

## SFMTA - TASC SUMMARY SHEET

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

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

**PROPOSAL / REQUEST:**  
 ESTABLISH – TRAFFIC SIGNAL  
 Mary Street, Mint Street, and Mission Street

ESTABLISH – RED ZONE  
 Mission Street, south side, from Mary Street to 10 feet westerly

ESTABLISH – WHITE ZONE  
 PASSENGER LOADING AT ALL TIMES, EXCEPT 7AM TO 10 AM AND 3PM TO 7PM, DAILY  
 Mission Street, south side, from 44 to 54 feet west of Mary Street  
 (Shifts existing two space white zone westerly)

ESTABLISH – PAINTED SAFETY ZONE  
 Mission Street, north side, from Mint Street northwest corner to 20 feet easterly  
 (INFORMATION ONLY: creates a new painted safety zone along the prolongation of existing concrete islands on Mint Street)

(Continued - See Attached)

**BACKGROUND INFORMATION / COMMENTS**

This intersection is in the South of Market Neighborhood and adjacent to the 5M Development. As a condition of their Development Agreement, the 5M Developer has contributed \$400,000 towards the construction of a new signalized pedestrian crossing of Mission Street at the Mary and Mint Street alleyways to mitigate anticipated pedestrian impacts of the development and improve conditions for pedestrians already crossing in this location.

This intersection is currently side-street STOP controlled.

The intersection is located on the Vision Zero High Injury Network with five reported injury collisions in the last five years. Of the five collisions, three were broadside collisions.

Muni routes 14-Mission, 14R-Mission Rapid, and 14X-Mission Express (suspended) and SamTrans routes FCX-Foster City Commuter Express, 292-San Francisco-SFO-Hillsdale Mall, 397-San Francisco-Palo Alto Transit Center, and 398-Redwood City Transit Center to SF Transbay Terminal operate through this intersection.

<b>HEARING NOTIFICATION AND PROCESSING NOTES:</b>	<b>ENVIRONMENTAL CLEARANCE BY:</b> <input type="checkbox"/> SFMTA <input checked="" type="checkbox"/> Attached <input type="checkbox"/> Pending
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**CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:**

**Mary St/Mint St / Mission St**

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Mary Street, Mint Street, and Mission Street

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(Shifts existing two space white zone westerly)

ESTABLISH – PAINTED SAFETY ZONE

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(INFORMATION ONLY: creates a new painted safety zone along the prolongation of existing concrete islands on Mint Street)

(Supervisor District 6)

A new traffic signal funded through Prop K and developer funding is proposed as part of SFMTA's Contract 66 – New Traffic Signals project to improve right-of-way allocation. The installation will include all necessary signal infrastructure such as poles, signals, lighting, pedestrian countdown signals (PCS), and accessible pedestrian signals (APS) in addition to standardized new signal treatments such as advance limit lines and ADA compliant ramps. A new painted safety zone is proposed crossing Mint Street at the northwest corner

