SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 2/15/2022
Requested_by: SFMTA
Handled: Shahram Shariati mg
Section Head : M.Sallaberry MS

☐ ***Public Hearing Consent***
☒ ***Public Hearing Regular***
☐ ***Informational / Other***
PH - Regular

No objections:_____
Item Held:_____
Other:_____

Location: Various Locations in District 6

Subject: Red Zones

PROPOSAL / REQUEST:
ESTABLISH RED ZONE

9th Street, west side, from 3 feet south of Sheridan Street to 18 feet southerly (removes General Metered Parking space #342)

9th Street, east side, from 4 feet south of McLea Street to 14 feet southerly (reduces General Metered Parking space #437 from 32 feet to 18 feet long)

9th Street, east side, from Bryant Street to 20 feet southerly (removes General Metered Parking space #501 and reduces General Metered Parking space #503 from 20 feet to 18 feet long)

11th Street, east side, from Kissling street to 19 feet southerly (removes General Metered Parking space #223)

11th Street, west side, from Harrison Street to 20 feet northerly (removes General Metered Parking space #356)

Proposing five new red zones with four meter removals for daylighting as part of the Citywide High Injury Network (HIN) Daylighting project.

Supervisor District 6
Shahram Shariati, Shahram.Shariati@sfmta.com

BACKGROUND INFORMATION / COMMENTS

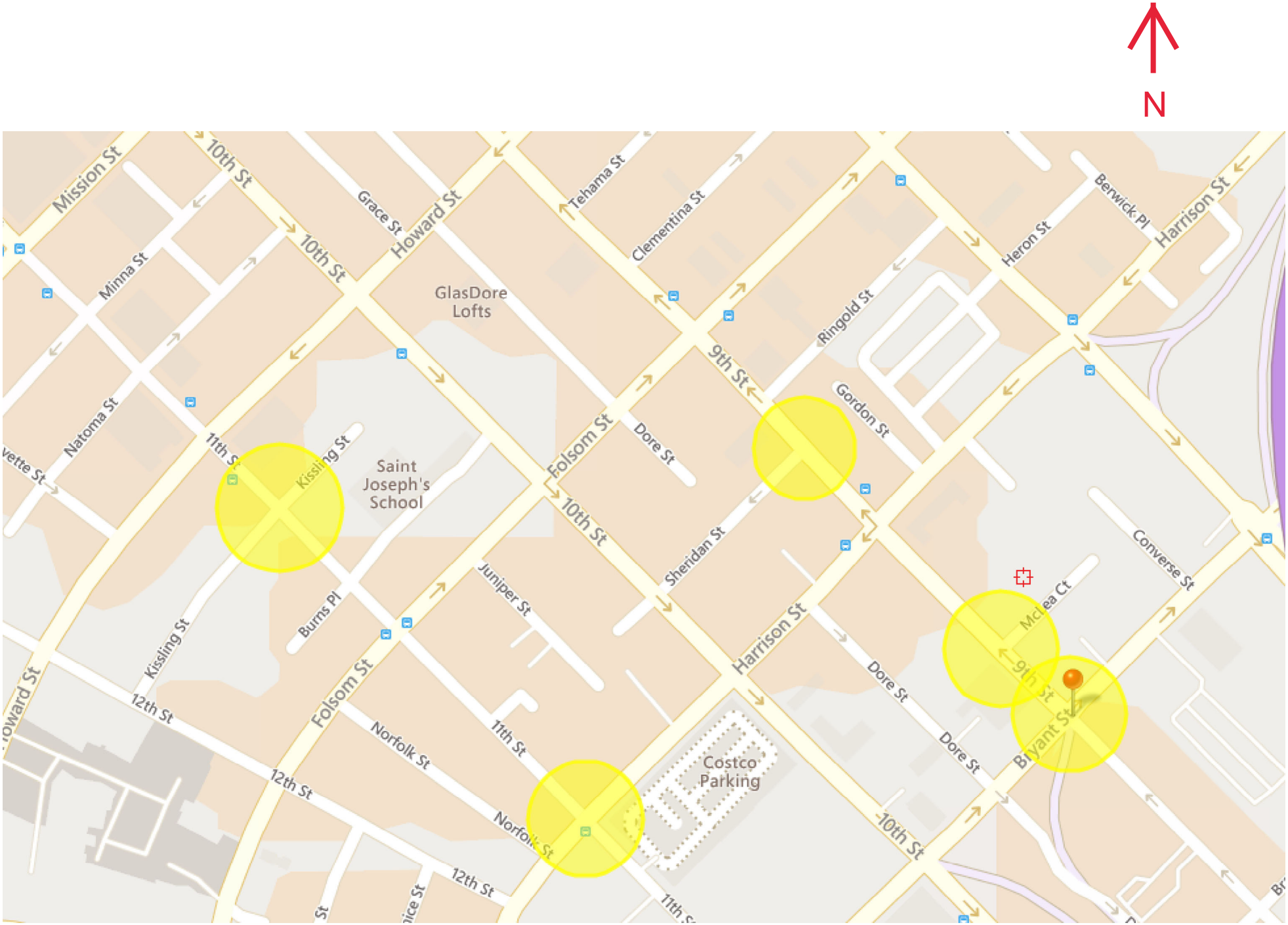
SFMTA is working to improve pedestrian safety on the high-injury network (HIN) across San Francisco. The HIN Project is daylighting intersections to improve visibility between pedestrians and vehicles.

