

SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 2/15/2022 Requested_by: SFMTA Handled: Maurice Growney <i>mg</i> Section Head : M Sallaberry <i>MS</i>	<input type="checkbox"/> Public Hearing Consent <input checked="" type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational / Other <small>PH - Regular</small>	No objections: _____ Item Held: _____ Other: _____
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Location: Various on the High Injury Network in Supervisorial District 3

Subject: Red Zone

PROPOSAL / REQUEST:
 ESTABLISH – RED ZONES
 Clay Street, north side, from Stockton Street to 20 feet westerly (rescinds meter #359-09020)
 Front Street, west side, from Broadway to 22 feet northerly (rescinds meter #422-08010)
 Kearny Street, east side, from 5 feet to 25 feet south of Broadway (rescinds meter 520-10320)
 Powell Street, west side, from 4 feet to 22 feet north of Washington Street (rescinds meter #616-11010)
 Columbus Avenue, south side, from 5 feet to 26 feet west of Lombard Street (rescinds meter #363-09010)
 Vallejo Street, north side, from 12 feet to 18 feet east of Columbus Avenue (rescinds meter #705-06120)
 Columbus Avenue, south side, from 2 feet to 20 feet west of Bay Street (rescinds meter #363-12010)
 Leavenworth Street, east side, from 3 feet to 22 feet south of Beach Street (rescinds meter #546-27280)

As part of the Citywide HIN Daylighting project, this repurposes eight GMP spaces to provide for daylighting.
 Supervisor District 3
 Maurice Growney, maurice.growney@sfmta.com

BACKGROUND INFORMATION / COMMENTS

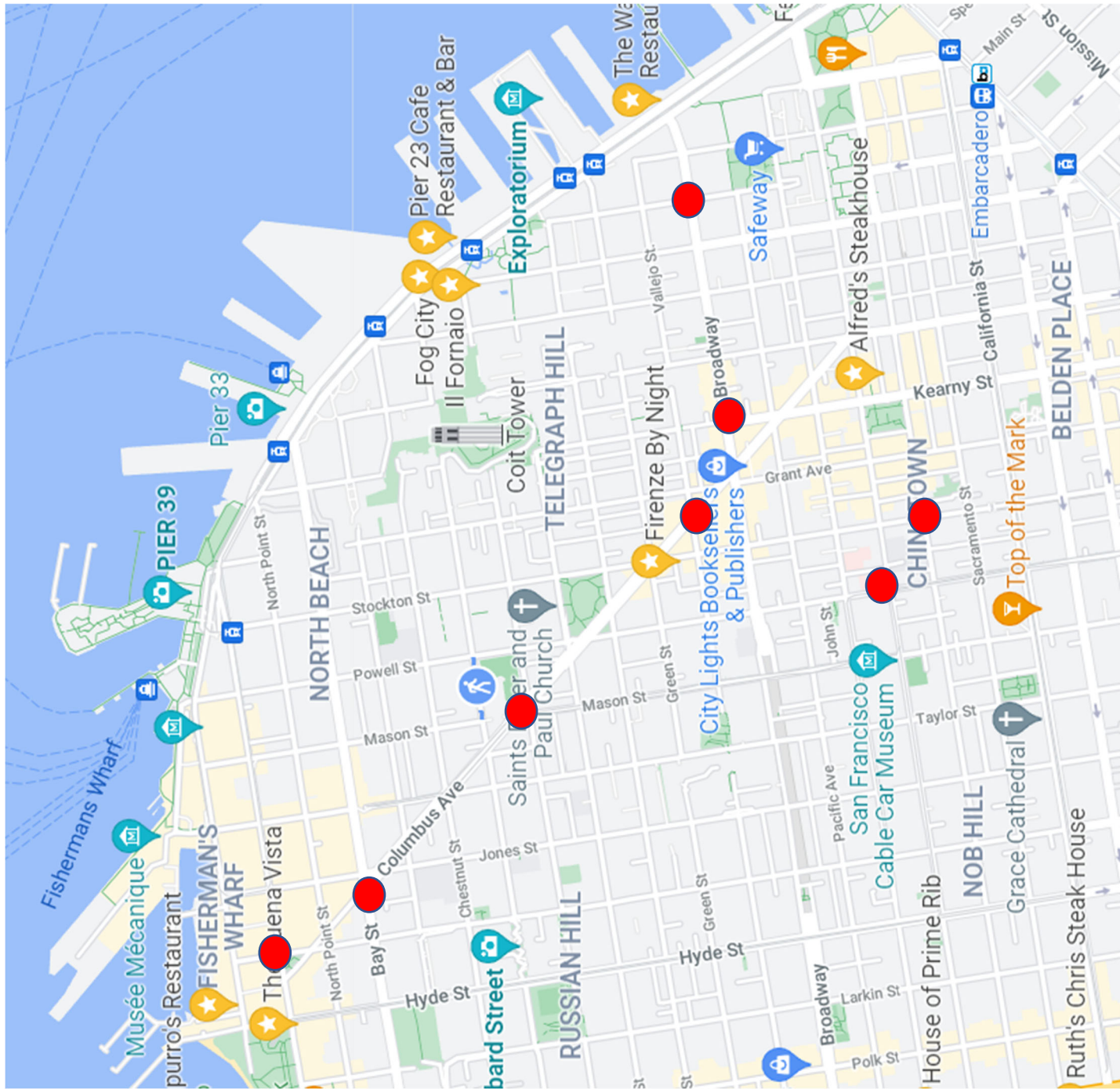
These are metered locations along the High Injury Network where we plan to remove metered parking and provide daylighting for better visibility between motorists and pedestrians.

Proposal removes 8 general metered parking spaces and the installation of eight visibility red zones (daylighting).

These changes provide visibility red zones along the High Injury Network in District 3

HEARING NOTIFICATION AND PROCESSING NOTES:	ENVIRONMENTAL CLEARANCE BY: <input type="checkbox"/> SFMTA <input checked="" type="checkbox"/> Attached <input type="checkbox"/> Pending
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Map of Locations



