in service, although the existing support poles and lights would be replaced.

**Alternative 3: Center Lane BRT with Right-Side Boarding/Dual Medians**
Alternative 3 is a build alternative that would convert the existing landscaped median and portions of the two inside traffic lanes, both northbound and southbound, to dedicated bus lanes separated from mixed traffic by dual landscaped medians. The medians would be approximately four feet to nine feet wide in many locations. Station platforms would be located on the right-side median, allowing right-side boarding. Alternative 3 would include OCS pole/street light replacement; additionally, this alternative would require relocation or replacement of the existing OCS support and power delivery system.

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In accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), the proposed Project is subject to environmental review, including review of historic resources. For the purposes of this Project, the Authority is the lead agency under CEQA while FTA is the lead agency under NEPA.

As part of this process, JRP Historical Consulting, LLC (JRP) has been hired to prepare a Historical Resources Inventory and Evaluation Report (HRIER) to identify any possible or existing historic properties within the Area of Potential Effects (APE). Historic properties are those properties potentially eligible for, determined eligible for, or listed in the National Register of Historic Places or the California Register of Historical Resources. The purpose of HRIER is to comply with Section 106 of the National Historic Preservation Act (NHPA), which requires Federal agencies to take into account the effects of their undertakings on historic properties (36 CFR §800.1).

Additionally, Section 106 mandates that the lead agency seek public comment and notify interested parties of the undertaking (36 CFR §800.2). If you or your organization has any concerns regarding existing or potential historical resources in the project area, please respond in writing to me at the address below citing your concerns within the next thirty days. For additional project information, or to receive copies of this project information via regular mail, please see website: www.vannessbrt.org, or contact: Rachel Hiatt, Senior Transportation Planner, rachel.hiatt@sfcta.org, or 415.522.4809.

Sincerely,

[Signature]

Meta Bunse

JRP Historical Consulting, LLC

Enclosures: Project Map
June 12, 2009

Dear Mr. Gold:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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Sincerely,

Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map
Leigh Ann Baughman, Executive Director  
San Francisco Beautiful  
564 Market Street, Ste. 709  
San Francisco CA  94104-5415 

June 12, 2009

Dear Ms. Baughman:

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Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map
Ron Ross, President
San Francisco History Association
PO Box 31907
San Francisco, CA 94131

June 12, 2009

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Sincerely,

Meta Bunse

JRP Historical Consulting, LLC

Enclosures: Project Map
Erik Christoffersen, Executive Director  
San Francisco Museum and Historical Society  
2007 Franklin Street  
San Francisco, CA 94142

June 12, 2009

Dear Mr. Christoffersen:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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[Signature]

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Enclosures: Project Map
Mark Pope, President  
Cathedral Hill / Van Ness Neighborhood Association  
807 Franklin Street  
San Francisco, CA 94102

June 12, 2009

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Alternative 4 would convert the inside lane of mixed traffic in each direction into a dedicated bus lane operating adjacent to the existing landscaped median. Station platforms would be located on the single center median, requiring left-side passenger loading and unloading. Bus vehicles serving this route would need doors on the left and right sides of the vehicle to allow service to both the left-side BRT platforms and right-side stops throughout the non-BRT portions of the routes. Alternative 4 would include OCS pole/street light replacement; additionally, this alternative would require relocation or replacement of the existing OCS support and power delivery system.

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Sincerely,

Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map
June 12, 2009

Dear Mr. Haas:

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**Alternative 2: Curb Lane BRT with Parallel Parking**

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Sincerely,

Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map
On June 15, 2009, I received a telephone call from James Haas, coordinator of Civic Center stake holders group. He called to inform be about a thesis done by Laura Ackley regarding the lighting of the Pan Pacific International Exposition because he felt it would be relevant to study of the light standards/trolley poles along Van Ness Avenue. He also mentioned work by Donna Uwald [sp?] Higgins regarding the same topic.

Mr. Haas stated that he understood that the trolley poles apparently need replacement, but also expressed an interest in the replacement poles maintaining a look that was consistent with the originals. He offered to send me an email with contact information for Laura Ackley.

Meta Bunse, Partner
JRP Historical Consulting, LLC
1490 Drew Ave., Suite #110
Davis, CA 95618
Tel. (530) 757-2521
Fax (530) 757-2566
You will recall that we spoke about the history of the Van Ness light poles. I said that I had heard of a person who had done her PhD thesis on the lighting of the PPIE and might know something about the poles. Her name is Laura Ackley and she lives in San Rafael. Her phone is 415-456-2327. I hope that she is helpful.

