SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 9/13/2022 ***Requested_by:*** SFMTA ***Handled:*** Jarrett Hornbostel, 646-2723 ***Section Head :*** BW GD	☐ ***Public Hearing Consent*** ☑ ***Public Hearing Regular*** ☐ ***Informational / Other*** PH - Regular	***No objections:*** _____ ***Item Held:*** _____ ***Other:*** _____

Location: Cesar Chavez Street and Florida Street

Subject: Contract 66 - New Traffic Signals

PROPOSAL / REQUEST:

ESTABLISH – TRAFFIC SIGNAL
Cesar Chavez Street and Florida Street

ESTABLISH – RED ZONE
Florida Street, east side, from Cesar Chavez Street to 10 feet southerly

(Supervisor District 9)

A new traffic signal 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 visibility red zones.

BACKGROUND INFORMATION / COMMENTS

Florida Street is the last remaining unsignalized crossing of four-lane Cesar Chavez Street between Potrero Avenue and Guerrero Street. The Cesar Chavez Street median extends through the intersection and Florida Street traffic is forced to turn right onto Cesar Chavez Street from both approaches. Signalizing this intersection will provide pedestrian improvements at a Muni bus stop location while clarifying right-of-way at this intersection with multiple lane uncontrolled approaches.

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 rear end crashes, one was a broadside, and one involved a bicyclist.

Muni's 27-Bryant route operates through this intersection.

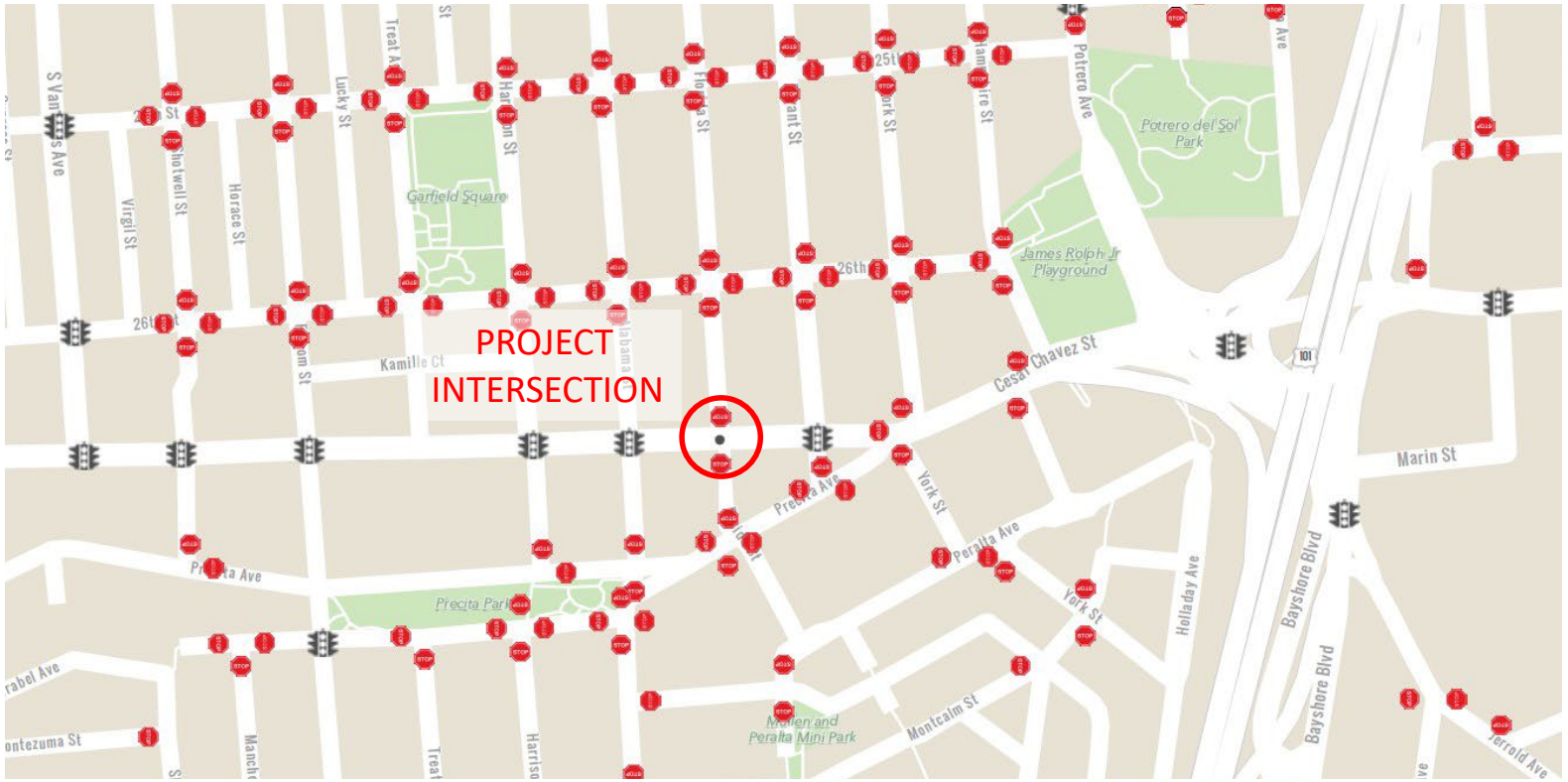
This segment of Cesar Chavez is on the San Francisco Bicycle Network with class 2 bike lanes.

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

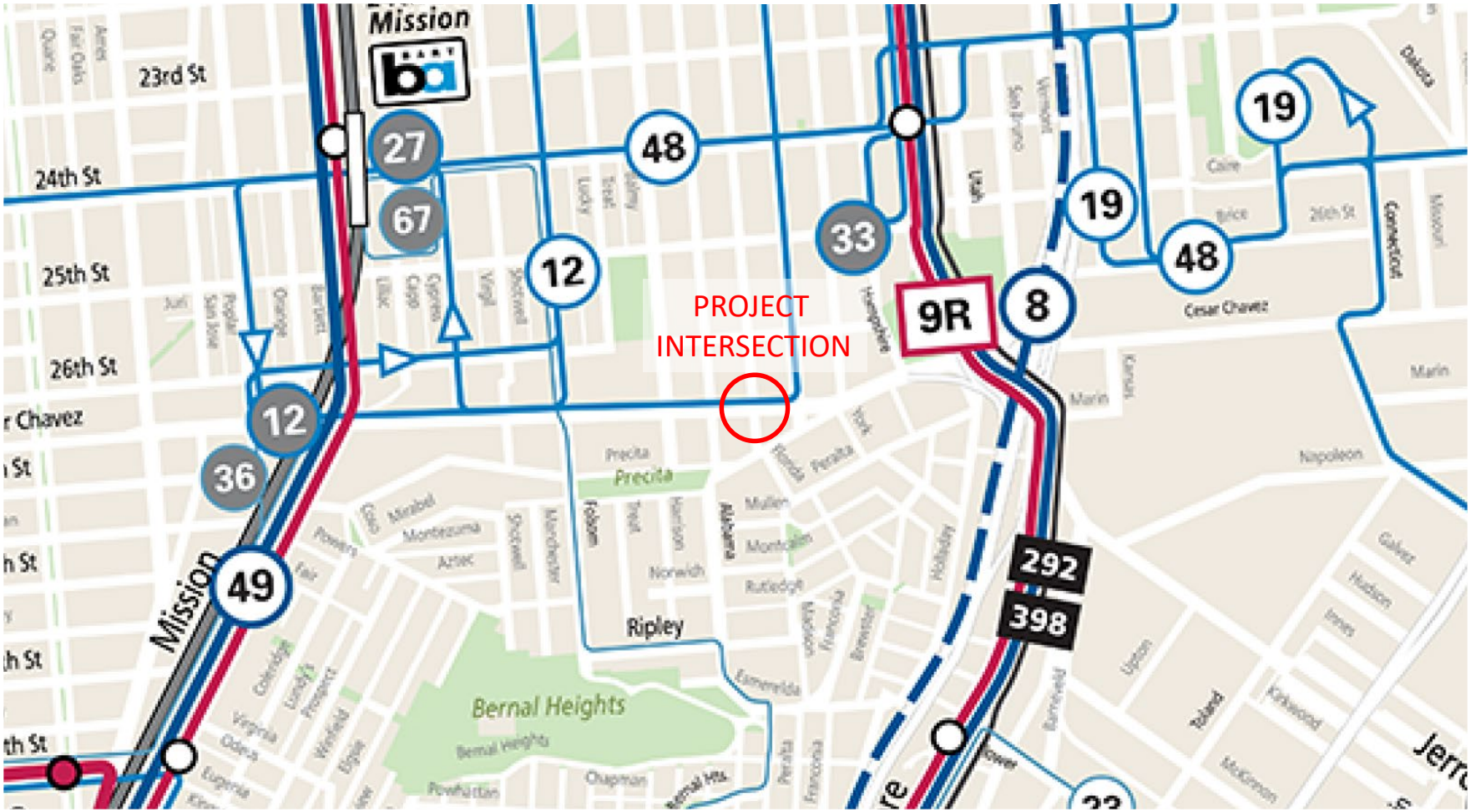
HEARING NOTIFICATION AND PROCESSING NOTES:	***ENVIRONMENTAL CLEARANCE BY:*** ☐ ***SFMTA*** ☒ ***Attached*** ☐ ***Pending***