DAYLIGHTING LOCATIONS

LOCATIONS STREETVIEW



Clay Street, north side, near west of Stockton Street



Front Street, west side, near north of Broadway



Kearny Street, east side, south of Broadway



Powell Street, west side, north of Washington Street



Columbus Avenue, south side, west of Lombard Street



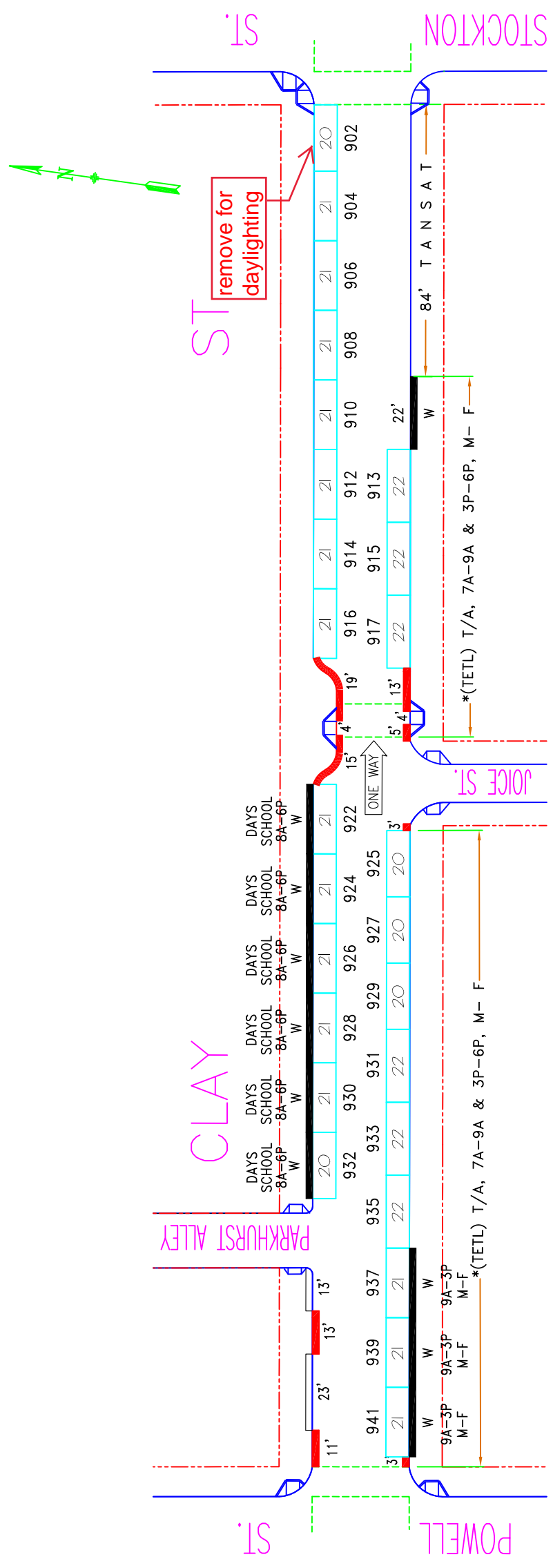
Green Street, east side, south of Columbus




Columbus Avenue, south side, west of Bay Street



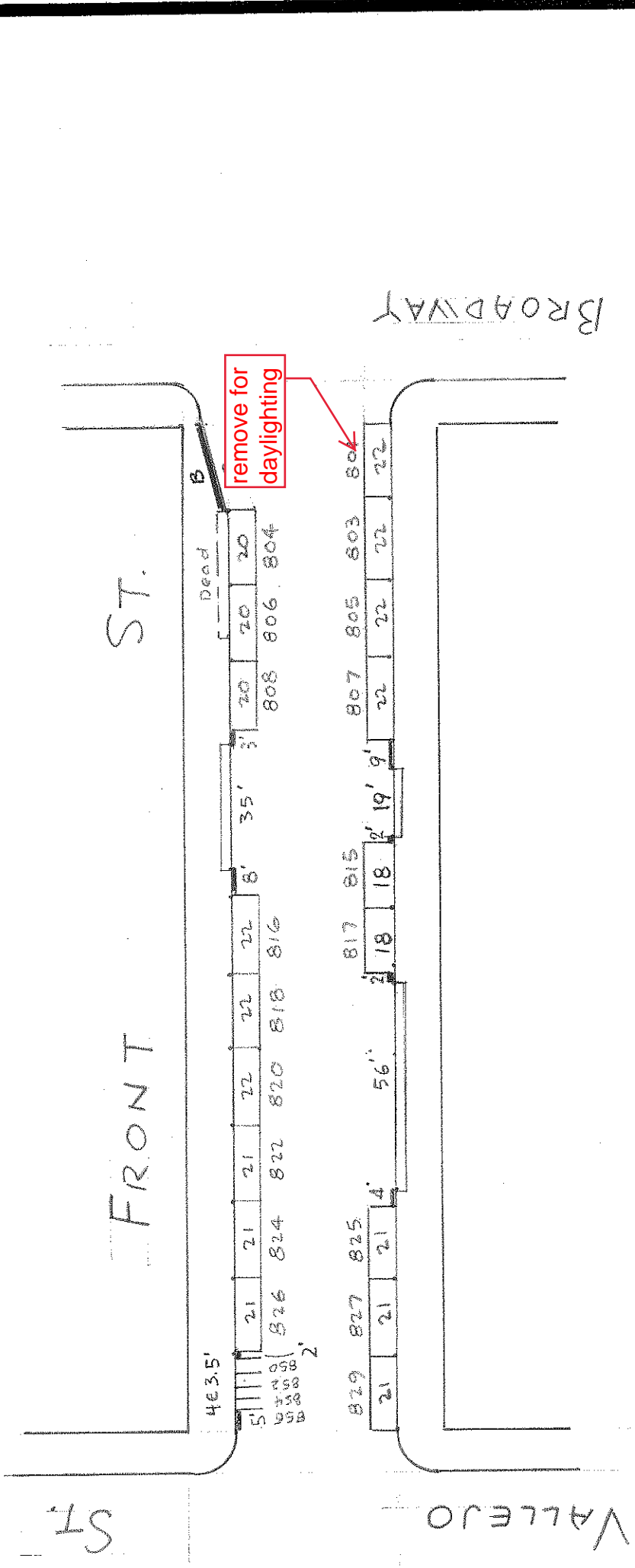
Leavenworth Street, east side, south of Beach Street




SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO
 PARKING METER SPACES

NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	5	(TETL) Est. T/A, 7A9A & 3P6P-S/S	JB	5/5/21	210420.058
?	Add'l. PLZ#932,930,928 -N/S		3/14/14	5242					
4	MOS#918,919 for new ramps&bulbouts	JB	10/16/14	11-133					