JIM HAAS
Andrew Wolfram, President  
DOCOMOMO US/Northern California  
P.O. Box 29226  
San Francisco, CA 94129-0226  

June 12, 2009  

Dear Mr. Wolfram:  

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit. Four alternatives have been defined for the proposed Van Ness Avenue BRT Project, including one no-build alternative and three build alternatives: a side-line alternative with bus stops placed along the sidewalk of Van Ness, and two alternatives that involve a center-running bus lane. All of the build alternatives include the following elements: a lane dedicated to transit (the lane in Alternative 2, would be traversable for turning and parking mixed traffic); higher capacity bus vehicles; level boarding from curb to bus; replacement of the existing MUNI bus Overhead Contact System (OCS) Poles/Street Lights; sidewalk extension, or bulbs, at corners; pedestrian safety, landscaping and streetscape improvements and amenities; access and lighting improvements; high-quality stops/stations; proof of payment/all door boarding/fare prepayment; and transportation system management (TSM) capabilities.  

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Sincerely,

[Signature]
Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map
June 12, 2009

Dear Mr. Goggin:

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Sincerely,

 Meta Bunse
 JRP Historical Consulting, LLC

Enclosures: Project Map
June 12, 2009

Dear Mr. Strassner:

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Sincerely,

Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map
CSAA Archives & Historical Services  
Attention: Tracy Panek, Archivist  
150 Van Ness Ave.  
San Francisco, CA. 94102

June 12, 2009

Dear Ms. Panek:

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Sincerely,

Meta Bunse
JP Historical Consulting, LLC

Enclosures: Project Map
Katry Harris (Transportation)
Advisory Council on Historic Preservation
Compliance Office
1100 Pennsylvania Avenue NW, Suite 809, Old Post Office Building
Washington, DC 20004

June 12, 2009

Dear Ms. Harris:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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Alternative 4 would convert the inside lane of mixed traffic in each direction into a dedicated bus lane operating adjacent to the existing landscaped median. Station platforms would be located on the single center median, requiring left-side passenger loading and unloading. Bus vehicles serving this route would need doors on the left and right sides of the vehicle to allow service to both the left-side BRT platforms and right-side stops throughout the non-BRT portions of the routes. Alternative 4 would include OCS pole/street light replacement; additionally, this alternative would require relocation or replacement of the existing OCS support and power delivery system.

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Sincerely,

Meta Bune

JRP Historical Consulting, LLC

Enclosures: Project Map
June 12, 2009

Dear Ms. O’Driscoll:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

Four alternatives have been defined for the proposed Van Ness Avenue BRT Project, including one no-build alternative and three build alternatives: a side-line alternative with bus stops placed along the sidewalk of Van Ness, and two alternatives that involve a center-running bus lane. All of the build alternatives include the following elements: a lane dedicated to transit (the lane in Alternative 2, would be traversable for turning and parking mixed traffic); higher capacity bus vehicles; level boarding from curb to bus; replacement of the existing MUNI bus Overhead Contact System (OCS) Poles/Street Lights; sidewalk extension, or bulbs, at corners; pedestrian safety, landscaping and streetscape improvements and amenities; access and lighting improvements; high-quality stops/stations; proof of payment/all door boarding/fare prepayment; and transportation system management (TSM) capabilities.

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Alternative 2: Curb Lane BRT with Parallel Parking
Alternative 2 is a build alternative that would provide a dedicated bus lane in the rightmost lane of Van Ness Avenue in both the northbound and southbound directions, next to the existing lane of parallel parking. The bus lanes, though distinguished by colored pavement, would be traversable for mixed traffic, which would enter the bus lanes to parallel park in the curb lane or make a right turn. BRT stations would be located within the parking strip as extensions to the sidewalk,
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Sincerely,

[Signature]

Meta Bünse

JRP Historical Consulting, LLC

Enclosures: Project Map
David Alumbaugh, Manager  
San Francisco Planning Department  
City Design Group  
1650 Mission St., Ste. 400  
San Francisco, CA 94103

June 12, 2009

Dear Mr. Alumbaugh:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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Sincerely,

[Signature]

