

SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 9/13/2022 Requested_by: SFMTA Handled: Jarrett Hornbostel, 646-2723 GD Section Head : BW	<input type="checkbox"/> Public Hearing Consent <input checked="" type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational / Other PH - Regular	No objections: _____ Item Held: _____ Other: _____
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Location: Alemany Boulevard and Cotter Street

Subject: Contract 66 - New Traffic Signals

PROPOSAL / REQUEST:

ESTABLISH – TRAFFIC SIGNAL
Alemany Boulevard and Cotter Street

RESCIND – RIGHT TURN ONLY
Cotter Street, eastbound and westbound, at Alemany Boulevard

(Supervisor District 11)

A new traffic signal funded through Prop K 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 including poles, signals, lighting, pedestrian countdown signals (PCS), and accessible pedestrian signals (APS) in addition to standardized new signal treatments such as advance limit lines.

BACKGROUND INFORMATION / COMMENTS

At the intersection with Cotter Street, Alemany Boulevard is a four-lane uncontrolled roadway with a speed limit of 35 MPH. The present conditions present a challenge for drivers and pedestrians wishing to cross Alemany as evidenced by the eight reported broadside collisions. Signalizing this location and the crossings will provide substantial benefit to pedestrians and eliminate the need for side-street motorists to manage both pedestrian yielding and finding the appropriate vehicular gap to cross into Alemany Boulevard. In addition, the signal will be coordinated with nearby signals to reduce driver speeding behavior on this corridor.

This intersection is currently side-street STOP controlled. Cotter Street is one-way eastbound west of Alemany Boulevard and two-way east of Alemany Boulevard.

This intersection is located on the Vision Zero High Injury Network with 10 reported injury collisions in the last five years. Of the 10 collisions, eight were broadside collisions where drivers failed to yield to oncoming traffic.

This segment of Alemany Boulevard is on the San Francisco Bicycle Network with class 2 bike lanes.

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

HEARING NOTIFICATION AND PROCESSING NOTES:

ENVIRONMENTAL CLEARANCE BY:

SFMTA Attached Pending

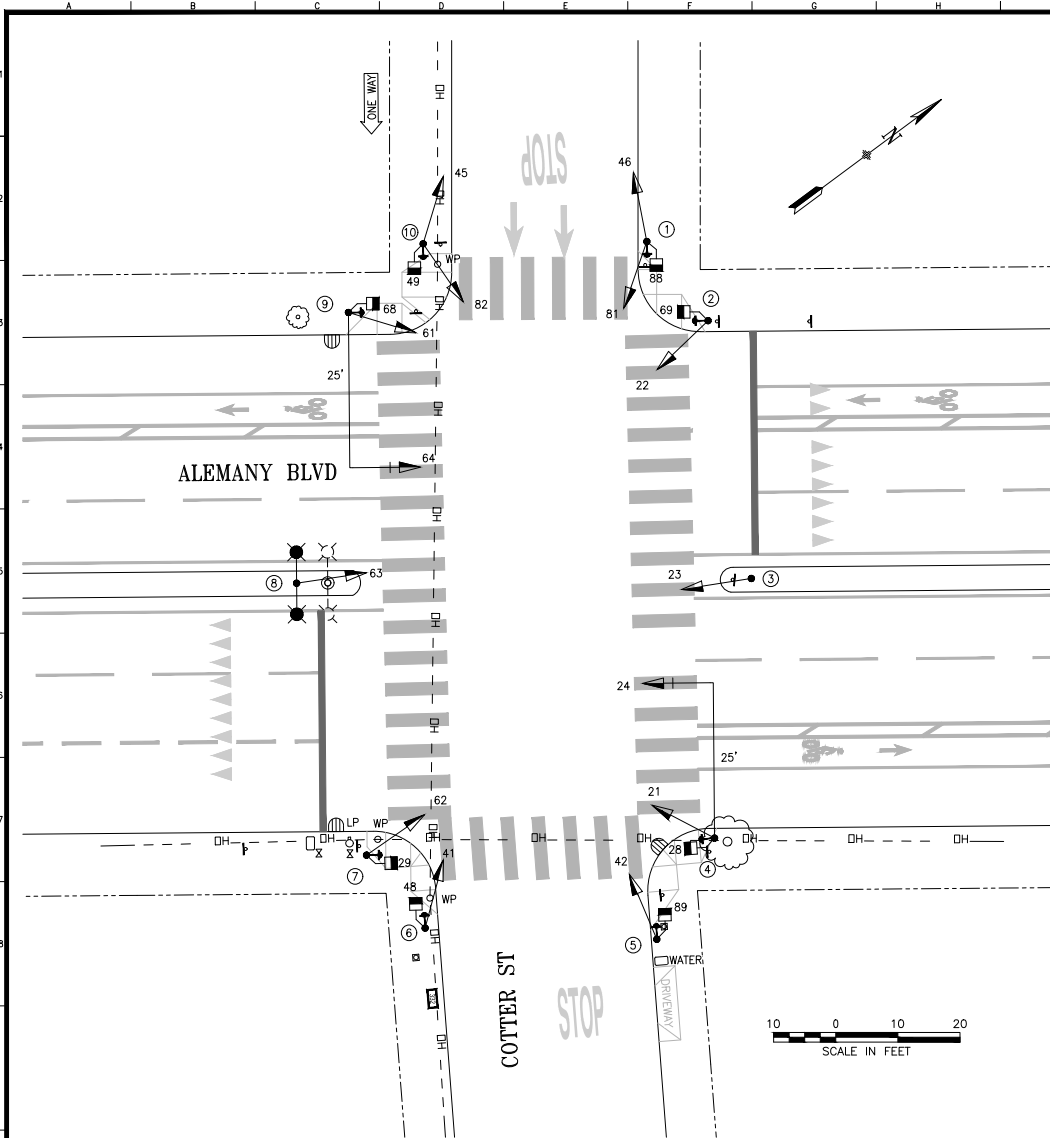
CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:

Alemany Boulevard and Cotter Street Network Map



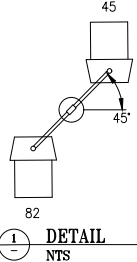
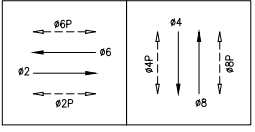
Alemany Boulevard and Cotter Street Bicycle Network





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')		46 81	3S12" 3S12"	TV-2-T	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	1-A (10')		23	3S12"	TV-1-T	T					
④	18-2-100 W/ 25' MA		21 24	3S12" 3S12"	SV-1-T MAC	T T	BP	28	1S-COUNT	SP-1	APS-2W
⑤	1-A (13')		42	3S12"	TV-1-T	T		89	1S-COUNT	SP-1	APS-2W
⑥	1-A (13')		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					
⑨	18-2-100 W/ 25' MA		61 64	3S12" 3S12"	SV-1-T MAC	T T	BP	68	1S-COUNT	SP-1	APS-2W
⑩	1-A (10')		45 82	3S12" 3S12"	TV-2-T	T T		49	1S-COUNT	SP-1	MOUNT AT 45' 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 CHEN
Acting Deputy Bureau Mgr: LESLEY WONG
Acting Bureau Mgr: IQBAL DHAPA