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

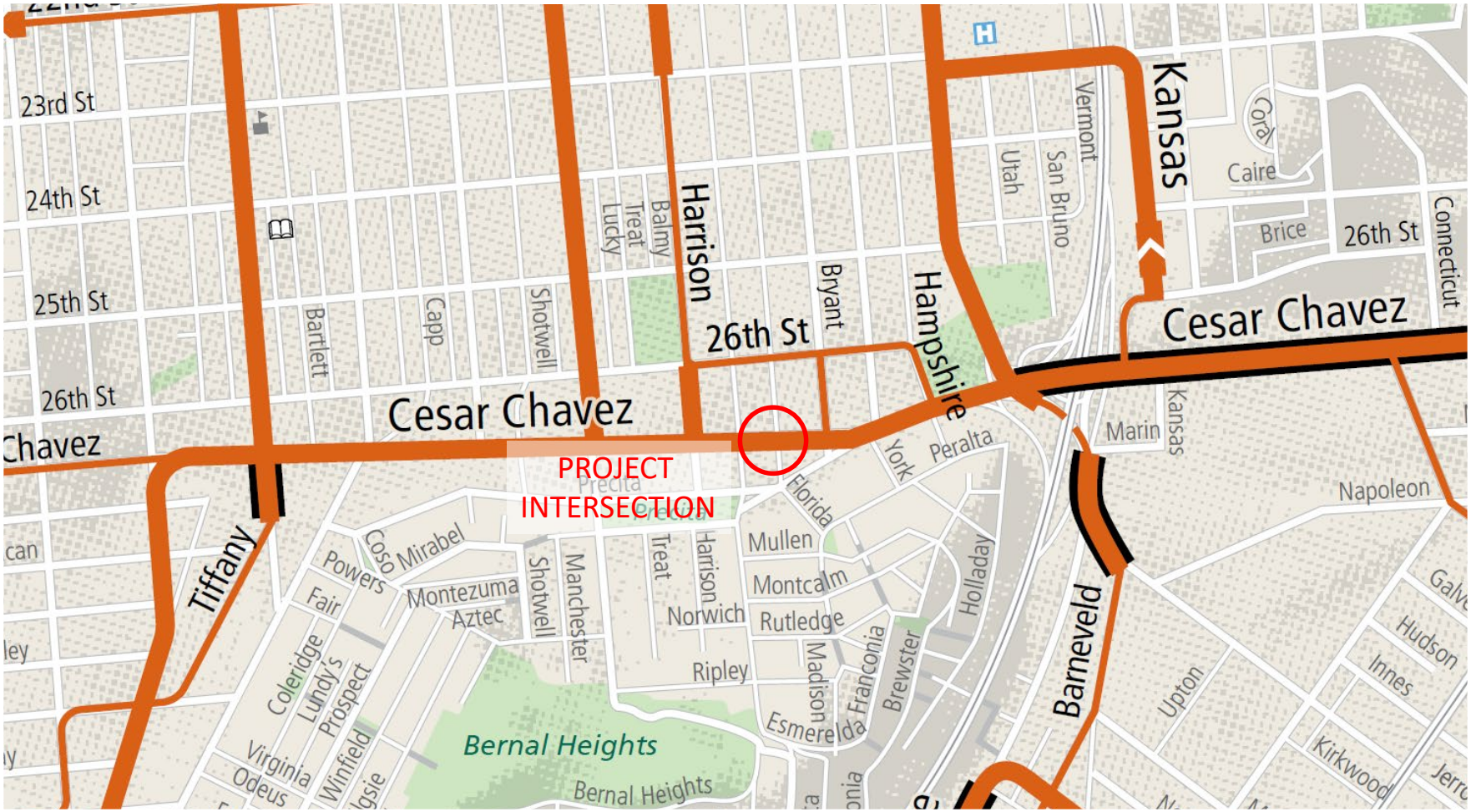
Cesar Chavez Street and Florida Street
Network Map

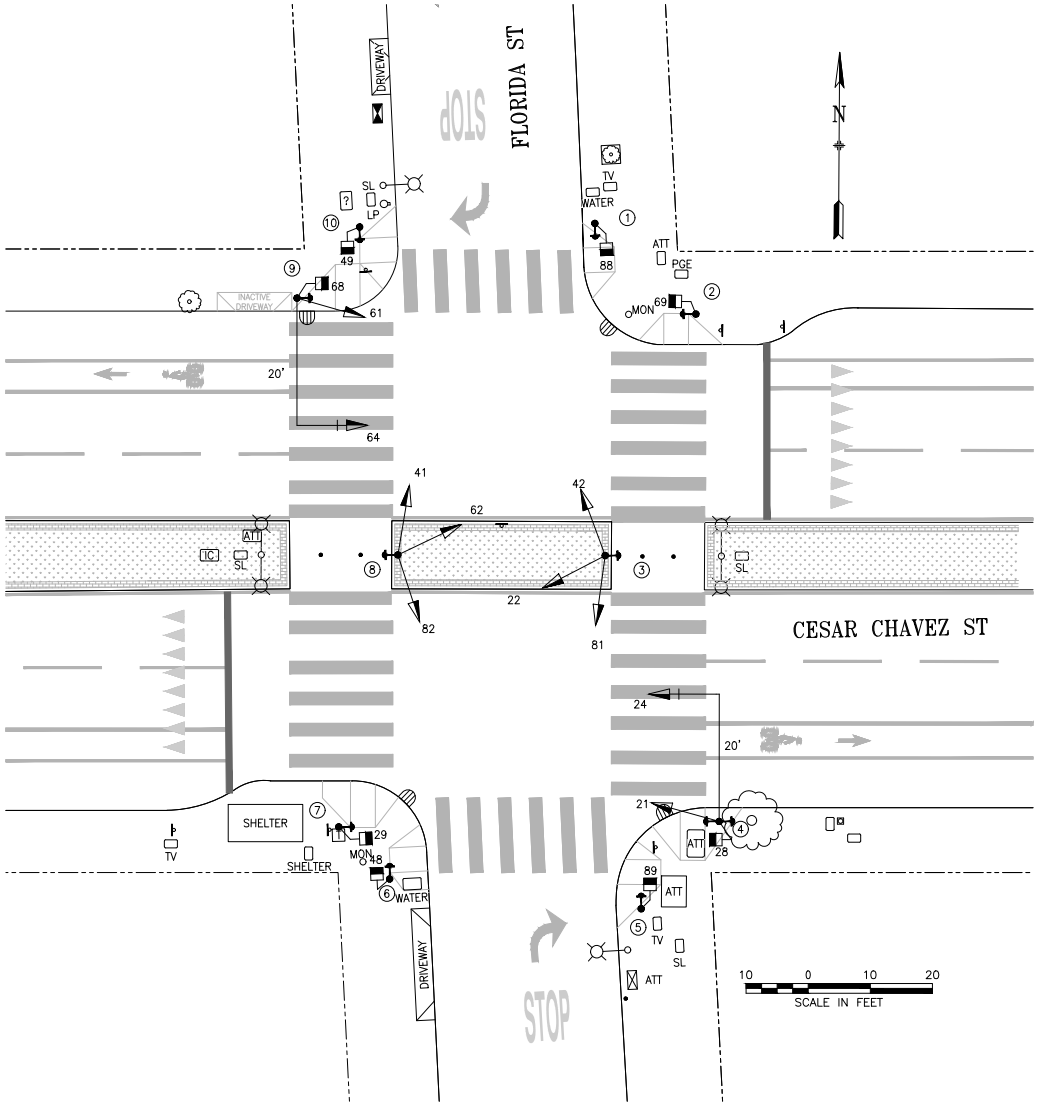


Cesar Chavez Street and Florida Street
Bicycle Network



Cesar Chavez Street and Florida Street
Bicycle Network

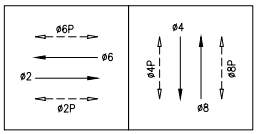




POLE AND EQUIPMENT SCHEDULE

POLE No.	TYPE OF POLE	LUMINAIRE TYPE	VEHICLE SIGNAL					PEDESTRIAN SIGNAL			REMARKS
			No.	TYPE	MOUNTING	VISORS	LOUVERS/BP	No.	TYPE	MOUNTING	
①	1-A (7')							88	1S-COUNT	TP-1	APS-2W
②	1-A (7')							69	1S-COUNT	TP-1	APS-2W
③	1-A (15')		22 42 81	3S12" 3S12"FYRA 3S12"FYRA	SV-3-TA	T T T					APS-2W
④	16-2-100 W/ 20' MA		21 24	3S12" 3S12"	SV-1-T MAC	T T	BP	28	1-COUNT	SP-1	APS-2W APS-2W
⑤	1-A (7')							89	1S-COUNT	TP-1	APS-2W
⑥	1-A (7')							48	1S-COUNT	TP-1	APS-2W
⑦	1-A (7')							29	1S-COUNT	TP-1	APS-2W
⑧	1-A (15')		41 62 82	3S12"FYRA 3S12" 3S12"FYRA	SV-3-TA	T T T					APS-2W
⑨	16-2-100 W/ 20' MA		61 64	3S12" 3S12"	SV-1-T MAC	T T	BP	68	1-COUNT	SP-1	APS-2W
⑩	1-A (7')							49	1S-COUNT	TP-1-T	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: blin1

REFERENCE INFORMATION & FILE NO. OF SURVEYS

THE CITY AND COUNTY OF SAN FRANCISCO

SAN FRANCISCO PUBLIC WORKS
BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 800
SAN FRANCISCO, CA 94103

		Date:
Acting Section Mgr:	KENNY CHIN	
Acting Deputy Bureau Mgr:	LESLEY WONG	
Acting Bureau Mgr:	IQBAL DHAPA	