**BACKGROUND INFORMATION / COMMENTS:**

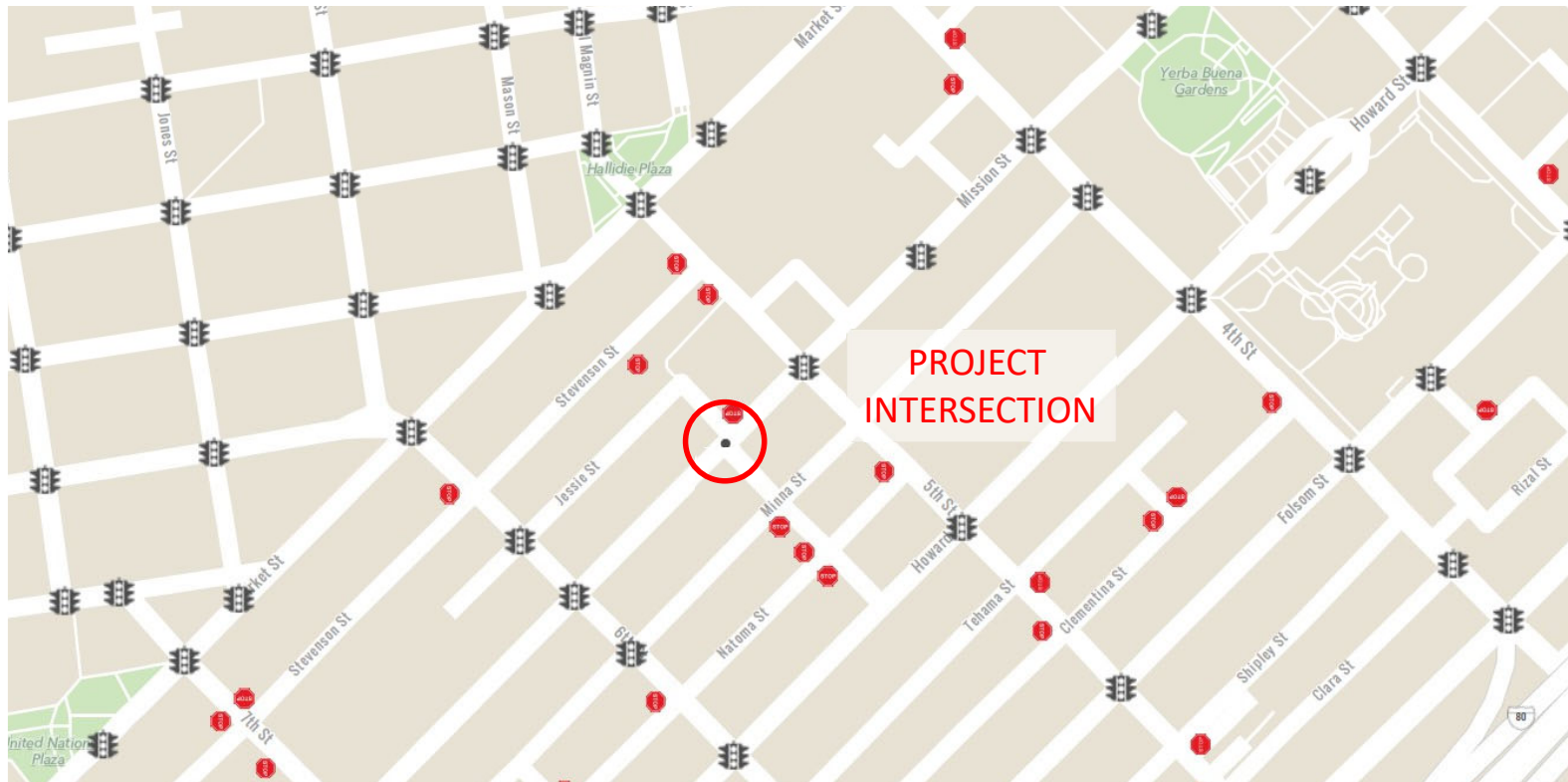
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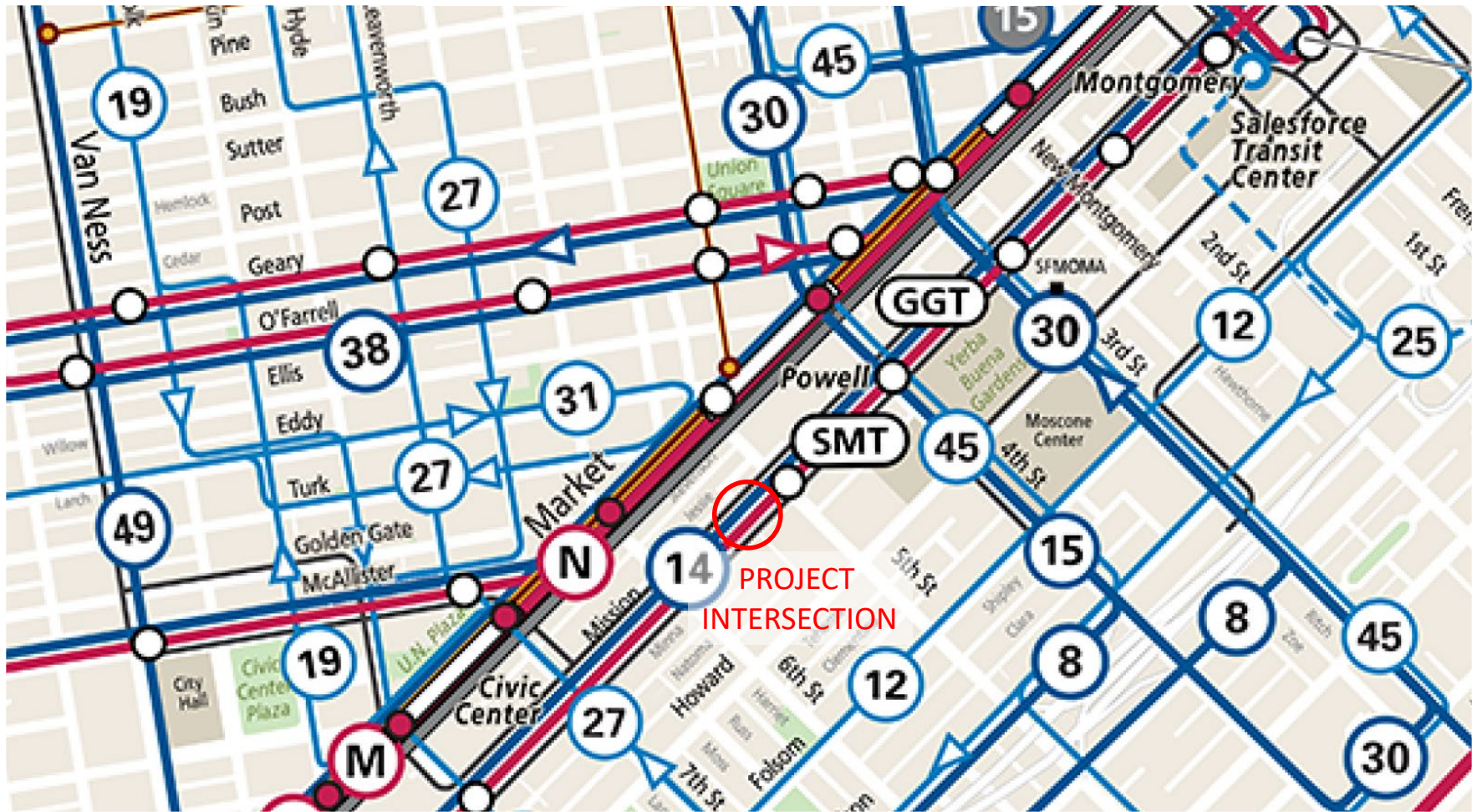
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## Mint Street, Mary Street, and Mission Street Network Map