DESIGNED: DATE: 3/2022
DRAWN: DATE: 3/2022
CHECKED: DATE: 3/2022

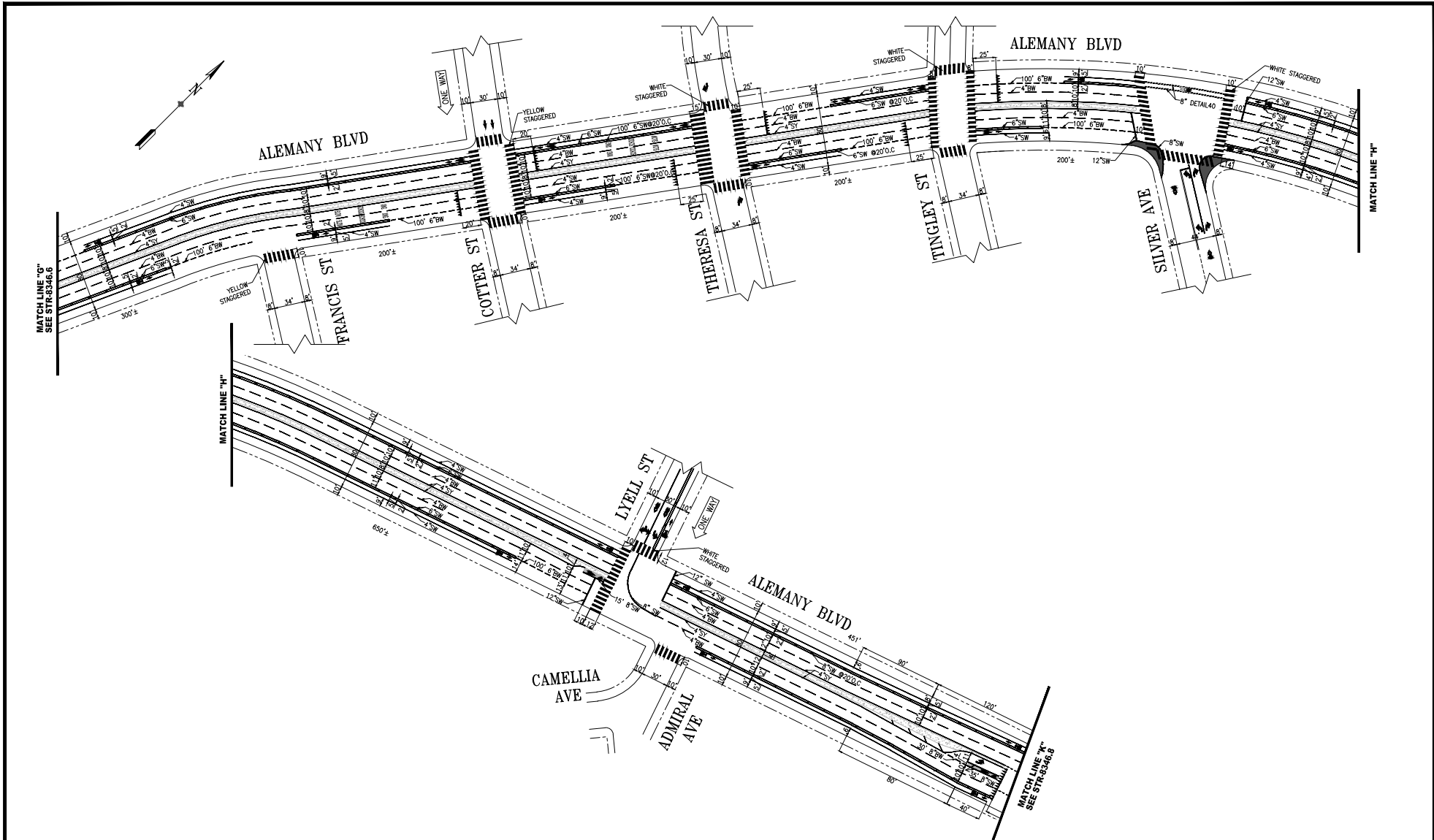


SCALE: AS SHOWN
SHEET OF SHEETS: X OF X

CONTRACT 66
NEW TRAFFIC SIGNALS
**ALEMANY BOULEVARD AND COTTER STREET
TRAFFIC SIGNAL PLAN**

CONTRACT NO. XXXXXXXX
DRAWING NO. E-8.0
FILE NO.
REV. NO. 0

Project: Park, N.Y., E. 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.



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



SUPERCEDES STR-7701.5 REV '99"	
DRAWN: T ABDALLAH	DATE: 2020/04/07
CHECKED: B WOOD	DATE: 2020/04/07

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE: 1"=50'
SHEET/SHEETS:

TRAFFIC STRIPING

ALEMANY BOULEVARD
SANTA ROSA AVENUE TO ROUSSEAU STREET

CONTRACT NO.
DRAWING NO. STR-8346.7
FILE NO.
REV. NO. 0

EXTERNAL REFERENCES:
 FONTS USED:
 SCALE FACTOR:
 PLOT SCALE:
 ORIGIN: OPERATIONS
 FILE NAME: I:\a\01\ac\temp\c\c\c\alemany\str-7701

TransBASE Internal Dashboard

Geographic Extent: 21777000: COTTER ST at ALEMANY BLVD
 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 10 of 10 entries

