

## **SFMTA - TASC SUMMARY SHEET**

<p><b>PreStaff_Date:</b> 9/13/2022</p> <p><b>Requested_by:</b> SFMTA</p> <p><b>Handled:</b> Jarrett Hornbostel, 646-2723 GD</p> <p><b>Section Head :</b> BW </p>	<p><input type="checkbox"/> <b>Public Hearing Consent</b></p> <p><input checked="" type="checkbox"/> <b>Public Hearing Regular</b></p> <p><input type="checkbox"/> <b>Informational / Other</b> PH - Regular</p>	<p><b>No objections:</b> _____</p> <p><b>Item Held:</b> _____</p> <p><b>Other:</b> _____</p>
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**Location:** 41st Avenue and Lincoln Way

**Subject:** Contract 66 - New Traffic Signals

**PROPOSAL / REQUEST:**

ESTABLISH – TRAFFIC SIGNAL  
41st Avenue and Lincoln Way

ESTABLISH – TRAFFIC ISLAND

Lincoln Way center median island, from 41st Avenue to 15 feet easterly  
(INFORMATION ONLY: extends existing median island west from its existing terminus to the crosswalk at 41st Avenue)

(Supervisor District 4)

A new traffic signal is proposed as part of SFMTA's Contract 66 – New Traffic Signals project to improve right-of-way allocation. The installation will include all necessary signal infrastructure such as poles, signals, lighting, pedestrian countdown signals (PCS), and accessible pedestrian signals (APS).

**BACKGROUND INFORMATION / COMMENTS**

This intersection is along the southern periphery of Golden Gate Park and is the terminus of Chain of Lakes Drive, a popular vehicle crossing connecting the Sunset and Richmond districts through Golden Gate Park. Traffic crossing the park in this location has continued to increase in recent years with 2021 traffic volumes measured to be more than double those measured in 2018. Signalization of this location presents an opportunity to provide noticeable improvements to multiple modes as it is heavily utilized by motorists, cyclists, and pedestrians and will also reduce driver confusion that results from the use of stop signs on multi-lane streets.

This intersection is currently all-way STOP controlled.

There were nine reported injury collisions in the last five years. Of the nine collisions, three involved southbound vehicles turning left into pedestrians or bicyclists and three involved vehicles that failed to stop at the stop sign.

The proposed traffic signal is funded by Proposition K Sales Tax funds.

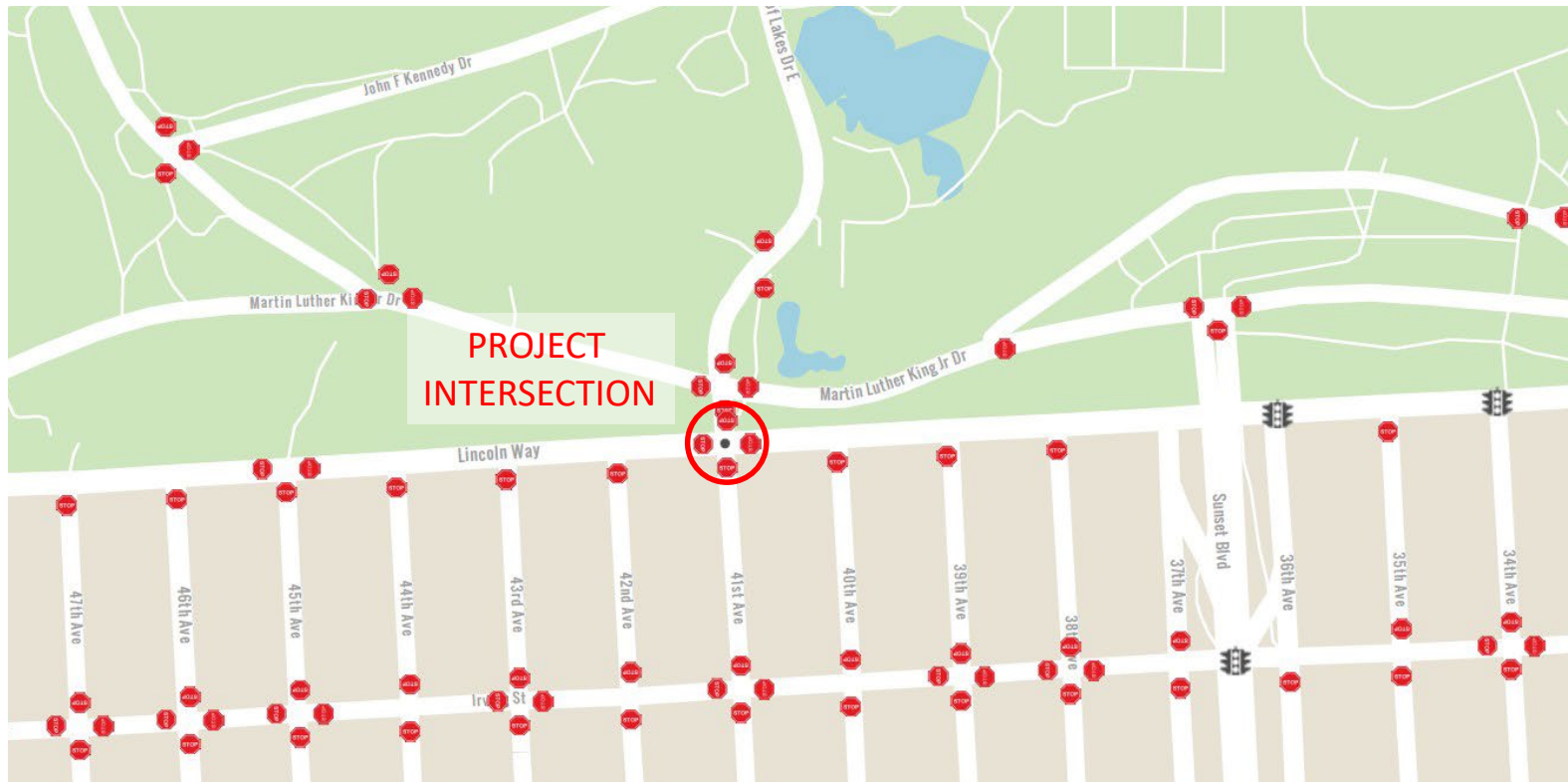
**HEARING NOTIFICATION AND PROCESSING NOTES:**

**ENVIRONMENTAL CLEARANCE BY:**

SFMTA  Attached  Pending

**CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:**

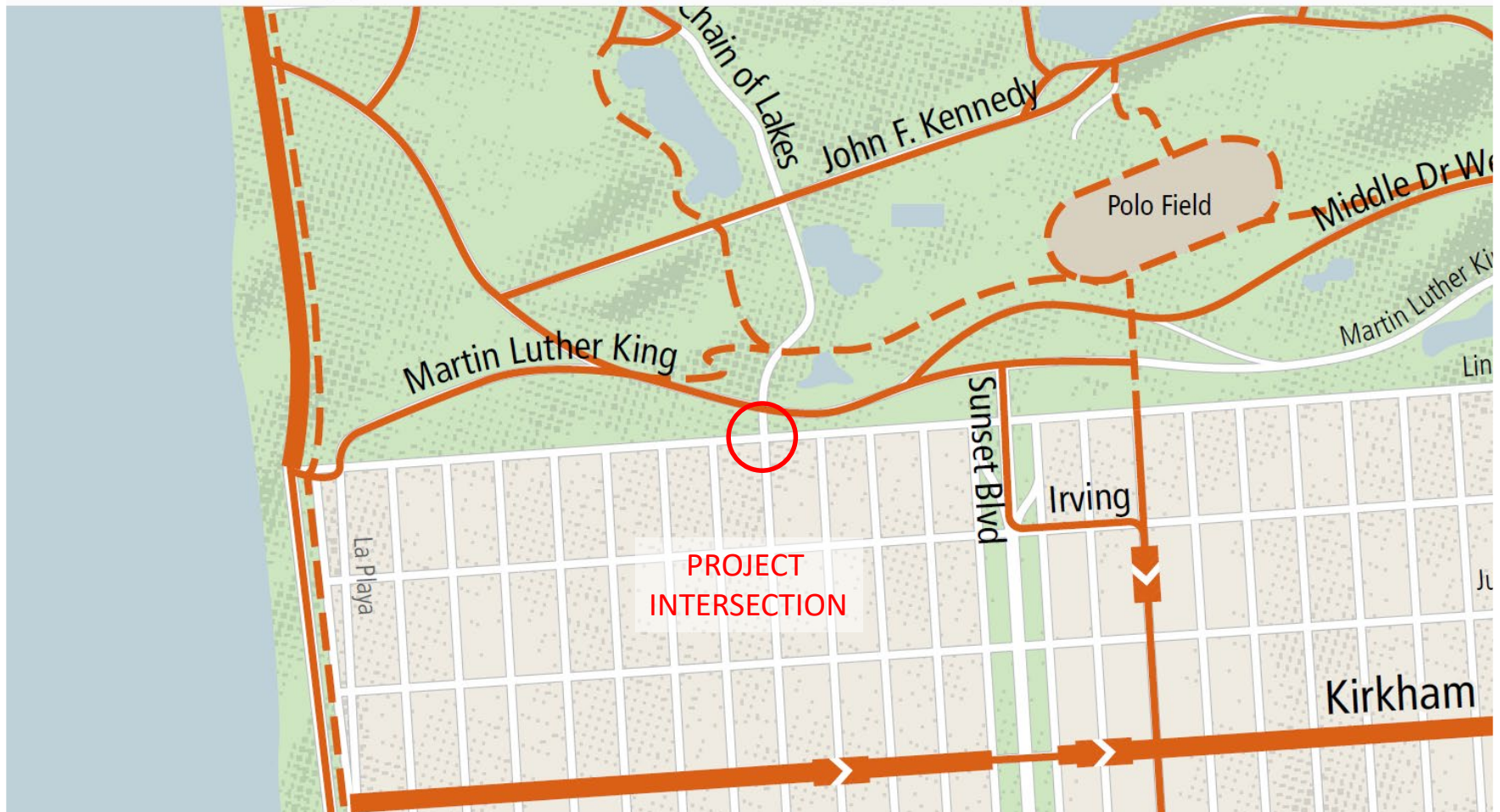
## 41<sup>st</sup> Avenue and Lincoln Way Network Map

