

## SFMTA - TASC SUMMARY SHEET

<b>PreStaff_Date:</b> 2/15/2022 <b>Requested_by:</b> SFMTA <b>Handled:</b> Shahram Shariati <i>mg</i> <b>Section Head :</b> M.Sallaberry <i>MS</i>	<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:** Various Locations in District 3

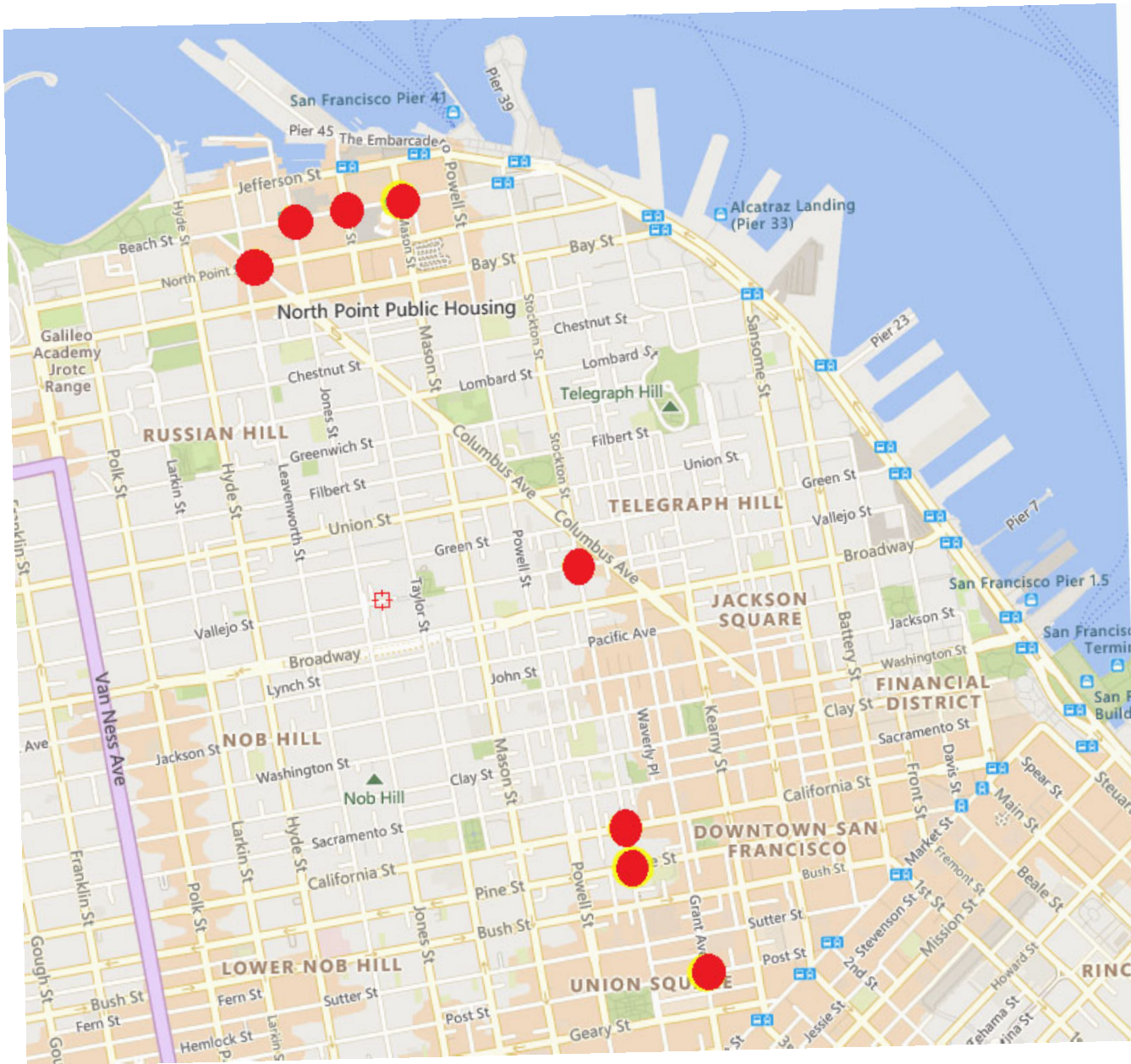
**Subject:** Red Zones

**PROPOSAL / REQUEST:**  
ESTABLISH RED ZONE  
 Beach Street, north side, from 7 feet east of Jones Street to 22 feet easterly (removes General Metered Parking space #438)  
 Mason Street, west side, from 4 feet north of Beach Street to 18 feet northerly (removes General Metered Parking space #2601)  
 Columbus Avenue, east side, from 9 feet south of North Point Street to 20 feet southerly (removes General Metered Parking space #1228)  
 Columbus Avenue, west side, from 10 feet north of Leavenworth Street to 18 feet northerly (removes General Metered Parking space #1313)  
 California Street, north side, from Stockton Street to 22 feet easterly (removes General Metered Parking space #748)  
 Vallejo Street, south side, from 5 feet west of Stockton Street to 19 feet westerly (removes General Metered Parking space #701)  
 Vallejo Street, north side, from 5 feet east of Stockton Street to 20 feet easterly (removes General Metered Parking space #638)  
 Taylor Street, west side, from 3 feet north of Beach Street to 18 feet northerly (removes General Metered Parking space #2701)  
 Grant Avenue, east side, from 5 feet south of Post Street to 20 feet southerly (removes General Metered Parking space #128)  
 Pine Street, north side, from Stockton Street to 20 feet easterly (removes General Metered Parking space #648)  
 Proposing ten new red zones with meter removal for daylighting as part of the Citywide High Injury Network (HIN) Daylighting project.  
 Supervisor District 3  
 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 ten general metered parking spaces. Proposal adds a total of ten red zones.

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



Aerial Map  
w/Daylighting  
Locations

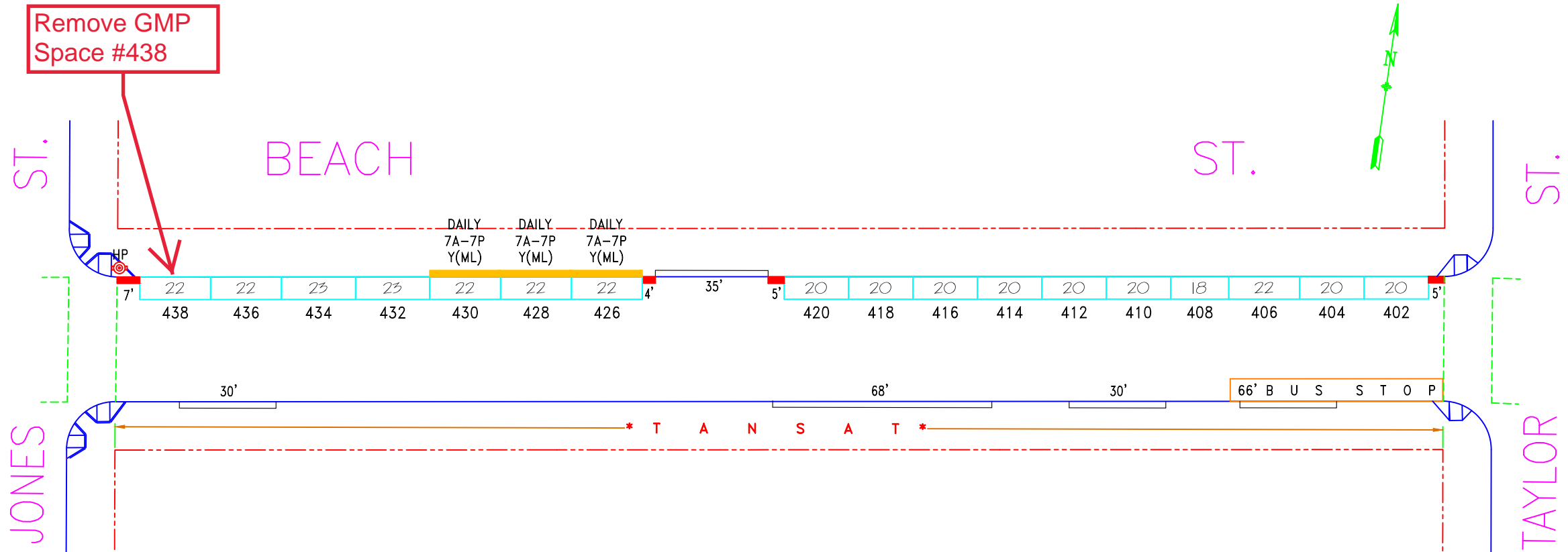


# BEACH/JONES INTERSECTION STREETVIEW




N →

PROPOSED 22 FOOT RED ZONE



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES													
1	Revoke ML#410, Est. ML#426,28,30	JB	8/29/17	5773													