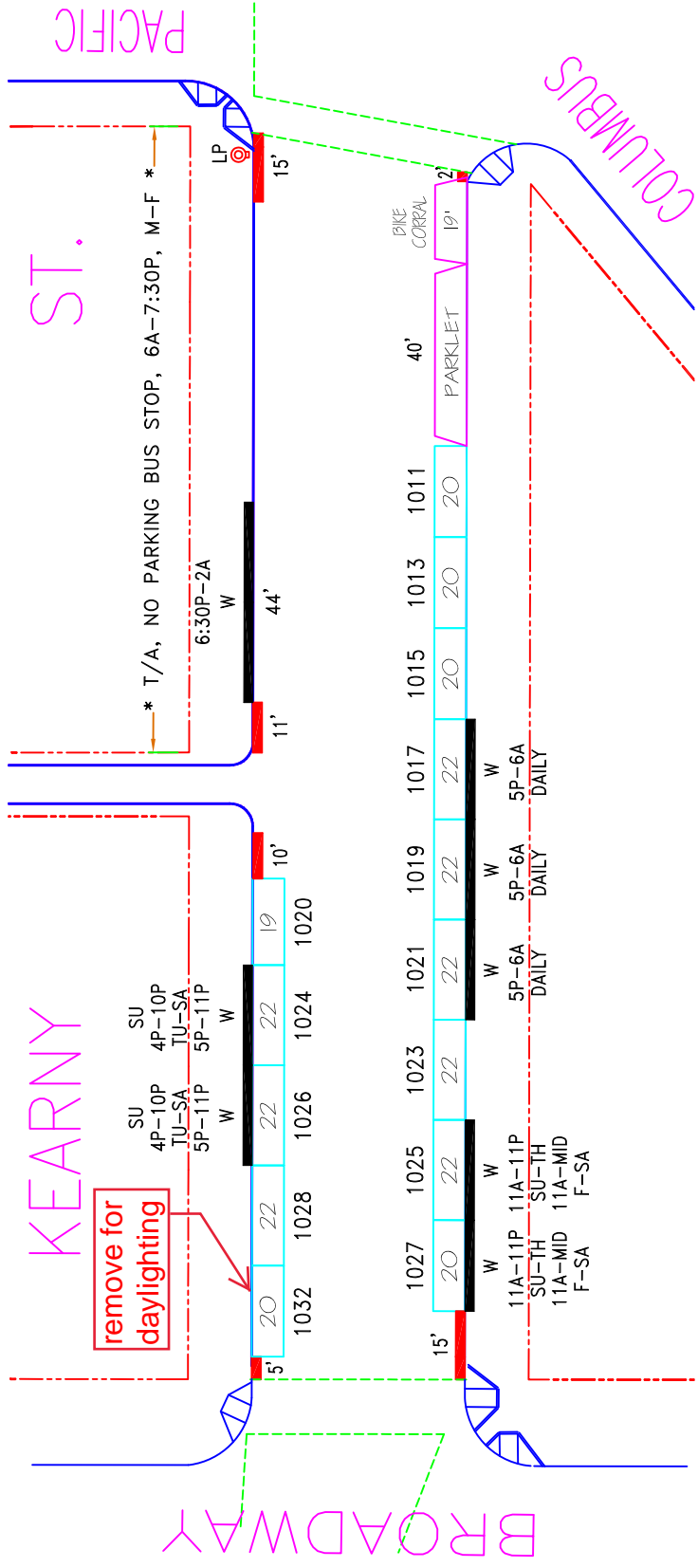
TOW-AWAY			METER CT.		GENERAL										LOADING			METERED SPACES					TOTAL		
SIDE	AM	PM	SS	MS	GMP	MC	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	10 HR	12	14	14	12	14	14	12	14	14	
ODD	7A-9A		12																						
EVEN			14																						
CLAY ST. (CLA, 359) (900) BLOCK Meters #359-09XXY																									
STOCKTON ST. TO POWELL ST. SCALE: 1"=40' DATE: 10/16/14 BY: JB																									
AREA 3																									



2-HR. TIME LIMIT RES. 11-117
 REMOVE 828 & INSTALL M/C # 850, 852, 854, 856 DIR. 3903 6-16-11
 RESTORE METERS 805, 807, 815, 817
 BLUE ZONE EXT. 6-20-08
 6-2-98

CITY AND COUNTY OF SAN FRANCISCO - D. P. T.
PARKING METER SPACES
 SCALE FRONT ST. (800)
 40
 KK
 7-15-95
 AREA
 BROADWAY TO VALLEJO ST. 3

HOUR	TOWAWAY ZONE		REGULAR		SPECIAL TRUCK LOAD		NUMBER OF METERED SPACES		TOTAL		
	7A-9A	4P-6P	7A-4P	6P-9A	4P-6P	1P-4P	10 HR	30 Min.		1 Hour	2 Hour
SIDE							4		18	18	22
				22							



NO.		REVISION DESCRIPTION	BY	DATE	DIR/RES	5	6	7	METERED SPACES					TOTAL		
3		Updated per field	JB	1/28/14		5	6	7	Relocate PT-PLZ#1017,1019,1021	1 HR	2 HR	10 HR			5283	
4		Est. 40' parklet, MOS#1005 & #1009	JB	4/15/14	DPW permit				Establish PT-PLZ#1025 & 1027-W/S		9				5327	
									Establish PT-PLZ#1025 & 1027-W/S		5				5459	
		METER CT.	GENERAL		LOADING					METERED SPACES					TOTAL	
TOW-AWAY	AM	PM	SS	MS	GMP	MC	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		
			9		9								9		9	
	*	*	5		5								5		5	
EVEN	*	*	5		5								5		5	