DESIGNED:	DATE: JH 3/2022
DRAWN:	DATE: BL 3/2022
CHECKED:	DATE: GD 3/2022

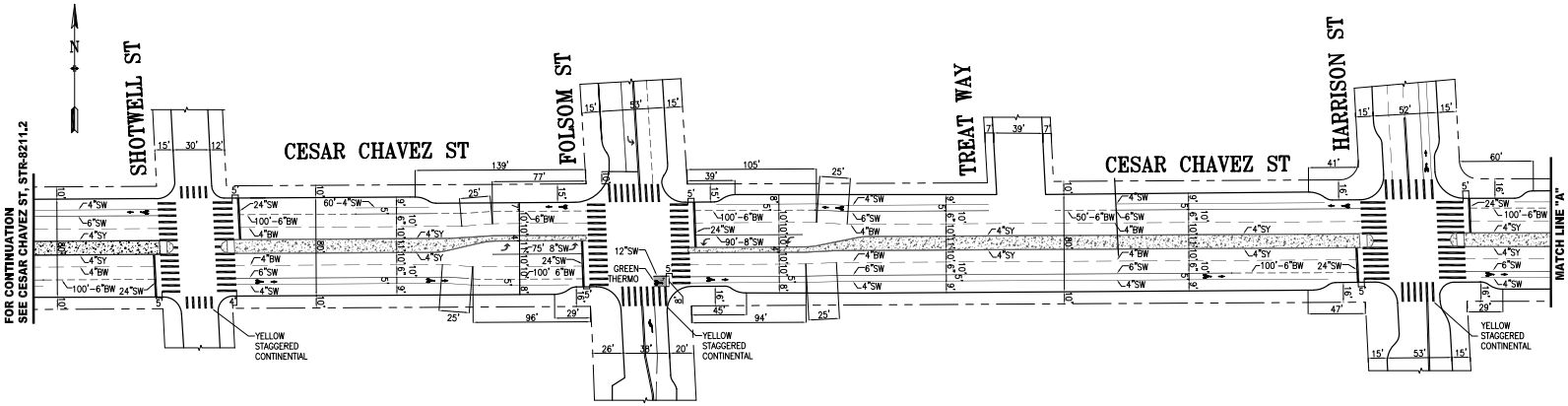
REGISTERED PROFESSIONAL ENGINEER — NO. XXXXX — STATE OF CALIFORNIA

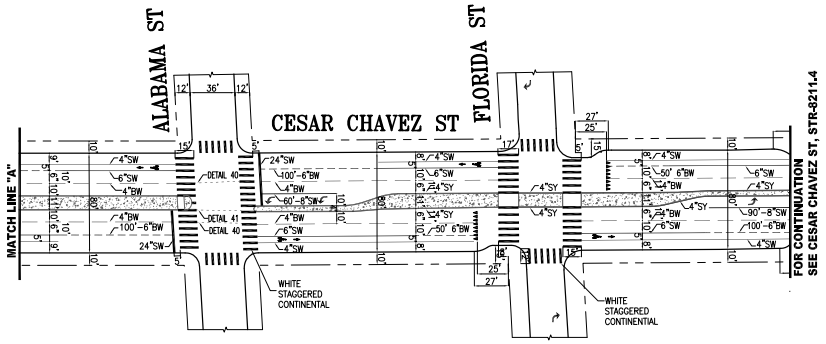
SCALE: AS SHOWN
SHEET OF SHEETS: X OF X

CONTRACT 66
NEW TRAFFIC SIGNALS

CESAR CHAVEZ STREET AND FLORIDA STREET
TRAFFIC SIGNAL PLAN

CONTRACT NO. XXXXXXXX
DRAWING NO. E-10.0
FILE NO.
REV. NO. 0





NO.	DATE	DESCRIPTION	BY	APP

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

SFMTA

SUPERSEDES: STR-8058.1 REV1

DRAWN: R.DI MARCO DATE: 1/2014

CHECKED: M.SALLABERRY DATE: 2/2014

APPROVED

SENIOR ENGINEER DATE:

CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 50'

SHEET/SHEETS: 03 of 07

STRIPING DRAWING

CESAR CHAVEZ STREET
SOUTH VAN NESS AVENUE TO BRYANT STREET

CONTRACT NO.

DRAWING NO. STR-8211.3

FILE NO.

REV. NO. 0

FILE NAME:
DATE: --/--/--

TransBASE Internal Dashboard

Geographic Extent: 21139000: CESAR CHAVEZ ST at FLORIDA 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 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 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
200104232	02/11/2020	01:04	Tuesday	CESAR CHAVEZ ST	FLORIDA ST	0	Not Stated	Driver	East	Changing Lanes DUI	Driver	East	Proceeding Straight	CVC 23152(a)	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Clear	Dark - Street Lights
190817484	10/28/2019	09:08	Monday	CESAR CHAVEZ ST	FLORIDA ST	0	Not Stated	Driver	East	Making Right Turn	Bicyclist	East	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Head-On RIGHT HOOK	Bicycle	Clear	Daylight
190331105	05/08/2019	21:20	Wednesday	CESAR CHAVEZ ST	FLORIDA ST	90	West	Driver	East	Proceeding Straight	Driver	East	Stopped	CVC 22350	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Dark - Street Lights
190085681	02/03/2019	18:55	Sunday	CESAR CHAVEZ ST	FLORIDA ST	16	North	Driver DUI - AVOIDING VEH	East	Other Unsafe Turning	Driver	East	Parked PARKED IN BIKE LN	CVC 23153(a)	Injury (Other Visible)	Sideswipe	Parked Motor Vehicle	Raining	Dark - Street Lights
180836513	11/03/2018	21:48	Saturday	CESAR CHAVEZ ST	FLORIDA ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	East	Stopped In Road	CVC 22350	Injury (Complaint of Pain)	Not Stated REAR END	Not Stated OTHER MOTOR VEH	Clear	Dark - Street Lights

TransBASE Internal Dashboard

Geographic Extent: 21139000: CESAR CHAVEZ ST at FLORIDA 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: 21139000: CESAR CHAVEZ ST at FLORIDA 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)

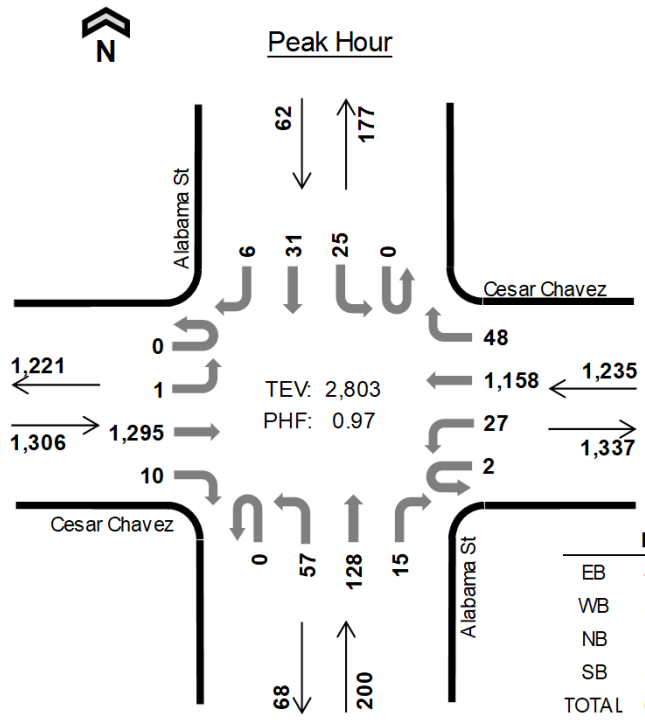
Party Filters
Party Involved Type: No Restrictions
Party Involved Gender: No Restrictions
Party Involved at Fault: No Restrictions
Party Involved Age: No Restriction
Party Involved Sobriety: No Restrictions
Party Involved Condition: No Restrictions
Party Involved Direction of Travel: No Restrictions
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

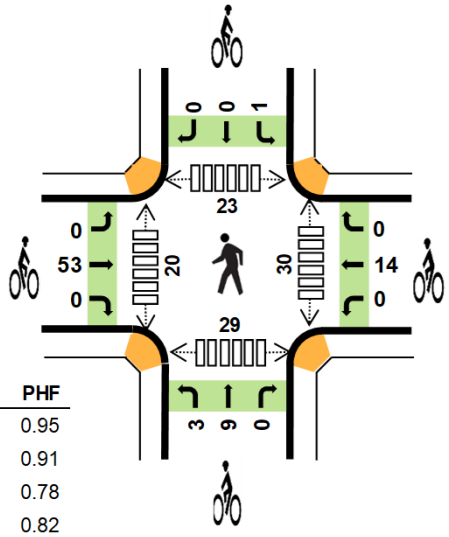
Environmental Filters
Neaest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions

Alabama St
Cesar Chavez

Date: 04/12/2016
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	4.3%	0.95
WB	8.7%	0.91
NB	1.0%	0.78
SB	3.2%	0.82
TOTAL	6.0%	0.97



Interval Start	Cesar Chavez Eastbound				Cesar Chavez Westbound				Alabama St Northbound				Alabama St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	262	4	0	6	223	11	0	5	8	2	0	4	1	0	526	0
7:15 AM	0	0	293	4	0	3	261	10	0	6	15	4	0	4	2	0	602	0
7:30 AM	**0**	**0**	**302**	**3**	**1**	**2**	**322**	**13**	**0**	**18**	**18**	**3**	**0**	**4**	**8**	**1**	**695**	0
7:45 AM	**0**	**0**	**322**	**2**	**0**	**3**	**309**	**13**	**0**	**13**	**47**	**4**	**0**	**5**	**7**	**1**	**726**	2,549
8:00 AM	**0**	**1**	**330**	**1**	**1**	**7**	**280**	**11**	**0**	**16**	**32**	**7**	**0**	**9**	**8**	**2**	**705**	2,728
8:15 AM	**0**	**0**	**341**	**4**	**0**	**15**	**247**	**11**	**0**	**10**	**31**	**1**	**0**	**7**	**8**	**2**	**677**	**2,803**
8:30 AM	0	0	306	12	0	3	253	18	0	16	23	1	0	9	6	2	649	2,757
8:45 AM	0	0	308	3	0	5	228	5	0	12	21	4	0	8	2	1	597	2,628
Count Total	0	1	2,464	33	2	44	2,123	92	0	96	195	26	0	50	42	9	5,177	0
Peak Hour All	**0**	**1**	**1,295**	**10**	**2**	**27**	**1,158**	**48**	**0**	**57**	**128**	**15**	**0**	**25**	**31**	**6**	**2,803**	**0**
Peak Hour HV	**0**	**0**	**56**	**0**	**0**	**2**	**105**	**1**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**168**	**0**
Peak Hour HV%	**-**	**0%**	**4%**	**0%**	**0%**	**7%**	**9%**	**2%**	**-**	**4%**	**0%**	**0%**	**-**	**4%**	**0%**	**17%**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	8	27	2	0	*37*	11	2	0	0	*13*	1	2	6	2	*11*
7:15 AM	18	22	0	0	*40*	12	2	1	0	*15*	4	2	7	8	*21*
7:30 AM	**14**	**18**	**0**	**0**	***32***	**10**	**4**	**0**	**0**	***14***	**8**	**0**	**3**	**5**	*16*
7:45 AM	**10**	**31**	**1**	**0**	***42***	**12**	**3**	**2**	**0**	***17***	**4**	**3**	**4**	**7**	*18*
8:00 AM	**17**	**30**	**0**	**2**	***49***	**16**	**1**	**3**	**1**	***21***	**9**	**9**	**2**	**11**	*31*
8:15 AM	**15**	**29**	**1**	**0**	***45***	**15**	**6**	**7**	**0**	***28***	**9**	**8**	**14**	**6**	***37***
8:30 AM	17	36	3	0	*56*	17	3	9	0	*29*	6	9	5	4	*24*
8:45 AM	19	16	1	0	*36*	23	3	0	0	*26*	9	2	3	8	*22*
Count Total	118	209	8	2	*337*	116	24	22	1	*163*	50	35	44	51	*180*
Peak Hour	**56**	**108**	**2**	**2**	***168***	**53**	**14**	**12**	**1**	***80***	**30**	**20**	**23**	**29**	***102***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Cesar Chavez				Cesar Chavez				Alabama St				Alabama St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	8	0	0	1	26	0	0	0	1	1	0	0	0	0	37	0
7:15 AM	0	0	18	0	0	1	20	1	0	0	0	0	0	0	0	0	40	0
7:30 AM	**0**	**0**	**14**	**0**	**0**	**1**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	0
7:45 AM	**0**	**0**	**10**	**0**	**0**	**0**	**31**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	151
8:00 AM	**0**	**0**	**17**	**0**	**0**	**1**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**49**	163
8:15 AM	**0**	**0**	**15**	**0**	**0**	**0**	**29**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**168**
8:30 AM	0	0	17	0	0	0	34	2	0	1	1	1	0	0	0	0	56	192
8:45 AM	0	0	19	0	0	0	15	1	0	1	0	0	0	0	0	0	36	186
Count Total	0	0	118	0	0	4	200	5	0	4	2	2	0	1	0	1	337	0
Peak Hour	**0**	**0**	**56**	**0**	**0**	**2**	**105**	**1**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**168**	**0**