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

SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING		METERED SPACES							TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		
ODD	*	*																
EVEN			17		14		7A-7P	SU-SA	3				3		14		17	

**BEACH ST. (BCH - 326)**  
**(400) BLOCK**  
 Meters 326-04XXy  
**TAYLOR ST. TO JONES ST.**

**AREA 4**

SCALE: 1" = 40'      DATE: 8/29/17      BY: JB



# BEACH/JONES INTERSECTION STREETVIEW







# COLUMBUS/NORTH POINT INTERSECTION STREETVIEW

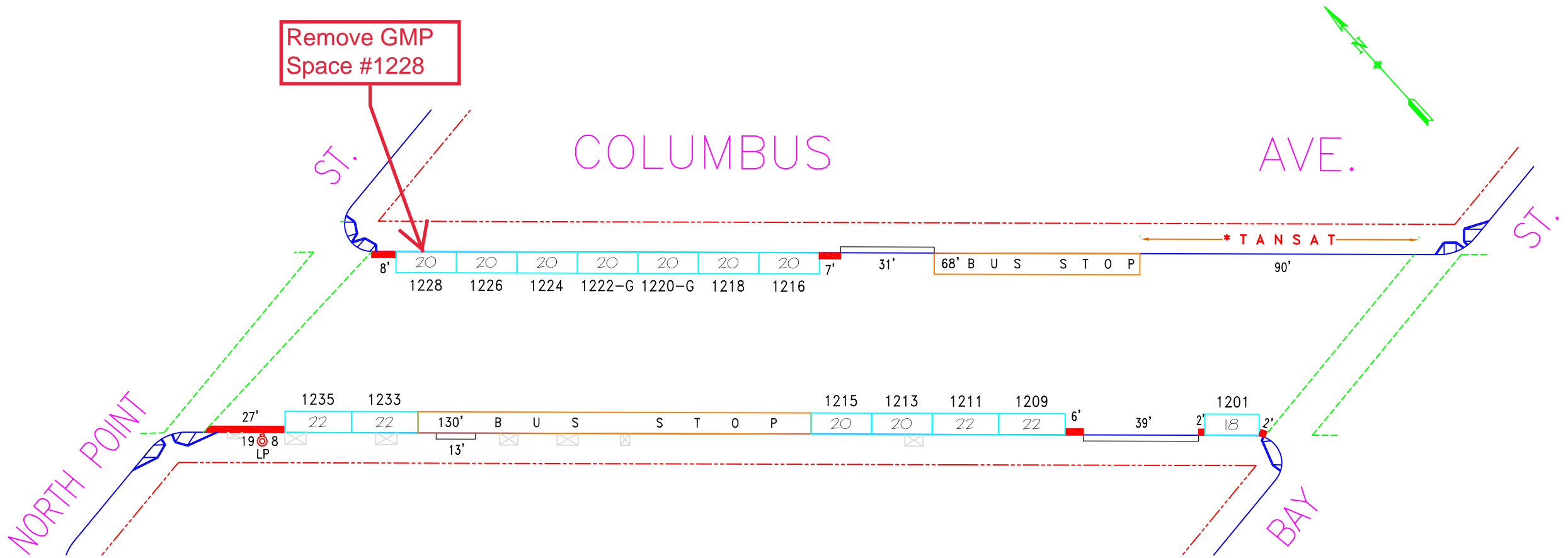


PROPOSED 20  
FOOT RED  
ZONE

↑  
N

COLUMBUS





NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES													
1	Install#1227,29,33,35 (P.Const.)-W/S	JB	6/19/19														
2	Reloc.BS(MOS#1227,29)Est.#1215,W/S	JB	11/2/19	190917.113													


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

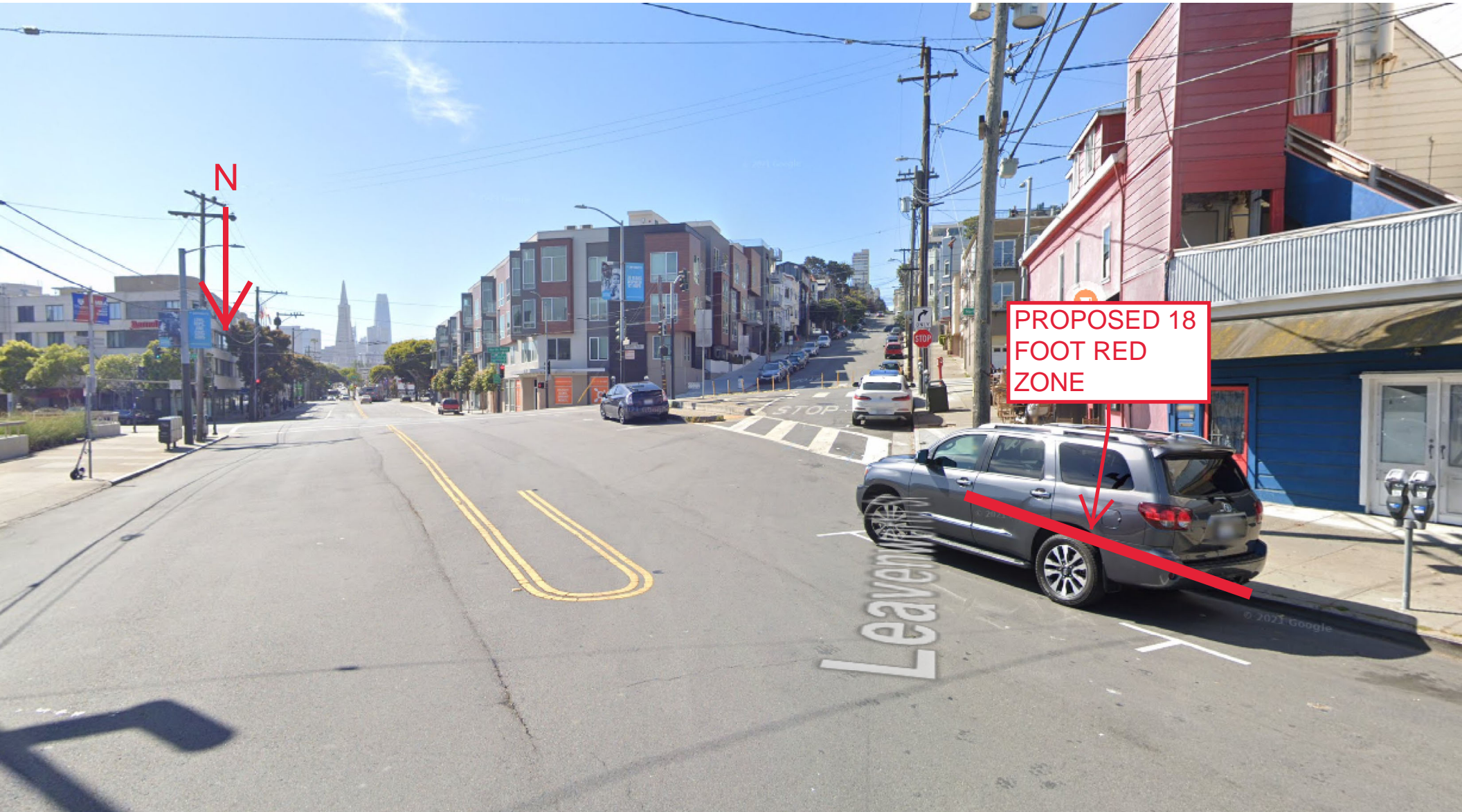
SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING		METERED SPACES							TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		
ODD			7		7		7A-7P	SU-SA							7		7	
EVEN			7		7		7A-7P	SU-SA				2			5		7	

