

SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 2/3/2026 Requested_by: SFMTA Handled: Daniel Carr <i>AM</i> Section Head : MS <i>MS</i>	<input type="checkbox"/> Public Hearing Consent <input checked="" type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational / Other <small>PH - Regular</small>	No objections: _____ Item Held: _____ Other: _____
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Location: Mission Bay Boulevard and Mission Bay Drive

Subject: Traffic Calming, Stop Signs Bike Lane Improvements

PROPOSAL / REQUEST:
 ESTABLISH - CLASS IV PROTECTED BIKEWAY
 Mission Bay Drive, eastbound, from Berry Street to Mission Bay Circle
 Mission Bay Drive, westbound, from Mission Bay Circle to Berry Street

ESTABLISH - STOP SIGNS
 Mission Bay Boulevard North, westbound, at Merrimac Street
 Mission Bay Boulevard North, westbound, at Long Bridge Street
 Mission Bay Boulevard South, eastbound, at Long Bridge Street
 Mission Bay Boulevard South, eastbound, at Merrimac Street
 All intersections become all-way STOPS

ESTABLISH - SPEED TABLES
 Mission Bay Boulevard North between 4th Street and Merrimac Street (1 speed table)
 Mission Bay Boulevard North between Merrimac Street and Long Bridge Street (1 speed table)
 Mission Bay Boulevard South between Long Bridge Street and Merrimac Street (1 speed table)
 Mission Bay Boulevard South between Merrimac Street and 4th Street (1 speed table)

ESTABLISH - BLUE ZONE. ACCESSIBLE PARKING. AT ALL TIMES

BACKGROUND INFORMATION / COMMENTS

The Mission Bay Quick Build improves comfort for active transportation users near Mission Bay Elementary School which will open in August 2026. Mission Bay Boulevard and Mission Bay Drive were identified for improvement in the Mission Bay School Access Plan, an SFCTA-led project that conducted community outreach in 2023-2024.
<https://www.sfcta.org/mission-bay-school>
 SFMTA conducted a community walkthrough of the project area with key stakeholders from the neighborhood in November 2025. Additionally, a survey was posted on our website and over 3600 mailers were sent to solicit responses. We received a total of 182 completed surveys. SFMTA staff designed the project in response to the feedback we received from our stakeholders and the survey responses.

No MUNI service impacts
 85th Percentile Speed: 24-26MPH (Speed limit: 15mph)
 24-hour volumes: 1700-2400 cars per day
 3 injury collisions reported in the last five years
 5 injury collisions at 7th and Mission Bay Drive
 4 injury collisions at 4th and Mission Bay Boulevard

HEARING NOTIFICATION AND PROCESSING NOTES:	ENVIRONMENTAL CLEARANCE BY: <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:

Mission Bay Quick Build Proposal Full Text

ESTABLISH - CLASS IV PROTECTED BIKEWAY

Mission Bay Drive, eastbound, from Berry Street to Mission Bay Circle
Mission Bay Drive, westbound, from Mission Bay Circle to Berry Street

ESTABLISH - STOP SIGNS

Mission Bay Boulevard North, westbound, at Merrimac Street
Mission Bay Boulevard North, westbound, at Long Bridge Street
Mission Bay Boulevard South, eastbound, at Long Bridge Street
Mission Bay Boulevard South, eastbound, at Merrimac Street
All intersections become all-way STOPS

ESTABLISH - SPEED TABLES

Mission Bay Boulevard North between 4th Street and Merrimac Street (1 speed table)
Mission Bay Boulevard North between Merrimac Street and Long Bridge Street (1 speed table)
Mission Bay Boulevard South between Long Bridge Street and Merrimac Street (1 speed table)
Mission Bay Boulevard South between Merrimac Street and 4th Street (1 speed table)

ESTABLISH - BLUE ZONE, ACCESSIBLE PARKING, AT ALL TIMES

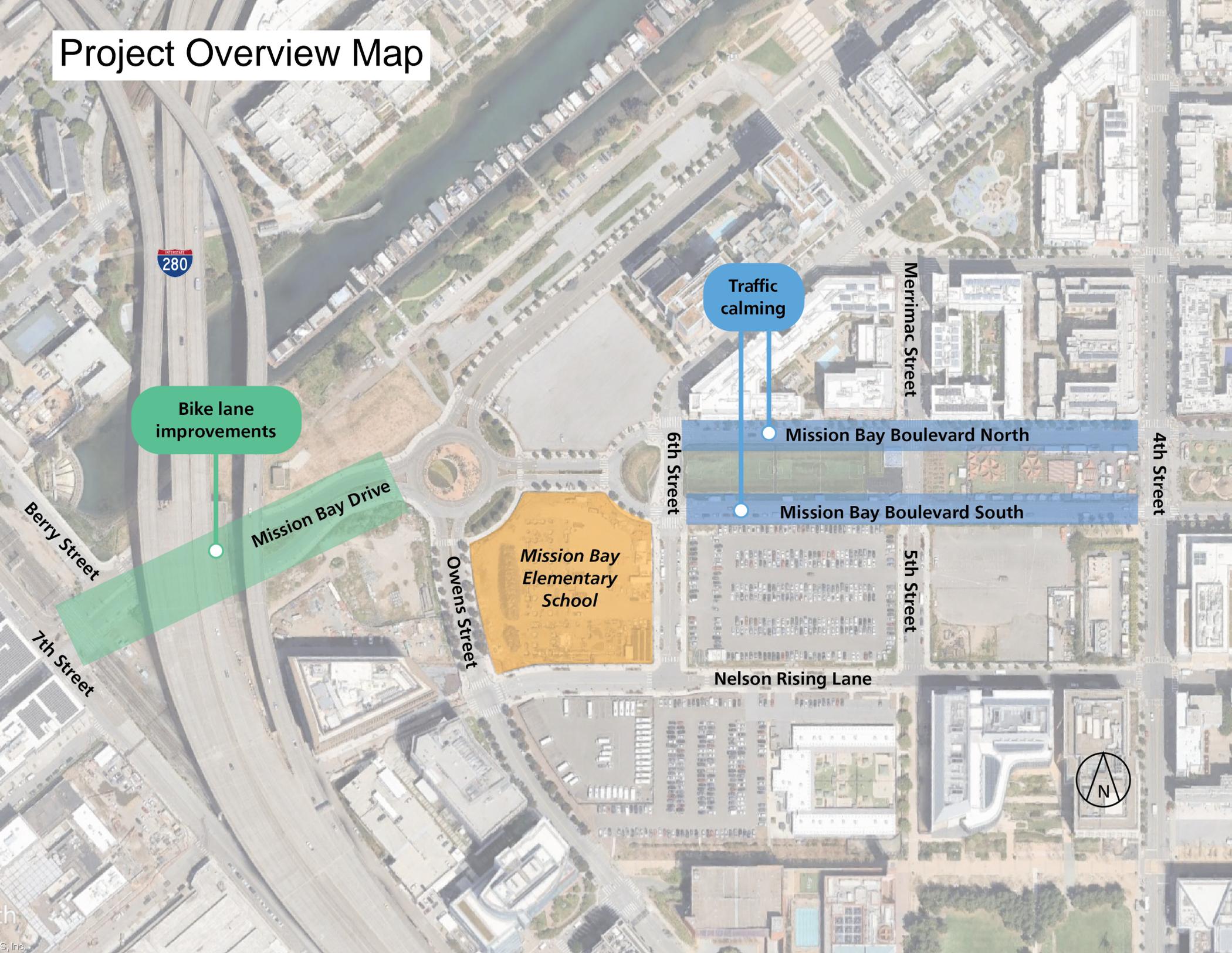
Mission Bay Boulevard South, south side, from 16 feet to 36 feet east of Sixth Street (20-foot zone)

The Mission Bay Quick Build Project is being proposed to make Mission Bay Boulevard and Mission Bay Drive more comfortable for active transportation in anticipation of the opening of Mission Bay Elementary School in August of 2026. In addition to the above legislated items, 15 MPH speed limit signs will be posted on Mission Bay Boulevard under CVC-22352 (A-3) and existing nearside daylighting on Mission Bay Boulevard will be reinforced with Painted Safety Zones. Finally, yellow crosswalks and signage will be installed to designate the school zone for the new school.

(Supervisor District 6)