Proposal removes a total of four general metered parking spaces. Proposal adds a total of five red zones.

HEARING NOTIFICATION AND PROCESSING NOTES:

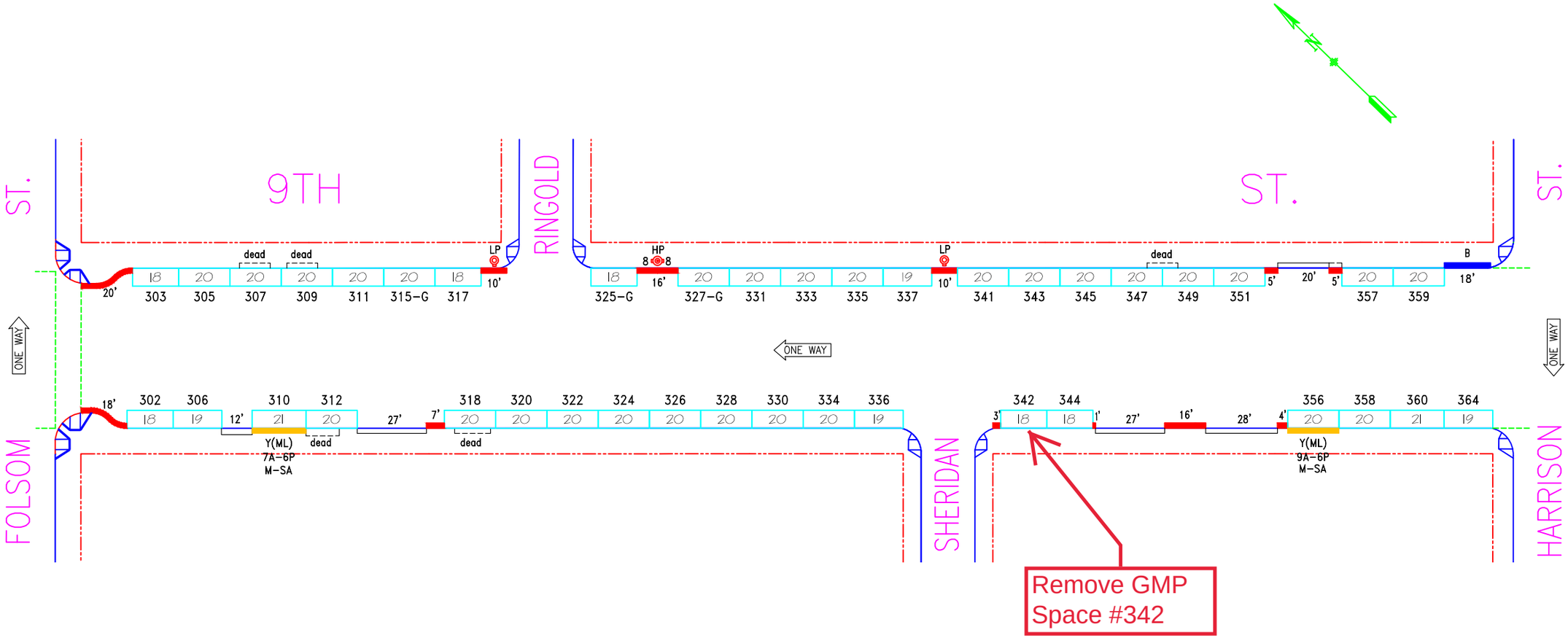
ENVIRONMENTAL CLEARANCE BY:
☒ ***SFMTA*** ☐ ***Attached*** ☐ ***Pending***

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



AERIAL MAP W/DAYLIGHTING LOCATIONS

9TH ST/SHERIDAN INTERSECTION STREETVIEW



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	3	Establish Blue zone, MOS#361–E/S	JB	6/15/17	
1	New bulb out,MOS#301,Shift#302,306	JB	10/27/14	12–119					
2	Dead dwys. Install #312,318 – W/S	JB	4/17/15						