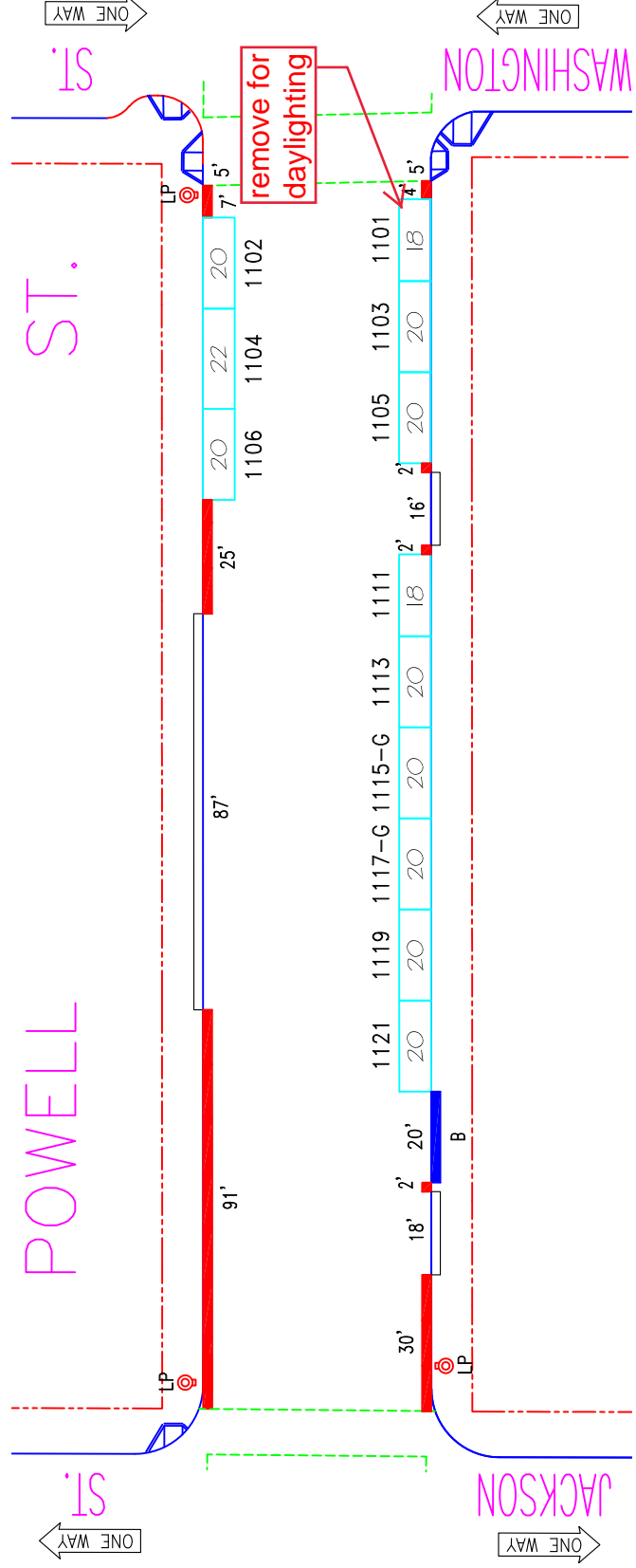


SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO
PARKING METER SPACES

KEARNY ST. (KEA - 520)
(1000) BLOCK
Meters 520-10XXy
PACIFIC AVE. TO BROADWAY

SCALE: **1" = 40'** DATE: **1/28/14** BY: **JB**

AREA 2



NO.		REVISION DESCRIPTION		BY	DATE	DIR/RES	3	Est. Green-30Min.TL#1115,1117-W/S	JB	10/7/21	6434					
1		Remove Y(ML) #1102		DY	12/6/13	3958										
2		Per Field: converted to Cad.dwg.		JB	2/18/15											
		GENERAL		METER CT.		LOADING		METERED SPACES								
SIDE	AM	PM	SS	MS	GMP	MC	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	TOTAL
ODD			9		9		M-SA					2		7		9
EVEN			3		3		M-SA						3	3		3



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO
PARKING METER SPACES

POWELL ST. (POW, 616)
(1100) BLOCK
Meters #616-11XXY
AREA 3
WASHINGTON ST. TO JACKSON ST.
SCALE: 1"=40'
DATE: 2/18/15
BY: JB

TransBASE Internal Dashboard

Geographic Extent: 24995000: STOCKTON ST at CLAY ST

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

Data Range: 10/01/2016 to 09/30/2021

Pull Date: 1/14/2022

Collision/Party/Victim Table

Showing 1 to 1 of 1 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 1

Total Count of Fatal/Non-Fatal Injury Collisions: 1

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
170270329	04/02/2017	18:38	Sunday	STOCKTON ST	CLAY ST	0	Not Stated	Pedestrian	North	Other	Bicyclist	North	Proceeding Straight	CVC 21950(b)	Injury (Other Visible)	Other	Bicycle	Clear	Daylight

TransBASE Internal Dashboard

Geographic Extent: 24800000: FRONT ST at BROADWAY

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

Data Range: 10/01/2016 to 09/30/2021

Pull Date: 1/14/2022

Collision/Party/Victim Table

Showing 1 to 3 of 3 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 3

Total Count of Fatal/Non-Fatal Injury Collisions: 3

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
190905841	12/01/2019	17:43	Sunday	FRONT ST	BROADWAY	0	Not Stated	Driver	North	Making Right Turn	Pedestrian	West	Proceeding Straight	CVC 21954(b)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Raining	Dark - Street Lights
190888598	11/23/2019	22:45	Saturday	BROADWAY	FRONT ST	0	Not Stated	Driver	West	Making U Turn	Driver	East	Proceeding Straight	CVC 22102	Injury (Complaint of Pain)	Sideswipe	Motor Vehicle on Other Roadway	Clear	Dark - Street Lights
160893975	11/02/2016	19:54	Wednesday	FRONT ST	BROADWAY	0	Not Stated	Pedestrian	South	Proceeding Straight	Driver	North	Making Left Turn	CVC 21950(b)	Injury (Complaint of Pain)	Broadside	Pedestrian	Clear	Dark - Street Lights

TransBASE Internal Dashboard

Geographic Extent: 24795000: KEARNY ST at BROADWAY

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

Data Range: 10/01/2016 to 09/30/2021

Pull Date: 1/14/2022

Collision/Party/Victim Table

Showing 1 to 4 of 4 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 4

Total Count of Fatal/Non-Fatal Injury Collisions: 4

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
180983493	12/30/2018	20:50	Sunday	BROADWAY	KEARNY ST	0	Not Stated	Driver	West	Proceeding Straight	Pedestrian	North	Proceeding Straight	CVC 21950(a)	Injury (Other Visible)	Head-On	Pedestrian	Clear	Daylight
180874767	10/21/2018	06:06	Sunday	BROADWAY	KEARNY ST	0	Not Stated	Driver	West	Making U Turn	Pedestrian	West	Proceeding Straight	CVC 22102	Injury (Complaint of Pain)	Other	Other Object	Not Stated	Dark - Street Lights
170720227	09/03/2017	22:03	Sunday	BROADWAY	KEARNY ST	0	Not Stated	Pedestrian	North	Proceeding Straight	Driver	West	Making Left Turn	CVC 21458(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Dark - Street Lights
160830024	10/11/2016	20:28	Tuesday	BROADWAY	KEARNY ST	0	Not Stated	Driver	North	Making Left Turn	Pedestrian	Not Stated	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Dusk - Dawn

TransBASE Internal Dashboard

Geographic Extent: 25048000: WASHINGTON ST at POWELL ST

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

Data Range: 10/01/2016 to 09/30/2021

Pull Date: 1/14/2022

Collision/Party/Victim Table

Showing 1 to 1 of 1 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 1

Total Count of Fatal/Non-Fatal Injury Collisions: 1

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
180022449	01/09/2018	11:05	Tuesday	POWELL ST	WASHINGTON ST	0	Not Stated	Driver	South	Other Unsafe Turning	Pedestrian	North	Stopped In Road	CVC 22107	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight

TransBASE Internal Dashboard

Geographic Extent: 25465000: LOMBARD ST at COLUMBUS AVE

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

Data Range: 10/01/2016 to 09/30/2021

Pull Date: 1/14/2022

Collision/Party/Victim Table

Showing 1 to 2 of 2 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 2

Total Count of Fatal/Non-Fatal Injury Collisions: 2

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
200595722	10/03/2020	12:38	Saturday	COLUMBUS AVE	LOMBARD ST	0	Not Stated	Bicyclist	South	Proceeding Straight				CVC 22350	Injury (Other Visible)	Other	Non-Collision	Clear	Daylight
190206279	03/23/2019	00:49	Saturday	LOMBARD ST	JANSEN ST	0	Not Stated	Pedestrian	North	Other	Driver	West	Making Left Turn	CVC 21950(b)	Injury (Complaint of Pain)	Vehicle/Pedestrian	Pedestrian	Raining	Dark - Street Lights

TransBASE Internal Dashboard

Geographic Extent: 25332000: VALLEJO ST at COLUMBUS AVE
 Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
 Data Range: 10/01/2016 to 09/30/2021
 Pull Date: 1/14/2022

Collision/Party/Victim Table Showing 1 to 6 of 6 entries

Count of Fatal Collisions: 0
 Count of Non-Fatal Injury Collisions: 6
 Total Count of Fatal/Non-Fatal Injury Collisions: 6