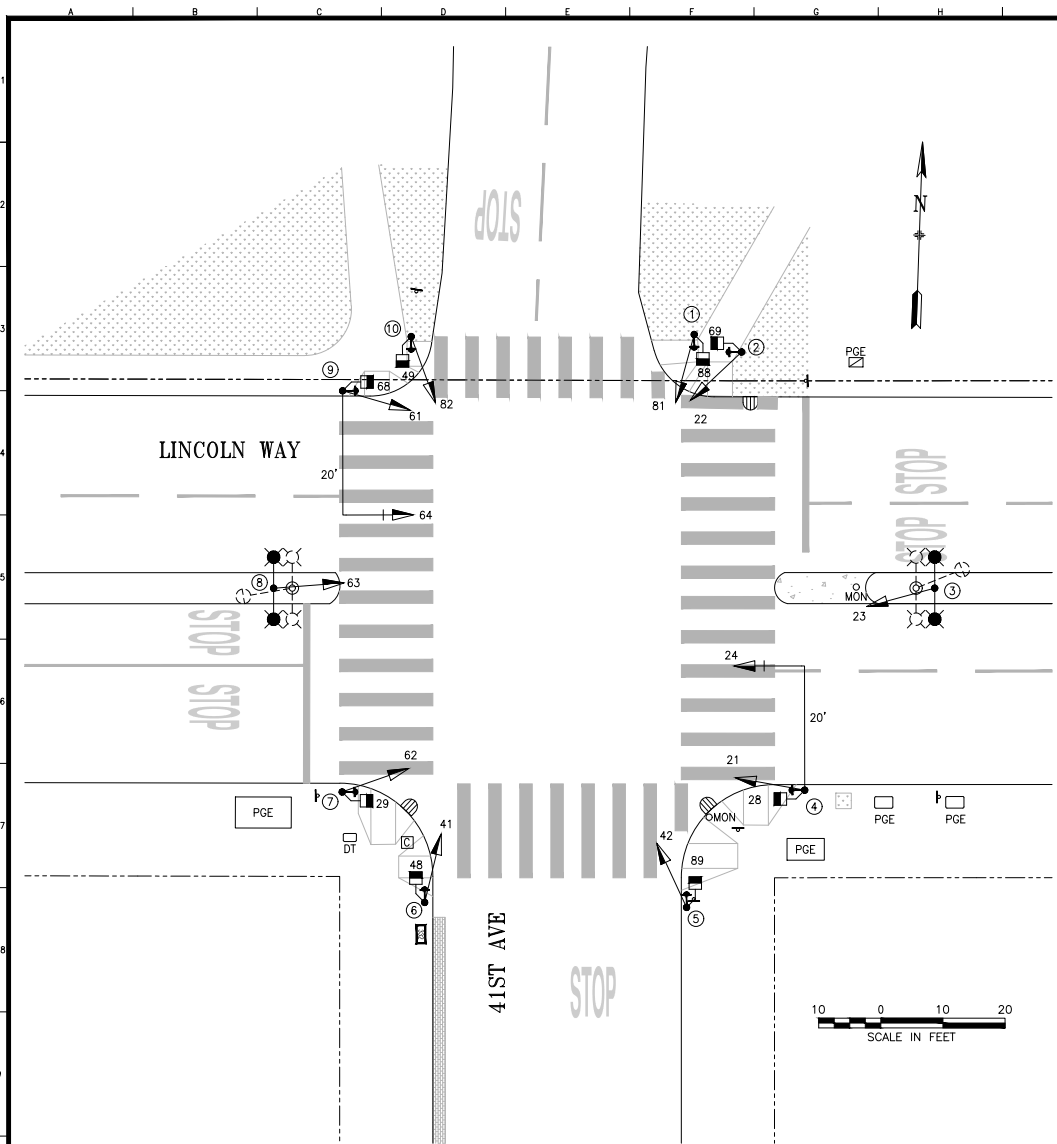


### 41<sup>st</sup> Avenue and Lincoln Way Bicycle Network



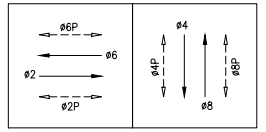
# 41<sup>st</sup> Avenue and Lincoln Way Bicycle Network





POLE No.	TYPE OF POLE	LUMINAIRE TYPE	VEHICLE SIGNAL				PEDESTRIAN SIGNAL			REMARKS	
			No.	TYPE	MOUNTING	VISORS	LOUVERS/BP	No.	TYPE		MOUNTING
①	1-A (10')		81	3S12"	TV-1-T	T		88	1S-COUNT	SP-1	APS-2W
②	1-A (10')		22	3S12"	TV-1-T	T		69	1S-COUNT	SP-1	APS-2W
③	CITY STANDARD STREET LIGHT W/ DUAL LA		23	3S12"	SV-1-T	T					
④	16-2-100 W/ 20' MA		21 24	3S12" 3S12"	SV-1-T MAC	T T	BP	28	1S-COUNT	SP-1	APS-2W
⑤	1-A (10')		42	3S12"	TV-1-T	T		89	1S-COUNT	SP-1	APS-2W
⑥	1-A (10')		41	3S12"	TV-1-T	T		48	1S-COUNT	SP-1	APS-2W
⑦	1-A (10')		62	3S12"	TV-1-T	T		29	1S-COUNT	SP-1	APS-2W
⑧	CITY STANDARD STREET LIGHT W/ DUAL LA		63	3S12"	SV-1-T	T					
⑨	16-2-100 W/ 20' MA		61 64	3S12" 3S12"	SV-1-T MAC	T T	BP	68	1S-COUNT	SP-1	APS-2W
⑩	1-A (10')		82	3S12"	TV-1-T	T		49	1S-COUNT	SP-1	APS-2W

**PHASE DIAGRAM**



**30% SUBMITTAL**  
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 05/10/22 11:41, BY: bhr1				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



**BUREAU OF ENGINEERING**  
CITY & COUNTY OF SAN FRANCISCO  
**SAN FRANCISCO PUBLIC WORKS**  
49 SOUTH VAN NESS AVENUE, SUITE 800  
SAN FRANCISCO, CA 94103

Acting Section Mgr:	KENNY CHIN	Date:	
Acting Deputy Bureau Mgr:	LESLEY WONG	DESIGNED: DATE:	JH 3/2022
Acting Bureau Mgr:	IGBAL DHAPA	DRAWN: DATE:	BL 3/2022
		CHECKED: DATE:	SD 3/2022