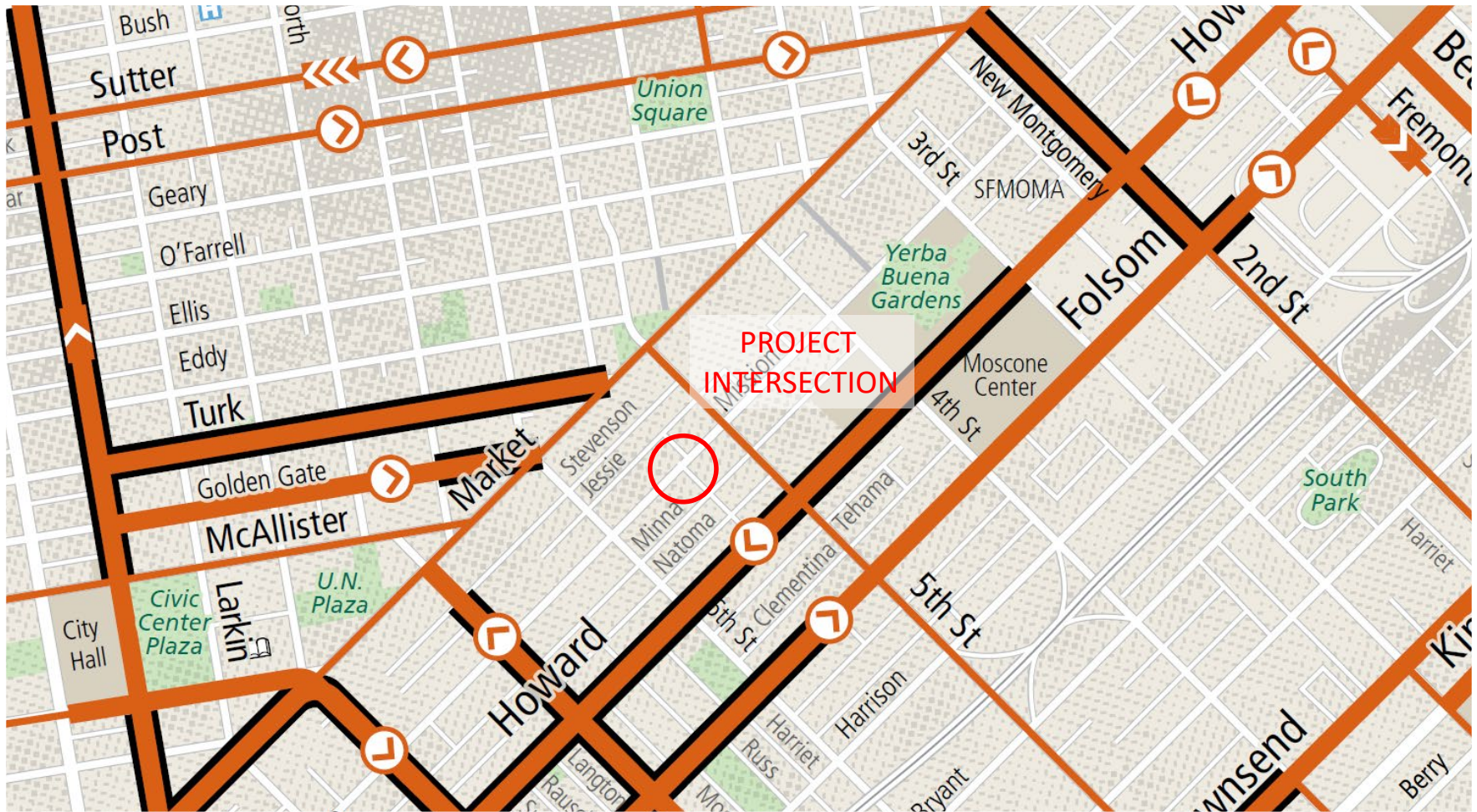


### Mint Street, Mary Street, and Mission Street Bicycle Network

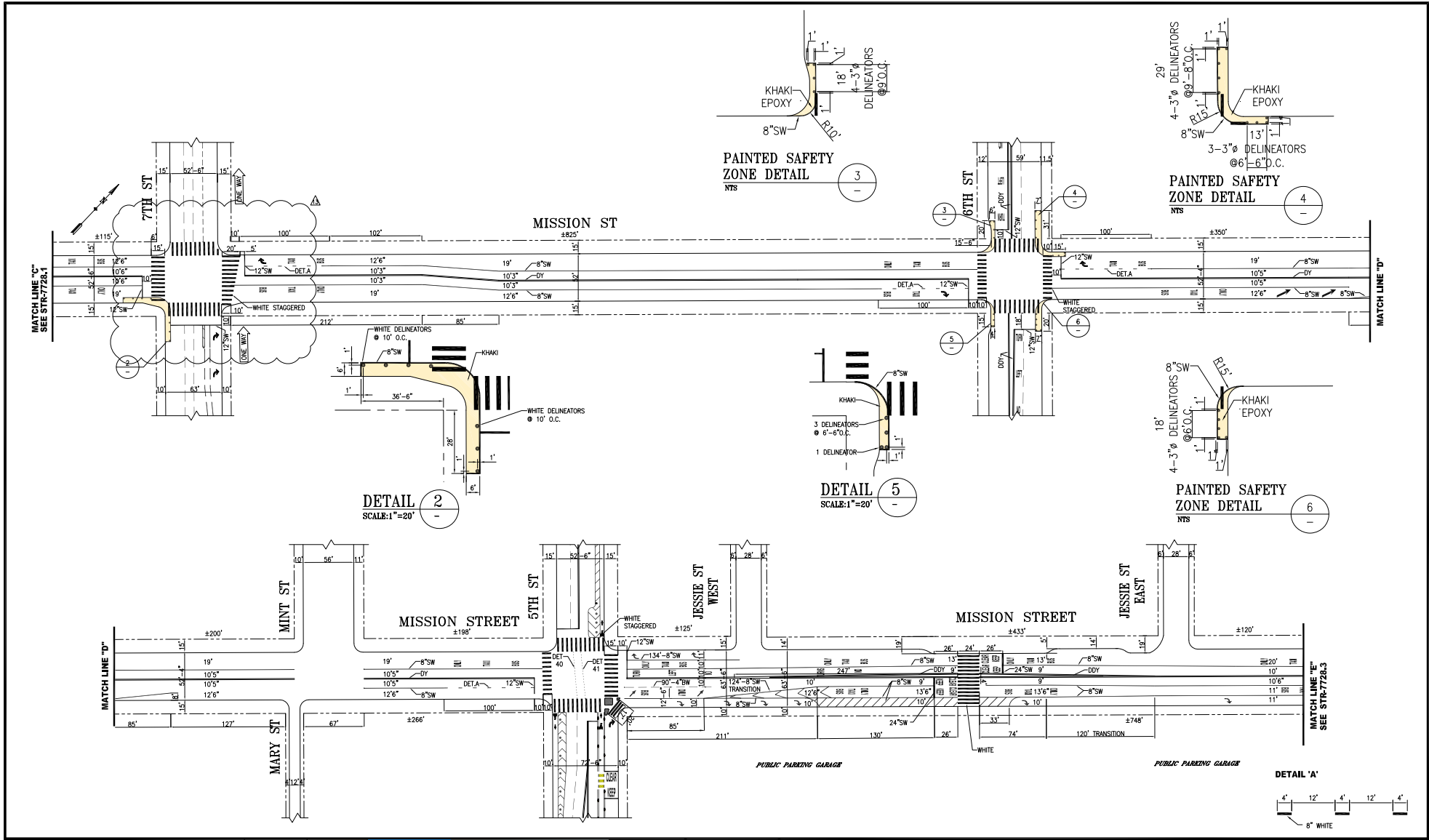




# Mint Street, Mary Street, and Mission Street Bicycle Network







NO.	DATE	DESCRIPTION	BY	APP
01/XX/XX		EXTEND EASTSIDE XIMALK AND SHFT ADVANCE LM LINE @ 7TH ST	E.LUU	G.DELEON
06/09/21		ADJUSTED LANE LINES AND ADDED MERGE ARROW BTWN 6TH AND 5TH	H.YU	M.VELASCO
09/27/23		INSTALL COVID TEMP TOL BETWEEN 11TH ST AND 1ST ST	H.YU	M.VELASCO
12/04/18		ADDED PARKING PROTECTED BIWAY ON 5TH	J.CHRISTO	A.UY
09/09/19		REMOVED SB LANE, ADDED PAINTED SAFETY ZONES & DOY W/ MESSAGE ON 6TH PER FIELD CONTRS DM @ 7TH, BUS ONLY MESSAGE BETWEEN 6TH AND MINT.	W.LEE	K.ELEUNG

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



SUPERCEDES  
STR-5601.1 REV 25

DRAWN:  
P.LOUIE  
2004

CHECKED:  
A.WONG  
2004

APPROVED  
DANIEL ARELLANO 5/27/07

SENIOR ENGINEER

THOMAS P FOLKS 5/27/07  
ACTING FOR JLF

CITY TRAFFIC ENGINEER

SCALE:  
1"=50'

SHEET/SHEETS

TRAFFIC STRIPING

MISSION STREET  
7TH STREET TO 4TH STREET

CONTRACT NO.

DRAWING NO.  
STR-7728.2

FILE NO.

REV. NO.  
13

EXTERNAL REFERENCES:  
POINTS USED:

SCALE FACTOR:  
FOOT SCALE:

ORIGIN: OPERATIONS

FILE NAME:  
DATE:

# TransBASE Internal Dashboard

Geographic Extent: 24886000: MINT ST at MISSION ST  
 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 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