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
200578336	09/25/2020	17:03	Friday	COLUMBUS AVE	VALLEJO ST	0	Not Stated	Driver	South	Making Left Turn	Pedestrian	East	Proceeding Straight	CVC 21950(a)	Injury (Severe)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
190753474	10/07/2019	08:05	Monday	VALLEJO ST	COLUMBUS AVE	0	Not Stated	Driver	East	Making Left Turn	Pedestrian	West	Not Stated	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
190424960	06/13/2019	08:55	Thursday	COLUMBUS AVE	VALLEJO ST	15	North	Driver	North	Making Left Turn	Pedestrian	East	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
190170486	03/09/2019	01:11	Saturday	COLUMBUS AVE	VALLEJO ST	0	Not Stated	Driver	North	Other	Pedestrian	East	Proceeding Straight	CVC Unknown	Injury (Severe)	Vehicle/ Pedestrian	Pedestrian	Cloudy	Dark - Street Lights
161047442	12/26/2016	12:00	Monday	VALLEJO ST	COLUMBUS AVE	9	South	Driver	East	Making Right Turn	Pedestrian	North	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
160967984	11/24/2016	11:07	Thursday	VALLEJO ST	COLUMBUS AVE	0	Not Stated	Driver	East	Backing	Driver	West	Stopped In Road	CVC 22106	Injury (Complaint of Pain)	Not Stated	Not Stated	Not Stated	Not Stated

TransBASE Internal Dashboard

Geographic Extent: 25533000: COLUMBUS AVE at BAY ST

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

Data Range: 10/01/2016 to 09/30/2021

Pull Date: 1/14/2022

Collision/Party/Victim Table

Showing 1 to 8 of 8 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 8

Total Count of Fatal/Non-Fatal Injury Collisions: 8

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
210147197	03/06/2021	21:37	Saturday	BAY ST	COLUMBUS AVE	0	Not Stated	Driver	South	Proceeding Straight	Driver	West	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Head-On	Other Motor Vehicle	Clear	Dark - Street Lights
200535972	09/05/2020	20:44	Saturday	BAY ST	COLUMBUS AVE	0	Not Stated	Driver	South	Making Left Turn	Bicyclist	East	Proceeding Straight	CVC 21801(a)	Injury (Complaint of Pain)	Broadside	Bicycle	Clear	Dark - Street Lights
190928138	12/09/2019	21:11	Monday	BAY ST	COLUMBUS AVE	0	Not Stated	Bicyclist	East	Proceeding Straight	Driver	East	Stopped	CVC 22350	Injury (Other Visible)	Rear End	Bicycle	Cloudy	Dark - Street Lights
190468877	06/29/2019	01:22	Saturday	COLUMBUS AVE	BAY ST	0	Not Stated	Driver	South	Proceeding Straight	Driver	South	Stopped	CVC 23153(a)	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Dark - Street Lights
180690507	09/12/2018	10:02	Wednesday	COLUMBUS AVE	BAY ST	0	Not Stated	Driver	East	Making Left Turn	Driver	North	Proceeding Straight	CVC 21801(a)	Injury (Complaint of Pain)	Other	Bicycle	Clear	Daylight
180492795	07/03/2018	11:43	Tuesday	COLUMBUS AVE	BAY ST	0	Not Stated	Driver	South	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21453(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	Clear	Daylight
180228540	03/27/2018	17:25	Tuesday	BAY ST	COLUMBUS AVE	0	Not Stated	Pedestrian	East	Proceeding Straight	Driver	East	Stopped In Road	CVC 21967	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
171013900	12/15/2017	16:20	Friday	BAY ST	COLUMBUS AVE	0	Not Stated	Driver	West	Making Right Turn	Driver	West	Proceeding Straight	CVC 22100(a)	Injury (Other Visible)	Not Stated	Other Motor Vehicle	Clear	Daylight

TransBASE Internal Dashboard

Geographic Extent: 25597000: LEAVENWORTH ST at BEACH ST

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

Data Range: 10/01/2016 to 09/30/2021

Pull Date: 1/14/2022

Collision/Party/Victim Table

Showing 1 to 1 of 1 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 1

Total Count of Fatal/Non-Fatal Injury Collisions: 1

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
180188756	03/12/2018	15:28	Monday	LEAVENWORTH ST	BEACH ST	0	Not Stated	Driver	Not Stated	Proceeding Straight	Driver	North	Stopped In Road	CVC 22350	Injury (Severe)	Broadside	Other Motor Vehicle	Cloudy	Daylight



ABBREVIATED CEQA CHECKLIST FOR Better Streets Plan Improvement Projects

Please include the following supporting materials with this checklist:

- Project Description and scope of work
- Existing and Proposed Site plans
- Site photos
- Scope of work for: Air Quality Analysis Tech Memo (if applicable)¹
- Green House Gas Emission Checklist² (if applicable)

I - PROJECT INFORMATION	
DATE	July 13, 2021
PROJECT NAME	Daylighting of High Injury Network Intersections
LOCATION/ NEIGHBORHOOD	Citywide High Injury Network
CONSTRUCTION DURATION	2021-2022
II - PROJECT CONTACT	
RESPONSIBLE AGENCY	San Francisco Municipal Transportation Agency
NAME	Michael Jacobson
ADDRESS	1 South Van Ness, 7th Floor, San Francisco, CA 94103
PHONE	415.646.2440
EMAIL	michael.jacobson@sfmta.com
III - PROJECT CHARACTERISTICS	
STREET TYPE ³	<input checked="" type="checkbox"/> Varies (See attachment _____) OR Provide a description:
STREET NAME	Various, see attached memorandum
⁴ FROM (CROSS-STREET 1) TO (CROSS-STREET 2)	Various, see attached memorandum

¹ Individual projects prepared pursuant to the BSP would be required to undergo a separate environmental review that would consider whether the Proposed Project's location and construction plan could affect nearby sensitive receptors - p. 123 of the BSP's PMND - [Contact EP planner for a copy of scope of work outline].

² Individual streetscape projects would be required to undergo a separate environmental review pursuant to CEQA. The environmental review would include an analysis of the individual project's potential to emit GHGs. p.128 of the BSP's PMND. [Contact EP planner for a copy of GHG Checklist].

³ See Table 1 in PMND and verify final list of street types with the online version of the BSP.

⁴ Street type determines what elements are appropriate for a design element. Different blocks of the same street may be characterized as different street types pursuant to BSP. Therefore, need to provide boundaries for project segments.