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

	TOW–AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						
SIDE	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6–W	15 MIN	30 MIN	1 HR	2 HR	10 HR		TOTAL
ODD			21		21		9A–6P	M–SA					3		18			21
EVEN			19		17		9A–6P	M–SA	2				2		17			19

9TH ST. (09S, 209)
(300) BLOCK
Meters #209-03XXY

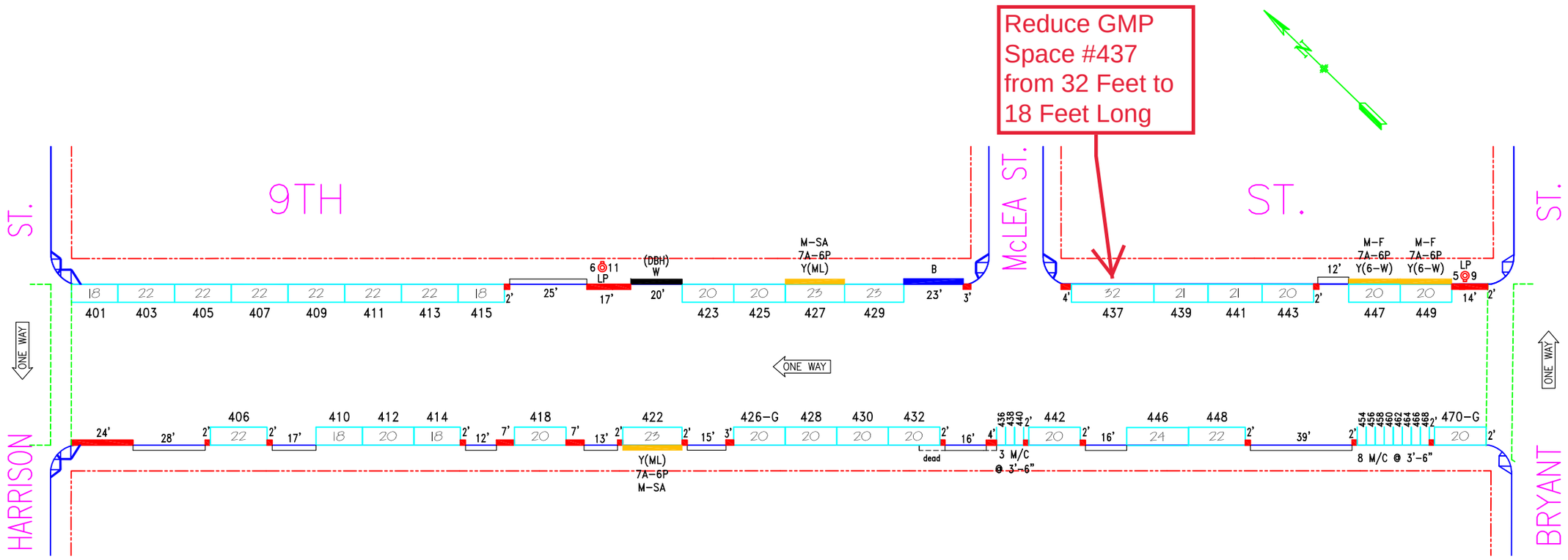
FOLSOM ST. TO HARRISON ST.

SCALE: 1"=50' DATE: 10/27/14 BY: JB

AREA 3

9TH ST/McLEA INTERSECTION STREETVIEW

N



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES
1	ML#443 est., Install ML#447, BS del.	JB	6/25/10	3776
2	Revk. #428-G & ML#426 for Green	JB	10/17/12	4095
3	Change to GMP#443, Add(6-W)#449	JB	1/14/16	
4	Updated per field:X-walk off Bryant	JB	12/29/16	
5	Establish blue zone, MOS#431-E/S	JB	1/17/19	181106.145

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

	TOW-AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						
SIDE	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		TOTAL
ODD			18		15		9A-6P	M-SA	1		2		3		15			18
EVEN			24		11	11	9A-6P	M-SA	1				3		10	11		24