Daniel Carr, daniel.carr@sfmta.com

Project Overview Map



Bike lane improvements

Mission Bay Drive

Traffic calming

Mission Bay Boulevard North

Mission Bay Boulevard South

Mission Bay Elementary School

Berry Street

7th Street

Owens Street

6th Street

Nelson Rising Lane

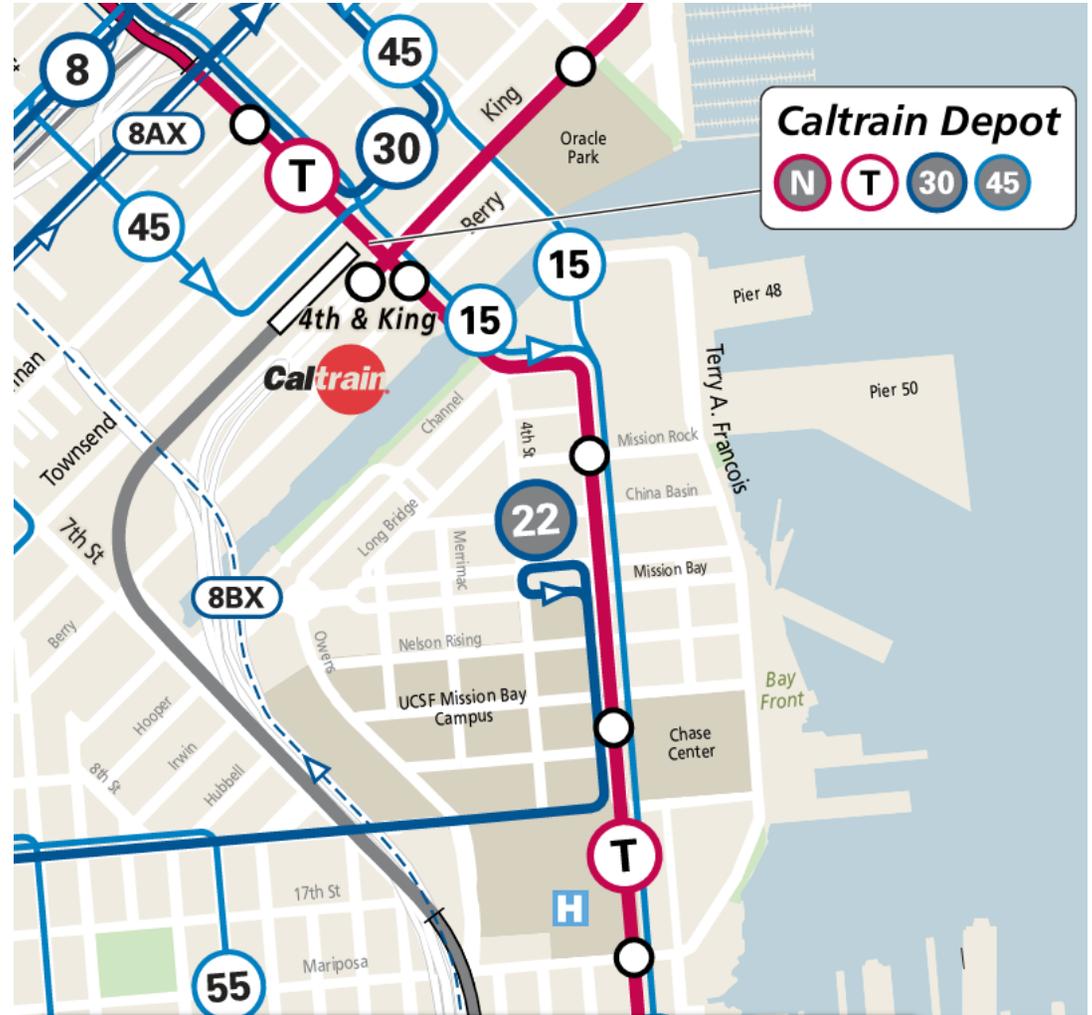
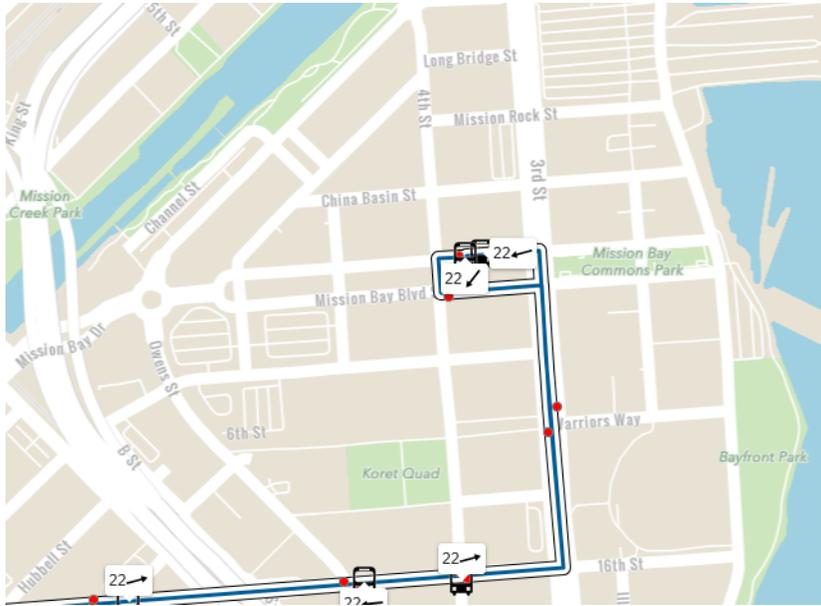
5th Street

Merrimac Street

4th Street



SFMTA Transit Map



San Francisco Transit Map

Muni Metro Rail 15 minutes or less	BART/Caltrain Muni Metro
Muni Rapid Bus 12 minutes or less	PresidiGo Shuttle
10 min or less	AC Transit
Every 10-20 min	SamTrans
Every 20-30 min	Golden Gate Transit
Historic Streetcar	Underground
Cable Car	Metro/Rapid Stops (Accessible)
Line Terminals	Metro/Rapid Stops (Not Accessible)
One way	Point of Interest
Nonstop	Hospital
	School
	School Supplementary Service
	Business District

Note: Frequencies listed above are for daytime service only.

0 5 mi

SFMTA Bike Map

SFMTA San Francisco Bikeway Network San Francisco Municipal Transportation Agency

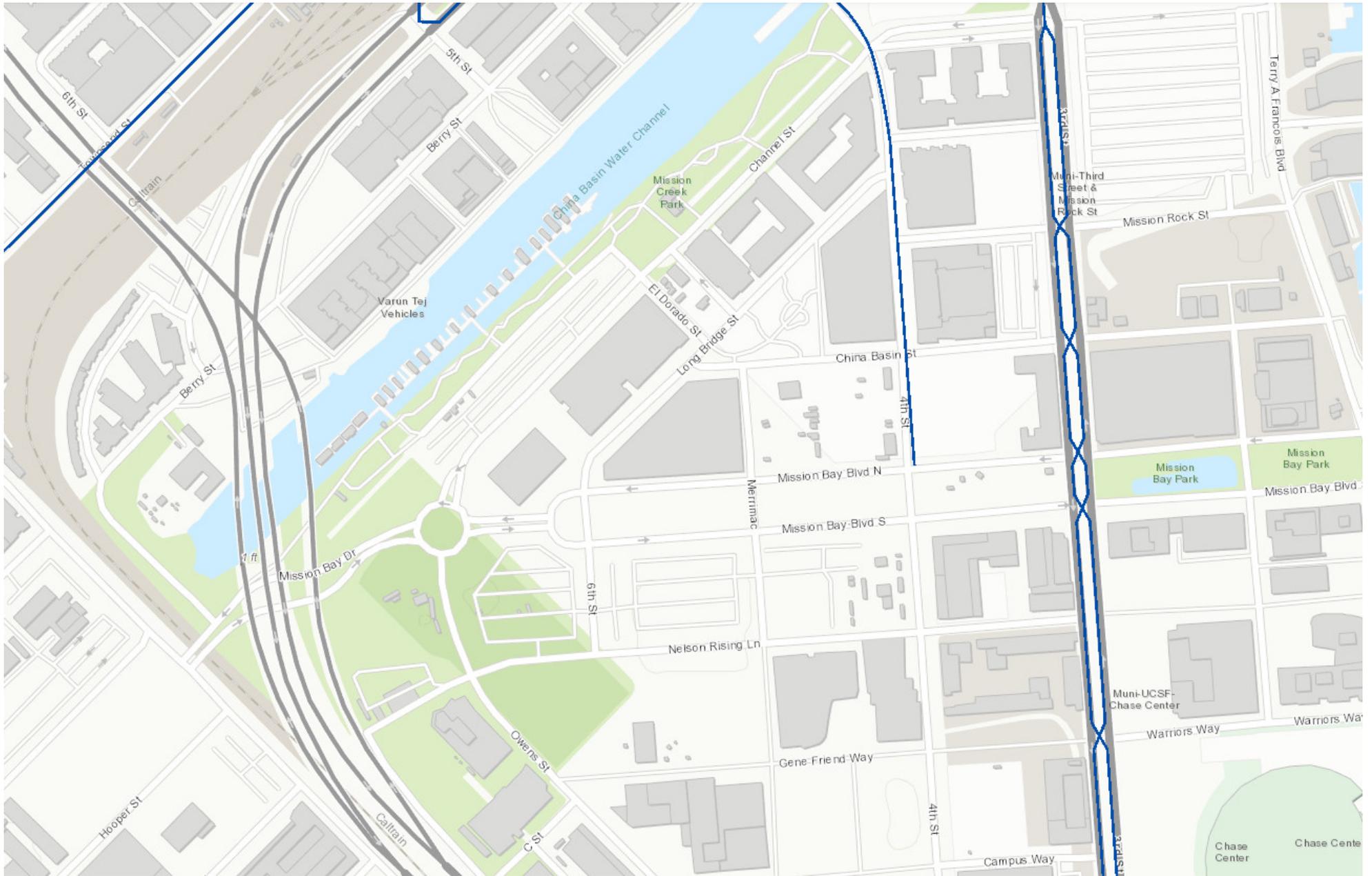
Find address or place

Map layers

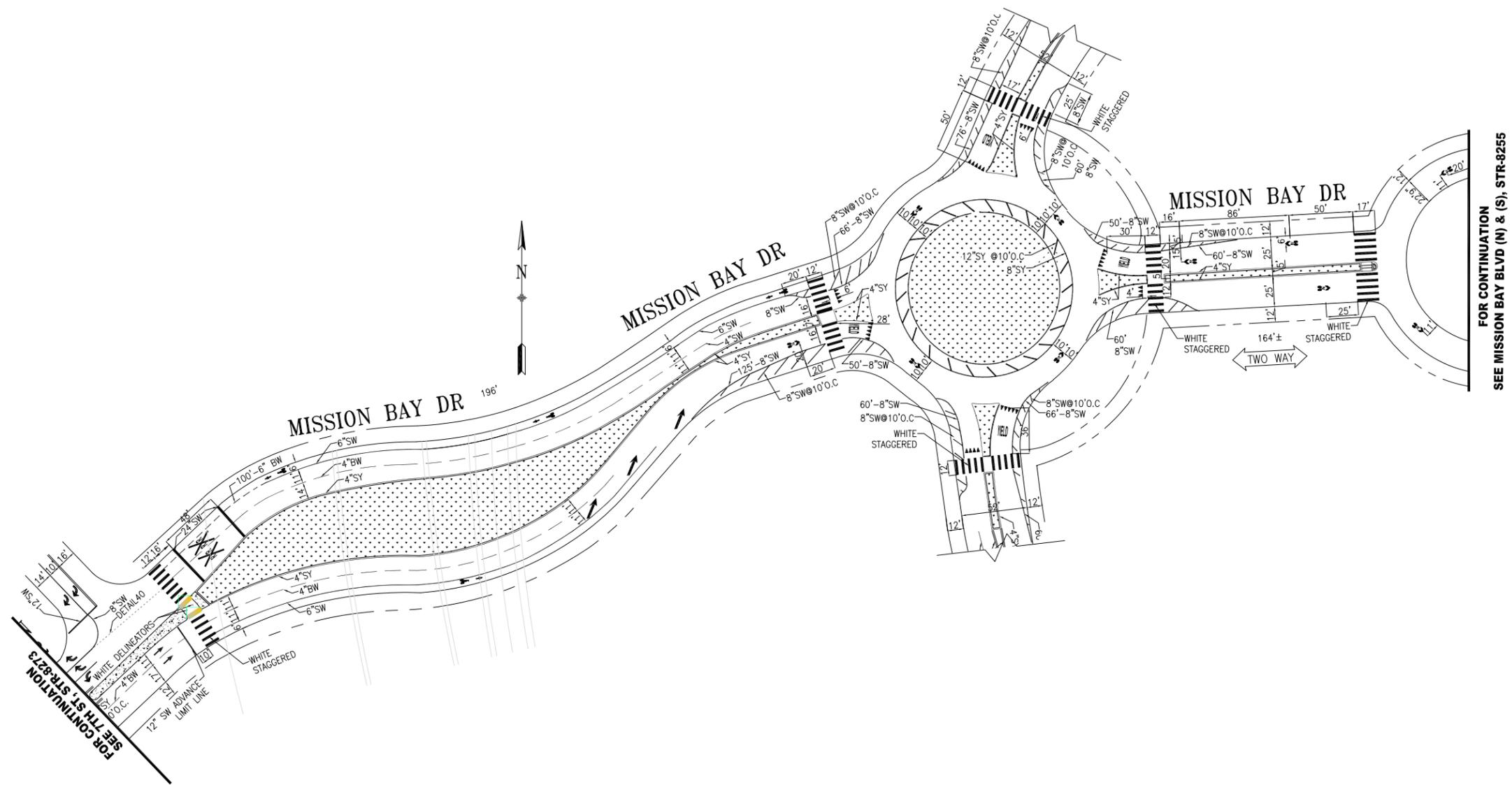
Layers

- Slow Streets
- Slow Street
- Bike Parking
- Bikeway Network
 - Separated Bikeway
 - Bike Lane
 - Neighborhood
 - Bike Route
 - Bike Path
- Green Wave Street (Timed for 13 MPH)