PROJECT SCREENING PART I

(On the table below, please identify BSP's design elements that are part of the proposed project)

DETAILED DESIGNED ELEMENTS

STANDARD IMPROVEMENTS

BSP NUMBER/ NAME	PROJECT ELEMENT	Requires Subsequent Environmental Review⁵ (EP PLANNER DETERMINATION ONLY)
SI-1 Accessible curb ramps	<input type="checkbox"/>	<input type="checkbox"/>
SI-2 Marked crosswalks	<input type="checkbox"/>	<input type="checkbox"/>
SI-3 Pedestrian signal timing	<input type="checkbox"/>	<input type="checkbox"/>
SI-4 Curb radii guidelines	<input type="checkbox"/>	<input type="checkbox"/>
SI-5 Corner curb extensions	<input type="checkbox"/>	<input type="checkbox"/>
SI-6 Street trees	<input type="checkbox"/>	<input type="checkbox"/>
SI-7 Tree basin furnishing	<input type="checkbox"/>	<input type="checkbox"/>
SI-8 Sidewalk planters	<input type="checkbox"/>	<input type="checkbox"/>
SI-9 Stormwater management tools	<input type="checkbox"/>	<input type="checkbox"/>
SI-10 Street lighting	<input type="checkbox"/>	<input type="checkbox"/>
SI-11 Special paving	<input type="checkbox"/>	<input type="checkbox"/>
SI-12 Site furnishings	<input type="checkbox"/>	<input type="checkbox"/>

CASE-BY-CASE IMPROVEMENTS

CBC-1 High-visibility crosswalk	<input type="checkbox"/>	<input type="checkbox"/>
CBC-2 Special crosswalk	<input type="checkbox"/>	<input type="checkbox"/>
CBC-3 Vehicle turning movements	<input type="checkbox"/>	<input type="checkbox"/>
CBC-4 Removal or reduction of permanent crosswalk closures	<input type="checkbox"/>	<input type="checkbox"/>

⁵ Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

PROJECT SCREENING PART I CONT.		
NUMBER/ NAME	PROJECT ELEMENT	REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW⁶ (DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY)
CBC-5 Mid-block crosswalks	<input type="checkbox"/>	<input type="checkbox"/>
CBC-6 Raised crosswalks	<input type="checkbox"/>	<input type="checkbox"/>
CBC-7 Extended bulb-outs	<input type="checkbox"/>	<input type="checkbox"/>
CBC-8 Mid-block blub-out	<input type="checkbox"/>	<input type="checkbox"/>
CBC-9 Center or side medians	<input type="checkbox"/>	<input type="checkbox"/>
CBC-10 Pedestrian refugee islands	<input type="checkbox"/>	<input type="checkbox"/>
CBC-11 Transit bulb-out	<input type="checkbox"/>	<input type="checkbox"/>
CBC-12 Transit boarding islands	<input type="checkbox"/>	<input type="checkbox"/>
CBC-13 Perpendicular or angled parking	<input type="checkbox"/>	<input type="checkbox"/>
CBC-14 Flexible use of parking	<input type="checkbox"/>	<input type="checkbox"/>
CBC-15 Parking lane planters	<input type="checkbox"/>	<input type="checkbox"/>
CBC-16 Chicanes	<input type="checkbox"/>	<input type="checkbox"/>
CBC-17 Traffic calming circles	<input type="checkbox"/>	<input type="checkbox"/>
CBC-18 Roundabouts	<input type="checkbox"/>	<input type="checkbox"/>
CBC-19 Pocket parks	<input type="checkbox"/>	<input type="checkbox"/>
CBC-20 Reuse of 'pork chops'	<input type="checkbox"/>	<input type="checkbox"/>
CBC-21 Boulevard treatments	<input type="checkbox"/>	<input type="checkbox"/>

⁶ Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

PROJECT NAME: Daylighting of High Injury Network Intersections

PROJECT SCREENING PART I CONT.

NUMBER/ NAME	PROJECT ELEMENT	REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW ⁷ (DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY)
CBC-22 Shared public ways	<input type="checkbox"/>	<input type="checkbox"/>
CBC-23 Pedestrian-only streets	<input type="checkbox"/>	<input type="checkbox"/>
CBC-24 Public stairs	<input type="checkbox"/>	<input type="checkbox"/>
CBC-25 Multi-use paths	<input type="checkbox"/>	<input type="checkbox"/>
CBC-26 Above-ground landscaping	<input type="checkbox"/>	<input type="checkbox"/>
OTHER DESIGN IMPROVEMENTS IN THE BETTER STREETS PLAN (BSP) (Not identified above)		
DESIGN ELEMENT NAME	BSP PAGE NUMBER	
Daylighting - Improving Visibility	43	<input type="checkbox"/>
(EP PLANNER COMMENTS):		

Better Streets Plan, Policy 6.1, Design Pedestrian Crossings to Maximize Pedestrian Safety and Comfort provides the following guideline: Restrict parking adjacent to corners to enhance pedestrian visibility. This is daylighting.

⁷ Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

PROJECT SCREENING PART I CONT.

(On the table below, please identify BSP's design elements that are part of the proposed project. If any of the questions listed below pertain to this project, please answer "YES". If none apply, indicate so by checking the red box below.)

IDENTIFY STORM WATER FACILITIES THAT ARE PART OF THE PROJECT

	Project Element	Requires Subsequent Environmental Review⁸ (FOR EP PLANNER DETERMINATION ONLY)
Permeable Paving	<input type="checkbox"/>	<input type="checkbox"/>
Bioretention Facilities	<input type="checkbox"/>	<input type="checkbox"/>
Swales	<input type="checkbox"/>	<input type="checkbox"/>
Infiltration Boardwalks	<input type="checkbox"/>	<input type="checkbox"/>
Infiltration and Soakage Trench	<input type="checkbox"/>	<input type="checkbox"/>
Channels and Runnels	<input type="checkbox"/>	<input type="checkbox"/>
Vegetated Buffer Strip	<input type="checkbox"/>	<input type="checkbox"/>
Vegetated Gutter	<input type="checkbox"/>	<input type="checkbox"/>
Other (describe stormwater improvements)	<input type="checkbox"/>	<input type="checkbox"/>

If none of the above BSP design elements apply, please indicate so by checking this box

(EP PLANNER COMMENTS):

⁸ Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

PROJECT SCREENING PART II

(If any of the questions listed below pertain to this project, please answer "YES". If none apply, indicate so by checking the red box below.

Note: If you answer "YES" to any of the questions listed below, this checklist may not be utilized, and therefore, and Environmental Evaluation application must be filled.)

TRANSPORTATION/CIRCULATION

Does the project include right turn on red (RTOR) at locations where the peak hour right-turning traffic volume exceeds 300 vehicles per hour; or require any removal of multiple turn lanes; or the bus stop is located in the near side?	Yes <input type="checkbox"/>
Does the project include removal of crosswalk closures?	Yes <input type="checkbox"/>
Does the project include mid-block crosswalks on a two-way street where traffic volumes exceed 500 vehicles per hour in either direction during the peak hour?	Yes <input type="checkbox"/>
Does the project include roundabouts?	Yes <input type="checkbox"/>
Does the project include pedestrian-only streets on a street where through traffic is greater than 100 vehicles per hour in the peak hour, or there is transit service, or there are driveways or parking garages, or loading activities cannot be accommodated during off-peak hours?	Yes <input type="checkbox"/>
Does the project include multi-use paths? ⁹	Yes <input type="checkbox"/>
Does the project include shared public ways on streets with park garages with parking spaces > 100, or through traffic > 100 cars per hours, or transit service?	Yes <input type="checkbox"/>

PROJECT ELEMENTS THAT WILL REQUIRE TECH SPEC EVALUATION:¹⁰

(If the project includes any of the elements listed below, the project will require Tech Spec Evaluation).