9TH ST. (09S, 209)
(400) BLOCK
Meters #209-04XXY

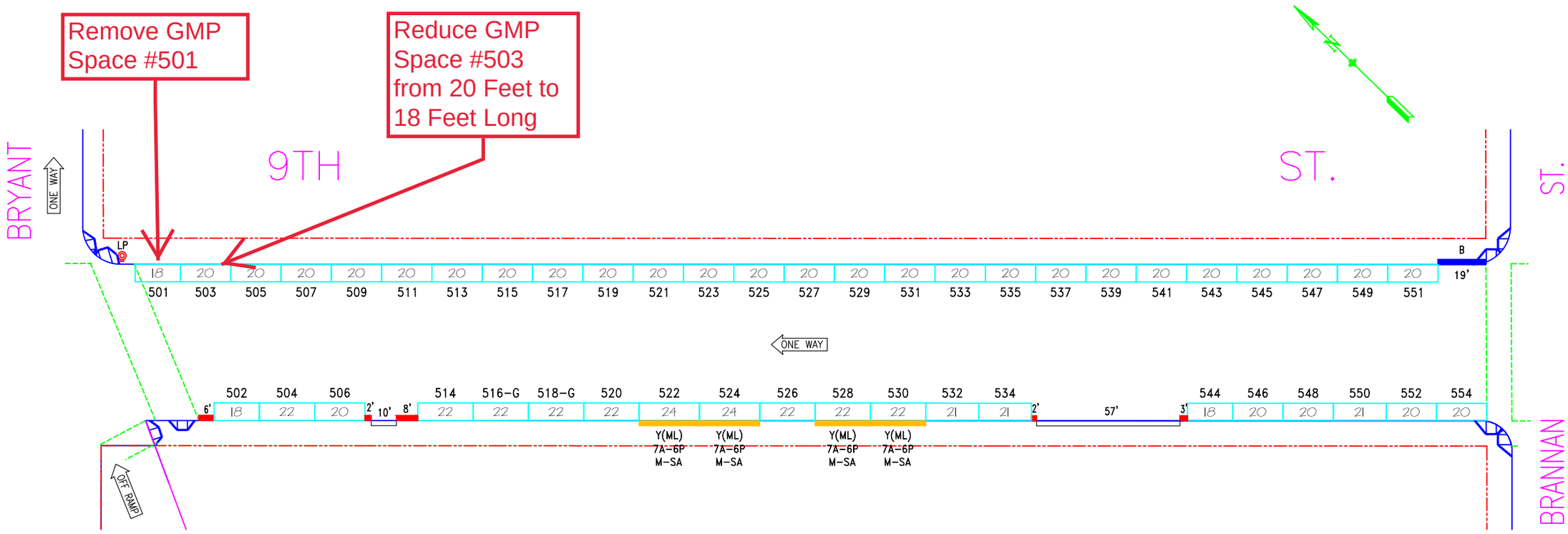
HARRISON ST. TO BRYANT ST.

SCALE: 1"=50' DATE: 6/25/10 BY: JB

AREA 3

9TH ST/BRYANT INTERSECTION STREETVIEW

N



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES
1	Install #514 (raised curb) -W/S	JB	7/8/17	

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

	TOW-AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						
SIDE	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		TOTAL
ODD			26		26		9A-6P	M-SA							26			26
EVEN			20		16		9A-6P	M-SA	4				6		14			20

9TH ST. (09S, 209)
(500) BLOCK
Meters #209-05XXY

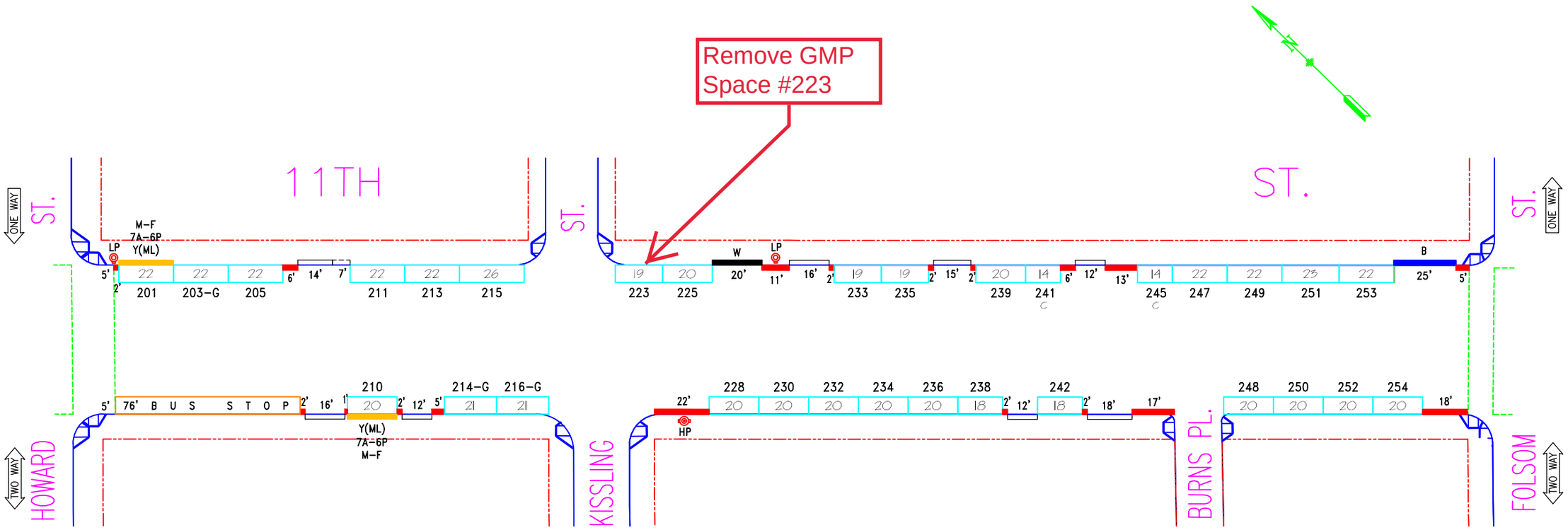
BRYANT ST. TO BRANNAN ST.