High Injury Network



Mission Bay Drive - Existing



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



SFMTA



DRAWN:		DATE:		APPROVED	
T ABDALLAH		02/03/21		SENIOR ENGINEER	
CHECKED:		DATE:		DATE:	
E TSUI		02/03/21		CITY TRAFFIC ENGINEER	

SCALE:
1" = 50'
SHEET/SHEETS:
1 OF 1

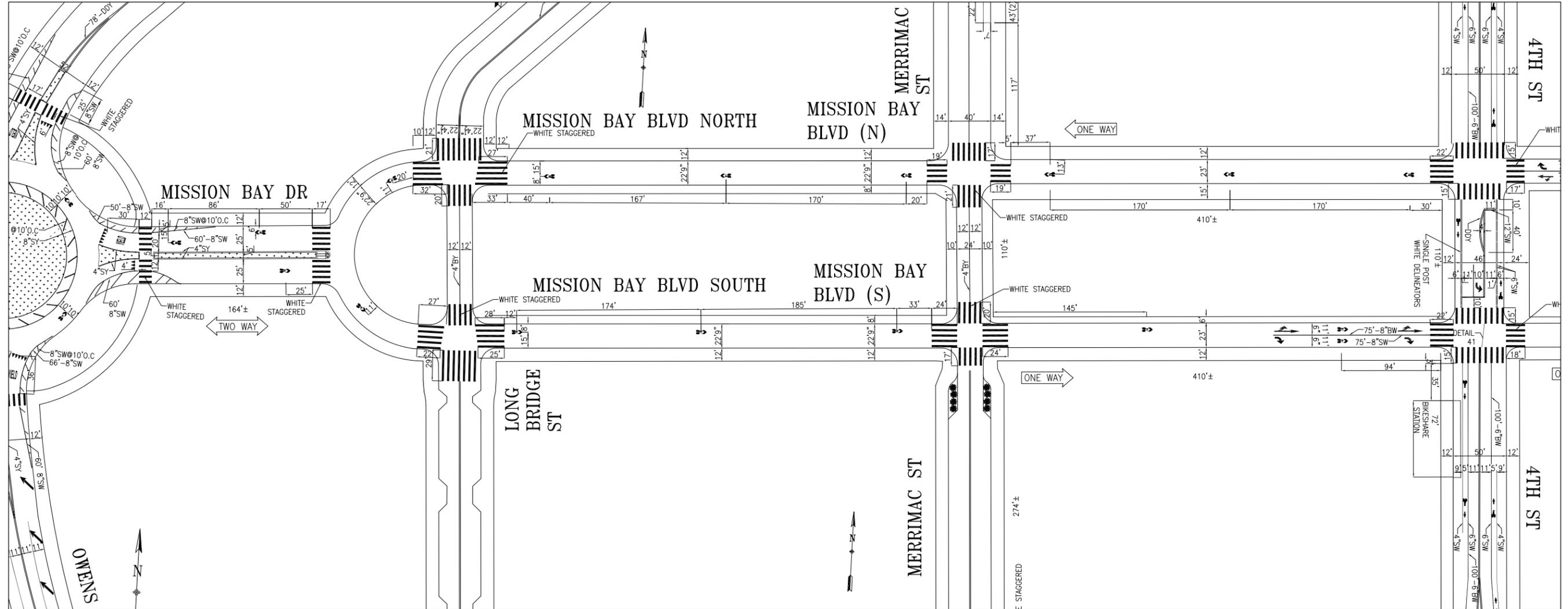
TRAFFIC STRIPING

MISSION BAY DRIVE
7TH STREET TO MISSION BAY BLVD (N) AND (S)

CONTRACT NO.
DRAWING NO. STR-8373
FILE NO.
REV. NO. 0

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

Mission Bay Boulevard - Existing



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



SFMTA



DRAWN: D.CARR	DATE: 01/23/26
CHECKED: XXXXXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE: 1" = 50'
SHEET/SHEETS: XX OF XX

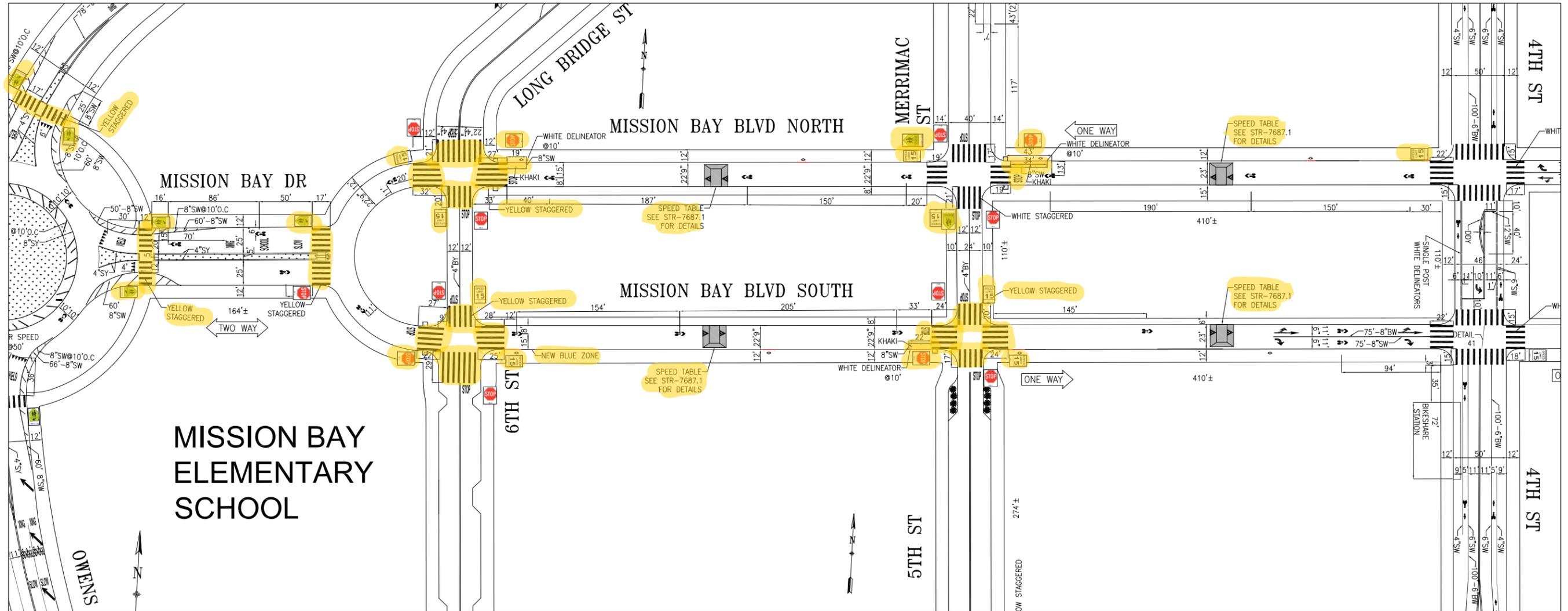
EXISTING
TRAFFIC STRIPING

MISSION BAY BOULEVARD
OWENS ST TO 4TH ST

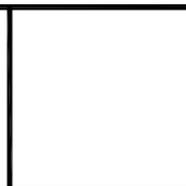
CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

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

Mission Bay Boulevard - Proposed



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



DRAWN: D.CARR	DATE: 01/23/26
CHECKED: X.XXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE:
1" = 50'
SHEET/SHEETS:
XX OF XX

**PROPOSED
TRAFFIC STRIPING**

MISSION BAY BOULEVARD

OWENS ST TO 4TH ST

CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

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

TransBASE Internal Dashboard

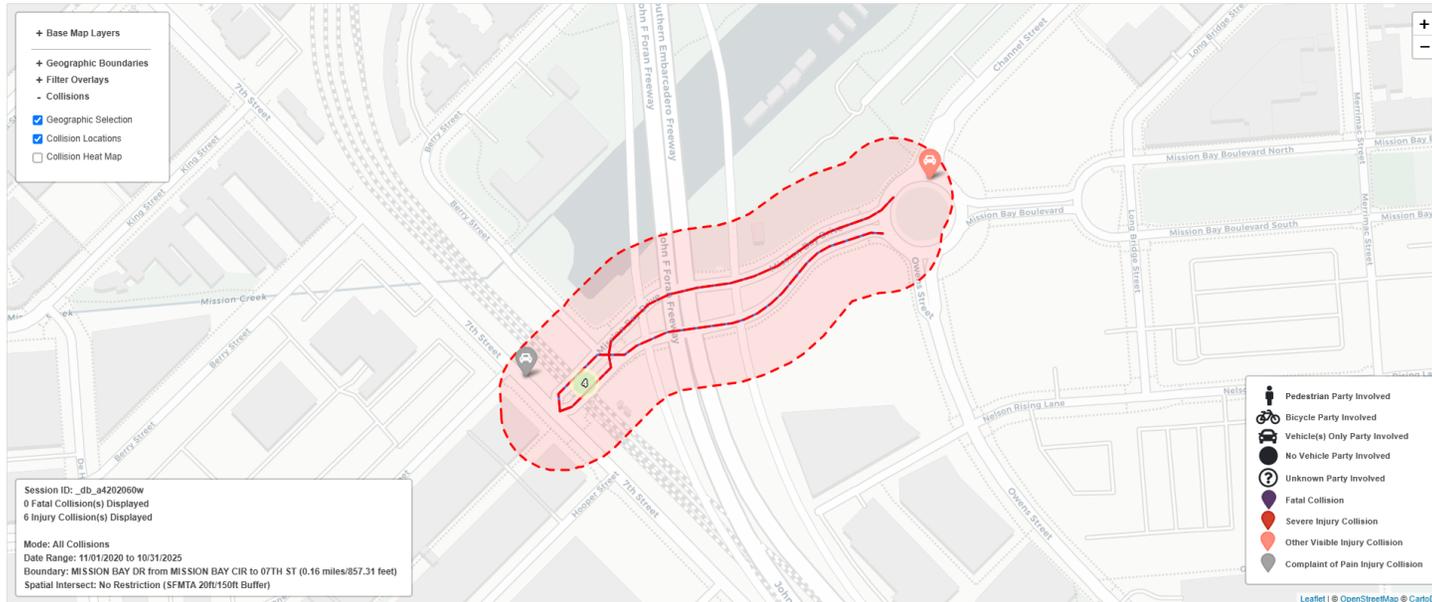
Geographic Extent: MISSION BAY DR from MISSION BAY CIR to 07TH ST (0.16 miles/857.31 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 11/01/2020 to 10/31/2025