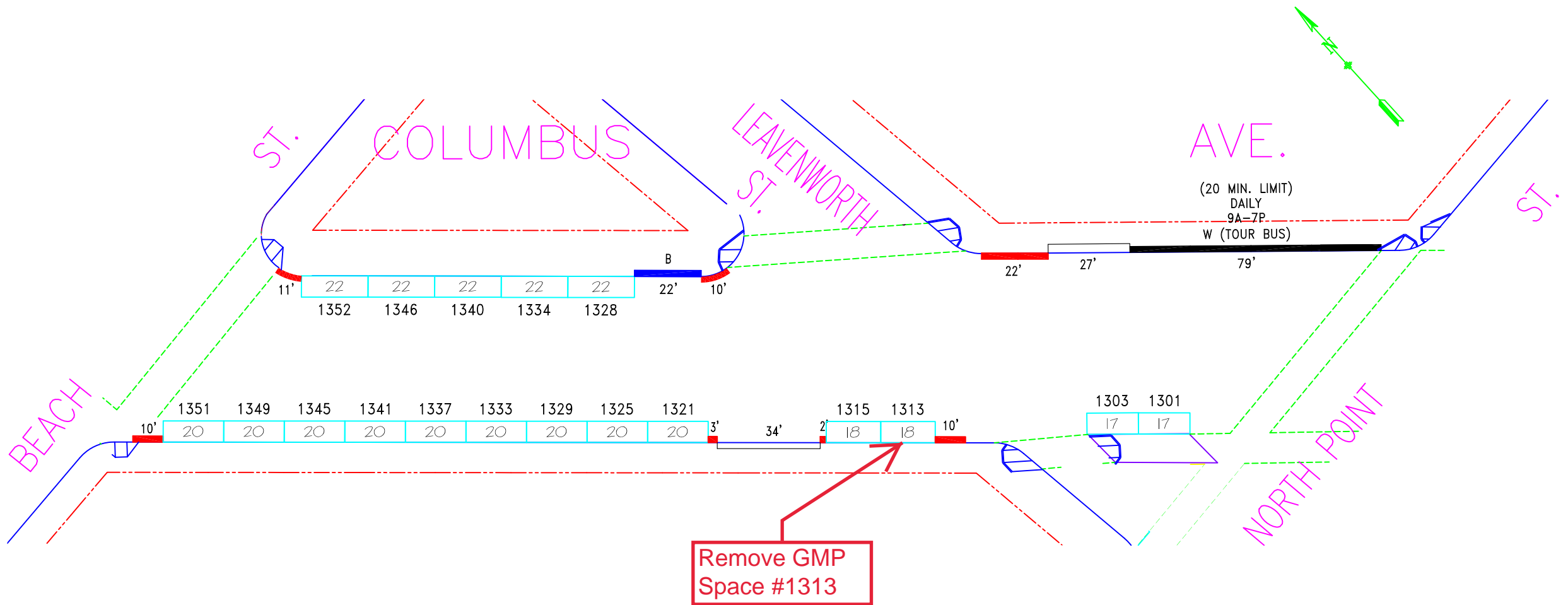
**COLUMBUS AVE. (COL - 363)**  
**(1200) BLOCK**  
 Meters 363-12XXy  
**BAY ST. TO NORTH POINT ST.**

**AREA 4**

SCALE: **1" = 40'**      DATE: **6/19/19**      BY: **JB**

# COLOMBUS/LEAVENWORTH INTERSECTION STREETVIEW





NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	3	Est. Blue zone, MOS#1322 - E/S	JB	10/22/18	180904.122
1	Updated per field condition	JB	12/4/08						
2	Updated per field: 79' TBZ - E/S	JB	3/7/18						



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

SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING		METERED SPACES							TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		
ODD			13		13		7A-7P	SU-SA							13			13
EVEN			5		5		7A-7P	SU-SA							5			5

**COLUMBUS AVE. (COL - 363)**  
**(1300) BLOCK**  
 Meters 363-13XXy

**NORTHPOINT ST. TO BEACH ST.**

SCALE: **1" = 40'**      DATE: **3/7/18**      BY: **JB**

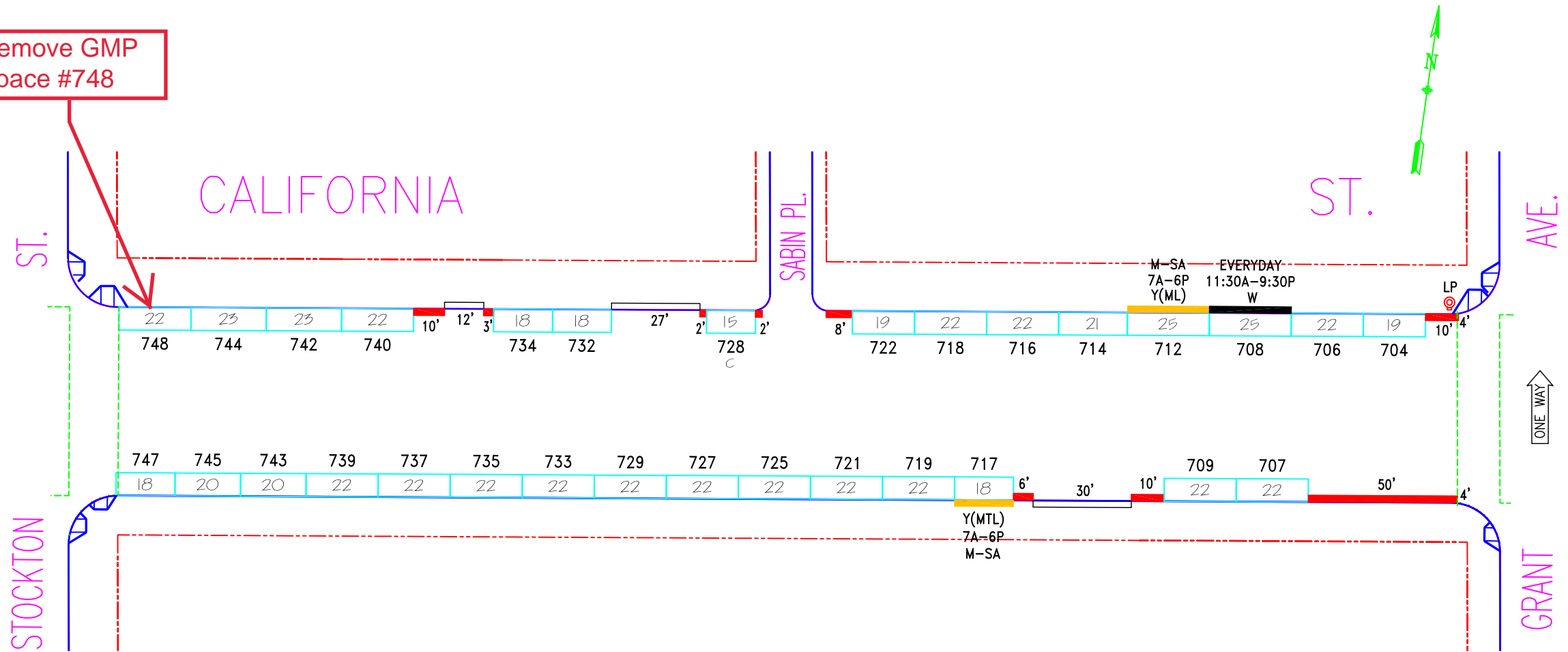
**AREA**  
**4**



# CALIFORNIA/STOCKTON INTERSECTION STREETVIEW



Remove GMP  
Space #748



C - COMPACT CAR

NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES													
1	Updated per field-converted to CAD	JB	9/17/12														
2	Revoke PLZ, install GMP #744-N/S	JB	6/23/14	5267													



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

SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING		METERED SPACES							TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		
ODD	7A-9A		15		14		9A-6P 7A-6P	M-F SA	1				1		14		15	
EVEN			15		14		7A-6P	M-SA	1				1		14		15	