SCALE:  
AS SHOWN  
SHEET OF SHEETS  
X OF X

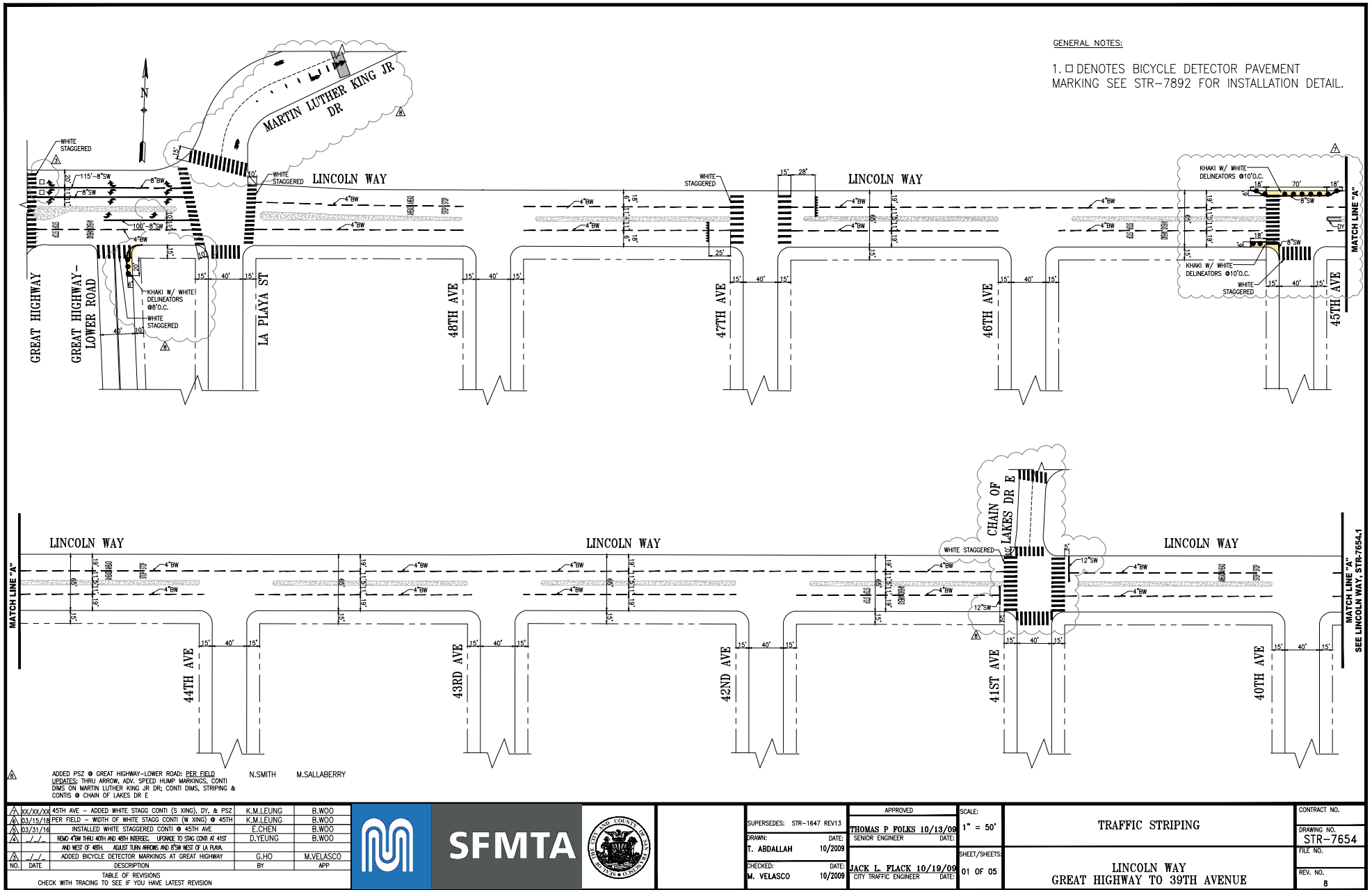
CONTRACT 66  
NEW TRAFFIC SIGNALS  
41ST AVENUE AND LINCOLN WAY  
TRAFFIC SIGNAL PLAN

CONTRACT NO.	XXXXXXXX
DRAWING NO.	E-4.0
FILE NO.	
REV. NO.	0

Project: P:\E-FILES\Special Projects & Street Use\Signal Projects\41st\01\_Design\41st\CT 66 Title Block.dwg  
 User: bhr1  
 Date: 10 May 2022 11:41 AM  
 Plot Time: 10 May 2022 11:41 AM  
 Scale: 1" = 40'

GENERAL NOTES:

1. □ DENOTES BICYCLE DETECTOR PAVEMENT MARKING SEE STR-7892 FOR INSTALLATION DETAIL.



ADDED PSZ @ GREAT HIGHWAY-LOWER ROAD; PER FIELD  
 UPDATES: THRU ARROW, ADV. SPEED HUMP MARKINGS; CONTI  
 DIMS ON MARTIN LUTHER KING JR DR; CONTI DIMS, STRIPING &  
 CONTIS @ CHAIN OF LAKES DR E

N.SMITH M.SALLABERRY

NO.	DATE	DESCRIPTION	BY	APP
03/22/09	09/18	45TH AVE - ADDED WHITE STAGG CONTI (S XING), DY, & PSZ	K.M.LEUNG	B.WOO
03/15/18	18	PER FIELD - WIDTH OF WHITE STAGG CONTI (W XING) @ 45TH	K.M.LEUNG	B.WOO
03/31/18	18	INSTALLED WHITE STAGGERED CONTI @ 45TH AVE	E.CHEN	B.WOO
///	///	RMD 47W THRU 40H AND 48H INTERSE. UPGRADE TO 5WG CONTI AT 41ST AND WEST OF 48H - 401ST TURN ARROWS AND 5SW WEST OF LA PLAYA	D.YEUNG	B.WOO
///	///	ADDED BICYCLE DETECTOR MARKINGS AT GREAT HIGHWAY	G.HO	M.VELASCO



SFMTA

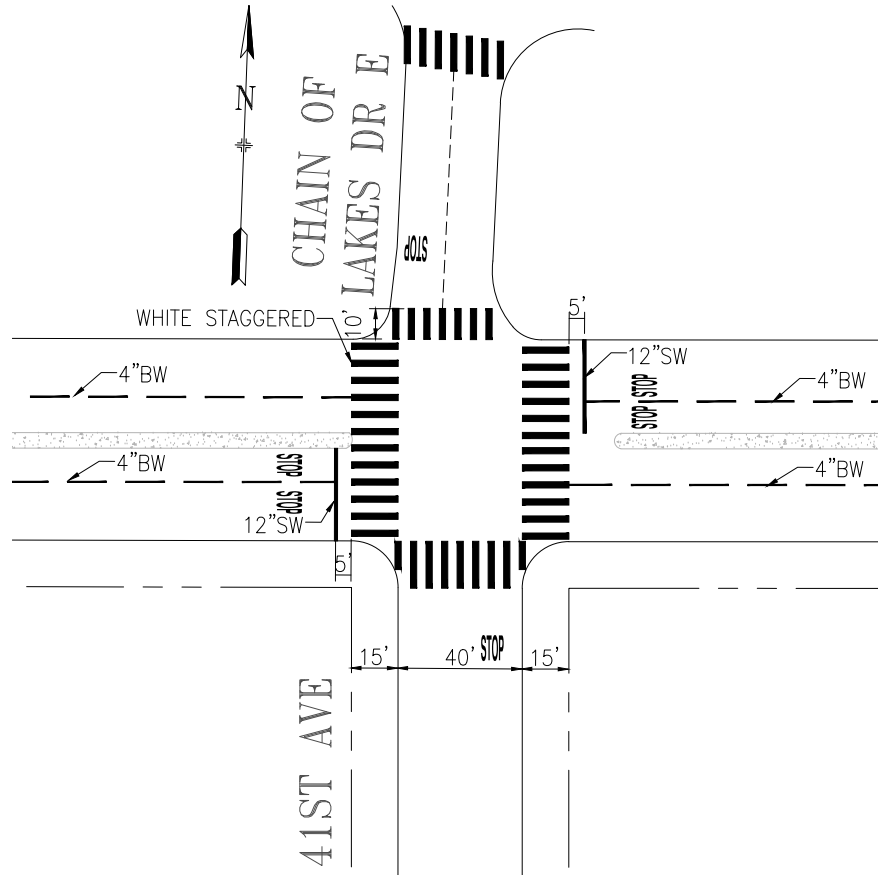


SUPERSEDES: STR-1647 REV13	APPROVED	SCALE: 1" = 50'
DRAWN: T. ABDALLAH	THOMAS P. FOLKS 10/13/09	TRAFFIC STRIPING
DATE: 10/2009	SENIOR ENGINEER	CONTRACT NO. STR-7654
CHECKED: M. VELASCO	JACK L. PLACK 10/19/09	FILE NO.
DATE: 10/2009	CITY TRAFFIC ENGINEER	REV. NO. 8
		SHEET/SHEETS 01 OF 05