Pull Date: 12/15/2025

Geographic Extent



Highlighted collisions occurred mid-block or at project intersections

TransBASE Internal Dashboard

Geographic Extent: MISSION BAY DR from MISSION BAY CIR to 07TH ST (0.16 miles/857.31 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 11/01/2020 to 10/31/2025

Pull Date: 12/15/2025

Collision/Party/Victim Table

Showing 1 to 6 of 6 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 6

Total Count of Fatal/Non-Fatal Injury Collisions: 6

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Hit and Run	Road Surface	Road Condition	Lighting
250284903	05/21/2025	14:30	Wednesday	07TH ST	MISSION BAY DR	100	North	Driver	North	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21703	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Felony	Not Stated	Not Stated/ Not Stated	Not Stated
240698308	11/07/2024	10:00	Thursday	MISSION BAY DR	BERRY EXTENSION ST	1	West	Driver	North	Making Right Turn	Other	West	Proceeding Straight	CVC 22107	Injury (Other Visible)	Broadside	Other Motor Vehicle	Felony	Dry	No Unusual Condition/ Not Stated	Daylight
240009636	01/05/2024	04:43	Friday	07TH ST	MISSION BAY DR	0	Not Stated	Driver	North	Proceeding Straight	Other	East	Making Left Turn	CVC 21453(a)	Injury (Other Visible)	Head-On	Not Stated	Felony	Dry	No Unusual Condition/ Not Stated	Dark - Street Lights
220810287	11/25/2022	01:51	Friday	07TH ST	MISSION BAY DR	0	Not Stated	Bicyclist	North	Proceeding Straight				CVC 22350	Injury (Other Visible)	Overturned	Other Object	No	Dry	No Unusual Condition/ Not Stated	Dark - Street Lights
220191407	03/23/2022	16:05	Wednesday	MISSION BAY CIR	CHANNEL	0	Not Stated	Driver	East	Other				CVC Other Than Driver	Injury (Other Visible)	Hit Object	Fixed Object	No	Dry	No Unusual Condition/ Not Stated	Daylight
200755227	12/15/2020	13:40	Tuesday	MISSION BAY DR	BERRY EXTENSION ST	0	Not Stated	Driver	South	Proceeding Straight	Driver	South	Stopped	CVC 23153(a)	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Felony	Dry	No Unusual Condition/ Not Stated	Daylight

TransBASE Internal Dashboard

Geographic Extent: MISSION BAY DR from MISSION BAY CIR to 07TH ST (0.16 miles/857.31 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 11/01/2020 to 10/31/2025

Pull Date: 12/15/2025

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 12/15/2025
Collision Level: Injury Collisions
Boundary: MISSION BAY DR from MISSION BAY CIR to 07TH ST
(0.16 miles/857.31 feet)
Collision Dates: 11/01/2020 to 10/31/2025
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: No Restriction (SFMTA 20ft/150ft Buffer)

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
Party Involved Autonomous Vehicle: No Restrictions

Victim Filters

Victim Involved Role: No Restrictions
Victim Involved Degree of Injury: No Restrictions
Victim Involved Age: No Restriction
Victim Involved Seating Position: No Restrictions
Victim Involved Safety Equipment: No Restrictions
Victim Involved Ejected: No Restrictions

Environmental Filters

Nearest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions

TransBASE Internal Dashboard

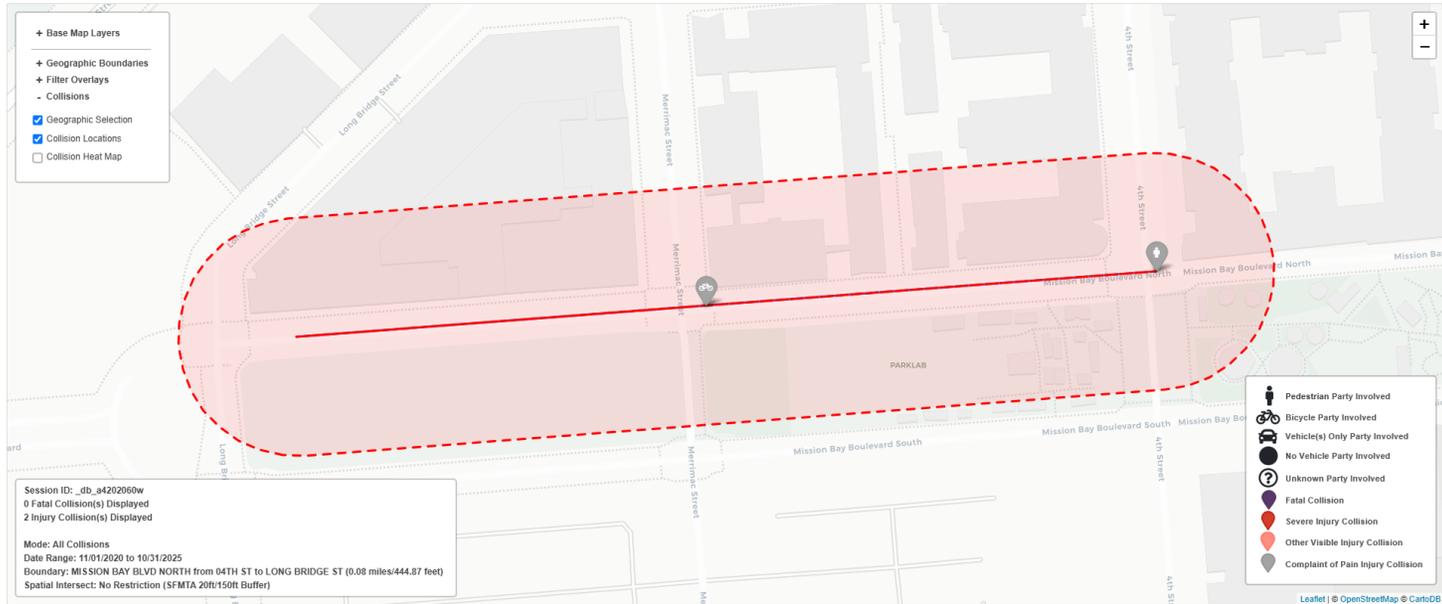
Geographic Extent: MISSION BAY BLVD NORTH from 04TH ST to LONG BRIDGE ST (0.08 miles/444.87 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 11/01/2020 to 10/31/2025

Pull Date: 12/15/2025

Geographic Extent



TransBASE Internal Dashboard

Geographic Extent: MISSION BAY BLVD NORTH from 04TH ST to LONG BRIDGE ST (0.08 miles/444.87 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 11/01/2020 to 10/31/2025

Pull Date: 12/15/2025

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	Hit and Run	Road Surface	Road Condition	Lighting
230822573	11/20/2023	17:47	Monday	MISSION BAY BLVD NORTH	MERRIMAC ST	15	East	Driver	South	Proceeding Straight	Bicyclist	West	Proceeding Straight	CVC 22450(a)	Injury (Complaint of Pain)	Broadside	Bicycle	Felony	Dry	No Unusual Condition/ Not Stated	Dark - Street Lights
210092984	02/10/2021	16:27	Wednesday	MISSION BAY BLVD NORTH	04TH ST	0	Not Stated	Driver	West	Making Left Turn	Pedestrian	East	Not Stated	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated	Daylight

TransBASE Internal Dashboard

Geographic Extent: MISSION BAY BLVD NORTH from 04TH ST to LONG BRIDGE ST (0.08 miles/444.87 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 11/01/2020 to 10/31/2025

Pull Date: 12/15/2025

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 12/15/2025
Collision Level: Injury Collisions
Boundary: MISSION BAY BLVD NORTH from 04TH ST to LONG BRIDGE ST (0.08 miles/444.87 feet)
Collision Dates: 11/01/2020 to 10/31/2025
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: No Restriction (SFMTA 20ft/150ft Buffer)

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
Party Involved Autonomous Vehicle: No Restrictions

Victim Filters

Victim Involved Role: No Restrictions
Victim Involved Degree of Injury: No Restrictions
Victim Involved Age: No Restriction
Victim Involved Seating Position: No Restrictions
Victim Involved Safety Equipment: No Restrictions
Victim Involved Ejected: No Restrictions

Environmental Filters

Nearest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions

TransBASE Internal Dashboard

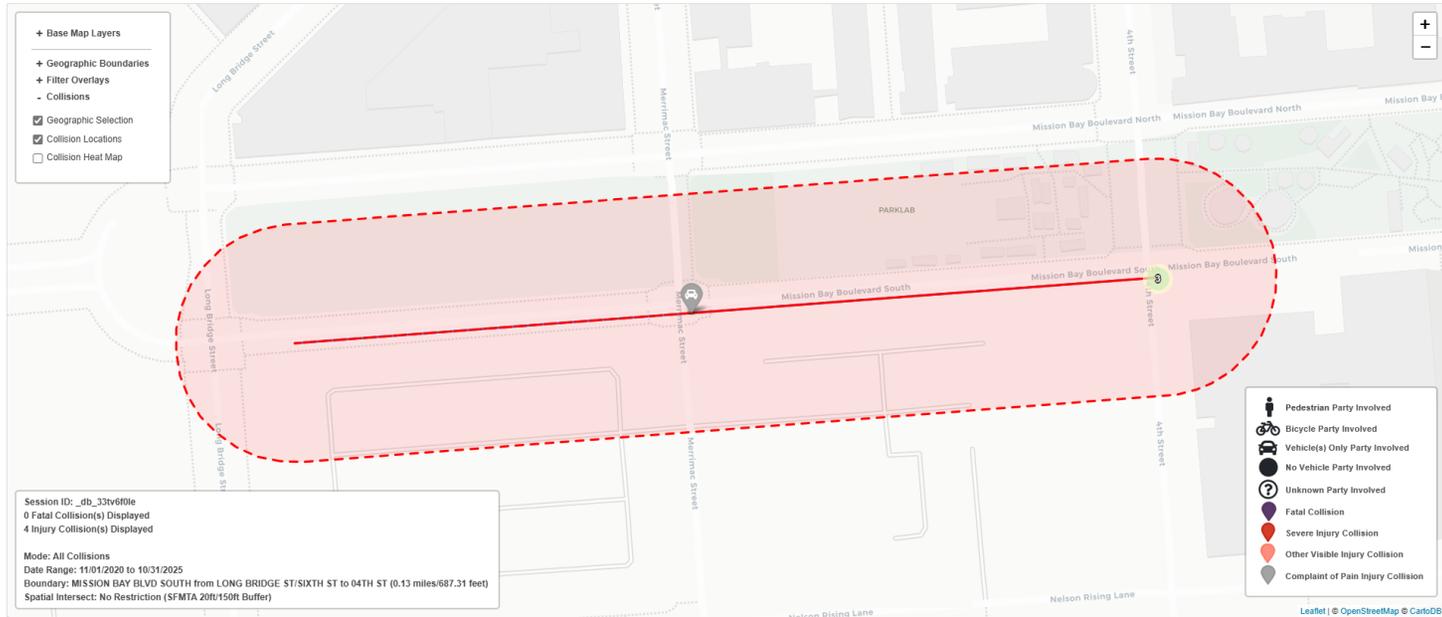
Geographic Extent: MISSION BAY BLVD SOUTH from LONG BRIDGE ST/SIXTH ST to 04TH ST (0.13 miles/687.31 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 11/01/2020 to 10/31/2025