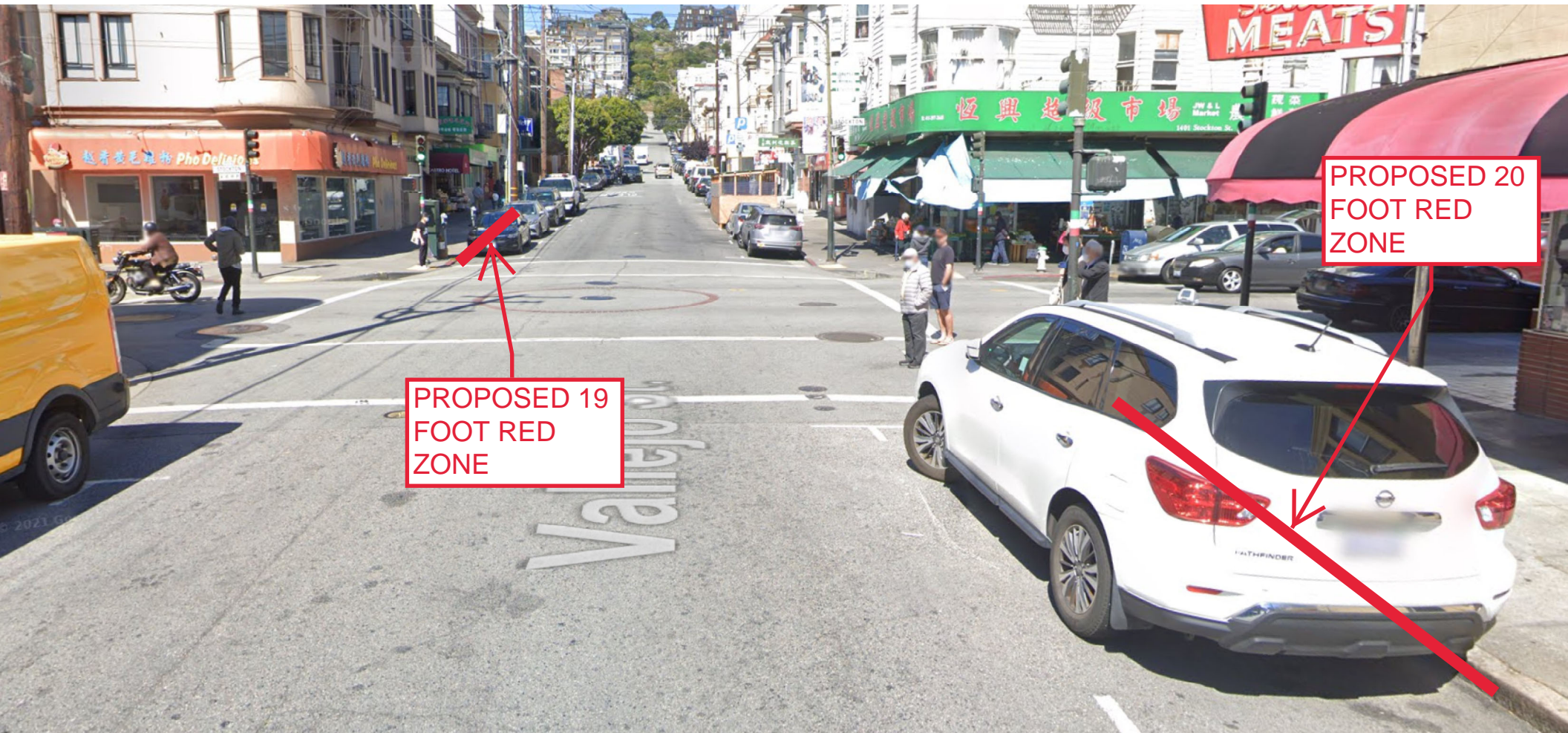
**CALIFORNIA ST. (CAL - 350)**  
**(700) BLOCK**  
 Meters 350-07XXy  
**GRANT AVE. TO STOCKTON ST.**

SCALE: **1" = 40'**      DATE: **9/17/12**      BY: **JB**

**AREA**  
**2**



# STOCKTON/VALLEJO INTERSECTION STREETVIEW

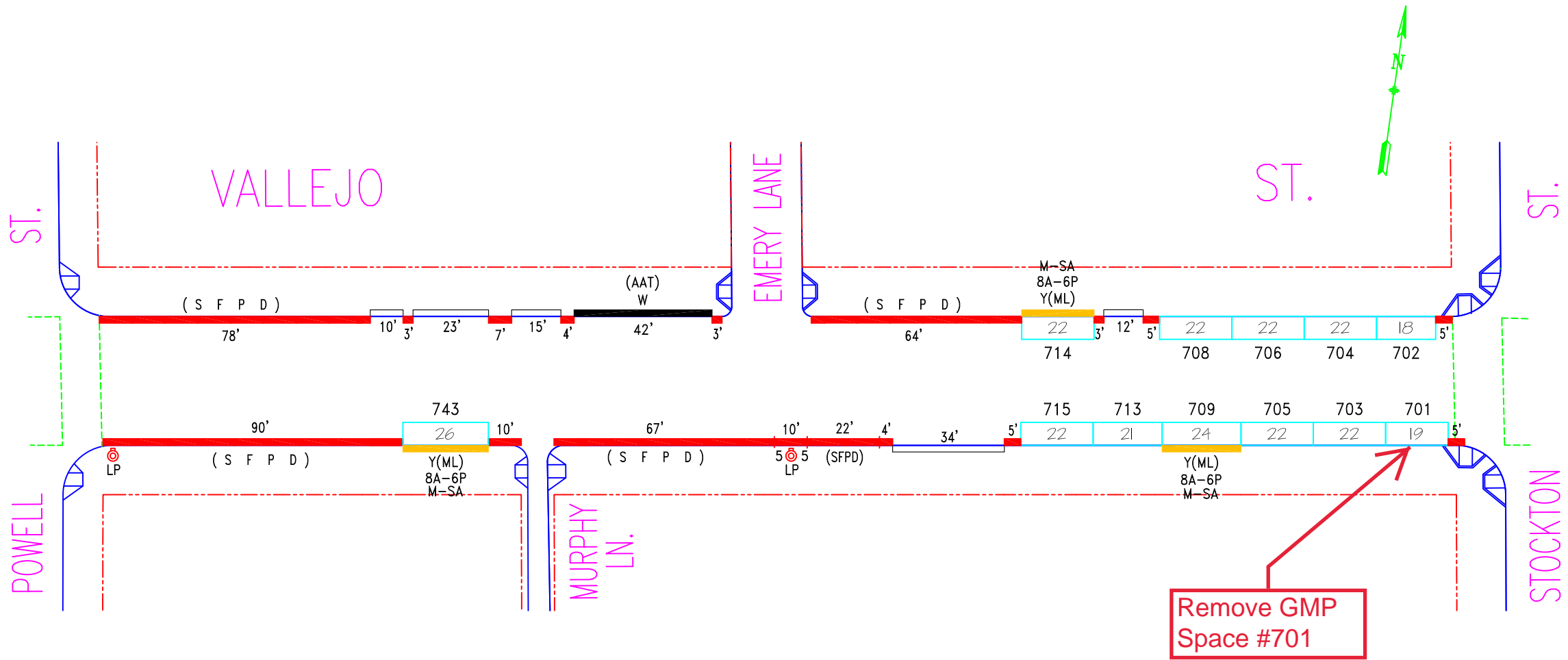


PROPOSED 19  
FOOT RED  
ZONE


PROPOSED 20  
FOOT RED  
ZONE







NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES													
1	Updated per Field: PLZ & RZ	JB	6/3/17														
2	Add 10' RZ, Relocate ML#743-S/S	JB	10/15/19														


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

SIDE	TOW-AWAY		METER CT.		GENERAL			LOADING			METERED SPACES						TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	
ODD			7		5		9A-6P	M-SA	2				2		5		7
EVEN			5		4		9A-6P	M-SA	1				1		4		5