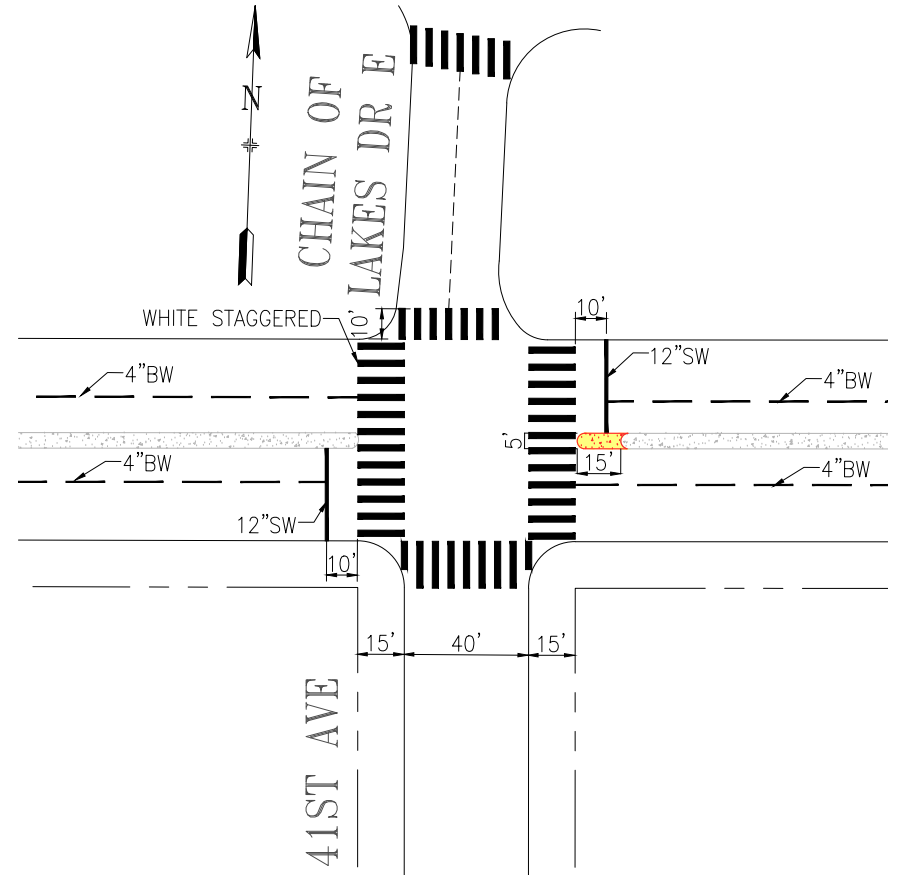
LINCOLN WAY  
 GREAT HIGHWAY TO 39TH AVENUE

DATE: 10/13/09

# EXISTING



# PROPOSED



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



**SFMTA**



DRAWN:		DATE:		APPROVED		SCALE:	
CHECKED:		DATE:		SENIOR ENGINEER		1" = 20'	
				DATE:		SHEET/SHEETS:	
				CITY TRAFFIC ENGINEER			

CONTRACT NO.	
DRAWING NO.	
FILE NO.	
REV. NO.	
<p align="center"><b>CONTRACT 66</b>  <b>TRAFFIC SIGNAL MODIFICATIONS</b></p> <p align="center"><b>41ST AVE &amp; CHAIN OF LAKES &amp; LINCOLN WAY</b>  <b>EXISTING &amp; PROPOSED</b></p>	

FILE NAME: 66-7-1-1  
DATE: 11/1/11



CHAIN OF LAKES DR E

LINCOLN WAY

STOP  
AHEAD

AHEAD  
STOP

41ST AVE

40TH AVE

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



SFMTA



SUPERSEDES:	STR-1647 REV13
DRAWN:	DATE:
CHECKED:	DATE:

APPROVED	DATE:
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE:	1" = 20'
SHEET/SHEETS:	

CONTRACT 66  
TRAFFIC SIGNAL MODIFICATIONS  
41ST AVE & CHAIN OF LAKES & LINCOLN WAY  
SU-30 TURN TEMPLATES

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

DATE: 11/1/11





CHAIN OF LAKES DR E

LINCOLN WAY

STOP

AWAY

AWAY

STOP

41ST AVE

40TH AVE

NO.	DATE	DESCRIPTION	BY	APP

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



SFMTA



DRAWN:	DATE:
CHECKED:	DATE:

APPROVED	SCALE:
SENIOR ENGINEER	1" = 20'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:

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

CONTRACT 66  
TRAFFIC SIGNAL MODIFICATIONS  
41ST AVE & CHAIN OF LAKES & LINCOLN WAY  
WB-40 TURN TEMPLATES

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

FILE NAME: 66-7-1-1  
DATE: 11/1/11







CHAIN OF LAKES DR E

LINCOLN WAY

STOP  
AHEAD

AHEAD

STOP

41ST AVE

40TH AVE



NO.	DATE	DESCRIPTION	BY	APP

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



DRAWN:	DATE:	SENIOR ENGINEER:	DATE:
CHECKED:	DATE:	CITY TRAFFIC ENGINEER:	DATE:

APPROVED:	SCALE:
	1" = 20'
SHEET/SHEETS:	

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

CONTRACT 66  
TRAFFIC SIGNAL MODIFICATIONS  
41ST AVE & CHAIN OF LAKES & LINCOLN WAY  
SFFD LADDER TURN TEMPLATES  
REAR STEERING LOCKED

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

FILE NAME: 41-7-1-1  
DATE: 11/1/11

# TransBASE Internal Dashboard

Geographic Extent: 27804000: LINCOLN WAY at 41ST AVE

Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

Data Range: 01/01/2017 to 12/31/2021

Pull Date: 4/13/2022

## Collision/Party/Victim Table

Showing 1 to 9 of 9 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 9

Total Count of Fatal/Non-Fatal Injury Collisions: 9

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
200625482	10/16/2020	21:58	Friday	LINCOLN WAY	41ST AVE	0	Not Stated	Driver	North EAST	Making Left Turn FAILED TO YIELD RIGHT OF WAY	Driver	West	Proceeding Straight	CVC 21801(a)	Injury (Severe)	Broadside	Other Motor Vehicle	Clear	Dark - Street Lights
200415493	07/11/2020	18:30	Saturday	LINCOLN WAY	41ST AVE	0	Not Stated	Driver	West	Proceeding Straight FAILED TO STOP	Driver	South	Making Left Turn	CVC 22450(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	Clear	Daylight
200089515	02/05/2020	09:53	Wednesday	LINCOLN WAY	41ST AVE	0	Not Stated	Pedestrian	North	Proceeding Straight EAST XWALK - VEH REPORTED TO HAVE RIGHT OF WAY	Driver	East	Making Left Turn	CVC 21950(b)	Injury (Complaint of Pain)	Head-On BROADSIDE	Pedestrian	Clear	Daylight
190354602	05/17/2019	21:28	Friday	LINCOLN WAY	41ST AVE	0	Not Stated	Driver	East WEST	Proceeding Straight	Driver	North	Proceeding Straight	CVC 22350	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Dark - Street Lights
180844328	11/06/2018	09:30	Tuesday	LINCOLN WAY	41ST AVE	0	Not Stated	Driver	South	Making Left Turn	Pedestrian	North	Proceeding Straight EAST XWALK	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
180829530	11/01/2018	11:30	Thursday	LINCOLN WAY	41ST AVE	0	Not Stated	Driver	South	Making Left Turn	Bicyclist	North	Proceeding Straight	CVC 21801(a)	Injury (Other Visible)	Sideswipe	Bicycle	Clear	Daylight
170946332	11/21/2017	08:15	Tuesday	LINCOLN WAY	41ST AVE	0	Not Stated	Driver	West	Proceeding Straight FAILED TO STOP	Driver	North	Proceeding Straight	CVC 22450(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
170342451	04/26/2017	16:18	Wednesday	LINCOLN WAY	41ST AVE	0	Not Stated	Driver	East SOUTH	Making Left Turn	Pedestrian	North	Proceeding Straight EAST XWALK	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Cloudy	Daylight
170208013	03/13/2017	18:50	Monday	LINCOLN WAY	41ST AVE	0	Not Stated	Driver	East SOUTH	Proceeding Straight FAILED TO STOP	Driver	South NORTH	Making Left Turn	CVC 22450(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight

# TransBASE Internal Dashboard

Geographic Extent: 27804000: LINCOLN WAY at 41ST AVE

Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

Data Range: 01/01/2017 to 12/31/2021

Pull Date: 4/13/2022

## Metadata Information

### Collision Filters

Database Source: TransBASESF.org

Database Pull Date: 4/13/2022

Collision Level: Injury Collisions

Boundary: 27804000: LINCOLN WAY at 41ST AVE

Collision Dates: 01/01/2017 to 12/31/2021

Collision Month Filter(s): No Restrictions

Collision Distance: Any Distance

Collision Severity Filter(s): No Restrictions

Primary Collision Factor Filter(s): No Restrictions

Collision Type Filter(s): No Restrictions

Intersection/ Midblock: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

### Party Filters

Party Involved Type: No Restrictions

Party Involved Gender: No Restrictions

Party Involved at Fault: No Restrictions

Party Involved Age: No Restriction

Party Involved Sobriety: No Restrictions

Party Involved Condition: No Restrictions

Party Involved Direction of Travel: No Restrictions

Party Involved Safety Equipment 1: No Restrictions

Party Involved Safety Equipment 2: No Restrictions

Party Involved Insurance: No Restrictions

Party Involved Other Associated Factors : No Restrictions

Party Involved Movement Preceding Collision: No Restrictions

Party Involved Vehicle Type: No Restrictions

Party Involved Race: No Restrictions

Party Involved Special Info: No Restrictions

### Victim Filters

Victim Involved Role: No Restrictions

Victim Involved Degree of Injury: No Restrictions

Victim Involved Age: No Restriction

Victim Involved Seating Position: No Restrictions

Victim Involved Safety Equipment: No Restrictions

Victim Involved Ejected: No Restrictions

### Environmental Filters

Nearest Traffic Control: No Restriction

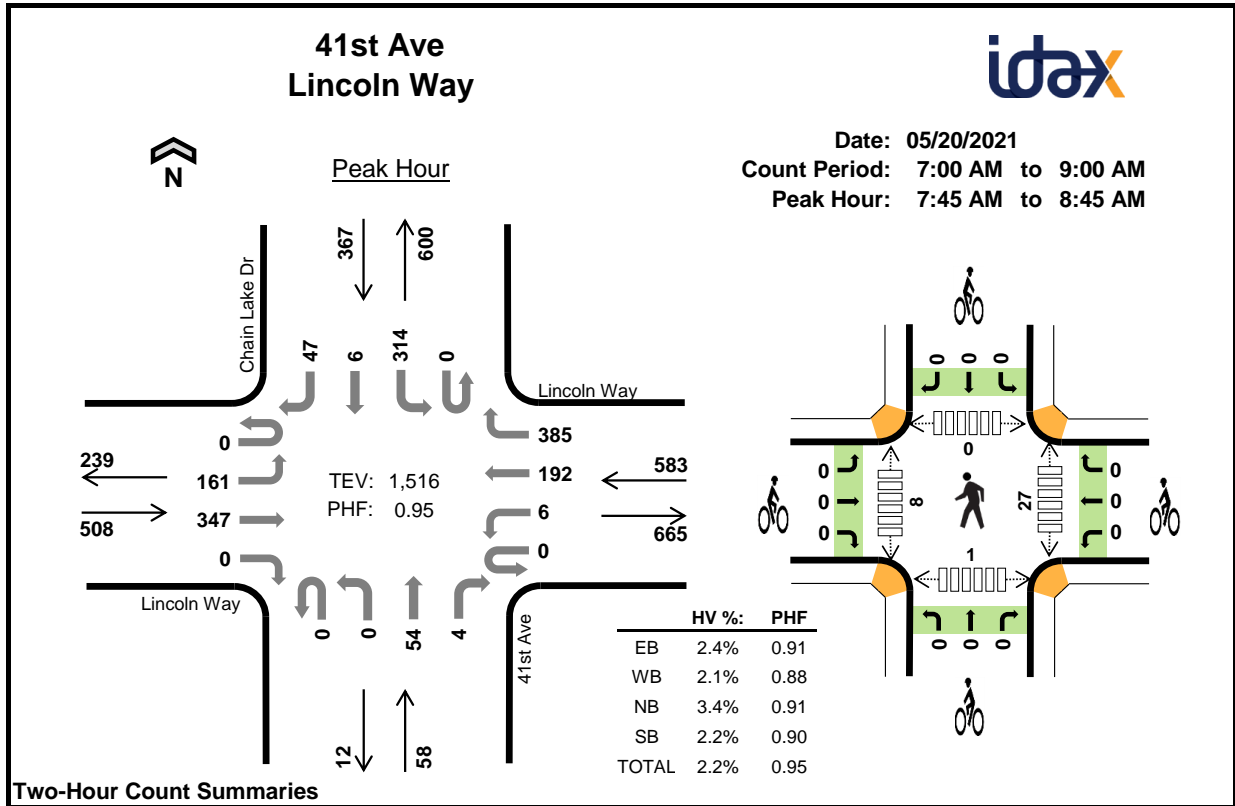
Intersecting Speed Limit: No Restriction

Intersecting Network: No Restriction

Intersecting Street Class: No Restriction

Weather Description: No Restrictions

Lighting Description: No Restrictions



**Two-Hour Count Summaries**

Interval Start	Lincoln Way				Lincoln Way				41st Ave				Chain Lake Dr				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	25	52	0	0	0	21	53	0	1	7	1	0	37	2	3	202	0	
7:15 AM	0	16	73	0	0	2	23	78	0	0	4	2	0	38	0	8	244	0	
7:30 AM	0	34	75	0	0	2	32	82	0	0	7	4	0	60	4	7	307	0	
7:45 AM	0	31	83	0	0	0	50	116	0	0	14	2	0	87	2	13	398	1,151	
8:00 AM	0	42	89	0	0	2	32	75	0	0	14	0	0	73	0	6	333	1,282	
8:15 AM	0	38	85	0	0	4	55	100	0	0	14	2	0	73	2	13	386	1,424	
8:30 AM	0	50	90	0	0	0	55	94	0	0	12	0	0	81	2	15	399	1,516	
8:45 AM	0	39	78	0	0	2	55	105	0	0	8	1	0	81	2	18	389	1,507	
Count Total	0	275	625	0	0	12	323	703	0	1	80	12	0	530	14	83	2,658	0	
Peak Hour	All	0	161	347	0	0	6	192	385	0	0	54	4	0	314	6	47	1,516	0
	HV	0	5	7	0	0	0	4	8	0	0	2	0	0	6	1	1	34	0
	HV%	-	3%	2%	-	-	0%	2%	2%	-	-	4%	0%	-	2%	17%	2%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	1	0	1	3	0	0	1	0	1	2	3	0	1	6
7:15 AM	3	1	0	1	5	0	0	0	0	0	3	0	0	2	5
7:30 AM	2	1	0	2	5	0	0	0	0	0	5	7	1	2	15
7:45 AM	3	3	1	1	8	0	0	0	0	0	3	6	0	1	10
8:00 AM	5	3	0	1	9	0	0	0	0	0	9	2	0	0	11
8:15 AM	0	0	0	4	4	0	0	0	0	0	6	0	0	0	6
8:30 AM	4	6	1	2	13	0	0	0	0	0	9	0	0	0	9
8:45 AM	2	6	1	4	13	0	0	0	0	0	4	0	0	0	4
Count Total	20	21	3	16	60	0	0	1	0	1	41	18	1	6	66
Peak Hour	12	12	2	8	34	0	0	0	0	0	27	8	0	1	36