Two-Hour Count Summaries - Bikes

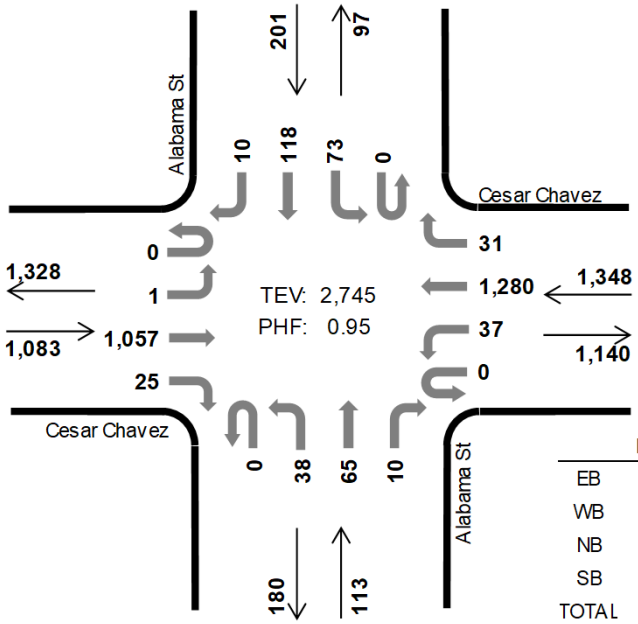
Interval Start	Cesar Chavez			Cesar Chavez			Alabama St			Alabama St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	11	0	0	2	0	0	0	0	0	0	0	13	0
7:15 AM	0	12	0	0	2	0	0	1	0	0	0	0	15	0
7:30 AM	**0**	**10**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	0
7:45 AM	**0**	**12**	**0**	**0**	**3**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**17**	59
8:00 AM	**0**	**16**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**21**	67
8:15 AM	**0**	**15**	**0**	**0**	**6**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**28**	**80**
8:30 AM	0	17	0	0	3	0	2	7	0	0	0	0	29	95
8:45 AM	0	23	0	0	3	0	0	0	0	0	0	0	26	104
Count Total	0	116	0	0	24	0	5	17	0	1	0	0	163	0
Peak Hour	**0**	**53**	**0**	**0**	**14**	**0**	**3**	**9**	**0**	**1**	**0**	**0**	**80**	**0**

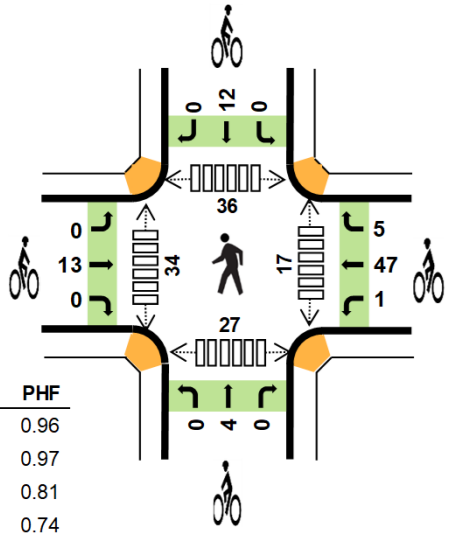
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Alabama St
Cesar Chavez

Date: 04/12/2016
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Peak Hour





	HV %:	PHF
EB	4.0%	0.96
WB	1.9%	0.97
NB	0.0%	0.81
SB	0.5%	0.74
TOTAL	2.5%	0.95

Interval Start	Cesar Chavez Eastbound				Cesar Chavez Westbound				Alabama St Northbound				Alabama St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	307	6	0	11	313	13	0	4	22	3	0	10	12	0	701	0
4:15 PM	0	0	295	9	0	9	298	6	0	9	12	5	0	12	6	2	663	0
4:30 PM	0	0	284	4	0	7	348	9	0	4	8	4	0	13	15	1	697	0
4:45 PM	0	0	265	3	0	7	318	11	0	10	8	1	0	14	13	0	650	2,711
5:00 PM	**0**	**0**	**264**	**5**	**0**	**9**	**317**	**10**	**0**	**8**	**12**	**3**	**0**	**10**	**20**	**4**	**662**	2,672
5:15 PM	**0**	**0**	**249**	**8**	**0**	**2**	**336**	**8**	**0**	**13**	**16**	**0**	**0**	**24**	**26**	**2**	**684**	2,693
5:30 PM	**0**	**0**	**277**	**6**	**0**	**18**	**314**	**3**	**0**	**10**	**21**	**4**	**0**	**23**	**44**	**1**	**721**	2,717
5:45 PM	**0**	**1**	**267**	**6**	**0**	**8**	**313**	**10**	**0**	**7**	**16**	**3**	**0**	**16**	**28**	**3**	**678**	**2,745**
Count Total	0	1	2,208	47	0	71	2,557	70	0	65	115	23	0	122	164	13	5,456	0
Peak Hour All	**0**	**1**	**1,057**	**25**	**0**	**37**	**1,280**	**31**	**0**	**38**	**65**	**10**	**0**	**73**	**118**	**10**	**2,745**	**0**
Peak Hour HV	**0**	**0**	**43**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**69**	**0**
Peak Hour HV%	**-**	**0%**	**4%**	**0%**	**-**	**0%**	**2%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**1%**	**0%**	**0%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	20	6	0	0	*26*	5	4	1	0	*10*	6	4	2	12	*24*
4:15 PM	18	7	1	0	*26*	3	5	0	0	*8*	7	0	8	3	*18*
4:30 PM	12	7	1	1	*21*	5	11	0	0	*16*	4	11	6	12	*33*
4:45 PM	4	9	0	1	*14*	5	10	1	0	*16*	7	4	6	4	*21*
5:00 PM	**12**	**10**	**0**	**0**	***22***	**1**	**22**	**1**	**1**	***25***	**1**	**5**	**7**	**4**	*17*
5:15 PM	**9**	**4**	**0**	**1**	***14***	**2**	**8**	**1**	**3**	***14***	**4**	**12**	**11**	**7**	*34*
5:30 PM	**9**	**5**	**0**	**0**	***14***	**4**	**10**	**0**	**6**	***20***	**8**	**5**	**10**	**6**	*29*
5:45 PM	**13**	**6**	**0**	**0**	***19***	**6**	**13**	**2**	**2**	***23***	**4**	**12**	**8**	**10**	***34***
Count Total	97	54	2	3	*156*	31	83	6	12	*132*	41	53	58	58	*210*
Peak Hour	**43**	**25**	**0**	**1**	***69***	**13**	**53**	**4**	**12**	***82***	**17**	**34**	**36**	**27**	***114***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Cesar Chavez				Cesar Chavez				Alabama St				Alabama St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	20	0	0	0	6	0	0	0	0	0	0	0	0	0	26	0
4:15 PM	0	0	18	0	0	0	6	1	0	1	0	0	0	0	0	0	26	0
4:30 PM	0	0	12	0	0	0	7	0	0	1	0	0	0	1	0	0	21	0
4:45 PM	0	0	4	0	0	0	9	0	0	0	0	0	0	1	0	0	14	87
5:00 PM	**0**	**0**	**12**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	83
5:15 PM	**0**	**0**	**9**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**14**	71
5:30 PM	**0**	**0**	**9**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	64
5:45 PM	**0**	**0**	**13**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**69**
Count Total	0	0	97	0	0	0	53	1	0	2	0	0	0	3	0	0	156	0
Peak Hour	**0**	**0**	**43**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**69**	**0**