210632950 MISSING REPORT	09/29/2021	12:04	Wednesday	MISSION ST	MINT ST	0	Not Stated	Driver	South	Proceeding Straight	Driver	West	Proceeding Straight	CVC 21804(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	Clear	Daylight
190614848	08/20/2019	12:37	Tuesday	MISSION ST	MINT ST	0	Not Stated	Driver	West	Traveling Wrong Way	Driver	East	Stopped	CVC 21650	Injury (Other Visible)	Head-On	Other Motor Vehicle	Clear	Daylight
190065423	01/26/2019	19:25	Saturday	MISSION ST	MINT ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	West	Proceeding Straight	CVC Not Stated SPEEDING	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Dark - Street Lights
180493759	07/03/2018	16:33	Tuesday	MISSION ST	MARY ST	0	Not Stated	Driver	Not Stated	Parked PROCEEDING STRAIGHT	Driver	East	Proceeding Straight	CVC 21804(a)	Injury (Other Visible)	Head-On	Other Motor Vehicle	Clear	Daylight
170846936	10/16/2017	16:50	Monday	MISSION ST	MARY ST JESSIE WEST	0	Not Stated	Driver	East	Changing Lanes	Driver	East	Proceeding Straight	CVC 21800(a)	Injury (Complaint of Pain)	Rear-End	Other Motor Vehicle	Clear	Daylight
170589324	07/20/2017	08:50	Thursday	MISSION ST	MINT ST	0	Not Stated	Driver	East	Proceeding Straight	MOTORCYCLE	East	TWO PEDS CHASING EACH OTHER IN THE STREET	CVC Unknown	Injury (Complaint of Pain)	Other	Non-Collision	Clear	Daylight