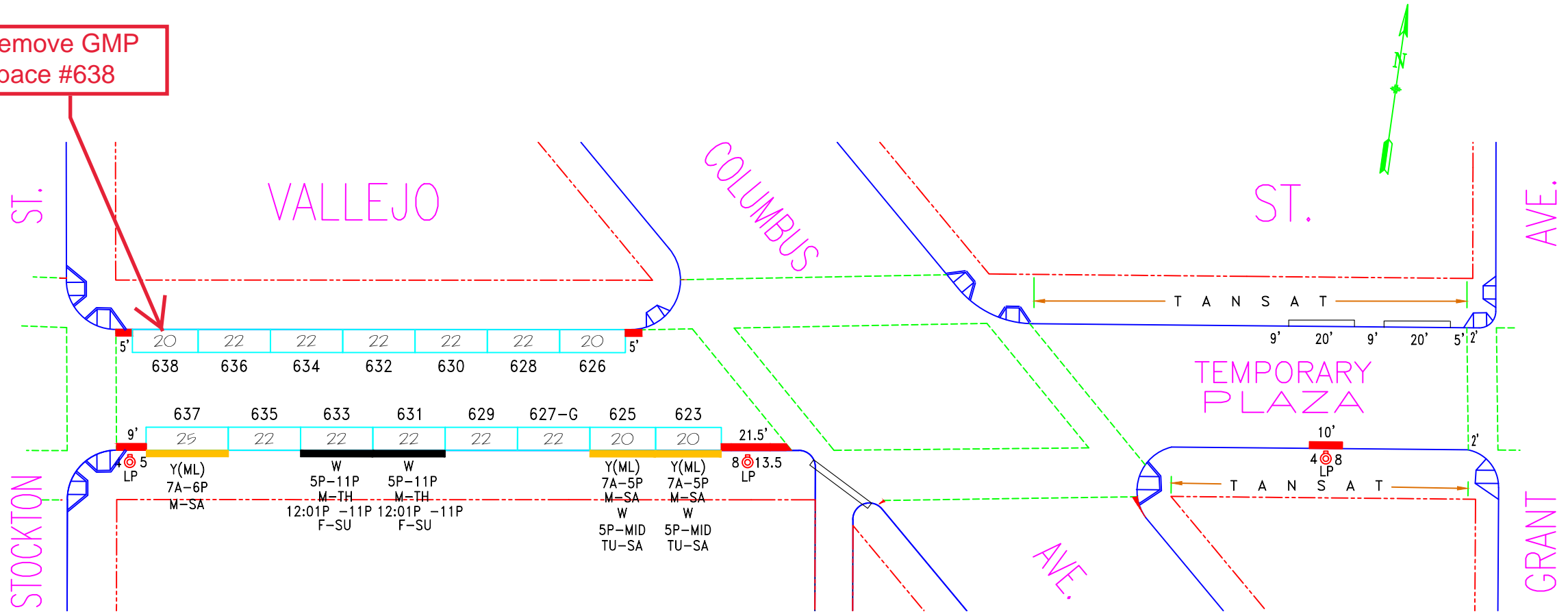
**VALLEJO ST. (VJO, 705)**  
**(700) BLOCK**  
 Meters #705-07XXY

**STOCKTON ST. TO POWELL ST.**

SCALE: **1" = 40'**      DATE: **6/3/17**      BY: **JB**

AREA  
3

Remove GMP  
Space #638



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	5	6	7	8	9
					Extend RZ, Reloc. ML#623,625- S/S	JB	12/23/14	14-165	
3	Revk. Y(ML)#627, Est. 30min. Green	JB	2/11/10	3716	MOS#601-#612@Columbus&Grant,B/S	JB	9/14/15		
4	Revk.ML#633,Est.ML#637&PLZ#631,33	JB	10/9/12	4067	Est. PT-PLZ on ML#623,625 - S/S	JB	11/2/17	5839	



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

SIDE	TOW-AWAY		METER CT.		GENERAL			LOADING			METERED SPACES						TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	
ODD			8		5		9A-6P	M-SA	3				4		4		8
EVEN			7		7		9A-6P	M-SA							7		7

**VALLEJO ST. (VJO, 705)**  
**(600) BLOCK**  
 Meters #705-06XXY  
**GRANT AVE. TO STOCKTON ST.**

SCALE: **1"=40'**      DATE: **10/9/12**      BY: **JB**

**AREA**  
**3**

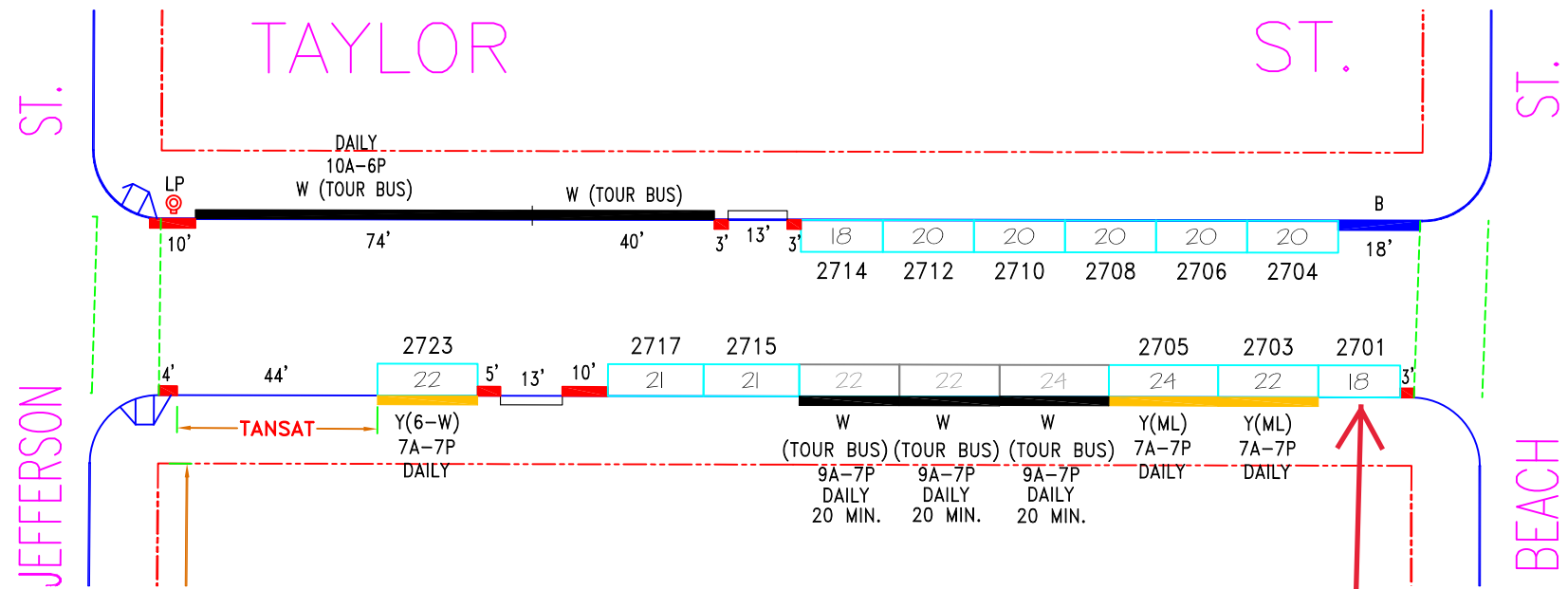
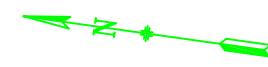
# BEACH/TAYLOR INTERSECTION STREETVIEW



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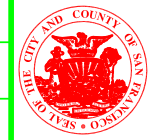
PROPOSED 18  
FOOT RED  
ZONE





Remove GMP Space #2701

NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	6	Est.TBLZ,MOS#2707-13&est.ML#2703	JB	6/17/11	3911
4	MOS #2725, 2729 for TANSAT	JB	7/14/10	10-096	7	Establish Y(6-W)#2723 - W/S	JB	12/4/14	5351
5	Revoke TBLZ, Install #2715, 2717	JB	4/6/11	3885					



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

SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING		METERED SPACES							TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		
ODD			6		4		7A-7P	SU-SA	2		1			3	3		6	
EVEN			6		6		7A-7P	SU-SA							6		6	