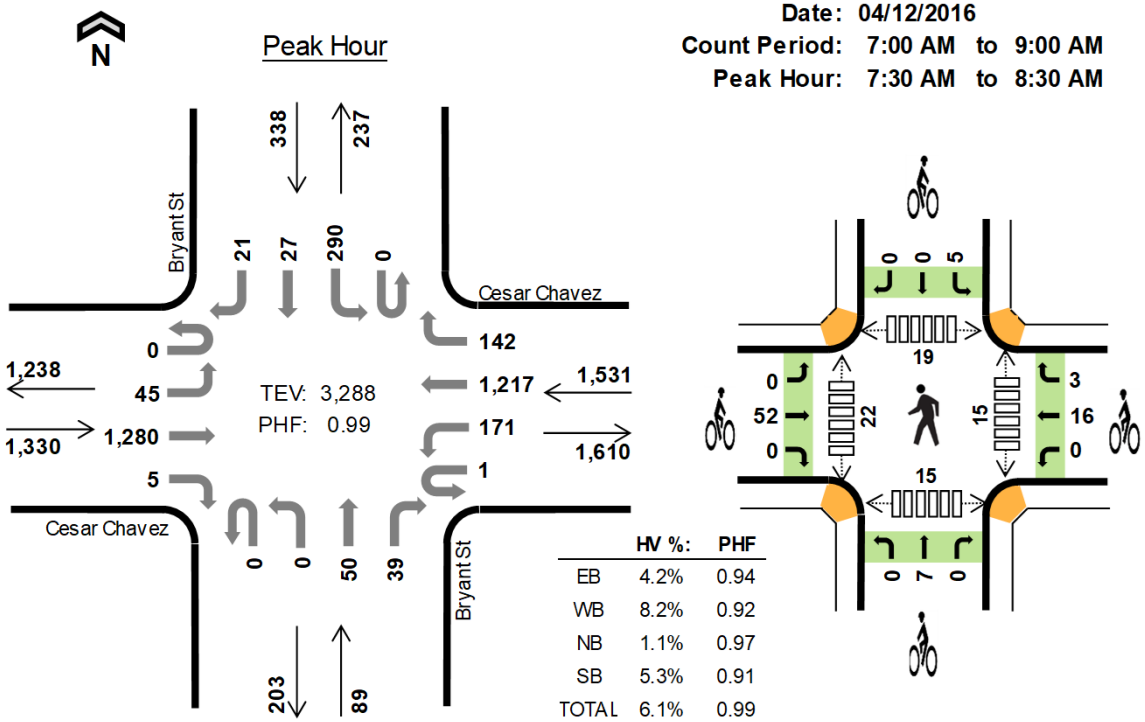
Two-Hour Count Summaries - Bikes

Interval Start	Cesar Chavez			Cesar Chavez			Alabama St			Alabama St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	5	0	0	4	0	1	0	0	0	0	0	10	0
4:15 PM	0	2	1	0	5	0	0	0	0	0	0	0	8	0
4:30 PM	0	5	0	0	11	0	0	0	0	0	0	0	16	0
4:45 PM	0	5	0	0	10	0	0	1	0	0	0	0	16	50
5:00 PM	**0**	**1**	**0**	**1**	**19**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**25**	65
5:15 PM	**0**	**2**	**0**	**0**	**6**	**2**	**0**	**1**	**0**	**0**	**3**	**0**	**14**	71
5:30 PM	**0**	**4**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**20**	75
5:45 PM	**0**	**6**	**0**	**0**	**13**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**23**	**82**
Count Total	0	30	1	1	77	5	1	5	0	0	12	0	132	0
Peak Hour	**0**	**13**	**0**	**1**	**47**	**5**	**0**	**4**	**0**	**0**	**12**	**0**	**82**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bryant St
Cesar Chavez

Date: 04/12/2016
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



Interval Start	Cesar Chavez Eastbound				Cesar Chavez Westbound				Bryant St Northbound				Bryant St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	8	261	0	0	29	238	23	0	1	4	8	0	46	4	4	626	0
7:15 AM	0	9	299	2	1	21	270	32	0	1	7	6	0	55	4	5	712	0
7:30 AM	**0**	**13**	**294**	**1**	**1**	**42**	**344**	**30**	**0**	**0**	**14**	**8**	**0**	**74**	**5**	**4**	**830**	0
7:45 AM	**0**	**10**	**312**	**2**	**0**	**36**	**316**	**35**	**0**	**0**	**11**	**12**	**0**	**80**	**8**	**1**	**823**	2,991
8:00 AM	**0**	**10**	**334**	**1**	**0**	**39**	**289**	**43**	**0**	**0**	**15**	**6**	**0**	**76**	**8**	**9**	**830**	3,195
8:15 AM	**0**	**12**	**340**	**1**	**0**	**54**	**268**	**34**	**0**	**0**	**10**	**13**	**0**	**60**	**6**	**7**	**805**	**3,288**
8:30 AM	0	11	309	2	1	43	259	38	0	0	15	18	0	68	4	3	771	3,229
8:45 AM	0	15	302	0	0	43	238	33	0	0	17	9	0	66	4	1	728	3,134
Count Total	0	88	2,451	9	3	307	2,222	268	0	2	93	80	0	525	43	34	6,125	0
Peak Hour All	**0**	**45**	**1,280**	**5**	**1**	**171**	**1,217**	**142**	**0**	**0**	**50**	**39**	**0**	**290**	**27**	**21**	**3,288**	**0**
Peak Hour HV	**0**	**6**	**50**	**0**	**0**	**8**	**99**	**19**	**0**	**0**	**1**	**0**	**0**	**12**	**1**	**5**	**201**	**0**
Peak Hour HV%	**-**	**13%**	**4%**	**0%**	**0%**	**5%**	**8%**	**13%**	**-**	**-**	**2%**	**0%**	**-**	**4%**	**4%**	**24%**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	10	31	1	1	*43*	9	1	3	0	*13*	1	6	4	3	*14*
7:15 AM	20	27	0	3	*50*	10	3	0	2	*15*	5	4	2	3	*14*
7:30 AM	**15**	**16**	**0**	**4**	***35***	**11**	**5**	**1**	**1**	***18***	**4**	**2**	**1**	**3**	*10*
7:45 AM	**10**	**37**	**0**	**8**	***55***	**11**	**3**	**1**	**2**	***17***	**2**	**7**	**3**	**5**	*17*
8:00 AM	**15**	**37**	**1**	**3**	***56***	**18**	**4**	**4**	**2**	***28***	**4**	**7**	**8**	**3**	*22*
8:15 AM	**16**	**36**	**0**	**3**	***55***	**12**	**7**	**1**	**0**	***20***	**5**	**6**	**7**	**4**	***22***
8:30 AM	20	44	2	6	*72*	14	3	6	1	*24*	3	6	4	4	*17*
8:45 AM	15	26	1	4	*46*	19	6	1	0	*26*	5	4	2	4	*15*
Count Total	121	254	5	32	*412*	104	32	17	8	*161*	29	42	31	29	*131*
Peak Hour	**56**	**126**	**1**	**18**	***201***	**52**	**19**	**7**	**5**	***83***	**15**	**22**	**19**	**15**	***71***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Cesar Chavez				Cesar Chavez				Bryant St				Bryant St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	7	0	0	0	28	3	0	0	1	0	0	0	0	1	43	0
7:15 AM	0	0	19	1	0	3	20	4	0	0	0	0	0	2	0	1	50	0
7:30 AM	**0**	**2**	**13**	**0**	**0**	**1**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**35**	0
7:45 AM	**0**	**1**	**9**	**0**	**0**	**3**	**30**	**4**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**1**	**55**	183
8:00 AM	**0**	**2**	**13**	**0**	**0**	**1**	**32**	**4**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**1**	**56**	196
8:15 AM	**0**	**1**	**15**	**0**	**0**	**3**	**26**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**55**	**201**
8:30 AM	0	0	20	0	0	4	35	5	0	0	2	0	0	4	1	1	72	238
8:45 AM	0	3	12	0	0	2	17	7	0	0	1	0	0	4	0	0	46	229
Count Total	0	12	108	1	0	17	199	38	0	0	5	0	0	22	2	8	412	0
Peak Hour	**0**	**6**	**50**	**0**	**0**	**8**	**99**	**19**	**0**	**0**	**1**	**0**	**0**	**12**	**1**	**5**	**201**	**0**

Two-Hour Count Summaries - Bikes

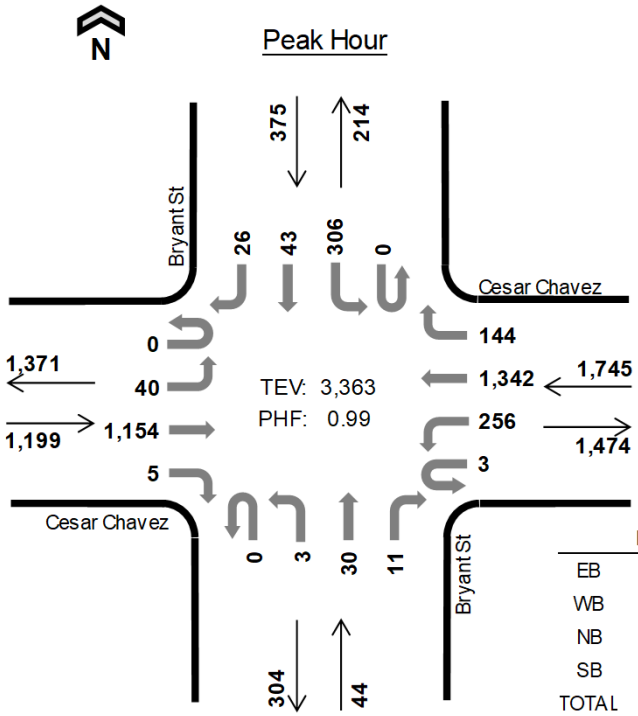
Interval Start	Cesar Chavez			Cesar Chavez			Bryant St			Bryant St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	9	0	0	1	0	0	3	0	0	0	0	13	0
7:15 AM	0	10	0	0	2	1	0	0	0	2	0	0	15	0
7:30 AM	**0**	**11**	**0**	**0**	**4**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**18**	0
7:45 AM	**0**	**11**	**0**	**0**	**2**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**17**	63
8:00 AM	**0**	**18**	**0**	**0**	**4**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**28**	78
8:15 AM	**0**	**12**	**0**	**0**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**20**	**83**
8:30 AM	0	14	0	0	3	0	0	6	0	1	0	0	24	89
8:45 AM	0	19	0	0	5	1	0	1	0	0	0	0	26	98
Count Total	0	104	0	0	27	5	0	17	0	8	0	0	161	0
Peak Hour	**0**	**52**	**0**	**0**	**16**	**3**	**0**	**7**	**0**	**5**	**0**	**0**	**83**	**0**

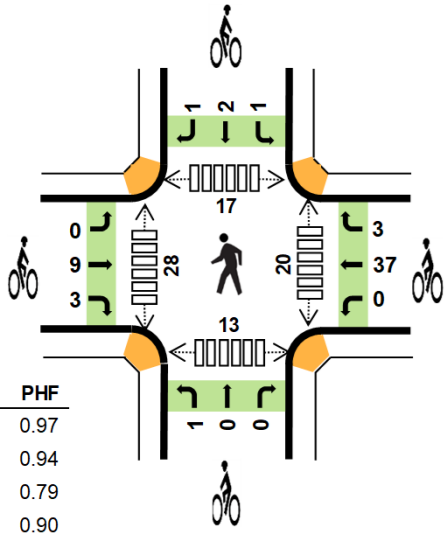
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Bryant St
Cesar Chavez