SCALE: 1"=50' DATE: 7/8/17 BY: JB

AREA 3

11TH ST/KISSLING INTERSECTION STREETVIEW

N



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES
1	MOS #227, Est. PLZ -E/S		6/2/08	
2	Establish Green #214,216 - W/S	JB	3/12/15	5372
3	Revoke BS,Est. BZ,Add#251,253-E/S	JB	10/1/15	14-148
4	MOS#256 for daylighting - W/S	JB	12/9/16	14-148

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

	TOW-AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						
SIDE	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		TOTAL
ODD			17		16		9A-6P	M-SA	1				1		16			17
EVEN			14		13		9A-6P	M-SA	1				3		11			14

11TH ST. (11S, 211)
(200) BLOCK
Meters #211-02XXY

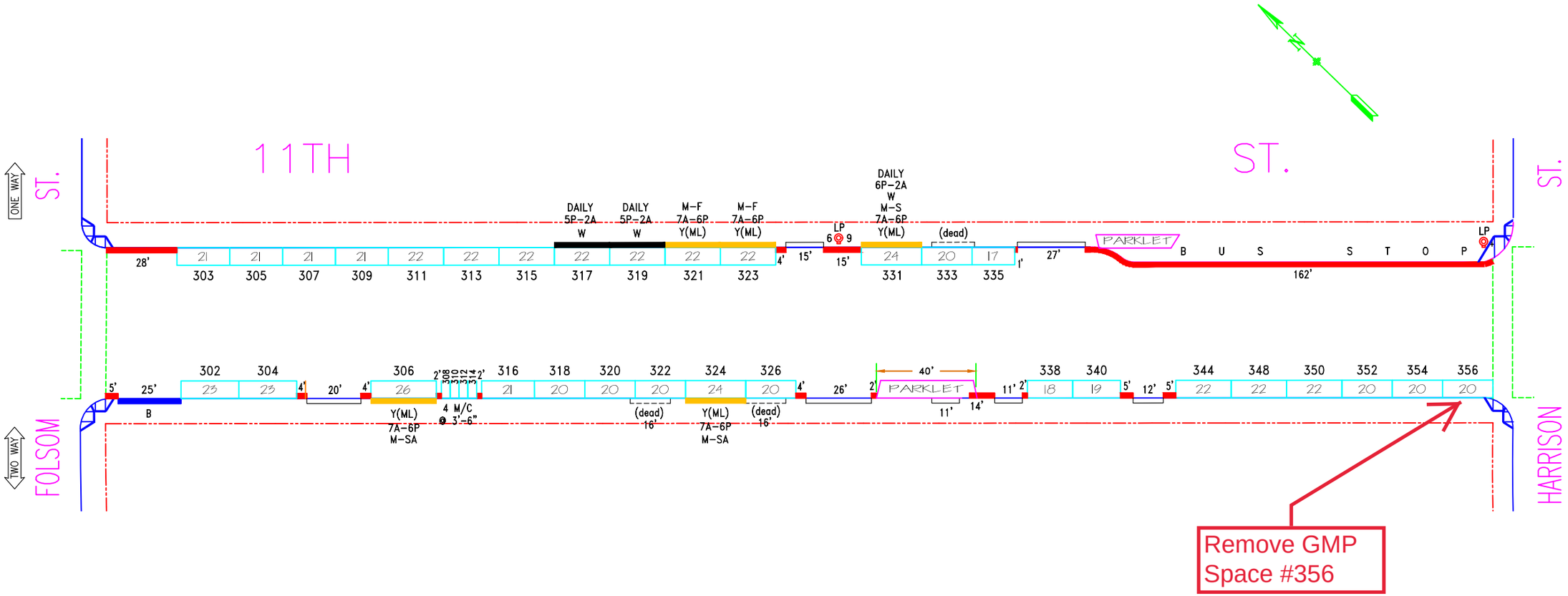
HOWARD ST. TO FOLSOM ST.