Pull Date: 12/23/2025

Geographic Extent



TransBASE Internal Dashboard

Geographic Extent: MISSION BAY BLVD SOUTH from LONG BRIDGE ST/SIXTH ST to 04TH ST (0.13 miles/687.31 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 11/01/2020 to 10/31/2025

Pull Date: 12/23/2025

Collision/Party/Victim Table

Showing 1 to 4 of 4 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 4

Total Count of Fatal/Non-Fatal Injury Collisions: 4

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement 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	Hit and Run	Road Surface	Road Condition	Lighting
250445923	08/12/2025	08:57	Tuesday	04TH ST	MISSION BAY BLVD SOUTH	6	East	Bicyclist	South	Proceeding Straight	Driver	Not Stated	Proceeding Straight	CVC 22350	Injury (Other Visible)	Broadside	Bicycle	No	Dry	No Unusual Condition/ Not Stated	Daylight
250306676	06/01/2025	18:12	Sunday	MISSION BAY BLVD SOUTH	MERRIMAC ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21802(a)	Injury (Complaint of Pain)	Broadside	Motor Vehicle on Other Roadway	No	Dry	No Unusual Condition/ Not Stated	Daylight
250152225	03/17/2025	18:05	Monday	04TH ST	MISSION BAY BLVD SOUTH	0	Not Stated	Driver	South	Making Left Turn	Driver	North	Stopped	CVC 22107	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Daylight
230476346	07/09/2023	21:21	Sunday	MISSION BAY BLVD SOUTH	04TH ST	0	Not Stated	Bicyclist	South	Making Left Turn	Driver	East	Proceeding Straight	CVC 21650	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Dark - Street Lights

TransBASE Internal Dashboard

Geographic Extent: MISSION BAY BLVD SOUTH from LONG BRIDGE ST/SIXTH ST to 04TH ST (0.13 miles/687.31 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 11/01/2020 to 10/31/2025

Pull Date: 12/23/2025

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 12/23/2025
Collision Level: Injury Collisions
Boundary: MISSION BAY BLVD SOUTH from LONG BRIDGE ST/
SIXTH ST to 04TH ST (0.13 miles/687.31 feet)
Collision Dates: 11/01/2020 to 10/31/2025
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: No Restriction (SFMTA 20ft/150ft Buffer)

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
Party Involved Autonomous Vehicle: No Restrictions

Victim Filters

Victim Involved Role: No Restrictions
Victim Involved Degree of Injury: No Restrictions
Victim Involved Age: No Restriction
Victim Involved Seating Position: No Restrictions
Victim Involved Safety Equipment: No Restrictions
Victim Involved Ejected: No Restrictions

Environmental Filters

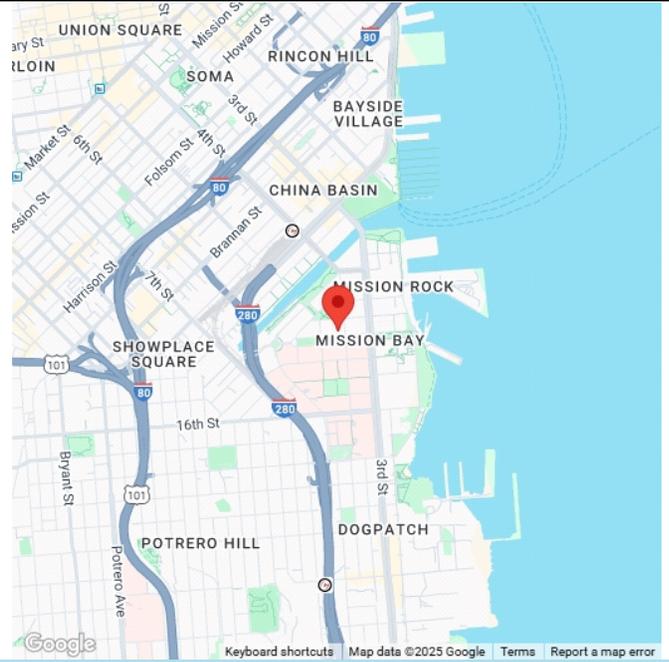
Nearest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions

SPEED DATA ANALYSIS

Location



01
Latitude: 37.771179
Longitude: -122.391693



Analysis Time Period



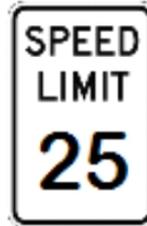
Start	End
1/29/2025 10:28 AM	1/30/2025 10:30 AM

Vehicles Analyzed



2,384

Speed Limit



25

85th Percentile Speed



24

Average Speed



18

Fastest Speed



57

Slowest Speed



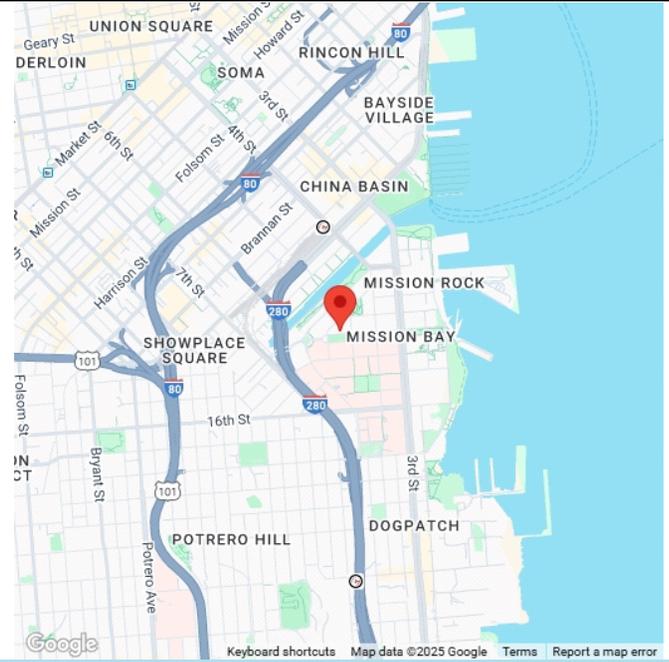
7

SPEED DATA ANALYSIS

Location



2
Latitude: 37.770966
Longitude: -122.393692



Analysis Time Period



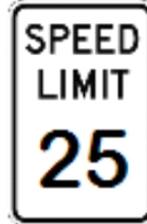
Start	End
2/12/2025 10:11 AM	2/13/2025 10:04 AM

Vehicles Analyzed



2,188

Speed Limit



25

85th Percentile Speed



25

Average Speed



21

Fastest Speed



43

Slowest Speed



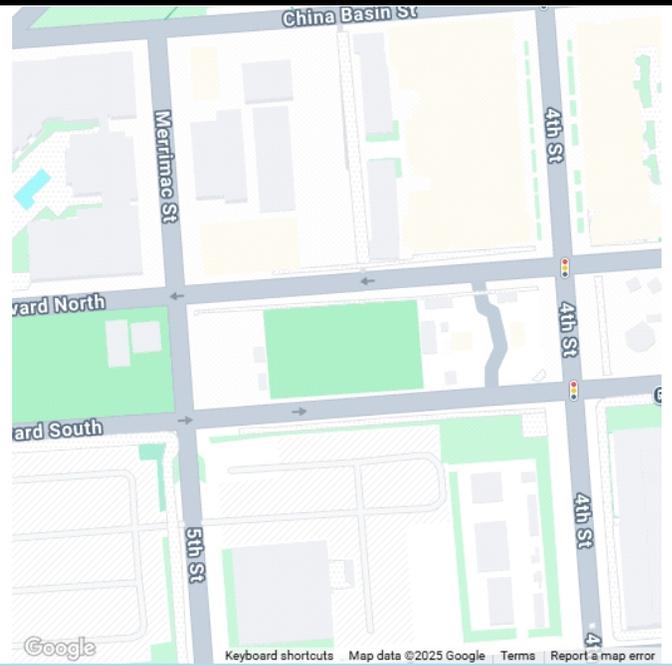
7

SPEED DATA ANALYSIS

Location



4
Latitude: 38.861231
Longitude: -95.741185



Analysis Time Period



Start	End
2/19/2025 10:30 AM	2/20/2025 12:39 PM

Vehicles Analyzed



2,273

Speed Limit



25

85th Percentile Speed



24

Average Speed



19

Fastest Speed



48

Slowest Speed



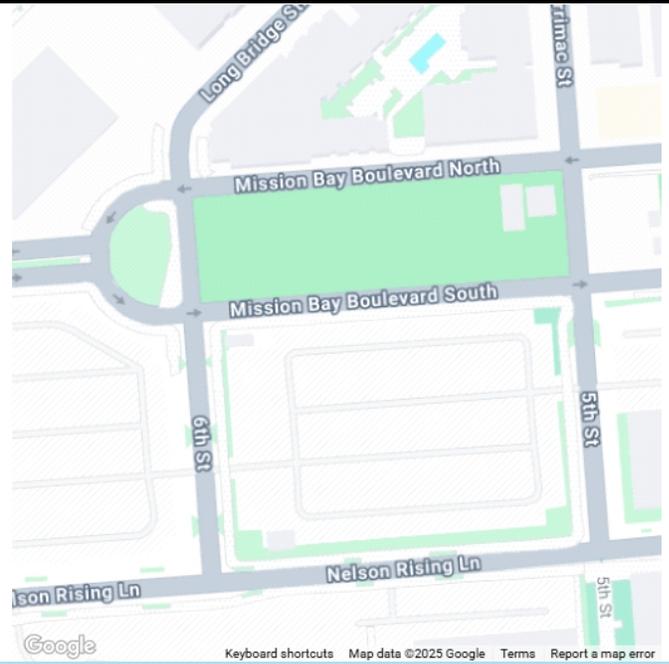
6

SPEED DATA ANALYSIS

Location



3
Latitude: 37.770389
Longitude: -122.393694



Analysis Time Period



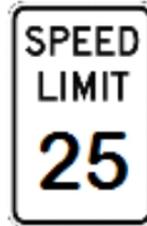
Start	End
2/18/2025 10:12 AM	2/19/2025 10:14 AM

Vehicles Analyzed



1,669

Speed Limit



25

85th Percentile Speed



26

Average Speed



20

Fastest Speed



43

Slowest Speed



7

7th St, Berry St. Ext.,
Mission Bay Drive
CHANGE: 10
CNN #: 34186000
ENGINEER: Alvin Lam
Revision date: 11/01/2022
15:30
ELECTRICIAN: *AR-DV*
Date Completed: *1-31-23*

DESCRIPTION: Decreased phase 5 max time and increased phase 1 max time. Modified preempt 2 to match preempt 3 with different reserve inhibit.
Page 1 of 5
PHASE STREET EmerFlash ProgFlash Controller: 2070
2,5,14 7th St. (NB) R N/A Cabinet MSF
1,6 7th St. (SB) R N/A Oper. Date: 10/07/2009
4, 13 Mission Bay (WB) R N/A System: Isolated
8 Mission Bay (EB) R N/A Master: N/A
7 Berry St. (SB) R N/A