**TAYLOR ST. (TAY - 681)**  
**(2700) BLOCK**  
 Meters 681-27XXy

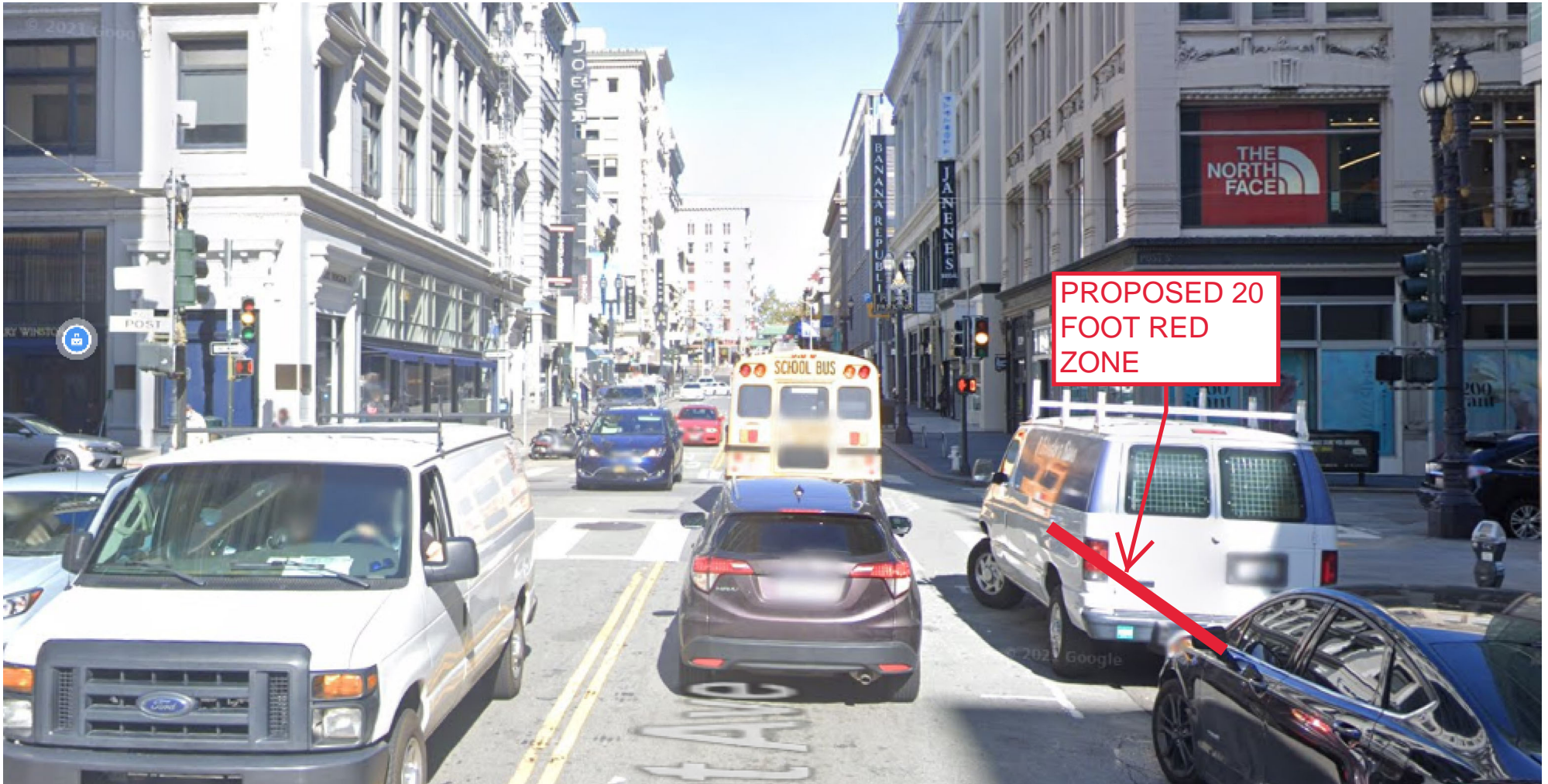
**BEACH ST. TO JEFFERSON ST.**

SCALE: 1" = 40'      DATE: 7/14/10      BY: JB

**AREA 4**

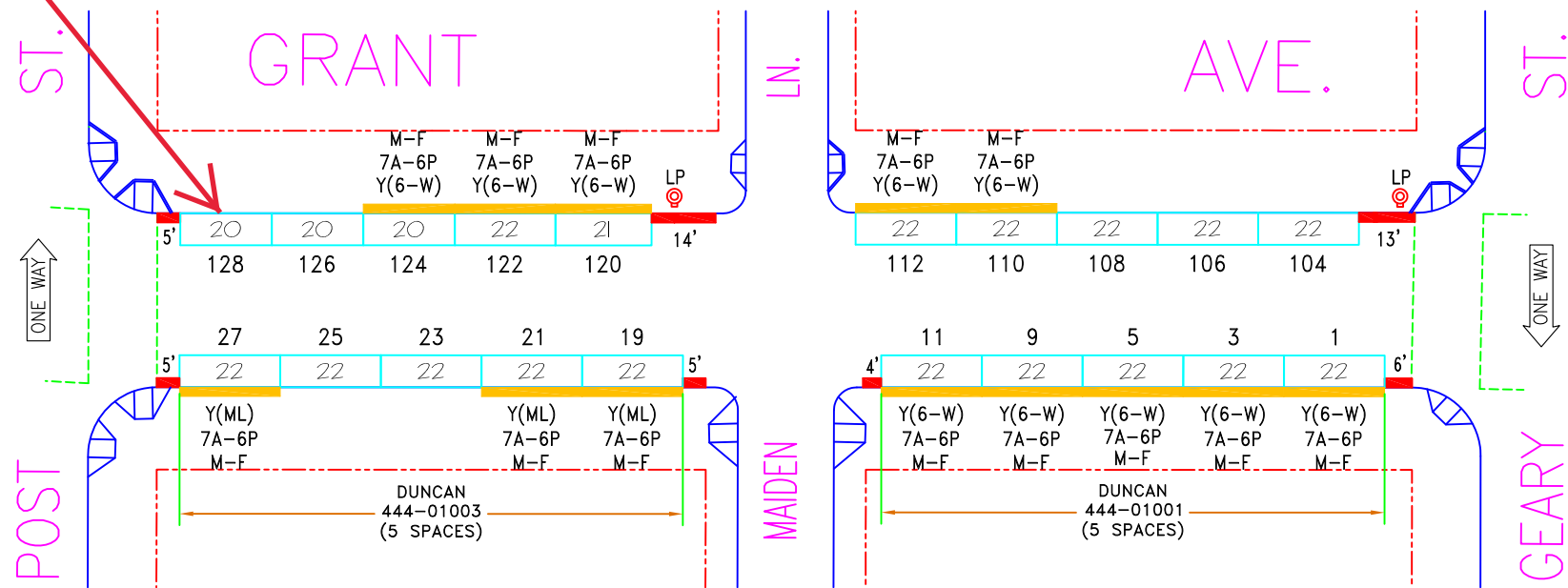
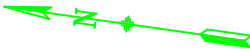
Revised: 12/04/14 13:28:09  
 Filename: S:\\_E\_Plan\Operations\Map Templates\Station Plots (200)\Station-1\Station-2700 Block.dwg

# GRANT/POST INTERSECTION STREETVIEW





Remove GMP Space #128



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES													
1	2-Way Est., change SS to MS-W/S	JB	7/24/12	4081													



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

SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING		METERED SPACES						TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	
ODD				2	2		7A-6P	M-SA	3		5			10			10
EVEN			10		5		7A-6P	M-SA			5			10			10