Date: 04/12/2016
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM

Peak Hour





	HV %:	PHF
EB	4.5%	0.97
WB	2.4%	0.94
NB	0.0%	0.79
SB	6.1%	0.90
TOTAL	3.5%	0.99

Interval Start	Cesar Chavez Eastbound				Cesar Chavez Westbound				Bryant St Northbound				Bryant St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**7**	**301**	**2**	**1**	**62**	**331**	**33**	**0**	**0**	**0**	**4**	**0**	**74**	**11**	**7**	**833**	0
4:15 PM	**0**	**17**	**289**	**1**	**2**	**57**	**313**	**37**	**0**	**1**	**10**	**2**	**0**	**85**	**13**	**4**	**831**	0
4:30 PM	**0**	**10**	**283**	**2**	**0**	**66**	**355**	**43**	**0**	**1**	**10**	**3**	**0**	**57**	**11**	**9**	**850**	0
4:45 PM	**0**	**6**	**281**	**0**	**0**	**71**	**343**	**31**	**0**	**1**	**10**	**2**	**0**	**90**	**8**	**6**	**849**	**3,363**
5:00 PM	0	10	256	0	1	69	331	37	0	0	6	3	0	84	11	10	818	3,348
5:15 PM	0	7	265	1	2	64	349	36	0	0	8	7	0	88	7	0	834	3,351
5:30 PM	0	4	296	1	2	69	326	36	0	0	6	3	0	91	7	4	845	3,346
5:45 PM	0	12	267	6	0	75	321	25	0	1	9	5	0	84	13	6	824	3,321
Count Total	0	73	2,238	13	8	533	2,669	278	0	4	59	29	0	653	81	46	6,684	0
Peak Hour All	**0**	**40**	**1,154**	**5**	**3**	**256**	**1,342**	**144**	**0**	**3**	**30**	**11**	**0**	**306**	**43**	**26**	**3,363**	**0**
Peak Hour HV	**0**	**6**	**48**	**0**	**0**	**3**	**30**	**9**	**0**	**0**	**0**	**0**	**0**	**17**	**1**	**5**	**119**	**0**
Peak Hour HV%	**-**	**15%**	**4%**	**0%**	**0%**	**1%**	**2%**	**6%**	**-**	**0%**	**0%**	**0%**	**-**	**6%**	**2%**	**19%**	**4%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**21**	**10**	**0**	**12**	***43***	**4**	**8**	**1**	**0**	***13***	**9**	**5**	**4**	**3**	*21*
4:15 PM	**17**	**16**	**0**	**5**	***38***	**2**	**5**	**0**	**2**	***9***	**1**	**8**	**4**	**1**	*14*
4:30 PM	**10**	**7**	**0**	**2**	***19***	**4**	**15**	**0**	**2**	***21***	**4**	**6**	**1**	**1**	*12*
4:45 PM	**6**	**9**	**0**	**4**	***19***	**2**	**12**	**0**	**0**	***14***	**6**	**9**	**8**	**8**	***31***
5:00 PM	11	11	0	2	*24*	1	26	0	3	*30*	5	10	7	3	*25*
5:15 PM	9	5	0	0	*14*	2	9	2	2	*15*	7	6	7	2	*22*
5:30 PM	8	4	0	6	*18*	3	24	1	1	*29*	5	10	7	7	*29*
5:45 PM	12	7	1	1	*21*	7	20	0	4	*31*	14	12	11	2	*39*
Count Total	94	69	1	32	*196*	25	119	4	14	*162*	51	66	49	27	*193*
Peak Hour	**54**	**42**	**0**	**23**	***119***	**12**	**40**	**1**	**4**	***57***	**20**	**28**	**17**	**13**	***78***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Cesar Chavez Eastbound				Cesar Chavez Westbound				Bryant St Northbound				Bryant St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**1**	**20**	**0**	**0**	**1**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**1**	**2**	**43**	0
4:15 PM	**0**	**2**	**15**	**0**	**0**	**1**	**9**	**6**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**38**	0
4:30 PM	**0**	**2**	**8**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**19**	0
4:45 PM	**0**	**1**	**5**	**0**	**0**	**1**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**19**	**119**
5:00 PM	0	1	10	0	0	0	10	1	0	0	0	0	0	2	0	0	24	100
5:15 PM	0	1	8	0	0	0	4	1	0	0	0	0	0	0	0	0	14	76
5:30 PM	0	1	7	0	0	0	4	0	0	0	0	0	0	4	0	2	18	75
5:45 PM	0	2	10	0	0	2	5	0	0	1	0	0	0	0	0	1	21	77
Count Total	0	11	83	0	0	5	53	11	0	1	0	0	0	23	1	8	196	0
Peak Hour	**0**	**6**	**48**	**0**	**0**	**3**	**30**	**9**	**0**	**0**	**0**	**0**	**0**	**17**	**1**	**5**	**119**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Cesar Chavez Eastbound			Cesar Chavez Westbound			Bryant St Northbound			Bryant St Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**3**	**1**	**0**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	0
4:15 PM	**0**	**1**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**9**	0
4:30 PM	**0**	**3**	**1**	**0**	**14**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**21**	0
4:45 PM	**0**	**2**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**57**
5:00 PM	0	1	0	0	24	2	0	0	0	0	3	0	30	74
5:15 PM	0	2	0	0	9	0	0	2	0	0	2	0	15	80
5:30 PM	0	3	0	0	23	1	0	1	0	1	0	0	29	88
5:45 PM	0	6	1	0	18	2	0	0	0	2	2	0	31	105
Count Total	0	21	4	0	111	8	1	3	0	4	9	1	162	0
Peak Hour	**0**	**9**	**3**	**0**	**37**	**3**	**1**	**0**	**0**	**1**	**2**	**1**	**57**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Alabama and Cesar Chavez

CHANGE: 4
CNN #: 21142000
ENGINEER: Alvin Lam
10/20/2020

Programmed by: RO
Installed by: RO

Date: 8/20/2021 12:40

DESCRIPTION: Update system and master location

NOTES: page 1 of 2; clock reset time = 4 AM

PHASE	STREET	EmerFlash	ProgFlash
2	Cesar Chavez EB	R	n/a
4	Alabama SB	R	n/a
6	Cesar Chavez WB	R	n/a
8	Alabama NB	R	n/a

Controller: 2070
Cabinet MSF
Oper. Date: 2/8/2005
System: Mid Cesar Chavez
Master: TBC-GPS to C. Chavez/Folsom

ATTACHMENTS

[X] Base Timing [ ] Actuation [ ] Transit Priority [ ] Preemption

Steady Demand Sequence

X = YES -- = NO	S	M	T	W	T	F	S	CYCLE	SPLIT	OFFSET	FLASH
6:30 to 10:00	--	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	--

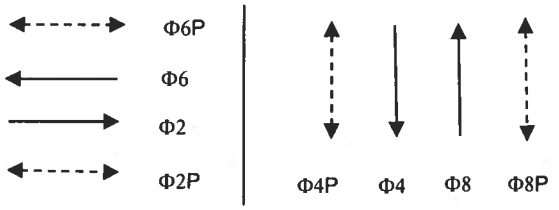
STREET	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Cesar Chavez EB	2	G		Y	R											
Alabama SB	4	R				G		Y	R							
Cesar Chavez WB	6	G		Y	R											
Alabama NB	8	R				G		Y	R							
Peds Xing Alabama SS	2P	W	FRH	RH												
Peds Xing C. Chavez WS	4P	RH				W	FRH	RH								
Peds Xing Alabama NS	6P	W	FRH	RH												
Peds Xing C. Chavez ES	8P	RH				W	FRH	RH								

CSO	CYCLE (seconds)	OFFSET (seconds)	SIGNAL INTERVALS (seconds) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
111	75.0	25	33.0	5.0	4.0	1.0	11.0	16.0	4.0	1.0							
212	90.0	45	48.0	5.0	4.0	1.0	11.0	16.0	4.0	1.0							
313	90.0	86	48.0	5.0	4.0	1.0	11.0	16.0	4.0	1.0							

PAGE 2: BASE TIMING, ACTUATION, COORDINATION SETTINGS

Alabama and Cesar Chavez

PHASE DIAGRAM



Are there conflicting protected left turn phases? no

BASE TIMINGS:

Phase	1	2	3	4	5	6	7	8
Movement		EB		SB		WB		NB
Absolute Min Green (whole #)		38		27		38		27
Yellow		4		4		4		4
Red Clearance		1		1		1		1
Absolute Min Walk (whole #)		33		11		33		11
FRH (whole #)		5		16		5		16

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

Phase	1	2	3	4	5	6	7	8
Vehicle Det Type		None		None		None		None
Ped Detection		None		None		None		None
Vehicle Recall (Max, Min, Soft or None)		Max		Max		Max		Max
Absolute Min Green (same as above)		38		27		38		27
Vehicle Extension (seconds)		--		--		--		--
Max Green (only used for FREE)		38		27		38		27
Pedestrian Recall (Yes or No)		Yes		Yes		Yes		Yes
Ped Recycle (Yes or No)		Yes		Yes		Yes		Yes
"WALK EXPAND" (Yes or No)		Yes		Yes		Yes		Yes

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

Phase	1-4 Cycle length	1	2	3	4	5	6	7	8	5-8 cycle length
Dial 1 Splits	75		43		32		43		32	75
Max Trans	101		69		32		69		32	101
Min Trans	75		43		32		43		32	75
Dial 2 Split	90		58		32		58		32	90
Max Trans	121		89		32		89		32	121
Min Trans	90		58		32		58		32	90
Dial 3 Splits	90		58		32		58		32	90
Max Trans	121		89		32		89		32	121
Min Trans	90		58		32		58		32	90
Coordinated Phases			X				X			

Special Comments

Start-up all-red = 6 seconds

Tracking Number is: 15368641
May 24 2022 2:03PM
Please print a copy for your records. You may close your browser when done.

Location Information:

Location Description:

Cesar Chavez, cross street Florida A light is needed because people and dogs are hit by speeding cars

Request Details:

Category:

Request for Service
Department:

Municipal Transportation Agency (SFMTA)
Sub-Division:

Transportation Engineering

Additional Information:

Additional Request Details:

People and dogs are hit by speeding cars - Street Cams and Pedestrian Initiated Rapid Flashing Beacon Lights needed

Hi [redacted],

Thank you for submitting a 311 request for pedestrian beacons at the intersection of Cesar Chavez and Florida streets. SFMTA staff have previously conducted an engineering analysis of the intersection and recommended the installation of traffic signals rather than beacons at this location.