SCALE: 1"=50'
DATE: 3/12/15
BY: JB

AREA 3

11TH ST/HARRISON INTERSECTION STREETVIEW

N



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	9.c	Install #322,326(W/S) & #333(E/S)	JB	3/28/18	(deadDwys)
9.a	Perfield:MOSM/C#341,43&#345,57-E/S	JB	3/28/18	(bulbout)					
9.b	Perfield:MOS#352 for Parklet - W/S	JB	3/28/18						

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

	TOW-AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						
SIDE	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		TOTAL
ODD			17		10	2	9A-6P	M-SA	3				3		11			14
EVEN			21		15	4	9A-6P	M-SA	2				2		15	4		21

11TH ST. (11S, 211)
(300) BLOCK
Meters #211-03XXY

FOLSOM ST. TO HARRISON ST.

SCALE: 1"=50' | DATE: 10/18/13 | BY: JB

AREA 3

TransBASE Internal Dashboard

Geographic Extent: 24212000: SHERIDAN ST at 09TH ST
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 10/01/2016 to 09/30/2021
Pull Date: 1/13/2022

Collision/Party/Victim Table
Showing 0 to 0 of 0 entries

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

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 Preceeding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceeding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
None																			

TransBASE Internal Dashboard

Geographic Extent: 24203000: MCLEA CT at 09TH ST
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 10/01/2016 to 09/30/2021
Pull Date: 1/13/2022

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 Preceeding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceeding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
170716624	09/02/2017	14:48	Saturday	09TH ST	MCLEA CT	0	Not Stated	Driver	Not Stated	Changing Lanes	Bicyclist	Not Stated	Proceeding Straight	CVC 22107	Injury (Severe)	Sideswipe	Bicycle	Clear	Daylight

TransBASE Internal Dashboard

Geographic Extent: 24198000: BRYANT ST at 09TH ST
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 10/01/2016 to 09/30/2021
Pull Date: 1/13/2022

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 Preceeding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceeding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
200701587	11/20/2020	12:59	Friday	09TH ST	BRYANT ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
190577365	08/07/2019	12:40	Wednesday	09TH ST	BRYANT ST	116	South	Driver	North	Proceeding Straight	Driver	North	Stopped	CVC 21703	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Daylight
180087249	02/01/2018	21:43	Thursday	BRYANT ST	09TH ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC 23153(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Dark - Street Lights
170272842	04/03/2017	16:30	Monday	BRYANT ST	09TH ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Making Left Turn	CVC 21453(a)	Injury (Severe)	Broadside	Other Motor Vehicle	Clear	Daylight

TransBASE Internal Dashboard

Geographic Extent: 24350000: KISSLING ST at 11TH ST
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 10/01/2016 to 09/30/2021
Pull Date: 1/13/2022

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 Preceeding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceeding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
180914517	12/04/2018	11:06	Tuesday	11TH ST	KISSLING ST	0	Not Stated	Driver	South	Making Left Turn	Driver	South	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Clear	Daylight
170380542	05/09/2017	12:45	Tuesday	11TH ST	KISSLING ST	0	Not Stated	Driver	South	Changing Lanes	Driver	South	Proceeding Straight	CVC 21658(a)	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Clear	Daylight

TransBASE Internal Dashboard

Geographic Extent: 24229000: HARRISON ST at 11TH ST
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 10/01/2016 to 09/30/2021
Pull Date: 1/13/2022

Collision/Party/Victim Table
Showing 1 to 11 of 11 entries

Count of Fatal Collisions: 0
Count of Non-Fatal Injury Collisions: 11
Total Count of Fatal/Non-Fatal Injury Collisions: 11