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	Lincoln Way				Lincoln Way				41st Ave				Chain Lake Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	3	0
7:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	1	0	0	5	0
7:30 AM	0	1	1	0	0	0	1	0	0	0	0	0	0	2	0	0	5	0
7:45 AM	0	2	1	0	0	0	3	0	0	0	1	0	0	1	0	0	8	21
8:00 AM	0	0	5	0	0	0	0	3	0	0	0	0	0	1	0	0	9	27
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	4	26
8:30 AM	0	3	1	0	0	0	1	5	0	0	1	0	0	2	0	0	13	34
8:45 AM	0	1	1	0	0	0	2	4	0	0	1	0	0	4	0	0	13	39
Count Total	0	8	12	0	0	0	9	12	0	0	3	0	0	14	1	1	60	0
Peak Hour	0	5	7	0	0	0	4	8	0	0	2	0	0	6	1	1	34	0

<b>Two-Hour Count Summaries - Bikes</b>																
Interval Start	Lincoln Way			Lincoln Way			41st Ave			Chain Lake Dr			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

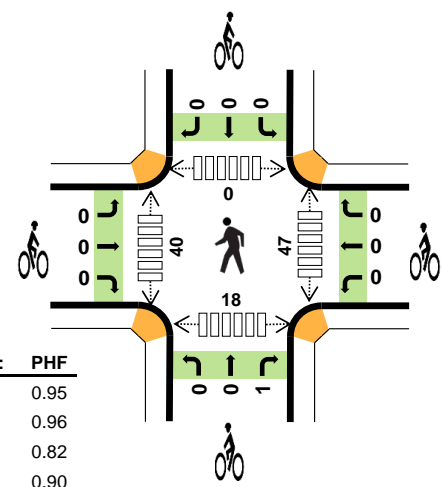
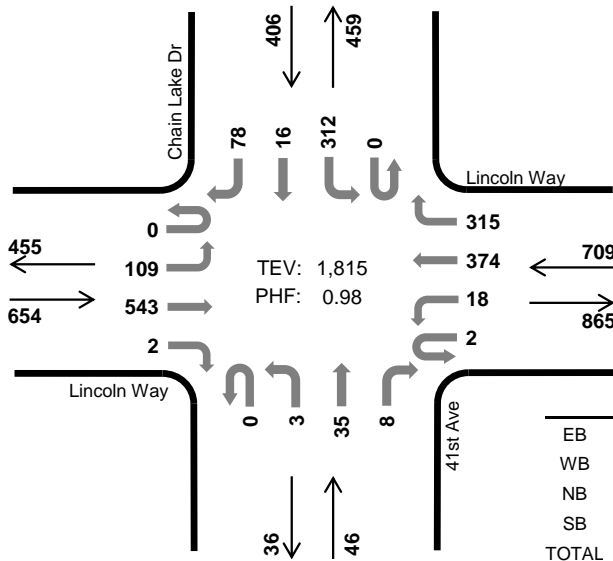


# 41st Ave Lincoln Way



Peak Hour

Date: 05/20/2021  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	1.1%	0.95
WB	0.3%	0.96
NB	0.0%	0.82
SB	0.0%	0.90
TOTAL	0.5%	0.98

### Two-Hour Count Summaries

Interval Start	Lincoln Way Eastbound				Lincoln Way Westbound				41st Ave Northbound				Chain Lake Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	21	116	0	0	7	80	88	0	0	12	4	0	80	3	21	432	0	
4:15 PM	0	33	117	1	0	8	85	73	0	2	7	0	0	83	3	21	433	0	
4:30 PM	0	27	123	0	0	3	78	72	0	1	12	2	0	87	1	19	425	0	
4:45 PM	0	32	132	0	0	0	83	90	0	0	12	2	0	90	2	21	464	1,754	
5:00 PM	0	33	134	0	1	6	98	70	0	2	5	1	0	71	6	17	444	1,766	
5:15 PM	0	23	148	1	0	5	98	81	0	1	7	2	0	72	4	21	463	1,796	
5:30 PM	0	21	129	1	1	7	95	74	0	0	11	3	0	79	4	19	444	1,815	
5:45 PM	1	29	138	1	0	4	92	65	0	0	10	3	0	71	3	27	444	1,795	
Count Total	1	219	1,037	4	2	40	709	613	0	6	76	17	0	633	26	166	3,549	0	
Peak Hour	All	0	109	543	2	2	18	374	315	0	3	35	8	0	312	16	78	1,815	0
	HV	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	9	0
	HV%	-	0%	1%	0%	0%	0%	1%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	1	0	3	8	0	0	0	0	0	17	5	0	3	25
4:15 PM	0	1	1	2	4	0	0	0	0	0	4	2	0	3	9
4:30 PM	2	0	0	3	5	0	0	0	0	0	7	6	0	1	14
4:45 PM	0	0	0	0	0	0	0	0	0	0	9	6	0	3	18
5:00 PM	1	2	0	0	3	0	0	0	0	0	10	9	0	7	26
5:15 PM	3	0	0	0	3	0	0	0	0	0	14	11	0	5	30
5:30 PM	3	0	0	0	3	0	0	1	0	1	14	14	0	3	31
5:45 PM	0	1	0	1	2	0	0	0	0	0	16	10	0	2	28
Count Total	13	5	1	9	28	0	0	1	0	1	91	63	0	27	181
Peak Hour	7	2	0	0	9	0	0	1	0	1	47	40	0	18	105

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	Lincoln Way				Lincoln Way				41st Ave				Chain Lake Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	3	0	0	8	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	4	0
4:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	5	0
<b>4:45 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
5:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	12
5:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
5:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	11
Count Total	0	1	12	0	0	0	5	0	0	0	1	0	0	8	1	0	28	0
Peak Hour	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	9	0

<b>Two-Hour Count Summaries - Bikes</b>																		
Interval Start	Lincoln Way			Lincoln Way			41st Ave			Chain Lake Dr			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>4:45 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0

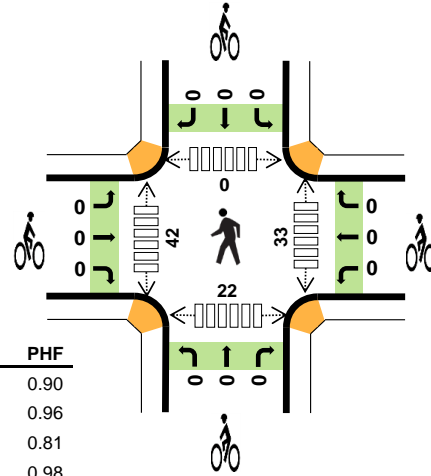
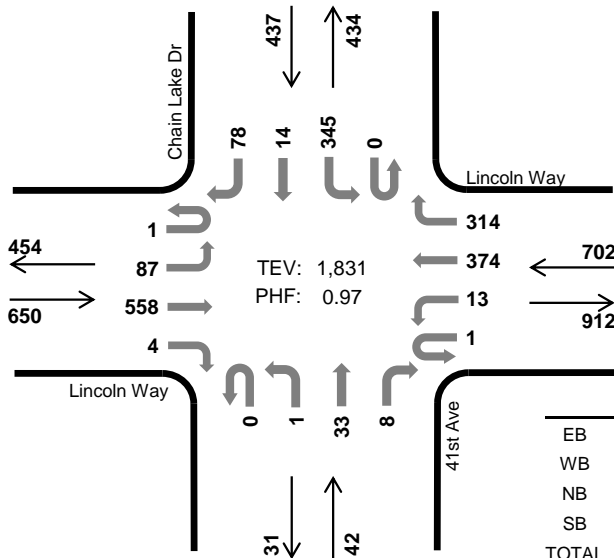
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# 41st Ave Lincoln Way



Peak Hour

Date: 05/22/2021  
Count Period: 3:00 PM to 5:00 PM  
Peak Hour: 3:45 PM to 4:45 PM