HISTORICAL/ARCHEO RESOURCES

(All applications need preliminary review for potential impacts to archeological resources pursuant to EP practice.)

Is the proposed project located within a potential historic district or on a street adjacent to a historic landmark? Please state the name of the historic district or historic landmark: <small>The project could potentially be located within a potential historic district or on a street adjacent to a historic landmark.</small>	Yes <input checked="" type="checkbox"/>
Does the proposed project involve an identified historic resource among the following: street furniture, light standards, signage, curbs, places, bricks, walls, and other paving materials? Please identify the historic elements that are part of the proposed project:	Yes <input type="checkbox"/>
Does the proposed project involve removal of trees adjacent to historic resources?	Yes <input type="checkbox"/>

If none of the above BSP design elements apply, please indicate so by checking this box

⁹ The BSP does not provide guidance on the location or design of Multi-use Paths. Therefore, at the time a location for implementation is proposed, it would be subject to site-specific environmental review.

¹⁰ EP NEEDS TO DETERMINE HOW COORDINATION WILL OCCUR

PROJECT SCREENING PART III					
<i>Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.</i>					
CEQA Topic	Sub-topic	Meet criteria/threshold:¹¹ Yes/No or N/A	Requires mitigation measure: Yes/No	Potential impacts differ from PMND analysis (Y/N). If "Yes" briefly describe on a separate sheet.	Project Sponsor Agrees to Implement Mitigation Measures
Aesthetics					
Does the proposed project involve removal of significant trees? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Significant trees	N/A			<input type="checkbox"/>
Does the project involve tree root trimming? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If so, is tree root trimming greater than two inches? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		N/A	Aesthetics Tree Root Protection Mitigation Measure M-AE-1 applies if trimming of roots are greater than two (2) inches in diameter (p.53).		<input type="checkbox"/>
<input checked="" type="checkbox"/> None of the above CEQA topics apply to the project					
Historical/Archeological Resources					
Does the project require excavation depth greater than two (2) feet? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Accidental discovery	N/A	Archeological Accidental Discovery mitigation measure Cul-1 applies to all projects except for those occurs in an area within Hispanic Period Archeological District (p.64).		<input type="checkbox"/>
Does the project occur in an area within the Hispanic Period Archeological District? ¹² Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Hispanic Period District	N/A	Archeological Monitoring Hispanic Period mitigation measure Cul-2 applies (p.64).		<input type="checkbox"/>
<input type="checkbox"/> None of the above CEQA topics apply to the project					
Transportation and Circulation					
Does the project include removal of loading spaces? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Loading	YES	Provision of New Loading Space, Mitigation Measure TR-1 (p.78).		<input type="checkbox"/>

¹¹ The Project sponsor should discuss with EP planner how to proceed with projects that do not meet the PMND's thresholds.

¹² **TO BE EVALUATED BY EP PLANNER.** The Spanish Period Map is not available for public review due to the sensitivity of the archeological resources encountered in the area.

PROJECT SCREENING PART III CONT.					
<i>Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.</i>					
Air Quality					
	Construction impacts		Dust Control Plan, Mitigation Measure AQ-1 applies to ALL projects (p.120).		
Biological Resources					
Does the project include tree removal? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Biological Resources (Cont.)					
What is the expected duration period of construction?	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Which months would construction occur?	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Hazardous Materials					
Does the project occur in an area within the Maher-designated area? ¹³ Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Determination of contaminated soil	N/A	Hazardous Materials Mitigation Measure M-HAZ-1 (p.161).		
(EP PLANNER COMMENTS):					

- Project would not alter an identified historic resource, including street furniture, light standards, signage, curbs, places, bricks, walls, and other paving materials.
- Project excludes ground disturbance within the Hispanic Period Archeological District; therefore, Archeological Monitoring Hispanic Period mitigation measure Cul-2 does not apply.
- Parts of the project would be in the Air Pollutant Exposure Zone; however, air quality impacts would be less than significant because the project would be limited in scope and subject to the Clean Construction Ordinance.
- Hazardous Materials Mitigation Measure M-HAZ-1 would not apply where project activities would overlap with Maher zones since excavation would be less than 50 cubic yards in each specific location.
- Any potential secondary parking impacts would be less than significant because the proposed project meets the Transportation Impact Analysis Guidelines screening criteria for infrastructure projects. Specifically, the project would not likely result in a net parking loss of 600 or more spaces, and in the unlikely event that it did, these losses would be distributed citywide, not localized to a specific area or district. In the cumulative scenario, project-related parking space losses would not contribute substantially to the secondary impacts of cumulative projects because parking losses would be distributed citywide and not concentrated in local areas or districts.

¹³ www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp

PROJECT NAME: Daylighting of High Injury Network Intersections

This section is to be filled by EP Planner. Use check boxes to indicate type of review conducted (as applicable). Leave blank if not applicable to the Project.

<input checked="" type="checkbox"/>	Project was screened for potential impacts to archeological resources pursuant to EP practice.
<input type="checkbox"/>	Project was screened by a Tech Spec for potential impacts to historical resources pursuant to EP practice.
<input type="checkbox"/>	Applicable Mitigation Measures are applied to the project.
<input type="checkbox"/>	Green House Gas analysis performed and approved by EP.
<input type="checkbox"/>	Air Quality Memo approved by EP.
<input type="checkbox"/>	The project was reviewed by DPH and DTSC, and a memo of concurrence was submitted to EP (for projects within the Maher Layer only).
<input checked="" type="checkbox"/>	PMND was reviewed and no items were identified that would require subsequent environmental review.

CEQA Determination

Note to file, contingent upon regulatory agency approval or other information, as follows:

- Note to file (no additional documentation required)
- Addendum
- Supplemental EIR or MND

Notes:

- Project would not alter an identified historic resource, including street furniture, light standards, signage, curbs, places, bricks, walls, and other paving materials.
- Project excludes ground disturbance within the Hispanic Period Archeological District; therefore, Archeological Monitoring Hispanic Period mitigation measure Cul-2 does not apply.
- Parts of the project would be in the Air Pollutant Exposure Zone; however, air quality impacts would be less than significant because the project would be limited in scope and subject to the Clean Construction Ordinance.
- Hazardous Materials Mitigation Measure M-HAZ-1 would not apply where project activities would overlap with Maher zones since excavation would be less than 50 cubic yards in each specific location.
- Any potential secondary parking impacts would be less than significant because the proposed project meets the Transportation Impact Analysis Guidelines screening criteria for infrastructure projects. Specifically, the project would not likely result in a net parking loss of 600 or more spaces, and in the unlikely event that it did, these losses would be distributed citywide, not localized to a specific area or district. In the cumulative scenario, project-related parking space losses would not contribute substantially to the secondary impacts of cumulative projects because parking losses would be distributed citywide and not

Planner Signature

Signee (print name): Jennifer McKellar 

Date:
August 9, 2021



BETTER STREETS PLAN IMPROVEMENT PROJECT: Daylighting of High Injury Network Intersections

SFMTA CONTACT: Jamie Parks, Livable Streets Director,
jamie.parks@sfmta.com

CASE NO.: 2007.1238E

PURPOSE

In 2014 the City and County of San Francisco adopted Vision Zero as a policy. The goal of Vision Zero is to eliminate traffic fatalities by 2024. Vision Zero is a commitment to engineer safer streets, educate the public on traffic safety, and enforce traffic laws that save lives. Vision Zero is a commitment to adopt policy changes and prioritize resources to implement effective initiatives to achieve the Vision Zero goal.