**GRANT AVE. (GRA, 444)**  
**(100) BLOCK**  
 Meters # 444-01XXY  
**GEARY ST. TO POST ST.**

SCALE: **1"=40'**      DATE: **7/24/12**      BY: **JB**

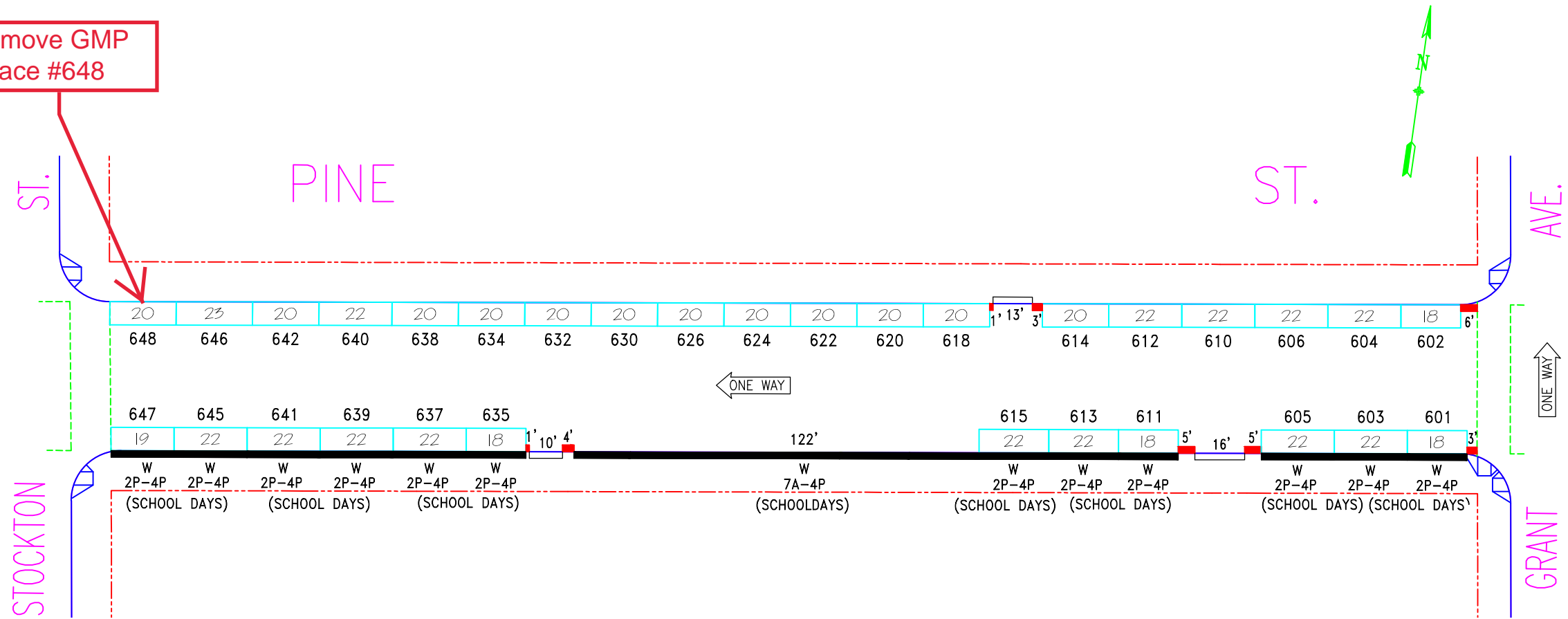
**AREA 1**

# PINE/STOCKTON INTERSECTION STREETVIEW





Remove GMP Space #648



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES													
1	Restore all meters-B/S(post const.)	JB	6/5/14														
2	Convert 122' PLZ-DBH to PLZ,7A-4P	JB	3/27/17														



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

SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		
ODD		4P-6P	12		12		7A-4P 7A-6P	M-F SA							12		12	
EVEN		3P-7P	19		19		9A-4P 7A-6P	M-F SA							19		19	

**PINE ST. (PIN - 606)**  
**(600) BLOCK**  
Meters 606-06XXy

**GRANT AVE. TO STOCKTON ST.**

SCALE: 1" = 40'      DATE: 6/5/14      BY: JB

**AREA 2**

# TransBASE Internal Dashboard

Geographic Extent: 25595000: JONES ST at BEACH ST

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

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

Pull Date: 1/24/2022

## Collision/Party/Victim Table

Showing 1 to 3 of 3 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 3

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

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
200302088	05/17/2020	12:00	Sunday	BEACH ST	JONES ST	0	Not Stated	Driver	North	Entering Traffic	Driver	North	Proceeding Straight	CVC Unknown	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Other	Not Stated
170522302	06/26/2017	20:30	Monday	JONES ST	BEACH ST	0	Not Stated	Driver	South	Proceeding Straight	Other	South	Making Left Turn	CVC 22101(d)	Injury (Complaint of Pain)	Other	Train	Clear	Dusk - Dawn
160974042	11/30/2016	08:46	Wednesday	BEACH ST	JONES ST	0	Not Stated	Driver	West	Making Left Turn	Bicyclist	East	Proceeding Straight	CVC 21801(a)	Injury (Other Visible)	Broadside	Bicycle	Raining	Daylight



# TransBASE Internal Dashboard

Geographic Extent: 25591000: TAYLOR ST at BEACH ST

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

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

Pull Date: 1/24/2022

## 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
190684619	09/13/2019	16:37	Friday	BEACH ST	TAYLOR ST	0	Not Stated	Other	East	Proceeding Straight				CVC Unknown	Injury (Other Visible)	Other	Non-Collision	Clear	Daylight

# TransBASE Internal Dashboard

Geographic Extent: 25485000: MASON ST at BEACH ST

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

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

Pull Date: 1/24/2022

## Collision/Party/Victim Table

Showing 1 to 3 of 3 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 3

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

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
210597514	09/15/2021	13:42	Wednesday	BEACH ST	MASON ST	0	Not Stated	Other	East	Proceeding Straight				CVC 23103(a)	Injury (Other Visible)	Other	Non-Collision	Clear	Daylight
190257482	04/11/2019		Thursday	MASON ST	BEACH ST	0	Not Stated	Pedestrian	South	Proceeding Straight	Driver	South	Making Left Turn	CVC 21954(a)	Injury (Other Visible)	Vehicle/Pedestrian	Pedestrian	Clear	Daylight
180296127	04/21/2018	16:28	Saturday	BEACH ST	MASON ST	0	Not Stated	Driver	West	Making Left Turn	Driver	East	Proceeding Straight	CVC 21801(a)	Injury (Other Visible)	Head-On	Other Motor Vehicle	Clear	Daylight



# TransBASE Internal Dashboard

Geographic Extent: 24980000: CALIFORNIA ST at STOCKTON ST

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

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

Pull Date: 1/12/2022

## Collision/Party/Victim Table

Showing 1 to 1 of 1 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 1

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

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
190585910	08/10/2019	12:21	Saturday	CALIFORNIA ST	STOCKTON ST	5	East	Driver	East	Proceeding Straight	Pedestrian	Not Stated	Stopped	CVC 21367(b)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight

# TransBASE Internal Dashboard

Geographic Extent: 25573000: COLUMBUS AVE at NORTH POINT ST  
 Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)  
 Data Range: 10/01/2016 to 09/30/2021  
 Pull Date: 1/12/2022

## Collision/Party/Victim Table Showing 1 to 5 of 5 entries

Count of Fatal Collisions: 0  
 Count of Non-Fatal Injury Collisions: 5  
 Total Count of Fatal/Non-Fatal Injury Collisions: 5

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
210595154	09/14/2021	15:07	Tuesday	COLUMBUS AVE	NORTH POINT ST	0	Not Stated	Driver	North	Making U Turn	Bicyclist	South	Making Right Turn	CVC 21460(a)	Injury (Complaint of Pain)	Broadside	Bicycle	Clear	Daylight
190775989	10/15/2019	08:43	Tuesday	NORTH POINT ST	COLUMBUS AVE	0	Not Stated	Driver	South	Making Right Turn	Bicyclist	East	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Sideswipe	Bicycle	Cloudy	Daylight
180303380	04/24/2018	12:47	Tuesday	NORTH POINT ST	COLUMBUS AVE	0	Not Stated	Driver	North	Making Right Turn	Bicyclist	East	Proceeding Straight	CVC 21658(a)	Injury (Other Visible)	Rear End	Bicycle	Clear	Daylight
161032738	12/20/2016	17:30	Tuesday	NORTH POINT ST	LEAVENWORTH ST	0	Not Stated	Driver	South	Proceeding Straight	Bicyclist	East	Proceeding Straight	CVC 21802(a)	Injury (Complaint of Pain)	Broadside	Bicycle	Clear	Dark - No Street Lights
160987120	12/05/2016	08:55	Monday	NORTH POINT ST	LEAVENWORTH ST	0	Not Stated	Driver	South	Proceeding Straight	Bicyclist	East	Proceeding Straight	CVC Unknown	Injury (Other Visible)	Broadside	Bicycle	Clear	Daylight

# TransBASE Internal Dashboard

Geographic Extent: 24660000: POST ST at GRANT AVE

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

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

Pull Date: 1/12/2022

## 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
210575429	09/06/2021	20:15	Monday	POST ST	GRANT AVE	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Making Left Turn	CVC 22350	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Dark - Street Lights
180255844	04/06/2018	11:30	Friday	POST ST	GRANT AVE	0	Not Stated	Driver	East	Making Left Turn	Pedestrian	West	Other	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight



# TransBASE Internal Dashboard

Geographic Extent: 24979000: STOCKTON ST at PINE ST

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

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

Pull Date: 1/12/2022

## Collision/Party/Victim Table

Showing 1 to 2 of 2 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 2

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

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
180871149	11/16/2018	19:39	Friday	PINE ST	STOCKTON ST	0	Not Stated	Driver	West	Proceeding Straight	Driver	West	Stopped In Road	CVC 22106	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Dark - Street Lights
170793597	09/28/2017	17:10	Thursday	PINE ST	STOCKTON ST	0	Not Stated	Driver	West	Changing Lanes	Driver	West	Proceeding Straight	CVC 21658(a)	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Clear	Daylight

# TransBASE Internal Dashboard

Geographic Extent: 25335000: VALLEJO ST at STOCKTON ST  
 Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)  
 Data Range: 10/01/2016 to 09/30/2021  
 Pull Date: 1/12/2022