	HV %:	PHF
EB	0.6%	0.90
WB	0.0%	0.96
NB	2.4%	0.81
SB	1.1%	0.98
TOTAL	0.5%	0.97

### Two-Hour Count Summaries

Interval Start	Lincoln Way Eastbound				Lincoln Way Westbound				41st Ave Northbound				41st Ave Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	19	146	2	0	3	110	67	0	2	10	1	0	74	2	23	459	0	
3:15 PM	0	20	146	1	0	1	99	75	0	0	7	4	0	81	4	23	461	0	
3:30 PM	1	23	129	0	0	3	89	95	0	0	8	2	0	75	3	17	445	0	
<b>3:45 PM</b>	<b>0</b>	<b>24</b>	<b>131</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>94</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>21</b>	<b>457</b>	<b>1,822</b>	
4:00 PM	1	23	136	1	0	4	102	70	0	0	6	2	0	87	4	20	456	1,819	
4:15 PM	0	19	132	1	0	2	88	82	0	1	5	2	0	94	1	17	444	1,802	
<b>4:30 PM</b>	<b>0</b>	<b>21</b>	<b>159</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>20</b>	<b>474</b>	<b>1,831</b>	
4:45 PM	1	21	139	1	0	3	89	63	0	0	4	3	0	91	0	12	427	1,801	
Count Total	3	170	1,118	8	1	23	761	614	0	3	62	18	0	666	23	153	3,623	0	
Peak Hour	All	1	87	558	4	1	13	374	314	0	1	33	8	0	345	14	78	1,831	0
	HV	0	0	4	0	0	0	0	0	0	0	0	1	0	4	0	1	10	0
	HV%	0%	0%	1%	0%	0%	0%	0%	0%	-	0%	0%	13%	-	1%	0%	1%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	1	0	0	1	0	0	0	0	0	1	18	0	2	21
3:15 PM	2	0	0	0	2	0	0	0	0	0	15	9	0	8	32
3:30 PM	0	1	0	1	2	0	0	0	0	0	8	10	0	10	28
<b>3:45 PM</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>19</b>
4:00 PM	1	0	1	2	4	0	0	0	0	0	4	9	0	2	15
4:15 PM	0	0	0	0	0	0	0	0	0	0	8	13	0	2	23
<b>4:30 PM</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>40</b>
4:45 PM	1	0	0	1	2	0	0	0	0	0	7	18	0	4	29
Count Total	7	2	1	7	17	0	0	0	0	0	64	97	0	46	207
Peak Hour	4	0	1	5	10	0	0	0	0	0	33	42	0	22	97

<b>Two-Hour Count Summaries - Heavy Vehicles</b>																		
Interval Start	Lincoln Way				Lincoln Way				41st Ave				Chain Lake Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0
3:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	4	9
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	4	12
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	10
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	8
Count Total	0	0	7	0	0	0	1	1	0	0	0	1	0	6	0	1	17	0
Peak Hour	0	0	4	0	0	0	0	0	0	0	0	1	0	4	0	1	10	0

<b>Two-Hour Count Summaries - Bikes</b>																	
Interval Start	Lincoln Way			Lincoln Way			41st Ave			Chain Lake Dr			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Sent: Thursday, August 25, 2022 10:52 AM

To: Traffic Calming Applications <[TrafficCalmingApp@sfmta.com](mailto:TrafficCalmingApp@sfmta.com)>

Cc: Marstaff (BOS) <[marstaff@sfgov.org](mailto:marstaff@sfgov.org)>

Subject: <urgent request> 41st Avenue btn Lincoln & Irving Speed Humps

Hello!

I, along with my neighbors, thank you for installing the speed humps on our block. I helped get them approved and installed along with the flashing red lights at the intersection. Now, with the street about to be repaved after new sewer drains are installed, we have a chance to improve them.

We're proposing standard humps. Not the kind with cutouts for vehicles to pass through.

There are many more pedestrians and bicyclists than ever before and the bad driving behavior observed on our block is intolerable. Speeding and reckless driving is the norm these days and the one solution open to us are standard speed humps.

How can we accomplish this?

Please take this opportunity to redo the humps in order to mitigate bad driving behavior!

Thank you!

Hi [REDACTED],

The new traffic signals planned for the intersection of 41<sup>st</sup> Ave/Lincoln will be part of our upcoming Contract 66 New Traffic Signals project. The project plans to construct new traffic signals at 10 intersections city wide including this one.

We are just getting started with this project and anticipate bringing the proposed signal to a public hearing in the next 4-6 weeks to seek input from the community. The design phase of the project will take about one year to complete after which point we will solicit bids from contractors to construct the signals. Construction of the signals at 10 intersections will take about one year beginning in 2024 with completion in 2025. Although the completion is still several years out, we expect the traffic signals to be a significant benefit to the safe and efficient operation of the intersection for all users and so we are excited to get started on this project.

Please feel free to reach out should you have any further questions about the traffic signal project.

Best,

**Jarrett Hornbostel**

Associate Engineer

Street Use, Development, and Signals



Office 415.646.2723

San Francisco Municipal Transportation Agency  
One South Van Ness Ave, 7<sup>th</sup> Fl  
San Francisco, CA 94103



## CEQA Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

<b>Project Address</b>		<b>Block/Lot(s)</b>
SFMTA_Contract 66: New Traffic Signals and Rectangular Rapid Flashing		
<b>Case No.</b>		<b>Permit No.</b>
2022-006667ENV		
<input checked="" type="checkbox"/> <b>Addition/ Alteration</b>	<input type="checkbox"/> <b>Demolition (requires HRE for Category B Building)</b>	<input type="checkbox"/> <b>New Construction</b>
<p><b>Project description for Planning Department approval.</b></p> <p>The San Francisco Municipal Transportation Agency (SFMTA) proposes the installation of new traffic signals at ten intersections and a rectangular rapid flashing beacon (RRFB) at one intersection to improve traffic, pedestrian, bicycle safety, and traffic operations. All intersections are currently STOP-controlled. The scope of work would include the installation of new traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles), pedestrian countdown signals, and accessible (audible) pedestrian signals. Curb ramps would be upgraded at all intersections. A new rectangular rapid flashing beacon would be installed at the intersection of 4th Street and Mission Rock Street to improve safety. The project would implement the following San Francisco Public Works Standard Construction Measures as part of the project: (1) Seismic and Geotechnical Studies; (2) Air Quality; (3) Water Quality; (6) Hazardous Materials; and (9) Cultural Resources, Archeological Resources (Public Works Standard Archeological Measure I: Accidental Discovery).</p> <p>Full project description attached below.</p>		

### STEP 1: EXEMPTION TYPE

<b>The project has been determined to be exempt under the California Environmental Quality Act (CEQA).</b>	
<input checked="" type="checkbox"/>	<b>Class 1 - Existing Facilities.</b> Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	<b>Class 3 - New Construction.</b> 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><b>Class 32 - In-Fill Development.</b> 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> <p><b>FOR ENVIRONMENTAL PLANNING USE ONLY</b></p>
<input type="checkbox"/>	<b>Other</b> _____
<input type="checkbox"/>	<b>Common Sense Exemption (CEQA Guidelines section 15061(b)(3)).</b> It can be seen with certainty that there is no possibility of a significant effect on the environment . <b>FOR ENVIRONMENTAL PLANNING USE ONLY</b>

**STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT**

**TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	<p><b>Air Quality:</b> 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 Information tab on the San Francisco Property Information Map)</i></p>
<input checked="" type="checkbox"/>	<p><b>Hazardous Materials:</b> If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p><b>Note that a categorical exemption shall not be issued for a project located on the Cortese List if 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. (refer to The Environmental Information tab on the San Francisco Property Information Map)</b></p>
<input type="checkbox"/>	<p><b>Transportation:</b> 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?</p>
<input checked="" type="checkbox"/>	<p><b>Archeological Resources:</b> 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><b>Subdivision/Lot Line Adjustment:</b> 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 the San Francisco Property Information Map)</i> <b>If box is checked, Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Average Slope of Parcel = or &gt; 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area:</b> 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 Planning tab on the San Francisco Property Information Map)</i> <b>If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Seismic Hazard:</b> <input type="checkbox"/> <b>Landslide or</b> <input type="checkbox"/> <b>Liquefaction Hazard Zone:</b></p> <p>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 tab on the San Francisco Property Information Map)</i> <b>If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</b></p>
<p><b>Comments and Planner Signature (optional):</b> Jennifer M McKellar</p> <p>PLEASE SEE ATTACHED</p>	



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

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

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

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Change of use and new construction.</b> Tenant improvements not included.
<input type="checkbox"/>	2. <b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. <b>Garage work.</b> 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. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. <b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. <b>Addition(s)</b> 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.
<b>Note: Project Planner must check box below before proceeding.</b>	
<input type="checkbox"/>	Project is not listed. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project <b>does not conform</b> to the scopes of work. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>four or more</b> work descriptions. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>less than four</b> work descriptions. <b>GO TO STEP 6.</b>

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

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

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

**STEP 6: EXEMPTION DETERMINATION  
TO BE COMPLETED BY PROJECT PLANNER**

<input checked="" type="checkbox"/>	<b>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.</b>	
	<b>Project Approval Action:</b> City Traffic Engineer's Directive	<b>Signature:</b> Jennifer M McKellar
		08/15/2022
<p>Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31of 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 2: Environmental Screening Comments**

**AIR QUALITY:** The proposed project's construction would be subject to the Dust Control Ordinance (Article 22B of the Health Code). The following project intersections are located in an air pollutant exposure zone: 4th Ave/Fulton St; 10th Ave/Lincoln Way; 4th St/Long Bridge St; 4th St/Mission Rock St; 28th St/Guerrero St; Alemany Blvd/Cotter St; Cesar Chavez St/Florida St; and Mary St/Mint St/Mission St. If project construction at these locations would require 20 or more days of cumulative days of work, San Francisco Public Works Standard Construction Measure (2) Air Quality would be implemented at these locations as part of the project. Therefore, air quality impacts would be less than significant.