Meta Bünse
JRP Historical Consulting, LLC

Enclosures: Project Map
Milford Wayne Donaldson, State Historic Preservation Officer  
California Office of Historic Preservation  
P.O. Box 942896  
Sacramento, CA 94296-0001

June 12, 2009

Dear Mr. Donaldson:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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Sincerely,

Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map
Sophie Middlebrook, Acting Preservation Coordinator
San Francisco Planning Department
San Francisco Historic Preservation Commission
1650 Mission St., Ste. 400
San Francisco, CA 94103

June 12, 2009

Dear Ms. Middlebrook:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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Sincerely,

[Signature]

Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map
Dear Mr. Henderson:

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Sincerely,

Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map
Michelle Brant  
2435 Gough Street  
San Francisco, CA 94123  

June 12, 2009  

Dear Ms. Brant:  

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.  

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Sincerely,

Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map
The Victorian Alliance  
824 Grove Street  
San Francisco, CA 94117

June 12, 2009

Dear Sir or Madam:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

Four alternatives have been defined for the proposed Van Ness Avenue BRT Project, including one no-build alternative and three build alternatives: a side-line alternative with bus stops placed along the sidewalk of Van Ness, and two alternatives that involve a center-running bus lane. All of the build alternatives include the following elements: a lane dedicated to transit (the lane in Alternative 2, would be traversable for turning and parking mixed traffic); higher capacity bus vehicles; level boarding from curb to bus; replacement of the existing MUNI bus Overhead Contact System (OCS) Poles/Street Lights; sidewalk extension, or bulbs, at corners; pedestrian safety, landscaping and streetscape improvements and amenities; access and lighting improvements; high-quality stops/stations; proof of payment/all door boarding/fare prepayment; and transportation system management (TSM) capabilities.

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**Alternative 2: Curb Lane BRT with Parallel Parking**

Alternative 2 is a build alternative that would provide a dedicated bus lane in the rightmost lane of Van Ness Avenue in both the northbound and southbound directions, next to the existing lane of parallel parking. The bus lanes, though distinguished by colored pavement, would be traversable for mixed traffic, which would enter the bus lanes to parallel park in the curb lane or make a right turn. BRT stations would be located within the parking strip as extensions to the sidewalk, eliminating the need for buses to pull out of the bus lane to pick up passengers. Under this alternative, the existing OCS support and power delivery system would remain in service, although the existing support poles and lights would be replaced.
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[Signature]

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Sincerely,

Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map
Art Deco Society of California  
100 Bush Street  
San Francisco, CA 94104   

June 12, 2009   

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Sincerely,

[Signature]

Meta Bunse

JRP Historical Consulting, LLC

Enclosures: Project Map
Diane Carroll  
1650 Jackson Street, #608  
San Francisco, CA 94109  

June 12, 2009  

Dear Ms. Carroll:  

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Sincerely,

[Signature]

Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map
Marla Taylor
601 Van Ness Avenue, #230
San Francisco, CA 94102

June 12, 2009

Dear Ms. Taylor:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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[Signature]

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Enclosures: Project Map
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Sincerely,

[Signature]

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Enclosures: Project Map
June 12, 2009

Dear Mr. Kendrick:

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Four alternatives have been defined for the proposed Van Ness Avenue BRT Project, including one no-build alternative and three build alternatives: a side-line alternative with bus stops placed along the sidewalk of Van Ness, and two alternatives that involve a center-running bus lane. All of the build alternatives include the following elements: a lane dedicated to transit (the lane in Alternative 2, would be traversable for turning and parking mixed traffic); higher capacity bus vehicles; level boarding from curb to bus; replacement of the existing MUNI bus Overhead Contact System (OCS) Poles/Street Lights; sidewalk extension, or bulbs, at corners; pedestrian safety, landscaping and streetscape improvements and amenities; access and lighting improvements; high-quality stops/stations; proof of payment/all door boarding/fare prepayment; and transportation system management (TSM) capabilities.

**Alternative 1: No-Build Alternative/Baseline/Transportation Systems Management (TSM)**

Alternative 1, the no-build alternative, would not include a BRT service. Alternative 1 considers projected demographic and land use characteristics in addition to proposed Transportation Systems Management (TSM) capabilities improvements expected to be implemented independent of the Van Ness Avenue BRT Project by the near-term horizon year 2015, or long-range horizon year 2035. These transportation system improvements are planned to occur within the identified timeframes regardless of implementation of any proposed BRT build alternative.