The SFMTA has secured funding to design and construct new traffic signals at the intersection. These new signals will be constructed as part of our Contract 66 New Traffic Signals project which will build new traffic signals at 10 intersections throughout San Francisco including this one.

We have begun our design effort which will take about a year to complete. We expect construction to begin in 2023 with completion in 2024. We believe the traffic signals will significantly benefit intersection safety for all users and are excited that we have been able to identify the funding needed to make these improvements a reality.

Please feel free to contact me with any further inquiries about this future traffic signals project.

Best,
Jarrett Hornbostel, P.E.
Associate Engineer
Street Use, Development, and Signals

SFMTA

Office 415.646.2723

San Francisco Municipal Transportation Agency
One South Van Ness Ave, 7th Fl
San Francisco, CA 94103

Tracking Number is: 15368678
May 24 2022 2:11PM
Please print a copy for your records. You may close your browser when done.

Location Information:

Location Description:

Crosswalks crossing Cesar Chavez

Request Details:

Category:

Request for Service
Department:

Municipal Transportation Agency (SFMTA)
Sub-Division:

Transportation Engineering

Additional Information:

Additional Request Details:

Please install traffic signal or pedestrian initiated rapid flashing beacon lights, as well as street cams, at this intersection

Hi [redacted],

Thank you for submitting a 311 request for traffic signals or pedestrian beacons at the intersection of Cesar Chavez and Florida streets. SFMTA staff have previously conducted an engineering analysis of the intersection and recommended the installation of traffic signals at this location.

The SFMTA has secured funding to design and construct new traffic signals at the intersection. These new signals will be constructed as part of our Contract 66 New Traffic Signals project which will build new traffic signals at 10 intersections throughout San Francisco including this one.

We have begun our design effort which will take about a year to complete. We expect construction to begin in 2023 with completion in 2024. We believe the traffic signals will significantly benefit intersection safety for all users and are excited that we have been able to identify the funding needed to make these improvements a reality.

Please feel free to contact me with any further inquiries about this future traffic signals project.

Best,
Jarrett Hornbostel, P.E.
Associate Engineer
Street Use, Development, and Signals

SFMTA

Office 415.646.2723

San Francisco Municipal Transportation Agency
One South Van Ness Ave, 7th Fl
San Francisco, CA 94103

Date / Time: 2022-05-24 18:51:14.047 Service Request Number: 15369739

Request for City Services

DEPARTMENTS:

Department: (help me choose)
Municipal Transportation Agency (SFMTA)

Sub-Division:* Transportation Engineering

Department Service Levels: The City's goal is to respond to these types of requests within 7-21 calendar days; 21 days for request for service; 7 days for all other categories.

PROPERTY ADDRESS:

Point of Interest:
Street Number: INTERSECTION
Street Name: FLORIDA ST
Street Name 2: CESAR CHAVEZ ST
City: SAN FRANCISCO
ZIP Code: 94110
X coordinate:
Y coordinate:
Latitude:
Longitude:
CNN:
Unverified Address:

ADDITIONAL LOCATION INFORMATION:

Location Description: Florida and Cesar Chavez
(e.g. 600-block of Market St. or in front of Main Library entrance)

REQUEST DETAILS:

Nature of Request:* Request for Service

ADDITIONAL REQUEST DETAILS:

Additional Request Details: * There have been multiple people hit at this intersection. Someone was hit again today. Caller emailed the SFMTA a while back requesting safety measures be put in place such a flashing beacons

Provided recap of SR to caller?:* Yes

Hi [redacted],

Thank you for submitting a 311 request for pedestrian beacons at the intersection of Cesar Chavez and Florida streets. SFMTA staff have previously conducted an engineering analysis of the intersection and recommended the installation of traffic signals rather than beacons at this location.

The SFMTA has secured funding to design and construct new traffic signals at the intersection. These new signals will be constructed as part of our Contract 66 New Traffic Signals project which will build new traffic signals at 10 intersections throughout San Francisco including this one.

We have begun our design effort which will take about a year to complete. We expect construction to begin in 2023 with completion in 2024. We believe the traffic signals will significantly benefit intersection safety for all users and are excited that we have been able to identify the funding needed to make these improvements a reality.

Please feel free to contact me with any further inquiries about this future traffic signals project.

Best,
Jarrett Hornbostel, P.E.
Associate Engineer
Street Use, Development, and Signals

SFMTA

Office 415.646.2723

San Francisco Municipal Transportation Agency
One South Van Ness Ave, 7th Fl
San Francisco, CA 94103

Tracking Number is: 15374257
May 25 2022 10:29PM
Please print a copy for your records. You may close your browser when done.

Location Information:

Location Description:

The 2 pairs of pedestrian crossings at the intersection of Cesar Chavez St and Florida St - one eastbound and 1 westbound.

Request Details:

Category:

Request for Service
Department:

Municipal Transportation Agency (SFMTA)
Sub-Division:

Transportation Engineering

Additional Information:

Additional Request Details:

Can we please install a STOP sign or other very clear traffic slowing measure at the intersection of Cesar Chavez St and Florida St, for both Eastbound and Westbound traffic? This crossing might be the ONLY one along the entire Cesar Chavez strip (3 miles long) where there is a pedestrian crosswalk that is NOT accompanied by either a stop sign or traffic lights to make sure traffic yields to pedestrians. What ends up happening is: 1) pedestrians are already at the crosswalk, and cars just keep driving at 40mph towards them without any intention to stop, forcing them to flee; 2) pedestrians indicate very clearly that they want to cross, and cars again keep driving at 40mph to "scare" the pedestrians and force them back; 3) 1 car stops, but the car at the next lane does not stop and almost hits the pedestrian already at the crosswalk; 4) 1 car stops, pedestrian starts crossing, and the car behind the stopped car goes around and almost runs down the pedestrian; 5) a bus stops at the bustop, and blocks the view to the 2nd lane, leading to cars almost hitting pedestrian ALREADY at the crosswalk. In every case, a pedestrian is ALREADY at the crosswalk or indicate very clearly that they intend to use the crosswalk, and cars completely and intentionally ignore it. We have lived here for 7 years and have seen any combination of these on a daily basis. We have little kids and the cars absolutely do NOT care. Our worst fear came two days ago when a beloved neighbor was run over by a car at this very crosswalk. He's young and fit, likely already at the crosswalk crossing when a car runs him over. He was hit so hard he went over the top of the car. He is severely injured and may never walk again. We understand that Cesar Chavez is a major artery, but cars need to respect crosswalks when a pedestrian is ALREADY walking on it. This may be the only crosswalk along the entire 3 mile street that is not protected by any stop sign or traffic lights. PLEASE do something about it to close the gap and make cars respect traffic rules.

Hi [redacted],

Thank you for submitting a 311 request for stop signs or other traffic calming measures at the intersection of Cesar Chavez and Florida streets. SFMTA staff have previously conducted an engineering analysis of the intersection and recommended the installation of traffic signals at this location.

The SFMTA has secured funding to design and construct new traffic signals at the intersection. These new signals will be constructed as part of our Contract 66 New Traffic Signals project which will build new traffic signals at 10 intersections throughout San Francisco including this one.

We have begun our design effort which will take about a year to complete. We expect construction to begin in 2023 with completion in 2024. We are sorry to hear about the crash earlier this week and thank you sharing your experience from the past several years. We appreciate and share your concern for pedestrian safety. Our plans to install traffic signals reflect the SFMTA's continued commitment to improve safety for all users and for pedestrians in particular.

Please feel free to contact me with any further inquiries about this future traffic signals project.

Best,
Jarrett Hornbostel, P.E.
Associate Engineer
Street Use, Development, and Signals

SFMTA

Office 415.646.2723

San Francisco Municipal Transportation Agency
One South Van Ness Ave, 7th Fl
San Francisco, CA 94103

Tracking Number is: 15372997
May 25 2022 3:20PM
Please print a copy for your records. You may close your browser when done.

Location Information:

Location Description:

Pedestrian crosswalk that crosses Cesar Chavez Street

Request Details:

Category:

Request for Service
Department:

Municipal Transportation Agency (SFMTA)
Sub-Division:

Transportation Engineering

Additional Information:

Additional Request Details:

This is a very dangerous crossing for pedestrians. Our neighbor got badly hit yesterday and is still at SF General in the ER a day later awaiting spinal surgery. We request - once again - as we were ignored previously: Street Cams and Pedestrian Initiated Rapid Flashing Beacon Lights

Hi [redacted],

Thank you for submitting a 311 request for cameras and pedestrian beacons at the intersection of Cesar Chavez and Florida streets. SFMTA staff have previously conducted an engineering analysis of the intersection and recommended the installation of traffic signals rather than beacons at this location.

The SFMTA has secured funding to design and construct new traffic signals at the intersection. These new signals will be constructed as part of our Contract 66 New Traffic Signals project which will build new traffic signals at 10 intersections throughout San Francisco including this one.

We have begun our design effort which will take about a year to complete. We expect construction to begin in 2023 with completion in 2024. We are sorry to hear about the crash earlier this week and thank you sharing your experience from the past several years. We appreciate and share your concern for pedestrian safety. Our plans to install traffic signals reflect the SFMTA's continued commitment to improve safety for all users and for pedestrians in particular.

Please feel free to contact me with any further inquiries about this future traffic signals project.

Best,
Jarrett Hornbostel, P.E.
Associate Engineer
Street Use, Development, and Signals

SFMTA

Office 415.646.2723

San Francisco Municipal Transportation Agency
One South Van Ness Ave, 7th Fl
San Francisco, CA 94103

San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

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		
■ **Addition/ Alteration**	☐ **Demolition (requires HRE for Category B Building)**	☐ **New Construction**

Project description for Planning Department approval.

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).

Full project description attached below.

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).