7th St, Berry St. Ext., Mission Bay Drive

Actuation Transit Priority Preemption

Steady Demand Sequence

X = YES -- = NO	S	M	T	W	T	F	S	CYCLE	SPLIT	OFFSET	FLASH
ALL TIMES	X	X	X	X	X	X	X		FREE		

STREET	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
7th St. SB Left	1				R				G	Y					R								
7th St. NB	2			G			Y							R									
Mission Bay WB	4							R							G	Y		R					
7th St. NBRT	5			R		G	Y							R									
7th St. SB	6				G				Y						R								
Berry St. Extension SBRT	7						R				G	Y			R								
Mission Bay EB	8			R							G							Y	R				
Ped Xing Mission Bay ES	9P	↑	FRH												RH								
Ped Xing 7th St. SS	12P							RH					↑		FRH			RH					
Mission Bay WB(far)	13							R							G				Y	R			
7th Street NB BIKES	14		G	Y										R									
No Left Turn Sign	15G	* Active During RR Preempt (see Preemption page)																					
No Right Turn Sign	16G	ON* OFF ON*																					
Caltrain Health Relay	16R	Active During 3-Color Operation (See Page 2)																					
		** Indicates when ped can serve, do NOT use walk rest																					

ws3.0

CSO	CYCLE (seconds)	OFFSET (seconds)	SIGNAL INTERVALS (seconds)																					
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
FREE			8.0	10.0	4.0	2.0	15.0	4.0	3.0	25.0	4.0	3.0	15.0	4.0	1.0	14.0	16.0	4.0	2.0	4.0	3.0			

CHANGE 10

PAGE 2: BASE TIMING, ACTUATION, COORDINATION SETTINGS

7th, Berry St. Ext., Mission Bay Drive

Use this card only when you have Actuation, Priority or Preempts, or want Custom Transitioning.

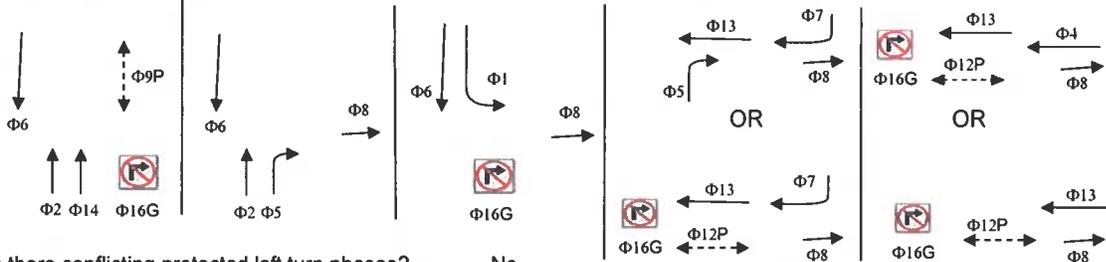
11/01/2022

7th St, Berry St. Ext.,

Mission Bay Drive

Page 2 of 5

PHASE DIAGRAM



Are there conflicting protected left turn phases? No

BASE TIMINGS:

Phase	1	2	4	5	6	7	8	9P	12P	13	14
Movement	SBLT	NB	WB	NBRT	SB	SBRT	EB	ES	SS	WB	NB
Absolute Min Green (whole #)	5	10	7	5	10	7	7			7	12
Early Walk								--	--		
Trail Green			6	6			6			6	
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance	3.0	3.0	9.0	3.0	3.0	1.0	3.0	2.0	9.0	3.0	2.0
Absolute Min Walk (whole #)								7	7		
FRH (whole #)								10	16		

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

Phase	1	2	4	5	6	7	8	9P	12P	13	14
Vehicle Detection Type	Video			None	Video						
Ped Detection Type								PPB	PPB		
Veh. Recall (Max, Min, Soft, None)	None	Soft	None	None	Soft	None	None			None	Soft
Abs. Min Green (same as above)	5	10	7	5	10	7	7			7	12
Vehicle Extension (seconds)	3	3	3	3	3	3					0
Max Green (only used for FREE)	25	30	30	15	30	15					24
Pedestrian Recall (Yes or No)								No	No		
Ped Recycle (Yes or No)								Yes	Yes		
Walk Rest (Yes or No)								No	No		

CUSTOM TRANSITIONING (phase splits = Max G + Y + R Clearance)

Phase	Cycle length	1	2	3	4	5	6	7	8	cycle length
Dial 1 Splits										
Min Transition										
Max Transition										
Dial 2 Split										
Min Transition										
Max Transition										
Dial 3 Splits										
Min Transition										
Max Transition										

Notes:

- 1) Phases 2, 6, and 14 are dual entry. Phases 4, 12 and 13 are dual entry.
- 2) Phase 5 conflicts with Phase 1, Phase 14, and Ped 12. Phase 5 must terminate to serve Ped 12 and can return to green 3 seconds following the end of Ped 12 FRH.
- 3) Phase 8 conflicts with Ped 9. Phase 8 must terminate to serve Ped 9 and can return to green 3 seconds following the end of Ped 9 FRH.
- 4) Phase 13 yellow trails Phases 4 and 7 by 6 seconds
- 5) Phase 8 yellow trails Phases 1, 4, 5 and 7 by 6 seconds
- 6) Phase 5 yellow trails Phase 7 by 6 seconds ONLY when Phase 1 is Next
- 7) Phase 5 is omitted for 5 seconds following the end of the RR Preempt
- 8) Phases 1, 4, 5, and 7 have a red-locking call.
- 9) LS 16-Red is energized during 3-color operation (de-energized during cabinet/conflict flash and controller/automatic flash). The relay has two sets of contacts; one set of contacts switches 12 VDC and a second set of contacts switches logic ground to the grade crossing controller (both normally open contacts)

7th St, Berry St. Ext., Mission Bay Drive

Change

10

PAGE 4: PREEMPTION

7th, Berry St. Ext., Mission Bay Drive

PE 2**

7th St, Berry St. Ext., Mission Bay Drive		Page 4 of 5
MOVEMENTS:	Caltrain railroad preempt (various movements)	
DESCRIPTION:	Clear vehicles that may be stopped on the tracks (WB/EB Mission Bay), then permit phases 2 and 6 and bike phase 14 (7th St) and peds 9 and 12. At the end of preempt, exit to southbound 7th (phases 1, 6, 8, and 16G).	

* Track Clearance 1	1	2	4	5	6	7	8	9	12	13	14	16G
Dwell Phases		V			V			P***	P***		V	V
Exit Phase	X				X		X					X
Red Revert (s)	2	2	2	2	2	2	2	2	2	2	2	2

* V = Vehicle Only, P = Ped Only, VP = Vehicle and Ped

Track Clearance 1	24
Dwell (min time)	10
Min Green	0 **
Min Walk	0 **
Min FRH	0 **
Preemption Max Override	NONE
Reservice Inhibit Same	660 sec (11 min)

**** Minimum time before entering Preempt**

X = "X" second minimum, if lower than normal

0 = abort interval

blank = no override of normal timing

*** Dwell phases 9P and 12P will be served ONLY upon request

* Track Clearance 1 will last a minimum of 24 seconds and a maximum of 45 seconds. After the 24 second minimum, Track Clearance 1 will end 3 seconds after a "Gate Down" input is received from the CalTrain grade crossing controller or once 45 seconds has elapsed from the beginning of Track Clearance 1, whichever occurs first.

NOTE: There will be 4 seconds ALL-RED after preempt, except phase 8

Outputs:	Preempt output will activate Green indication on LS 15 and LS 16 from beginning to TC1 until end of Dwell.
-----------------	--

Detectors:	CalTrain grade crossing controller will provide a preempt input**, an interlock input and a "gate down" input (all dry contact closures). In the normal state (no preempt), the preempt input will be OFF and the interlock input will be ON. In the preempt active state, the preempt input will be ON and the interlock input will be OFF. If the preempt and interlock inputs are ever in the same state for more than 1 second, this represents a faulty preempt connection with the Caltrain grade crossing controller and the intersection will latch in a "preempt interlock failure flash". The "gate down" input is OFF when the railroad gates are not completely horizontal. The "gate down" input will turn ON when the railroad gates are in the horizontal position, which allows the controller to advance from Track Clearance to Dwell.
	** :A single preempt input from the Caltrain grade crossing controller is shared for PE3, PE2, and PE1. When the single preempt input is ON, the highest numbered preempt that is not reservice inhibited will take precedent. <u>Do not use service priorities levels.</u>

7th St, Berry St. Ext., Mission Bay Drive

Change

10

4th Street and Mission Bay Blvd-North

DESCRIPTION: Testing Timing Card

CHANGE: 0
 CNN #: ???
 ENGINEER: AH/JM
 Revision date: 4/1/2009
 0900
 ELECTRICIAN: NRT/MC
 Date Completed: 4/2/09

PHASE	STREET	EmerFlash	ProgFlash	Controller:	2070
2,6	4th Street	R	n/a	Cabinet	
8	Mission Bay (North)	R	n/a	Oper. Date:	??????
			n/a	System:	Isolated
			n/a	Master:	
				Cascade:	

ATTACHMENTS

Base Timing Actuation Transit Priority Preemption

Steady Demand Sequence

X = YES -- = NO

	S	M	T	W	T	F	S	CYCLE	SPLIT	OFFSET	FLASH
ALL TIMES	X	X	X	X	X	X	X	FREE			--
											--
											--
											--
											--

STREET	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	1															
4th Street NB	2		G		Y				R							
	4															
	5															
4th Street SB	6		G		Y				R							
	8									G		Y		R		
Peds Xing Mission Bay EB (ES)	2P	▲	FRH							RH						
Peds Xing 4th St (SS)	4P								▲	FRH		RH				
Peds Xing Mission Bay WB (WS)	6P	▲	FRH							RH						
Peds Xing 4th St (NS)	8P								▲	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
	FREE		14	5	5	1.5	1.5	1	5	5	13	7	3.5	1			

2-6 6-9 8-10 9-10 10-12
 2-9
 2-11 6-11 8-12

4th Street and Mission Bay Blvd

CHANGE

0

PAGE 2: BASE TIMING, ACTUATION, COORDINATION SETTINGS

Use this card only when you have Actuation, Priority or Preempts, or want Custom Transitioning.