Count of Fatal Collisions: 0
 Count of Non-Fatal Injury Collisions: 10
 Total Count of Fatal/Non-Fatal Injury Collisions: 10

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
210291346	05/12/2021	12:56	Wednesday	ALEMANY BLVD	COTTER ST	0	Not Stated	Driver	North	Making U Turn	Driver	South	Proceeding Straight	CVC 21801(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
200506763	08/23/2020	02:00	Sunday	ALEMANY BLVD	COTTER ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	South	Proceeding Straight	CVC 22450(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Dark - Street Lights
190696335	09/17/2019	21:41	Tuesday	ALEMANY BLVD	COTTER ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21802(a)	Injury (Complaint of Pain)	Broadside	Motor Vehicle on Other Roadway	Clear	Dark - Street Lights
190354254	05/17/2019	19:01	Friday	ALEMANY BLVD	COTTER ST	0	Not Stated	Driver	West	Making Left Turn	Driver	North	Proceeding Straight	CVC 21802(a)	Injury (Severe)	Broadside	Other Motor Vehicle	Cloudy	Daylight
190300097	04/27/2019	15:55	Saturday	ALEMANY BLVD	COTTER ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC 22106	Injury (Complaint of Pain)	Broadside	Motor Vehicle on Other Roadway	Clear	Daylight
180969352	12/25/2018	13:29	Tuesday	ALEMANY BLVD	COTTER ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC 22450(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
180821887	10/29/2018	17:30	Monday	ALEMANY BLVD	COTTER ST	0	Not Stated	Driver	North	Making Right Turn	Bicyclist	North	Proceeding Straight	CVC 22107	Injury (Other Visible)	Overtaken	Bicycle	Clear	Daylight
180613076	08/15/2018	15:00	Wednesday	ALEMANY BLVD	COTTER ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21800(b)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
170966744	11/28/2017	17:50	Tuesday	ALEMANY BLVD	COTTER ST	0	Not Stated	Driver	South	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Dark - Street Lights
170514741	06/24/2017	16:06	Saturday	ALEMANY BLVD	COTTER ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	North	Stopped In Road	CVC 22350	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Daylight

TransBASE Internal Dashboard

Geographic Extent: 21777000: COTTER ST at ALEMANY BLVD
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: 21777000: COTTER ST at ALEMANY BLVD
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


















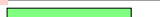






Environmental Filters

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

S.F.M.T.A Transportation Engineering/OPS
ALEMANY NB SOUTH OF THERESA

Site Code: ALEMANY NB
 Station ID:

Date Start: 19-Dec-18
 Date End: 20-Dec-18

Start Time	Mon 17-Dec-18	Tue 18-Dec-18	Wed 19-Dec-18	Thu 20-Dec-18	Fri 21-Dec-18	Average Day	Sat 22-Dec-18	Sun 23-Dec-18	Week Average
12:00 AM	*	*	*	81	*	81	*	*	81 
01:00	*	*	*	52	*	52	*	*	52 
02:00	*	*	*	36	*	36	*	*	36 
03:00	*	*	*	36	*	36	*	*	36 
04:00	*	*	*	72	*	72	*	*	72 
05:00	*	*	*	142	*	142	*	*	142 
06:00	*	*	*	385	*	385	*	*	385 
07:00	*	*	*	1126	*	1126	*	*	1126 
08:00	*	*	*	1172	*	1172	*	*	1172 
09:00	*	*	*	624	*	624	*	*	624 
10:00	*	*	492	481	*	486	*	*	486 
11:00	*	*	469	*	*	469	*	*	469 
12:00 PM	*	*	496	*	*	496	*	*	496 
01:00	*	*	555	*	*	555	*	*	555 
02:00	*	*	525	*	*	525	*	*	525 
03:00	*	*	668	*	*	668	*	*	668 
04:00	*	*	640	*	*	640	*	*	640 
05:00	*	*	710	*	*	710	*	*	710 
06:00	*	*	574	*	*	574	*	*	574 
07:00	*	*	401	*	*	401	*	*	401 
08:00	*	*	345	*	*	345	*	*	345 
09:00	*	*	290	*	*	290	*	*	290 
10:00	*	*	227	*	*	227	*	*	227 
11:00	*	*	125	*	*	125	*	*	125 
Day Total	0	0	6517	4207	0	10237	0	0	10237
% Avg. WkDay	0.0%	0.0%	63.7%	41.1%	0.0%				
% Avg. Week	0.0%	0.0%	63.7%	41.1%	0.0%	100.0%	0.0%	0.0%	
AM Peak			10:00	08:00		08:00			08:00
Vol.			492	1172		1172			1172
PM Peak			17:00			17:00			17:00
Vol.			710			710			710
Grand Total	0	0	6517	4207	0	10237	0	0	10237