■	**Class 1 - Existing Facilities.** Interior and exterior alterations; additions under 10,000 sq. ft.
☐	**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.
☐	**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: (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. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services. **FOR ENVIRONMENTAL PLANNING USE ONLY**
☐	**Other ____**
☐	**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

☐	**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 The Environmental Information tab on the San Francisco Property Information Map)*
■	**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? **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)*
☐	**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?
■	**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.
☐	**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 The Environmental Information tab on the San Francisco Property Information Map*) **If box is checked, Environmental Planning must issue the exemption.**
☐	**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 The Environmental Planning tab on the San Francisco Property Information Map*) **If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.**
☐	**Seismic Hazard:** ☐ **Landslide or** ☐ **Liquefaction Hazard Zone:** 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 The Environmental tab on the San Francisco Property Information Map)* **If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.**

Comments and Planner Signature (*optional*): Jennifer M McKellar

PLEASE SEE ATTACHED

STEP 3: PROPERTY STATUS - HISTORIC RESOURCE

TO BE COMPLETED BY PROJECT PLANNER

PROPERTY IS ONE OF THE FOLLOWING: *(refer to Property Information Map)*	
☐	**Category A:** Known Historical Resource. **GO TO STEP 5.**
☐	**Category B:** Potential Historical Resource (over 45 years of age). **GO TO STEP 4.**
■	**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.	
☐	1. **Change of use and new construction.** Tenant improvements not included.
☐	2. **Regular maintenance or repair** to correct or repair deterioration, decay, or damage to building.
☐	3. **Window replacement** that meets the Department's *Window Replacement Standards*. Does not include storefront window alterations.
☐	4. **Garage work.** A new opening that meets the *Guidelines for Adding Garages and Curb Cuts*, and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
☐	5. **Deck, terrace construction, or fences** not visible from any immediately adjacent public right-of-way.
☐	6. **Mechanical equipment installation** that is not visible from any immediately adjacent public right-of-way.
☐	7. **Dormer installation** that meets the requirements for exemption from public notification under *Zoning Administrator Bulletin No. 3: Dormer Windows*.
☐	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.	
☐	Project is not listed. **GO TO STEP 5.**
☐	Project **does not conform** to the scopes of work. **GO TO STEP 5**.
☐	Project involves **four or more** work descriptions. **GO TO STEP 5.**
☐	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.	
☐	1. **Reclassification of property status**. *(Attach HRER Part I)* ☐ Reclassify to Category A a. Per HRER b. Other *(specify)*: ☐ Reclassify to Category C *(No further historic review)*
☐	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.
☐	3. **Interior alterations to publicly accessible spaces that do not** remove, alter, or obscure **character defining features**.
☐	4. **Window replacement** of original/historic windows that are not "in-kind" but are consistent with existing historic character.
☐	5. **Façade/storefront alterations** that do not remove, alter, or obscure character-defining features.

☐	6. **Raising the building** in a manner that does not remove, alter, or obscure character-defining features.
☐	7. **Restoration** based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
☐	8. **Work consistent** with the *Secretary of the Interior Standards for the Treatment of Historic Properties* (*Analysis required*):
☐	9. **Work compatible** with a historic district (Analysis required):
☐	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.	
☐	**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

■	**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
	Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31of the Administrative Code. 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.	

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:	
☐	Result in expansion of the building envelope, as defined in the Planning Code;
☐	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
☐	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
☐	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

☐	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> • 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).

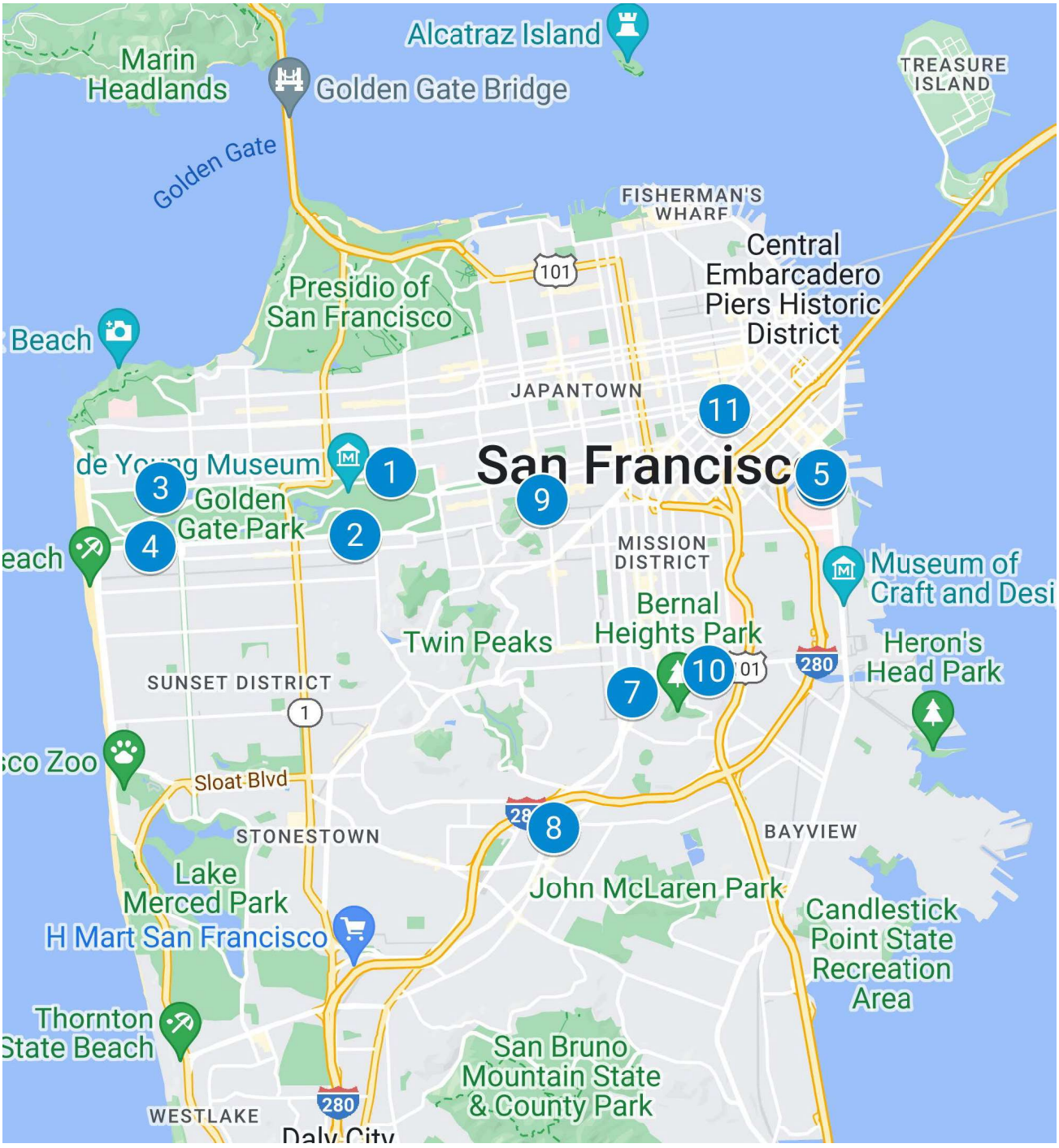
Attachments:

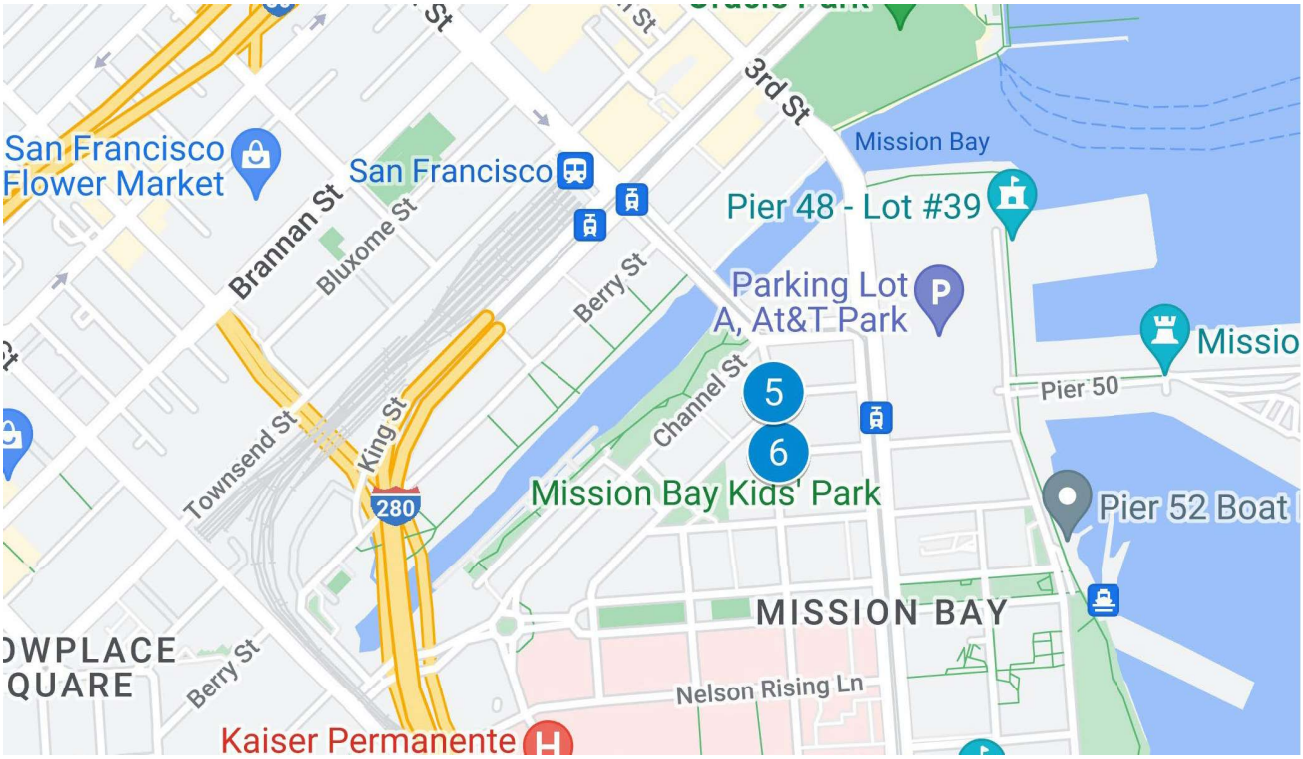
Attachment A: Maps of Locations
Attachment B: Traffic Signal Plans

Approval Action:

City Traffic Engineer’s Directive

Attachment A - Maps of Contract 66 Traffic Signals




San Francisco Flower Market
San Francisco
Brannan St
Bluxome St
Berry St
3rd St
Mission Bay
Pier 48 - Lot #39
Parking Lot A, At&T Park
Channel St
5
6
Mission Bay Kids' Park
Pier 50
Townsend St
King St
280
MISSION BAY
Nelson Rising Ln
Kaiser Permanente