11/19/2008

4th Street and Mission Bay Blvd

(NORTH)

PHASE DIAGRAM



Are there conflicting protected left turn phases? N/A

BASE TIMINGS:

Phase	1	2	4	5	6	8
Movement	NB	NB	EB	SB	SB	WB
Absolute Min Green (whole #)	7	7	7	7	7	7
Trail Green	5			5		
Yellow	3.5	3.5	3.5	3.5	3.5	3.5
Red Clearance	1	1	1	1	1	1
Absolute Min Walk	7	7	7	7	7	7
FRH	6	6	7	8	6	7

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

Phase	1	2	4	5	6	8
Vehicle Det Type	Video	Video	Video	Video	Video	Video
Stop Bar Detector	1	2	4	5	6	8
Advanced Detector		10	12		14	16
Ped Detection	PPB	PPB	PRB	RPB	PPB	PPB
Vehicle Recall (Max, Min, Soft or None)	Soft	Soft	None	Soft	Soft	None
Absolute Min Green (same as above)	7	7	7	7	7	7
Vehicle Extension (seconds)		3	3		3	3
Max Green (only used for FREE)		20	20		20	20
Pedestrian Recall (Yes or No)	No	No	No	No	No	No
Ped Recycle	Yes	Yes	Yes	Yes	Yes	Yes
Disable "WALK REST"	Yes	Yes	Yes	Yes	Yes	Yes

CUSTOM TRANSITIONING (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										
Max Trans										
Min Trans										
Dial 2 Split										
Max Trans										
Min Trans										
Dial 3 Splits										
Max Trans										
Min Trans										

Special Comments

- 1) Phases 1, 2, 5, 6 are dual entry, phases 4 and 8 are dual entry
- 2) Stop bar detectors are of type Disconnect 2, 2.0 second carryover, 20 second queue limit
- 3) Stop bar detector 1 calls phase 2 (no extension) and detector 5 calls phase 6 (no extension)

4th Street and Mission Bay Blvd

Change

4th Street and Mission Bay Blvd-South

DESCRIPTION: Testing Timing Card

CHANGE: 0
 CNN #: ???
 ENGINEER: AH/JM
 Revision date: 4/1/2009
 ELECTRICIAN: *NR+MC*
 Date Completed: *4/2/09*

PHASE	STREET	EmerFlash	ProgFlash	Controller:	2070
2,6	4th Street	R	n/a	Cabinet	
4	Mission Bay (South)	R	n/a	Oper. Date:	??????
			n/a	System:	Isolated
			n/a	Master:	
				Cascade:	

ATTACHMENTS

Base Timing Actuation Transit Priority Preemption

Steady Demand Sequence

X = YES -- = NO

	S	M	T	W	T	F	S	CYCLE	SPLIT	OFFSET	FLASH
ALL TIMES	X	X	X	X	X	X	X		FREE		--
											--
											--
											--

STREET	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
4th Street NB	2		G		Y					R						
Mission Bay WB	4				R				G		Y	R				
4th Street SB	6		G		Y					R						
Peds Xing Mission Bay EB (ES)	2P	▲	FRH							RH						
Peds Xing 4th St (SS)	4P				RH			▲	FRH		RH					
Peds Xing Mission Bay WB (WS)	6P	▲	FRH							RH						
Peds Xing 4th St (NS)	8P				RH			▲	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
	FREE		14	5	5	1.5	1.5	1	5	5	13	7	3.5	1			

4th Street and Mission Bay Blvd

CHANGE

0

2-6 4-10 6-9 9-11 10-12
2-9 4-12 6-8
2-11

PAGE 2: BASE TIMING, ACTUATION, COORDINATION SETTINGS

Use this card only when you have Actuation, Priority or Preempts, or want Custom Transitioning.

11/19/2008

4th Street and Mission Bay Blvd

SOUTH

PHASE DIAGRAM



Are there conflicting protected left turn phases? N/A

BASE TIMINGS:

Phase	1	2	4	5	6	8
Movement	NB	NB	EB	SB	SB	WB
Absolute Min Green (whole #)	7	7	7	7	7	7
Trail Green	5			6		
Yellow	3.5	3.5	3.5	3.5	3.5	3.5
Red Clearance	1	1	1	1	1	1
Absolute Min Walk	7	7	7	7	7	7
FRH	6	6	7	6	6	7

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

Phase	1	2	4	5	6	8
Vehicle Det Type	Video	Video	Video	Video	Video	Video
Stop Bar Detector	1	2	4	5	6	8
Advanced Detector		10	12		14	16
Ped Detection	PPB	PPB	PPB	PPB	PPB	PPB
Vehicle Recall (Max, Min, Soft or None)	Soft	Soft	None	Soft	Soft	None
Absolute Min Green (same as above)	7	7	7	7	7	7
Vehicle Extension (seconds)		3	3		3	3
Max Green (only used for FREE)		20	20		20	20
Pedestrian Recall (Yes or No)	No	No	No	No	No	No
Ped Recycle	Yes	Yes	Yes	Yes	Yes	Yes
Disable "WALK REST"	Yes	Yes	Yes	Yes	Yes	Yes

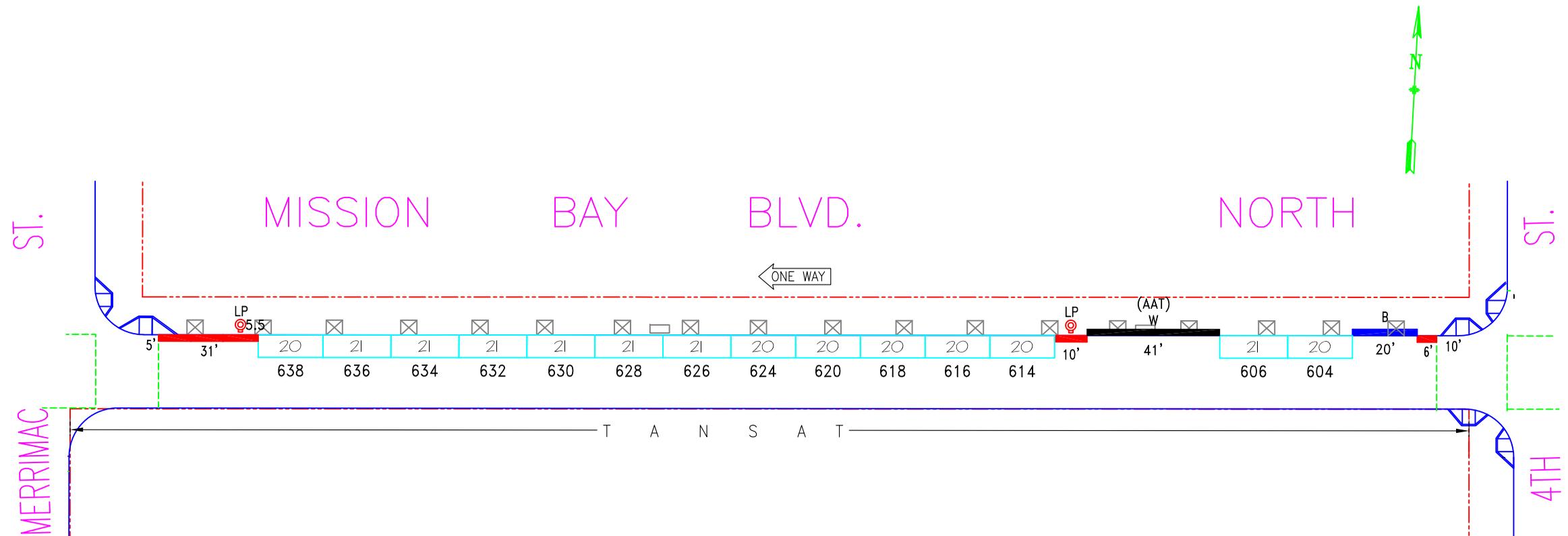
CUSTOM TRANSITIONING (phase splits = Max G + Y + R Clearance)

Phase	1-4 cycle length	1	*2	3	*4	5	*6	7	*8	5-8 cycle length
Dial 1 Splits										
Max Trans										
Min Trans										
Dial 2 Split										
Max Trans										
Min Trans										
Dial 3 Splits										
Max Trans										
Min Trans										

Special Comments

4th Street and Mission Bay Blvd

Change



LEGEND:
 ☒ - TREE PLANT BOX
 ☐ - UTILITY BOX/CATV/SFWD

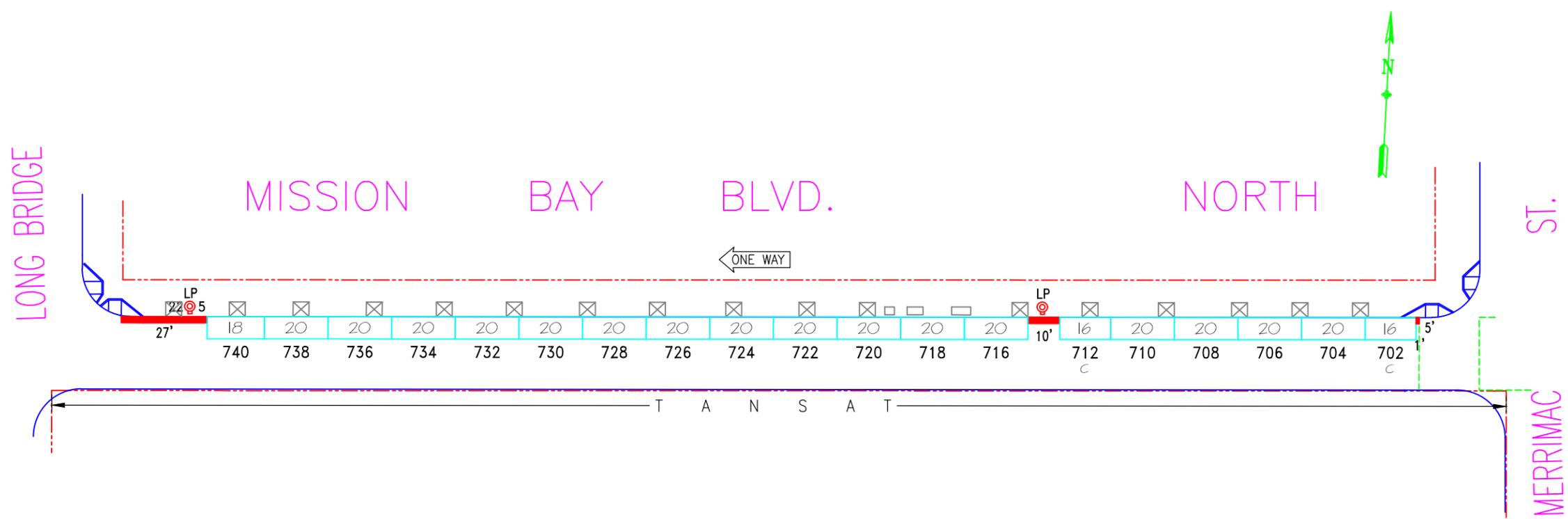
NO.	REVISION DESCRIPTION				BY	DATE	DIR/RES											
	AM	PM	SS	MS														
*	Establish parking meters - N/S				JB	2/4/17	75-03											
1	Establish PLZ-AAT, MOS#608,610-N/S				JB	10/26/18	5992											
SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING		METERED SPACES							TOTAL
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	NTL	
ODD																		
EVEN			14		14		9A-10P	M-SA									14	14


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

MISSION BAY BLVD. (MYN, 577)
-NORTH (600) BLOCK
 Meters #577-06XXY
4TH ST. TO MERRIMAC ST.