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 Preceeding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceeding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
210214382	04/07/2021	02:09	Wednesday	11TH ST	HARRISON ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Head-On	Not Stated	Clear	Dark - Street Lights
200480913	08/11/2020	10:28	Tuesday	HARRISON ST	11TH ST	0	Not Stated	Driver	West	Making Left Turn	Pedestrian	West	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Cloudy	Daylight
190636381	08/27/2019	17:55	Tuesday	11TH ST	HARRISON ST	0	Not Stated	Driver	North	Making Right Turn	Bicyclist	West	Proceeding Straight	CVC 22107	Injury (Severe)	Broadside	Bicycle	Clear	Daylight
190014618	01/06/2019	17:10	Sunday	HARRISON ST	11TH ST	0	Not Stated	Driver	Not Stated	Not Stated	Pedestrian	North	Not Stated	CVC Not Stated	Injury (Other Visible)	Not Stated	Not Stated	Not Stated	Not Stated
180565386	07/29/2018	18:45	Sunday	11TH ST	HARRISON ST	90	North	Driver	West	Making Right Turn	Bicyclist	South	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Rear End	Bicycle	Clear	Daylight
170850943	10/17/2017	21:27	Tuesday	11TH ST	HARRISON ST	0	Not Stated	Driver	South	Making Left Turn	Driver	East	Proceeding Straight	CVC 21809(a)	Injury (Other Visible)	Head-On	Other Motor Vehicle	Clear	Dark - Street Lights
170843437	10/15/2017	14:30	Sunday	HARRISON ST	11TH ST	0	Not Stated	Driver	West	Proceeding Straight				CVC 22350	Injury (Other Visible)	Overturned	Non-Collision	Clear	Daylight
170221021	03/17/2017	16:42	Friday	11TH ST	HARRISON ST	0	Not Stated	Driver	South	Making Left Turn	Driver	East	Proceeding Straight	CVC 21801(a)	Injury (Complaint of Pain)	Not Stated	Other Motor Vehicle	Clear	Daylight
170202946	03/12/2017	00:29	Sunday	HARRISON ST	11TH ST	93	East	Driver	West	Proceeding Straight	Driver	West	Stopped In Road	CVC 21703	Injury (Complaint of Pain)	Rear End	Parked Motor Vehicle	Clear	Dark - Street Lights
170142126	02/19/2017	00:45	Sunday	HARRISON ST	11TH ST	0	Not Stated	Driver	South	Making Left Turn	Driver	East	Proceeding Straight	CVC 23153(b)	Injury (Complaint of Pain)	Head-On	Other Motor Vehicle	Raining	Dark - Street Lights
170007564	01/03/2017	19:29	Tuesday	HARRISON ST	11TH ST	0	Not Stated	Bicyclist	East	Proceeding Straight	Driver	East	Changing Lanes	CVC 21658(a)	Injury (Other Visible)	Other	Bicycle	Raining	Dark - Street Lights

San Francisco Planning

1650 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103
WWW.SFPLANNING.ORG

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 Checklist[2] (*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]	☑ 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 NAME: Daylighting of High Injury Network Intersections

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 Review[5]** **(*EP PLANNER DETERMINATION ONLY*)**
SI-1 Accessible curb ramps	☐	☐
SI-2 Marked crosswalks	☐	☐
SI-3 Pedestrian signal timing	☐	☐
SI-4 Curb radii guidelines	☐	☐
SI-5 Corner curb extensions	☐	☐
SI-6 Street trees	☐	☐
SI-7 Tree basin furnishing	☐	☐
SI-8 Sidewalk planters	☐	☐
SI-9 Stormwater management tools	☐	☐
SI-10 Street lighting	☐	☐
SI-11 Special paving	☐	☐
SI-12 Site furnishings	☐	☐
CASE-BY-CASE IMPROVEMENTS		
CBC-1 High-visibility crosswalk	☐	☐
CBC-2 Special crosswalk	☐	☐
CBC-3 Vehicle turning movements	☐	☐
CBC-4 Removal or reduction of permanent crosswalk closures	☐	☐

[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 NAME: Daylighting of High Injury Network Intersections

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

[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	☐	☐
CBC-23 Pedestrian-only streets	☐	☐
CBC-24 Public stairs	☐	☐
CBC-25 Multi-use paths	☐	☐
CBC-26 Above-ground landscaping	☐	☐
OTHER DESIGN IMPROVEMENTS IN THE BETTER STREETS PLAN (BSP) *(Not identified above)*		
DESIGN ELEMENT NAME	**BSP PAGE NUMBER**	
Daylighting - Improving Visibility	43	☐
(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 NAME: Daylighting of High Injury Network Intersections

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 Review**[8] **(FOR EP PLANNER DETERMINATION ONLY)**
Permeable Paving	☐	☐
Bioretention Facilities	☐	☐
Swales	☐	☐
Infiltration Boardwalks	☐	☐
Infiltration and Soakage Trench	☐	☐
Channels and Runnels	☐	☐
Vegetated Buffer Strip	☐	☐
Vegetated Gutter	☐	☐
Other (describe stormwater improvements)	☐	☐
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 NAME: Daylighting of High Injury Network Intersections

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 ☐
Does the project include removal of crosswalk closures?	Yes ☐
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 ☐
Does the project include roundabouts?	Yes ☐
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 ☐
Does the project include multi-use paths?[9]	Yes ☐
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 ☐
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:** The project could potentially be located within a potential historic district or on a street adjacent to a historic landmark.	Yes ☒
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 ☐
Does the proposed project involve removal of trees adjacent to historic resources?	Yes ☐
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 NAME: Daylighting of High Injury Network Intersections