**Alternative 2: Curb Lane BRT with Parallel Parking**

Alternative 2 is a build alternative that would provide a dedicated bus lane in the rightmost lane of Van Ness Avenue in both the northbound and southbound directions, next to the existing lane of parallel parking. The bus lanes, though distinguished by colored pavement, would be traversable for mixed traffic, which would enter the bus lanes to parallel park in the curb lane or make a right turn. BRT stations would be located within the parking strip as extensions to the sidewalk, eliminating the need for buses to pull out of the bus lane to pick up passengers. Under this
alternative, the existing OCS support and power delivery system would remain in service, although the existing support poles and lights would be replaced.

**Alternative 3: Center Lane BRT with Right-Side Boarding/Dual Medians**

Alternative 3 is a build alternative that would convert the existing landscaped medians and portions of the two inside traffic lanes, both northbound and southbound, to dedicated bus lanes separated from mixed traffic by dual landscaped medians. The medians would be approximately four feet to nine feet wide in many locations. Station platforms would be located on the right-side median, allowing right-side boarding. Alternative 3 would include OCS pole/street light replacement; additionally, this alternative would require relocation or replacement of the existing OCS support and power delivery system.

**Alternative 4: Center Lane BRT with Left-Side Boarding/Center Median**

Alternative 4 would convert the inside lane of mixed traffic in each direction into a dedicated bus lane operating adjacent to the existing landscaped median. Station platforms would be located on the single center median, requiring left-side passenger loading and unloading. Bus vehicles serving this route would need doors on the left and right sides of the vehicle to allow service to both the left-side BRT platforms and right-side stops throughout the non-BRT portions of the routes. Alternative 4 would include OCS pole/street light replacement; additionally, this alternative would require relocation or replacement of the existing OCS support and power delivery system.

In accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), the proposed Project is subject to environmental review, including review of historic resources. For the purposes of this Project, the Authority is the lead agency under CEQA while FTA is the lead agency under NEPA.

As part of this process, JRP Historical Consulting, LLC (JRP) has been hired to prepare a Historical Resources Inventory and Evaluation Report (HRIER) to identify any possible or existing historic properties within the Area of Potential Effects (APE). Historic properties are those properties potentially eligible for, determined eligible for, or listed in the National Register of Historic Places or the California Register of Historical Resources. The purpose of HRIER is to comply with Section 106 of the National Historic Preservation Act (NHPA), which requires Federal agencies to take into account the effects of their undertakings on historic properties (36 CFR §800.1).

Additionally, Section 106 mandates that the lead agency seek public comment and notify interested parties of the undertaking (36 CFR §800.2). If you or your organization has any concerns regarding existing or potential historical resources in the project area, please respond in writing to me at the address below citing your concerns within the next thirty days. For additional project information, or to receive copies of this project information via regular mail, please see website: www.vannessbrt.org, or contact: Rachel Hiatt, Senior Transportation Planner, rachel.hiatt@sfcta.org, or 415.522.4809.

Sincerely,

Meta Bunse

JRP Historical Consulting, LLC

Enclosures: Project Map
Bill Applegate, President  
California Heritage Council  
P.O. Box 475046  
San Francisco, CA 94147

June 12, 2009

Dear Mr. Applegate:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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Sincerely,

[Signature]

Meta Bunse
JRP Historical Consulting, LLC

Enclosures: Project Map
Cindy Heitzman, Executive Director
California Preservation Foundation
5 Third St., Ste 424
San Francisco, CA 94103

June 12, 2009

Dear Ms. Heitzman:

San Francisco County Transportation Authority (Authority), in cooperation with the Federal Transit Administration (FTA) and the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement bus rapid transit (BRT) improvements along an approximately two-mile stretch of Van Ness Avenue (in San Francisco, from Mission Street in the south, to Lombard Street in the north). The proposed project would reconfigure the existing roadway cross section to provide for dedicated bus lanes and transit platforms, while upgrading pedestrian safety and urban design features. Left and right turn pocket locations would be adjusted to smooth traffic flow and reduce conflicts with transit.

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Sincerely,

[Signature]

Meta Bunse

JRP Historical Consulting, LLC

Enclosures: Project Map
Carlotta Mellon, Ph.D., President  
California Historical Society  
678 Mission Street  
San Francisco, CA 94105

June 12, 2009

Dear Ms. Mellon:

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Meta Bunse
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