**HAZARDOUS MATERIALS:** Project construction, including excavation, would occur only in the public right of way. Excavation would result in the removal of between 0 and 100 cubic yards of soil at each intersection. None of the project intersections are listed on the GeoTracker database as a Cortese site (California Government Code Section 65962.5). The following intersections are on the Maher map: 4th St/Long Bridge St; 4th St/Mission Rock St; and Castro St/Divisadero St/Waller St; Mary St/Mint St/Mission St (south side of intersection only). San Francisco Public Works Standard Construction Measure (6) Hazardous Materials would be implemented as part of the project. Therefore, hazardous materials impacts would be less than significant.

**ARCHEOLOGICAL RESOURCES:** All project intersections, except for 4th St/Mission Rock St, would require excavation to a maximum depth of 12 feet below ground surface. Planning staff conducted preliminary archeological review of the project and determined on August 4, 2022, that the project would be required to implement San Francisco Public Works Standard Construction Measure (9) Cultural Resources, Standard Archeological Measures I (Accidental Discovery). Therefore, impacts on archeological resources would be less than significant.

**GEOLOGY & SOILS:** The following project intersections are within a liquefaction hazard zone: 4th St/Long Bridge St; 4th St/Mission Rock St (RRFB location); and Mary St/Mint St/Mission St. San Francisco Public Works Standard Construction Measure (1) Seismic and Geotechnical Studies would be implemented as applicable.

The project scope, the installation of new traffic signals at ten intersections and installation of a rectangular rapid flashing beacon (RRFB) at one intersection, is not large enough to combine with nearby land use or roadworks projects to result in a cumulative impact.

For the reasons above, none of the CEQA section 15300.2 exceptions apply to the proposed project.

## 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 environmental review pursuant to CEQA.

### 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 be filed to the Environmental Review Officer within 10 days of posting of this determination.	
<b>Planner Name:</b>	<b>Date:</b>



Date: August 15, 2022  
 To: Jennifer McKellar, San Francisco Planning Department  
 From: Jarrett Hornbostel, San Francisco Municipal Transportation Agency  
 Through: Forrest Chamberlain, San Francisco Municipal Transportation Agency  
 Re: Contract 66: New Traffic Signals and Rectangular Rapid Flashing Beacon at Various Locations  
 Case No.: 2022-06667ENV

**Project Description**

The San Francisco Municipal Transportation Agency (SFMTA) proposes the installation of new traffic signals at ten intersections and a rectangular rapid flashing beacon (RRFB) at one intersection to improve traffic, pedestrian, bicycle safety, and traffic operations. All intersections are currently STOP-controlled. New traffic signals would be installed at the locations summarized in Table 1 below (see Attachment A for maps of locations):

*Table 1. Project Description Summary.*

#	Intersection	Maximum Excavation Depth (Feet)	Excavation (Cubic Yards)	Improvement Description	Historic Districts or Adjacent Historic Structures
1	4th Ave / Fulton St	12	100	New traffic signals, ADA compliant curb ramps.	None
2	10th Ave / Lincoln Way	12	100	New traffic signals, ADA compliant curb ramps, crosswalk changes	None
3	39th Ave / Fulton St	12	100	New traffic signals, ADA compliant curb ramps.	None
4	41st Ave / Lincoln Way	12	80	New traffic signals, ADA compliant curb ramps.	None
5	4th St / Long Bridge St	12	80	New traffic signals, ADA compliant curb ramps.	None
6	4th St / Mission Rock St	0	0	New rectangular rapid flashing beacons	None
7	28th St / Guerrero St	12	40	New traffic signals	None
8	Alemany Blvd / Cotter St	12	100	New traffic signals, turn	None

#	Intersection	Maximum Excavation Depth (Feet)	Excavation (Cubic Yards)	Improvement Description	Historic Districts or Adjacent Historic Structures
				restriction changes	
9	Castro St / Divisadero St / Waller St	12	60	New traffic signals, ADA compliant curb ramps, corner bulb-out, crosswalk changes, turn restriction changes	None
10	Cesar Chavez St / Florida St	12	60	New traffic signals, ADA compliant curb ramps.	None
11	Mary St / Mint St / Mission St	12	60	New traffic signals, ADA complaint curb ramps.	Not within a historic district.  <u>Adjacent historic resources:</u> <ul style="list-style-type: none"> <li>• 66-90 Mint St (Listed in Mint-Mission Conservation District)</li> <li>• 88 5<sup>th</sup> St (The Old Mint)</li> <li>• 901-925 Mission St</li> </ul>

The Mary Street/Mint Street/Mission Street intersection project location is not located within the Mint-Mission Conservation District but is adjacent to three historic buildings: 66-90 Mint St (listed in the Mint-Mission Conservation District); 88 5<sup>th</sup> St (The Old Mint); and 901-925 Mission St. All other project locations are not within any historic district and are not adjacent to any historic buildings.

The scope of work would include the installation of new traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles), pedestrian countdown signals, and accessible (audible) pedestrian signals. Curb ramps would be upgraded at all intersections. A new rectangular rapid flashing beacon would be installed at the intersection of 4th Street and Mission Rock Street to improve safety.

The project would also construct a corner bulbout at the southwest corner of Castro, Divisadero, and Waller streets. No-left turn restrictions would be implemented on Castro Street at Waller Street and on Castro Street at Divisadero Street in the northbound direction. A right-only lane would be established on Divisadero Street at the approach to Castro Street in the northbound direction (south of Waller Street). New turn restrictions would be marked with signage. An existing right-turn only

restriction would be rescinded on Waller Street at Divisadero Street and Castro Street in the westbound direction. Existing right-turn only restrictions would also be rescinded on Cotter Street at Alemany Boulevard.

At the intersection of 10<sup>th</sup> Avenue and Lincoln Way, the existing unmarked crosswalk crossing Lincoln Way on the eastern side of the intersection would be closed and a new crosswalk would be established crossing Lincoln Way along the western side of the intersection. At the intersection of Castro, Divisadero, and Waller streets, the existing crosswalk crossing Castro Street east of Divisadero Street would be closed and a new crosswalk would be established crossing Castro Street along the southern side of Waller Street. The proposed changes are shown in Attachment B: Traffic Signal Plans.

The maximum depth of excavation would be twelve (12) feet for pole foundations, eighteen (18) inches for the pull boxes, sixteen (16) inches for the cabinet foundation, and twenty-four (24) inches for the underground conduits. The installation of the rectangular rapid flashing beacon would not require excavation. All excavation would occur only within the public right-of-way. The project would not employ pile driving; all pole foundations would be cast in drilled holes. Concrete saws/jackhammers would be used to demolish the roadway during construction.

The proposed work would be carried out by a licensed contractor managed by San Francisco Public Works with funding/oversight from SFMTA. The project would implement the following San Francisco Public Works Standard Construction Measures as part of the project: (1) Seismic and Geotechnical Studies (as applicable); (2) Air Quality (as applicable); (3) Water Quality; (6) Hazardous Materials; and (9) Cultural Resources, Archeological Resources (Public Works Standard Archeological Measure I: Accidental Discovery).

### **Attachments:**

Attachment A: Maps of Locations  
Attachment B: Traffic Signal Plans

### **Approval Action:**

City Traffic Engineer's Directive

## Attachment A - Maps of Contract 66 Traffic Signals