PROJECT SCREENING PART III *Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.*					
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 ☐ No ☒	Significant trees	**N/A**			☐
Does the project involve tree root trimming? Yes ☐ No ☒ If so, is tree root trimming greater than two inches? Yes ☐ No ☒		**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).		☐
☒ 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 ☐ No ☒	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).		☐
Does the project occur in an area within the Hispanic Period Archeological District?[12] Yes ☒ No ☐	Hispanic Period District	**N/A**	Archeological Monitoring Hispanic Period mitigation measure Cul-2 applies (p.64).		☐
☐ None of the above CEQA topics apply to the project					
Transportation and Circulation					
Does the project include removal of loading spaces? Yes ☐ No ☒	Loading	**YES**	Provision of New Loading Space, Mitigation Measure TR-1 (p.78).		☐

[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 NAME: Daylighting of High Injury Network Intersections

PROJECT SCREENING PART III CONT. *Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.*					
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 ☐ No ☒	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 ☒ No ☐	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.

☒	Project was screened for potential impacts to archeological resources pursuant to EP practice.
☐	Project was screened by a Tech Spec for potential impacts to historical resources pursuant to EP practice.
☐	Applicable Mitigation Measures are applied to the project.
☐	Green House Gas analysis performed and approved by EP.
☐	Air Quality Memo approved by EP.
☐	The project was reviewed by DPH and DTSC, and a memo of concurrence was submitted to EP (for projects within the Maher Layer only).
☒	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.

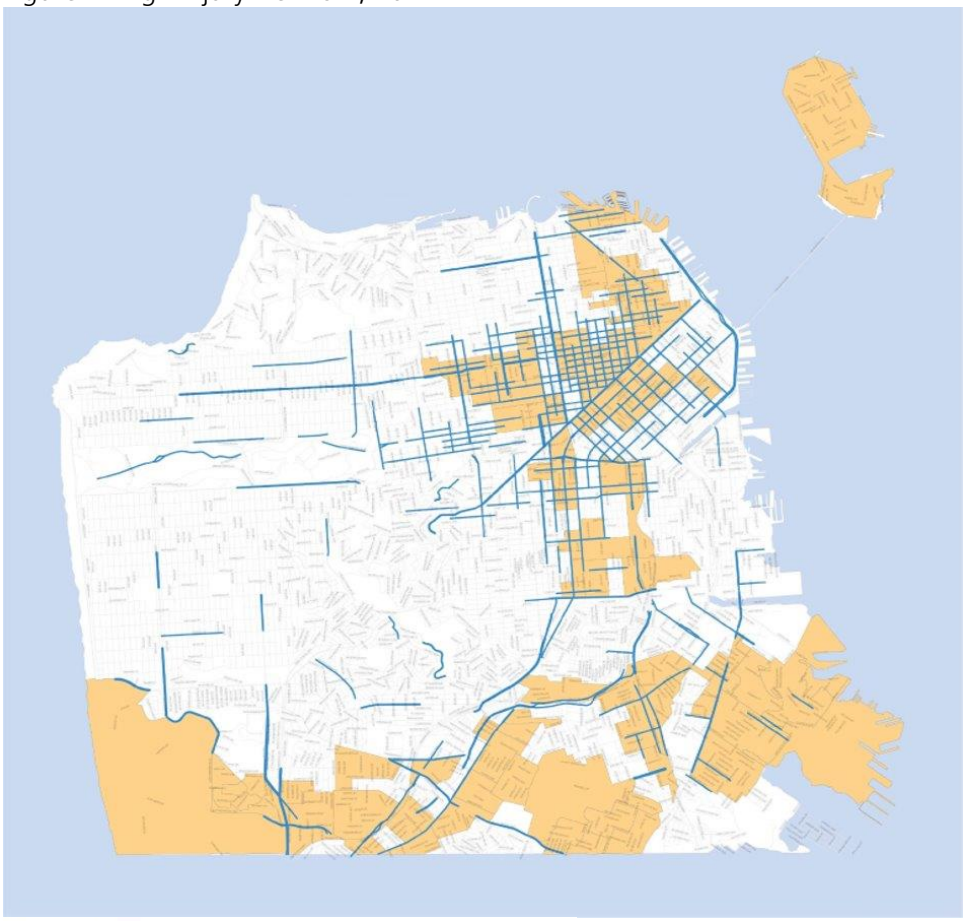
The San Francisco Department of Public Health has identified high injury corridors—the 13% of city streets where over 75% of severe and fatal injuries to people walking, biking, and driving occur—known as the High Injury Network. Every year in San Francisco about 30 people lose their lives on these corridors 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



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.