ADT Not Calculated

S.F.M.T.A Transportation Engineering/OPS
ALEMANY SB NORTH OF THERESA

Site Code: ALEMANY SB
 Station ID:

Date Start: 19-Dec-18
 Date End: 21-Dec-18

Start Time	Mon 17-Dec-18	Tue 18-Dec-18	Wed 19-Dec-18	Thu 20-Dec-18	Fri 21-Dec-18	Average Day	Sat 22-Dec-18	Sun 23-Dec-18	Week Average
12:00 AM	*	*	*	94	109	102	*	*	102
01:00	*	*	*	56	72	64	*	*	64
02:00	*	*	*	17	40	28	*	*	28
03:00	*	*	*	0	34	17	*	*	17
04:00	*	*	*	0	33	16	*	*	16
05:00	*	*	*	0	51	26	*	*	26
06:00	*	*	*	0	133	66	*	*	66
07:00	*	*	*	0	394	197	*	*	197
08:00	*	*	*	0	493	246	*	*	246
09:00	*	*	*	0	368	184	*	*	184
10:00	*	*	*	116	385	250	*	*	250
11:00	*	*	340	327	*	334	*	*	334
12:00 PM	*	*	415	433	*	424	*	*	424
01:00	*	*	418	404	*	411	*	*	411
02:00	*	*	458	487	*	472	*	*	472
03:00	*	*	606	617	*	612	*	*	612
04:00	*	*	842	754	*	798	*	*	798
05:00	*	*	1081	998	*	1040	*	*	1040
06:00	*	*	928	956	*	942	*	*	942
07:00	*	*	448	428	*	438	*	*	438
08:00	*	*	315	311	*	313	*	*	313
09:00	*	*	274	284	*	279	*	*	279
10:00	*	*	208	206	*	207	*	*	207
11:00	*	*	168	171	*	170	*	*	170
Day Total	0	0	6501	6659	2112	7636	0	0	7636
% Avg. WkDay	0.0%	0.0%	85.1%	87.2%	27.7%				
% Avg. Week	0.0%	0.0%	85.1%	87.2%	27.7%	100.0%	0.0%	0.0%	
AM Peak			11:00	11:00	08:00	11:00			11:00
Vol.			340	327	493	334			334
PM Peak			17:00	17:00		17:00			17:00
Vol.			1081	998		1040			1040
Grand Total	0	0	6501	6659	2112	7636	0	0	7636

ADT

ADT 6,659

AADT 6,659

Alemany and Santa Rosa

DESCRIPTION: Added LPs to 4P&8P.

CHANGE: 13
 CNN #: 21772000
 ENGINEER: A Mathews
 Revision date: 5/12/2021

NOTES: clock resync time set at 4 AM, RTSOP 3

Programmed by: MB
 Installed by: MB/ABR

PHASE	STREET	EmerFlash	ProgFlash
2	Alemany NB	R	-
4	Santa Rosa EB	R	-
6	Alemany SB	R	-
8	Santa Rosa WB	R	-

Controller: 2070
 Cabinet: G
 Oper. Date: 12/8/1949
 System: Alemany
 Master: Local TBC (GPS)
 Network:

Date Completed: 6/2/21

12:31 PM


Actuation Transit Priority Preemption

Steady Demand Sequence

X = YES	-- = NO	S	M	T	W	T	F	S	CYCLE	SPLIT	OFFSET	FLASH				
7:00 TO	9:00	--	X	X	X	X	X	--	2	1	2	--				
16:00 TO	19:00	--	X	X	X	X	X	--	3	1	3	--				
ALL OTHER TIMES		X	X	X	X	X	X	X	1	1	1	--				
STREET	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