# TransBASE Internal Dashboard

Geographic Extent: 24886000: MINT ST at MISSION ST

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: 24886000: MINT ST at MISSION ST

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



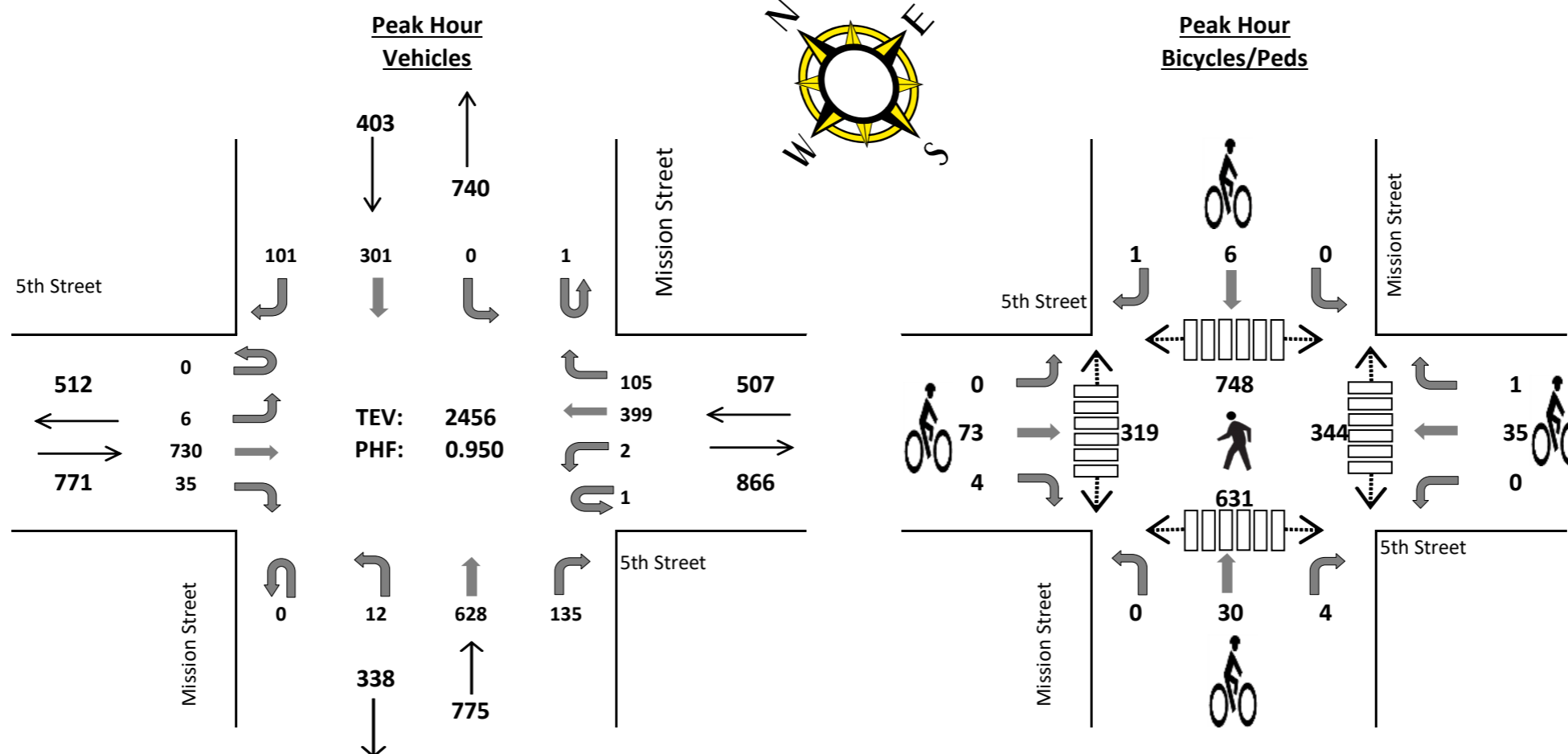
Location: San Francisco  
 NE/SW: Mission Street  
 SE/NW: 5th Street

PO Box 1178  
 Corona, CA 92880  
 951-268-6268

Date: 9/1/2016  
 Day: THURSDAY  
 Project # 220-16547

**TURNING MOVEMENT COUNT**

Count Period: 7:00 AM to 9:00 AM  
 Peak Hour: 8:00 AM to 9:00 AM



**Vehicle Counts**

	Mission Street Northeastbound				Mission Street Southwestbound				5th Street Southeastbound				5th Street Northwestbound				TOTAL
	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	
7:00 AM	0	2	73	16	0	1	47	9	0	1	140	5	0	3	92	17	406
7:15 AM	0	3	95	16	0	0	49	19	0	0	111	6	0	0	79	12	390
7:30 AM	0	2	93	19	0	0	61	10	0	0	140	4	0	0	94	21	444
7:45 AM	0	4	130	21	1	0	67	15	0	2	165	10	0	0	88	15	518
8:00 AM	0	4	139	34	0	0	73	33	0	2	165	8	0	1	114	21	594
8:15 AM	0	4	157	28	0	0	70	26	0	2	189	13	1	0	95	23	608
8:30 AM	0	3	157	30	0	0	84	17	0	1	194	5	0	0	83	33	607
8:45 AM	0	1	175	43	1	0	74	25	0	1	182	9	0	1	107	28	647
TOTAL VOLUMES:	0	23	1019	207	2	1	525	154	0	9	1286	60	1	5	752	170	4214

AM Peak Hr Begins at: 800 AM

	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	TOTAL
PEAK VOLUMES:	0	12	628	135	1	0	301	101	0	6	730	35	1	2	399	105	2456