The San Francisco Department of Public Health has identified high injury corridors—the 13% of city streets where over 75% of severe and fatal injuries to people walking, biking, and driving occur—known as the High Injury Network. Every year in San Francisco about 30 people lose their lives on these corridors and more than 500 people are severely injured. The impact of collisions on survivors, families and friends is lifelong and devastating.

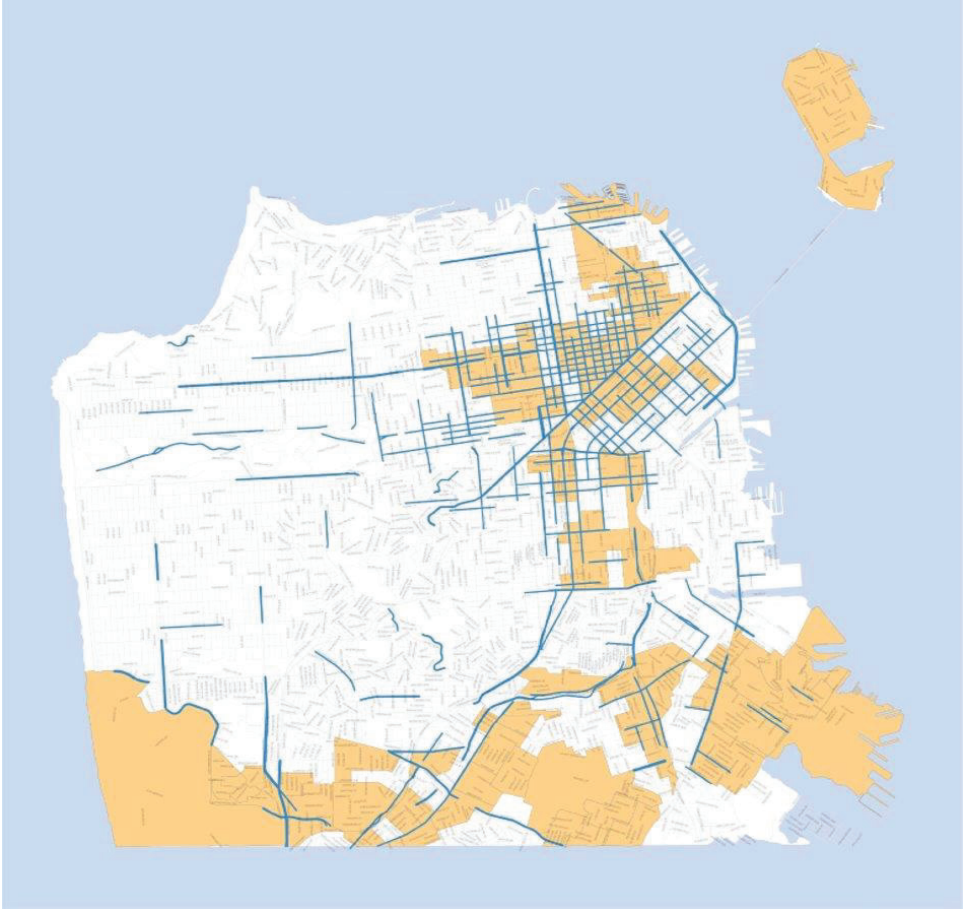
In order to engineer safer streets, every strategy that has been shown to reduce collisions must be pursued systematically. The removal of parking at intersection approaches, or “daylighting”, is one tool used both locally and nationally to improve visibility between drivers and people crossing the street. Prohibiting parking at intersection corners to improve visibility between drivers and people crossing the street is recommended in national documents such as the Uniform Vehicle Code and the Manual on Uniform Traffic Control Devices.

Utilizing data driven processes ensures resources are spent where they will have the greatest impact in creating safer streets. Collision reduction due to daylighting is statistically significant and has resulted in fewer injuries and fatalities. Daylighting is a proven and powerful tool that can improve traffic safety according to national design guidelines published by the National Association of City Transportation Officials, the Institute of Transportation Engineers, and the Federal Highway Administration.



The San Francisco Municipal Transportation Agency’s (SFMTA) proposes to daylight intersections along the High Injury Network, as shown in Figure 1 below.



Figure 1: High Injury Network, 2017



MAP LEGEND

-  **High Injury Network**
The 13% of streets where 75% of severe and fatal collisions occur.
-  **Metropolitan Transportation Commission Communities of Concern**
Low-income communities, communities of color, seniors and people who rely on walking and transit as their primary means of transportation.

Source: San Francisco Department of Public Health-Program on Health, Equity and Sustainability. 2017. Vision Zero High Injury Network: 2017 Update – A Methodology for San Francisco, California. San Francisco, CA.

PROJECT DESCRIPTION – Scope of Work

Through the use of SFMTA work crews, SFMTA is proposing to daylight intersections on the High Injury Network. Daylighting would be completed on a district basis and would include the removal of on-street parking spaces at intersection approaches. This entails removing roadway striping and may include the removal



of parking meters in some locations. The curb would also be painted red to prohibit parking. Daylighting zones would be approximately 10 feet in length at stop-controlled intersections and 20 feet in length at signalized intersections, which is about one to two parking spaces. Daylighting is a routine safety treatment that has been implemented in many locations across the city. The proposed project would focus on the High Injury Network and would fill in gaps where daylighting does not currently exist.

The Vision Zero Action Strategy (VZAS) establishes that all High Injury Network intersections should have daylighting implemented by 2024; the proposed project is limited to intersections located on the High Injury Network and would complete daylighting at approximately 500 locations.

SFMTA staff would review current conditions at these intersections to determine candidate locations. Current conditions would include whether or not there are existing red zones/parking prohibitions already in place at the intersection approaches. In some parts of the city, daylighting has already been implemented, so on certain corridors it would be a matter of assessing where there are gaps in implementation. Other conditions, such as existing driveways, Muni zones, and “No Parking” signage are also being considered. Since every candidate location is on the High Injury Network, there is already a known safety issue at each intersection. Locations would primarily be selected according to built-form characteristics and daylighting opportunities, however turn-related crash history would also be factored to aid in prioritization. All locations selected for daylighting would conform with the following parameters:

- Daylighting would not remove actively used loading zones
- Daylighting would not alter an identified historic resource, including street furniture, light standards, signage, curbs, places, bricks, walls, and other paving materials
- Within the Hispanic Period Archeological District only, daylighting would not involve any ground disturbance (e.g., removal of parking meters)

APPROVAL ACTION: Issuance of an SFMTA Directive by the SFMTA Livable Streets Director

For questions regarding the program or locations, please contact Jamie Parks at jamie.parks@sfmta.com.