Alemany NB & SB 2&6 G Y R

Santa Rosa EB & WB 4&8 R G Y R

Peds xing Alemany SS & NS 4P&8P RH  FRH RH

ws3.0

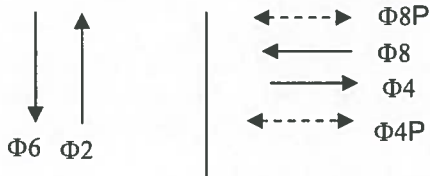
CSO	CYCLE (seconds)	OFFSET (seconds)	SIGNAL INTERVALS (seconds)														
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
111	70.0	66	21.0	9.0	5.0	1.0	4.0	2.0	22.0	4.0	2.0						
212	80.0	16	31.0	9.0	5.0	1.0	4.0	2.0	22.0	4.0	2.0						
313	80.0	69	31.0	9.0	5.0	1.0	4.0	2.0	22.0	4.0	2.0						

Alemany and Santa Rosa

CHANGE 13

Alemany and Santa Rosa

PHASE DIAGRAM



Are there conflicting protected left turn phases? n/a

BASE TIMINGS:

Phase	1	2	3	4	5	6	7	8
Movement		NB		EB		SB		WB
Absolute Min Green (whole #)		9		6		9		6
Early Walk				4				4
Yellow		5.0		4.0		5.0		4.0
Red Clearance		1.0		2.0		1.0		2.0
Absolute Min Walk (whole #)				6				6
FRH (whole #)				22				22

ACTUATION: ** if Actuation setting vary by plan, use special comments.

Phase	1	2	3	4	5	6	7	8
Vehicle Detection Type		NONE		NONE		NONE		NONE
Ped Detection Type				NONE				NONE
Vehicle Recall (Max, Min, Soft or None)		MAX		MAX		MAX		MAX
Absolute Min Green (same as above)		9		6		9		6
Vehicle Extension (seconds)		-		-		-		-
Max Green (only used for FREE)		30		24		30		24
Pedestrian Recall (Yes or No)				YES				YES
Ped Recycle (Yes or No)				YES				YES
"WALK EXPAND" (Yes or No)				YES				YES

COORDINATION (phase splits = Max G + Y + R Clearance)

Phase	1-4 Cycle length									Offset (from page 1)
		1	2	3	4	5	6	7	8	
Dial 1 Splits	70		36		34		36		34	66
Min Transition	64		30		34		30		34	
Max Transition	94		52		42		52		42	
Dial 2 Splits	80		46		34		46		34	16
Min Transition	74		40		34		40		34	
Max Transition	107		62		45		62		45	
Dial 3 Splits	80		46		34		46		34	69
Min Transition	74		40		34		40		34	
Max Transition	107		62		45		62		45	
Coordinated Phases										

Special Comments

startup all-red = 6 seconds



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA_Contract 66: New Traffic Signals and Rectangular Rapid Flashing		
Case No.		Permit No.
2022-006667ENV		
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</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

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

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: 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.)? (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>)</p>
<input checked="" type="checkbox"/>	<p>Hazardous Materials: 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>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 <i>The Environmental Information tab on the San Francisco Property Information Map</i>)</p>
<input type="checkbox"/>	<p>Transportation: 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>Archeological Resources: 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>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to <i>The Environmental Information tab on the San Francisco Property Information Map</i>) If box is checked, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: 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? (refer to <i>The Environmental Planning tab on the San Francisco Property Information Map</i>) If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic Hazard: <input type="checkbox"/> Landslide or <input type="checkbox"/> Liquefaction Hazard Zone:</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? (refer to <i>The Environmental tab on the San Francisco Property Information Map</i>) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): Jennifer M McKellar</p> <p>PLEASE SEE ATTACHED</p>	

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

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

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

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

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

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

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

STEP 6: EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

<input checked="" type="checkbox"/>	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.	
	Project Approval Action: City Traffic Engineer's Directive	Signature: 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.

Planner Name:

Date:



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"> • 66-90 Mint St (Listed in Mint-Mission Conservation District) • 88 5th St (The Old Mint) • 901-925 Mission St

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 5th 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 10th 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