PEAK HR FACTOR:	0.885				0.948				0.945				0.930				0.950
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**Bicycle Counts**

	Mission Street Northeastbound			Mission Street Southwestbound			5th Street Southeastbound			5th Street Northwestbound			TOTAL
	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	
7:00 AM	0	2	0	0	2	0	0	21	1	0	2	1	29
7:15 AM	0	2	0	0	1	0	0	10	0	0	2	1	16
7:30 AM	0	4	2	0	2	0	0	14	0	0	3	0	25
7:45 AM	0	3	0	0	1	0	0	22	0	1	12	2	41
8:00 AM	0	4	1	0	2	1	0	19	0	0	5	0	32
8:15 AM	0	10	2	0	2	0	0	18	0	0	9	0	41
8:30 AM	0	7	0	0	1	0	0	16	3	0	8	1	36
8:45 AM	0	9	1	0	1	0	0	20	1	0	13	0	45
TOTAL VOL:	0	41	6	0	12	1	0	140	5	1	54	5	265

	NEL	NET	NER	SWL	SWT	SWR	SEL	SET	SER	NWL	NWT	NWR	TOTAL
PEAK VOL:	0	30	4	0	6	1	0	73	4	0	35	1	154

**Pedestrian Counts**

	Mission Street Northeast Leg	Mission Street Southwest Leg	5th Street Southeast Leg	5th Street Northwest Leg	TOTAL
7:00 AM	86	62	56	25	229
7:15 AM	96	88	68	42	294
7:30 AM	138	78	77	46	339
7:45 AM	165	129	72	58	424
8:00 AM	147	137	75	76	435
8:15 AM	170	150	75	75	470
8:30 AM	211	164	94	76	545
8:45 AM	220	180	100	92	592
TOTAL VOL:	1233	988	617	490	3328

	Northeast Leg	Southwest Leg	Southeast Leg	Northwest Leg	TOTAL
PEAK VOL:	748	631	344	319	2042

5th St & Mission St

DESCRIPTION: As part of the NoMa-SoMa Signal Retiming Project, cycle length, operating times, splits, offsets, W, and FRH were updated. New system. Updated ws to 3 fps, TSP and Preemption settings. RLC removed as a part of Project 2855J

CHANGE: 27  
 CNN #: 24634000  
 ENGINEER: J. Diaz / E. Tang  
 Revision date: 10/18/2019  
 Programmed by: *PN*  
 Installed by: *PN/mc*  
*0910*  
 Date Completed: *11/24/19*

NOTES: Page 1 of 9

PHASE	STREET	EmerFlash	ProgFlash	Controller:	2070
2	Mission EB	R	--	Cabinet:	MSF
4	5th ST SB	R	--	Oper. Date:	2/28/1956
6	Mission WB	R	--	System:	SOMA West
8	5th St NB	R	--	Master:	TBC-GPS to 5th/Howard

Actuation       Transit Priority       Preemption

**Steady Demand Sequence**

X = YES	-- = NO	S	M	T	W	T	F	S	CYCLE	SPLIT	OFFSET	FLASH
		--	X	X	X	X	X	--	2	1	2	--
		--	X	X	X	X	X	--	3	1	3	--
		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
Mission EB	2		G		Y						R					
5th St SB	4					R			G	Y	R					
Mission WB	6		G		Y						R					
5th St NB	8					R			G	Y	R					
Peds Xing 5th St SS	2P															
Peds Xing Mission St WS	4P															
Peds Xing 5th St NS	6P															
Peds Xing Mission St ES	8P															

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	90.0	71	26.5	2.0	13.0	4.0	1.5	4.0	20.5	13.0	4.0	1.5					
212	90.0	71	26.5	2.0	13.0	4.0	1.5	4.0	20.5	13.0	4.0	1.5					
313	90.0	71	26.5	2.0	13.0	4.0	1.5	4.0	20.5	13.0	4.0	1.5					

5th St & Mission St

CHANGE 27







SECTION 3: TRANSIT SIGNAL PRIORITY - GENERAL

<b>Dial 1 Priority Timing</b>	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8
Priority Min Green (sec)								
Recovery Min Green (sec)		31				31		
<b>Dial 2 Priority Timing</b>	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8
Priority Min Green (sec)								
Recovery Min Green (sec)		31				31		
<b>Dial 3 Priority Timing</b>	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8
Priority Min Green (sec)								
Recovery Min Green (sec)		31				31		
<b>Dial 4 Priority Timing</b>	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8
Priority Min Green (sec)								
Recovery Min Green (sec)								

Priority Alternate Sequence	
Dial 1	
Dial 2	
Dial 3	
Dial 4	

<b>Free Priority Φ Settings</b>	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8
Priority Min Green (sec)								

Priority Alternate Sequence	
FREE	

SECTION 3: TRANSIT DETECTION - EB and WB Buses

5th St & Mission St

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5th St & Mission St

TRANSIT / LRV PHASE TIMING

TRANSIT PRIORITY  
EASTBOUND

Coordination Priority Mode:

- None (Default)
- Early/Extend
- Extend Only
- Early/Ext Rsv
- Drop Free
- Drop Free IS

Coordination Extension Limit

Free Priority Mode

- None
- Early/Extend
- Extend Only

Free Extend   
Free Hold

Free Rec Mode

- Normal
- Serve Omit

Reservice Inhibit

Same TSP Request   
All TSP Request

Notes:

TSP is not provided in the eastbound direction due to the nearside stop.