## Collision/Party/Victim Table Showing 1 to 3 of 3 entries

Count of Fatal Collisions: 0  
 Count of Non-Fatal Injury Collisions: 3  
 Total Count of Fatal/Non-Fatal Injury Collisions: 3

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement 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
200113089	02/14/2020	13:25	Friday	VALLEJO ST	STOCKTON ST	0	Not Stated	Pedestrian	East	Proceeding Straight	Driver	South	Making Right Turn	CVC 21950(b)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
170568986	07/13/2017	13:29	Thursday	VALLEJO ST	STOCKTON ST	0	Not Stated	Driver	East	Backing	Driver	Not Stated	Stopped In Road	CVC 22106	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Daylight
170450048	06/01/2017	21:43	Thursday	VALLEJO ST	STOCKTON ST	0	Not Stated	Driver	West	Proceeding Straight	Driver	East	Making Left Turn	CVC 22350	Injury (Other Visible)	Other	Other Object	Clear	Dusk - Dawn



# 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)<sup>1</sup>
- Green House Gas Emission Checklist<sup>2</sup> (if applicable)

I - PROJECT INFORMATION	
DATE	
PROJECT NAME	
LOCATION/ NEIGHBORHOOD	
CONSTRUCTION DURATION	
II - PROJECT CONTACT	
RESPONSIBLE AGENCY	
NAME	
ADDRESS	
PHONE	
EMAIL	
III - PROJECT CHARACTERISTICS	
STREET TYPE <sup>3</sup>	<input type="checkbox"/> Varies (See attachment _____) OR Provide a description:
STREET NAME	
<sup>4</sup> FROM (CROSS-STREET 1) TO (CROSS-STREET 2)	

<sup>1</sup> 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].

<sup>2</sup> 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].

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

<sup>4</sup> 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:**

**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**

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

**CASE-BY-CASE IMPROVEMENTS**

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

<sup>5</sup> 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:**

**PROJECT SCREENING PART I CONT.**

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

<sup>6</sup> 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:**

**PROJECT SCREENING PART I CONT.**

<b>NUMBER/ NAME</b>	<b>PROJECT ELEMENT</b>	<b>REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW<sup>7</sup> (DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY)</b>
CBC-22 Shared public ways	<input type="checkbox"/>	<input type="checkbox"/>
CBC-23 Pedestrian-only streets	<input type="checkbox"/>	<input type="checkbox"/>
CBC-24 Public stairs	<input type="checkbox"/>	<input type="checkbox"/>
CBC-25 Multi-use paths	<input type="checkbox"/>	<input type="checkbox"/>
CBC-26 Above-ground landscaping	<input type="checkbox"/>	<input type="checkbox"/>

**OTHER DESIGN IMPROVEMENTS IN THE BETTER STREETS PLAN (BSP)**  
*(Not identified above)*

<b>DESIGN ELEMENT NAME</b>	<b>BSP PAGE NUMBER</b>	
		<input type="checkbox"/>

**(EP PLANNER COMMENTS):**

<sup>7</sup> 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:**

**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 <sup>8</sup> (FOR EP PLANNER DETERMINATION ONLY)
Permeable Paving	<input type="checkbox"/>	<input type="checkbox"/>
Bioretention Facilities	<input type="checkbox"/>	<input type="checkbox"/>
Swales	<input type="checkbox"/>	<input type="checkbox"/>
Infiltration Boardwalks	<input type="checkbox"/>	<input type="checkbox"/>
Infiltration and Soakage Trench	<input type="checkbox"/>	<input type="checkbox"/>
Channels and Runnels	<input type="checkbox"/>	<input type="checkbox"/>
Vegetated Buffer Strip	<input type="checkbox"/>	<input type="checkbox"/>
Vegetated Gutter	<input type="checkbox"/>	<input type="checkbox"/>
Other (describe stormwater improvements)	<input type="checkbox"/>	<input type="checkbox"/>

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

**(EP PLANNER COMMENTS):**

<sup>8</sup> 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:**

**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? <sup>9</sup>	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:<sup>10</sup>**  
*(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? <b>Please state the name of the historic district or historic landmark:</b> _____	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? <b>Please identify the historic elements that are part of the proposed project:</b> _____	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**

<sup>9</sup> 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.

<sup>10</sup> EP NEEDS TO DETERMINE HOW COORDINATION WILL OCCUR

**PROJECT NAME:**

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

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

<sup>12</sup> **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:**

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

<sup>13</sup> [www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp](http://www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp)

**PROJECT NAME:**

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

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

**CEQA Determination**

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

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

**Notes:**

**Planner Signature**

Signee (print name): \_\_\_\_\_



Date: \_\_\_\_\_



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

**SFMTA CONTACT:** Jamie Parks, Livable Streets Director,  
[jamie.parks@sfmta.com](mailto:jamie.parks@sfmta.com)

**CASE NO.:** 2007.1238E

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## PURPOSE

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

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

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

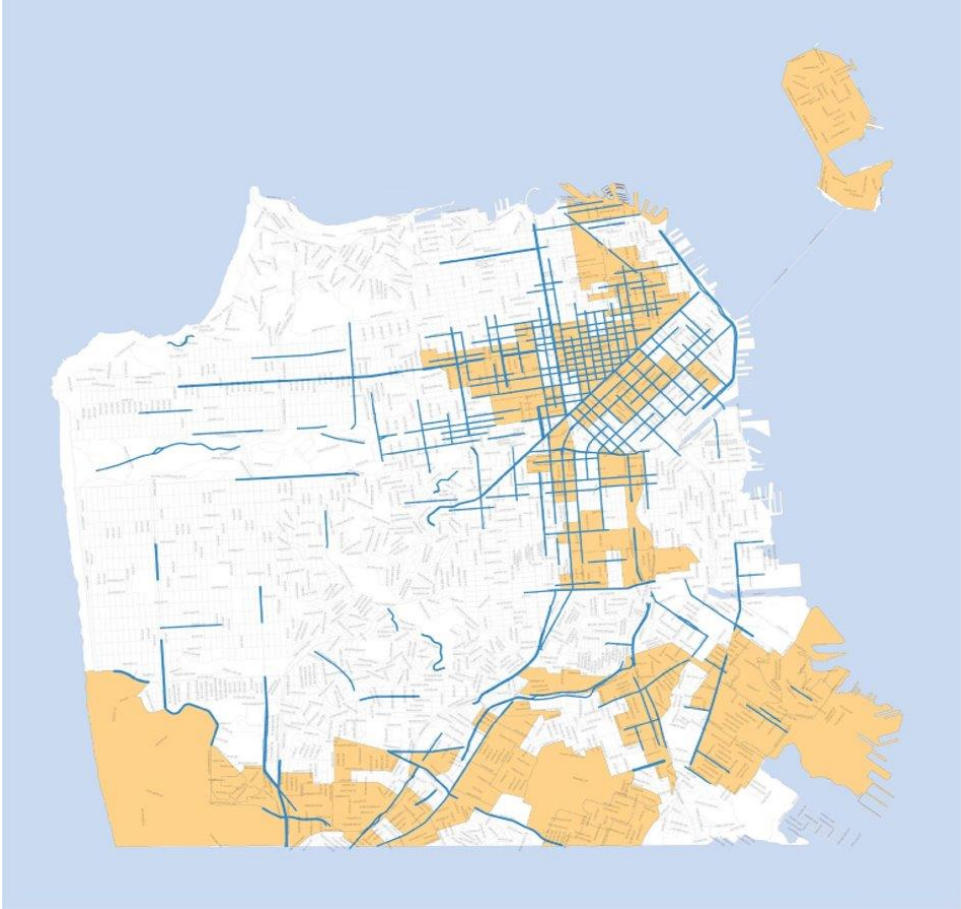
Utilizing data driven processes ensures resources are spent where they will have the greatest impact in creating safer streets. Collision reduction due to daylighting is statistically significant and has resulted in fewer injuries and fatalities. Daylighting is a proven and powerful tool that can improve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

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





Figure 1: High Injury Network, 2017



**MAP LEGEND**

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

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

**PROJECT DESCRIPTION – Scope of Work**

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



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

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

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

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

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

For questions regarding the program or locations, please contact Jamie Parks at [jamie.parks@sfmta.com](mailto:jamie.parks@sfmta.com).