WESTBOUND

Coordination Priority Mode:

- None (Default)
- Early/Extend
- Extend Only
- Early/Ext Rsv
- Drop Free
- Drop Free IS

Coordination Extension Limit

Free Priority Mode

- None
- Early/Extend
- Extend Only

Free Extend   
Free Hold

Free Rec Mode

- Normal
- Serve Omit

Reservice Inhibit

Same TSP Request   
All TSP Request

Notes:

Change



# SECTION 4: PREEMPTION

5th St & Mission St

PE 1

**MOVEMENTS:** Mission EB (Phase 2)

**DESCRIPTION:** The preempt call is made when an emergency vehicle enters detection zone. If a call is received during phase 2 & 6, dwell in phase 2 & 6, but immediately start timing out pedestrian FRH, then show solid RH. If a call is received in phases 4 & 8, immediately go to FRH and time out, dwell in phase 2 & 6 while peds show solid RH. If a call is received in phase 2 & 6 Yellow or All-Red, provide 2 seconds Red-Revert, then dwell in phase 2 & 6 while peds show solid RH. At end of pre-emption, signal exits to phases 4 & 8. The dwell state is Green for phase 2 & 6 (veh only), while peds show RH and phases 4 & 8 show solid Red, until the emergency vehicle exits preemption zone or up to maximum of 120 seconds.

Phase	1	2	3	4	5	6	7	8
Track Clearance 1 (if applicable)	--	--	--	--	--	--	--	--
Track Clearance 2 (if applicable)	--	--	--	--	--	--	--	--
Phase Early Walk to Green				X				X
Zero phase ped walk		X		X		X		X
Zero phase ped clear								
Zero phase green								
Dwell		V				V		
Exit Phase				X				X
Exit Mode	Normal							

V = vehicles only; VP = vehicles and pedestrians; P = pedestrians only

Track Clearance 1	--
Track Clearance 2	--
Dwell (min time)	10
Preemption Max Override	120
Checkout Limit	
Change Phasenext	Yes

Outputs:

**Detectors:** The GPS detector unit will be placed at the NW corner on the westbound mast arm/street light. One GPS unit will manage pre-emption calls for all directions.

Notes:



**SECTION 4: PREEMPTION**

**5th St & Mission St**

**PE 2**

5th St & Mission St

**MOVEMENTS:** 5th St SB (Phase 4)

**DESCRIPTION:** The preempt call is made when an emergency vehicle enters detection zone. If a call is received during phase 4 & 8, dwell in phase 4 & 8, but immediately start timing out pedestrian FRH, then show solid RH. If a call is received in phases 2 & 6, immediately go to FRH and time out, dwell in phase 4 & 8 while peds show solid RH. If a call is received in phase 4 & 8 Yellow or All-Red, provide 2 seconds Red-Revert, then dwell in phase 4 & 8 while peds show solid RH. At end of pre-emption, signal exits to phases 2 & 6. The dwell state is Green for phase 4 & 8 (veh only), while peds show RH and phases 2 & 6 show solid Red, until the emergency vehicle exits preemption zone or up to maximum of 120 seconds.

Phase	1	2	3	4	5	6	7	8
Track Clearance 1 (if applicable)		--		--		--		--
Track Clearance 2 (if applicable)		--		--		--		--
Phase Early Walk to Green				X				X
Zero phase ped walk		X		X		X		X
Zero phase ped clear								
Zero phase green								
Dwell				V				V
Exit Phase		X				X		
Exit Mode	Normal							

V = vehicles only; VP = vehicles and pedestrians; P = pedestrians only

Track Clearance 1	--
Track Clearance 2	--
Dwell (min time)	10
Preemption Max Override	120
Checkout Limit	
Change Phasenext	Yes

**Outputs:**

**Detectors:** The GPS detector unit will be placed at the NW corner on the westbound mast arm/street light. One GPS unit will manage pre-emption calls for all directions.

**Notes:**

Change

# SECTION 4: PREEMPTION

5th St & Mission St

PE 3

**MOVEMENTS:** Mission WB (Phase 6)

**DESCRIPTION:** The preempt call is made when an emergency vehicle enters detection zone. If a call is received during phase 2 & 6, dwell in phase 2 & 6, but immediately start timing out pedestrian FRH, then show solid RH. If a call is received in phases 4 & 8, immediately go to FRH and time out, dwell in phase 2 & 6 while peds show solid RH. If a call is received in phase 2 & 6 Yellow or All-Red, provide 2 seconds Red-Revert, then dwell in phase 2 & 6 while peds show solid RH. At end of pre-emption, signal exits to phases 4 & 8. The dwell state is Green for phase 2 & 6 (veh only), while peds show RH and phases 4 & 8 show solid Red, until the emergency vehicle exits preemption zone or up to maximum of 120 seconds.

Phase	1	2	3	4	5	6	7	8
Track Clearance 1 (if applicable)		--		--		--		--
Track Clearance 2 (if applicable)		--		--		--		--
Phase Early Walk to Green				X				X
Zero phase ped walk		X		X		X		X
Zero phase ped clear								
Zero phase green								
Dwell		V				V		
Exit Phase				X				X
Exit Mode	Normal							

V = vehicles only; VP = vehicles and pedestrians; P = pedestrians only

Track Clearance 1	--
Track Clearance 2	--
Dwell (min time)	10
Preemption Max Override	120
Checkout Limit	
Change Phasenext	Yes

Outputs:

Detectors: The GPS detector unit will be placed at the NW corner on the westbound mast arm/street light. One GPS unit will manage pre-emption calls for all directions.

Notes:

# SECTION 4: PREEMPTION

**5th St & Mission St**

**PE 4**

**MOVEMENTS:** 5th St NB (Phase 8)

**DESCRIPTION:** The preempt call is made when an emergency vehicle enters detection zone. If a call is received during phase 4 & 8, dwell in phase 4 & 8, but immediately start timing out pedestrian FRH, then show solid RH. If a call is received in phases 2 & 6, immediately go to FRH and time out, dwell in phase 4 & 8 while peds show solid RH. If a call is received in phase 4 & 8 Yellow or All-Red, provide 2 seconds Red-Revert, then dwell in phase 4 & 8 while peds show solid RH. At end of pre-emption, signal exits to phases 2 & 6. The dwell state is Green for phase 4 & 8 (veh only), while peds show RH and phases 2 & 6 show solid Red, until the emergency vehicle exits preemption zone or up to maximum of 120 seconds.

Phase	1	2	3	4	5	6	7	8
Track Clearance 1 (if applicable)	--	--		--		--		--
Track Clearance 2 (if applicable)		--		--		--		--
Phase Early Walk to Green				X				X
Zero phase ped walk		X		X		X		X
Zero phase ped clear								
Zero phase green								
Dwell				V				V
Exit Phase		X				X		
Exit Mode	Normal							

V = vehicles only; VP = vehicles and pedestrians; P = pedestrians only

Track Clearance 1	--
Track Clearance 2	--
Dwell (min time)	10
Preemption Max Override	120
Checkout Limit	
Change Phasenext	Yes

Outputs:

**Detectors:** The GPS detector unit will be placed at the NW corner on the westbound mast arm/street light. One GPS unit will manage pre-emption calls for all directions.

Notes:



## CEQA Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

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

### STEP 1: EXEMPTION TYPE

<b>The project has been determined to be exempt under the California Environmental Quality Act (CEQA).</b>	
<input checked="" type="checkbox"/>	<b>Class 1 - Existing Facilities.</b> Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	<b>Class 3 - New Construction.</b> Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p><b>Class 32 - In-Fill Development.</b> New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p><b>FOR ENVIRONMENTAL PLANNING USE ONLY</b></p>
<input type="checkbox"/>	<b>Other</b> _____
<input type="checkbox"/>	<b>Common Sense Exemption (CEQA Guidelines section 15061(b)(3)).</b> It can be seen with certainty that there is no possibility of a significant effect on the environment . <b>FOR ENVIRONMENTAL PLANNING USE ONLY</b>



**STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT**

**TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	<p><b>Air Quality:</b> Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? <i>(refer to The Environmental Information tab on the San Francisco Property Information Map)</i></p>
<input checked="" type="checkbox"/>	<p><b>Hazardous Materials:</b> If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p><b>Note that a categorical exemption shall not be issued for a project located on the Cortese List if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to The Environmental Information tab on the San Francisco Property Information Map)</b></p>
<input type="checkbox"/>	<p><b>Transportation:</b> Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input checked="" type="checkbox"/>	<p><b>Archeological Resources:</b> Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p><b>Subdivision/Lot Line Adjustment:</b> Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? <i>(refer to The Environmental Information tab on the San Francisco Property Information Map)</i> <b>If box is checked, Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Average Slope of Parcel = or &gt; 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area:</b> Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? <i>(refer to The Environmental Planning tab on the San Francisco Property Information Map)</i> <b>If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Seismic Hazard:</b> <input type="checkbox"/> <b>Landslide or</b> <input type="checkbox"/> <b>Liquefaction Hazard Zone:</b></p> <p>Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? <i>(refer to The Environmental tab on the San Francisco Property Information Map)</i> <b>If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</b></p>
<p><b>Comments and Planner Signature (optional):</b> Jennifer M McKellar</p> <p>PLEASE SEE ATTACHED</p>	

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

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

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

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Change of use and new construction.</b> Tenant improvements not included.
<input type="checkbox"/>	2. <b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. <b>Garage work.</b> A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. <b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. <b>Addition(s)</b> that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
<b>Note: Project Planner must check box below before proceeding.</b>	
<input type="checkbox"/>	Project is not listed. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project <b>does not conform</b> to the scopes of work. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>four or more</b> work descriptions. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>less than four</b> work descriptions. <b>GO TO STEP 6.</b>

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

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Reclassification of property status.</b> (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 <b>known historical resource (CEQA Category A)</b> as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. <b>Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.</b>
<input type="checkbox"/>	4. <b>Window replacement</b> of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. <b>Façade/storefront alterations</b> that do not remove, alter, or obscure character-defining features.

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

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

<input checked="" type="checkbox"/>	<b>No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.</b>	
	<b>Project Approval Action:</b> City Traffic Engineer's Directive	<b>Signature:</b> Jennifer M McKellar
		08/15/2022
<p>Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.</p>		

## **Step 2: Environmental Screening Comments**

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

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

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

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

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

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

## STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

### TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

### MODIFIED PROJECT DESCRIPTION

Modified Project Description:

### DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- |                          |  |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code;   |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312;  |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)?   |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

**If at least one of the above boxes is checked, further environmental review is required**

### DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- |                          |   |
|--------------------------|---|
| <input type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|--------------------------|---|

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.

**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"> <li>• 66-90 Mint St (Listed in Mint-Mission Conservation District)</li> <li>• 88 5<sup>th</sup> St (The Old Mint)</li> <li>• 901-925 Mission St</li> </ul>

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

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

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

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

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

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

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

### **Attachments:**

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

### **Approval Action:**

City Traffic Engineer's Directive

## Attachment A - Maps of Contract 66 Traffic Signals