AREA 3

SCALE: **1" = 40'** DATE: **2/4/17** BY: **JB**



C - COMPACT CAR
 LEGEND:
 ☒ - TREE PLANT BOX
 □ - UTILITY BOX/CATV/SFWD

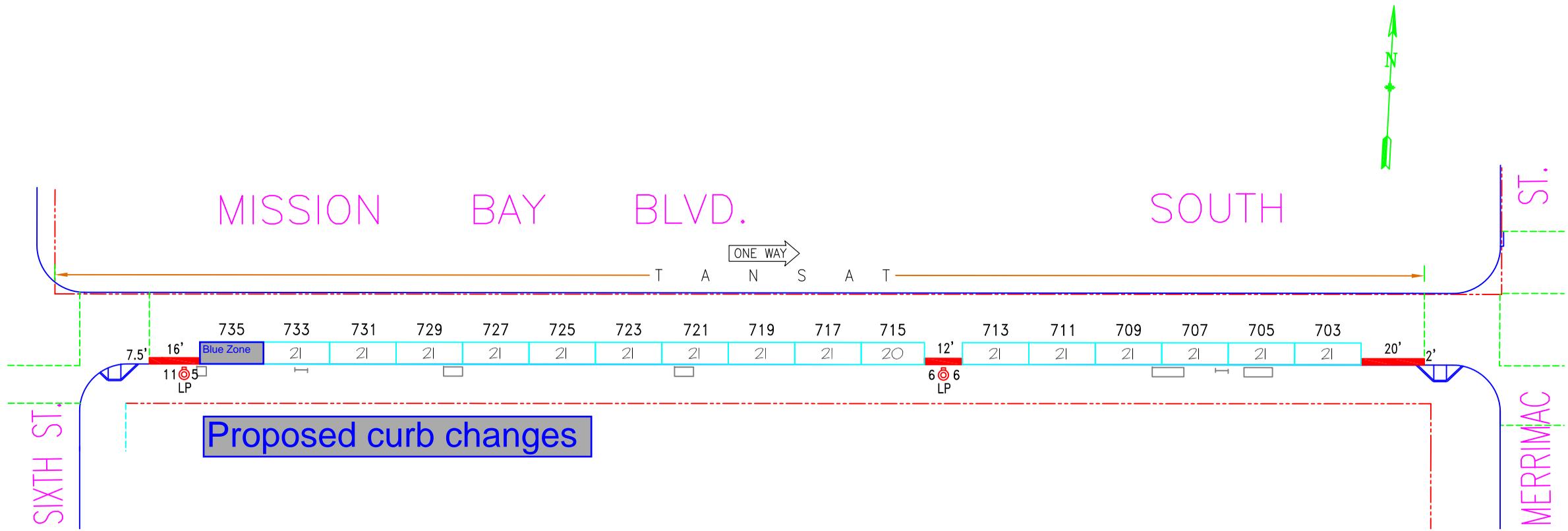
NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES													
*	Establish parking meters - N/S	JB	1/22/17	75-03													


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

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

MISSION BAY BLVD. (MYN, 577)
-NORTH (700) BLOCK
 Meters #577-07XXY
MERRIMAC ST. TO LONG BRIDGE ST.
 SCALE: **1"=40'** DATE: **1/22/17** BY: **JB**

AREA 3



NO.	REVISION DESCRIPTION		BY	DATE	DIR/RES													
	TOW-AWAY	METER CT.																
*	Establish parking meters - S/S		JB	7/27/19	75-03													
SIDE	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	NTL	TOTAL
ODD			17		17		9A-10P	M-SA									17	17
EVEN																		



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

MISSION BAY BLVD. SOUTH
(MYS, 578) - (700) BLOCK
 Meters #578-07XXy

MERRIMAC ST. TO SIXTH ST.

AREA
3

SCALE: **1" = 40'** DATE: **7/27/19** BY: **JB**

Mission Bay Drive, looking east found Berry Street



Mission Bay Drive, looking east, between Berry Street and Owens Street, under I-280



Mission Bay Drive, looking east, between Berry Street and Owens Street, under I-280



Mission Bay Drive, looking west, between Berry Street and Owens Street



Mission Bay Boulevard South at Long Bridge Street, looking east





- Research
- Clinical
- Support
- Housing
- Open Space
- Parking
- Support Overlay

MISSION BAY- PROPOSED FUNCTIONAL ZONES
 (MAP UPDATED: DECEMBER 2024)



Mission Bay Shuttle Routes:



TransBay/Caltrain Route
 Effective February 8, 2021
 * TransBay/Caltrain stops on the south side of Berry;
 WEST Route stops on the north side of Berry.
 ** TransBay/Caltrain stops on the east side of Owens;
 WEST Route stops on the west side of Owens.



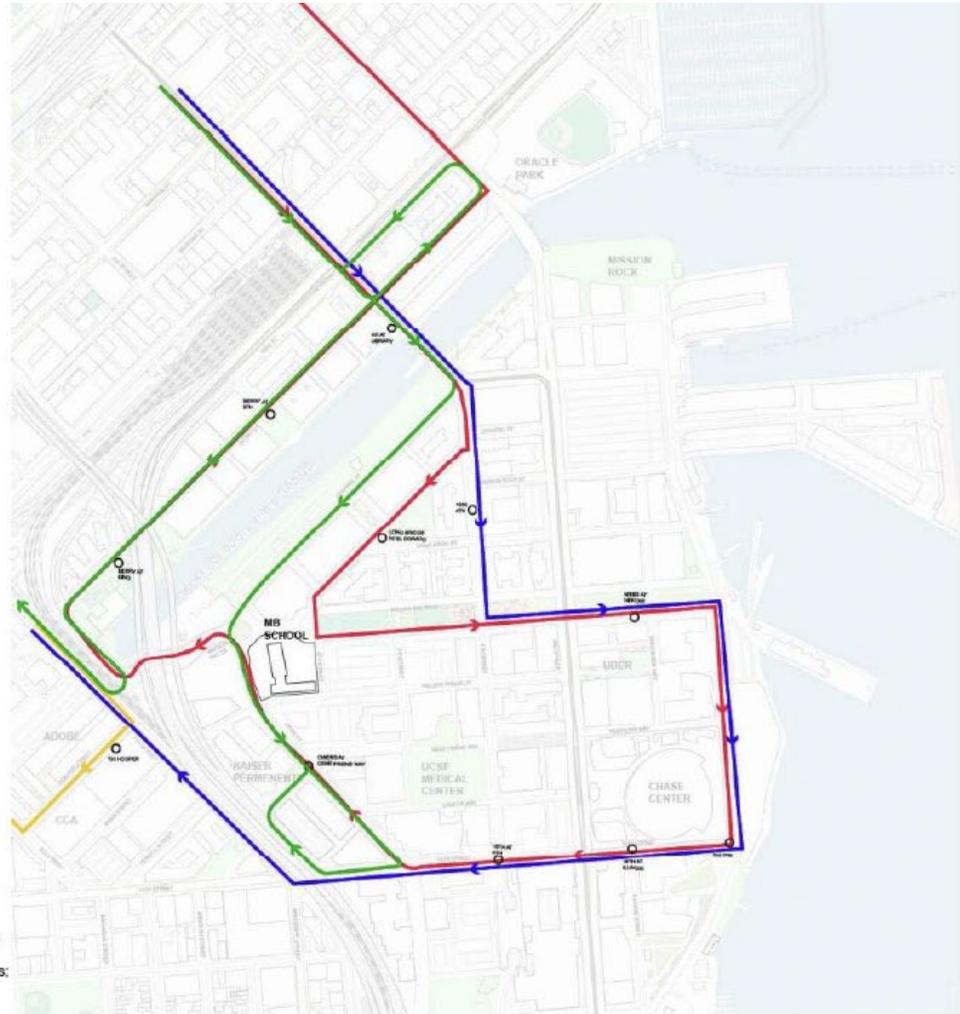
CCA/Adobe Route
 Effective July 15, 2021



East Route
 Effective February 8, 2021



West Route
 Effective February 8, 2021
 * TransBay/Caltrain stops on the south side of Berry;
 WEST Route stops on the north side of Berry.
 ** TransBay/Caltrain stops on the east side of Owens;
 WEST Route stops on the west side of Owens.





CEQA STATUTORY EXEMPTION DETERMINATION
Public Resources Code Section 21080.25

Date Issued: February 10, 2026
Record No.: **2026-001198ENV**
Project: **Mission Bay Quick Build**
Project Sponsor: Daniel Carr, San Francisco Municipal Transportation Agency
Through: Crysta Highfield, San Francisco Municipal Transportation Agency
Staff Contact: Ryan Shum, San Francisco Planning Department,
Ryan.shum@sfgov.org, 628-652-7542

PROJECT DESCRIPTION

The San Francisco Municipal Transportation Agency proposes the Mission Bay Quick-Build Project, a transportation safety improvement project along Mission Bay Drive and Mission Bay Boulevard North and South between 4th and 7th streets. The project proposes installing safe-hit posts on the existing bike lane on Mission Bay Drive between 7th Street and the roundabout and installing all-way stop controls and traffic calming consisting of speed tables and painted safety zones on Mission Bay Boulevard North and South between 4th and 6th streets. Signage and yellow-painted crosswalks to indicate a school zone will also be installed. Please see the attached Mission Bay Quick Build Project memo attached for a more detailed project description. Project plans are available on the Property Information Map and in Planning Department records under case number 2026-001198ENV.

Carried out by: Public Works Contracted through:
 SFMTA Public Works
 Public Agency: SFMTA
 Public Agency: Public Agency:

SB71 ELIGIBILITY CHECKLIST

This project, as proposed, has been determined to be exempt under the California Environmental Quality Act (CEQA), specifically under a statutory exemption pursuant to Public Resources Code section 21080.25 as demonstrated below.

<p>Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)</p> <p>The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.</p>	
<input checked="" type="checkbox"/>	<p>(1) Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way.</p>
<input type="checkbox"/>	<p>(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way.</p>
<input type="checkbox"/>	<p>(3) Transit prioritization projects.</p>
<input type="checkbox"/>	<p>(4) A project for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, or highway shoulders to part-time transit lanes, for use either during peak congestion hours or all day on highways with existing public transit service or where a public transit agency will be implementing public transit service as identified in a short-range transit plan.</p>
<input type="checkbox"/>	<p>(5) A public project for the protection, improvement, institution, or increase of microtransit, paratransit, shuttle, bus, ferry, bus rapid transit, or light rail service, including the protection, maintenance, construction, operation, or rehabilitation of stops, stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission, near-zero-emission, low oxide of nitrogen engine, compressed natural gas fuel, fuel cell, or hybrid powertrain vehicles, rail or cable cars, rolling stock, or vessels. The project shall be located entirely within an existing public right-of-way or existing highway right-of-way, whether or not the right-of-way is in use for rail or public mass transit and is wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.</p> <p><i>*For projects involving construction or rehabilitation of a ferry terminal, the lead agency must not have submitted a notice of preparation for an environmental impact report pursuant to Section 21092 before January 1, 2026.</i></p> <p><i>*For projects involving transit services operated by a transportation network company, as defined in Section 5431 of the Public Utilities Code, the services must be operated by a microtransit provider contracted by the lead agency that uses a managed fleet of multi-passenger vehicles dedicated to that service.</i></p>
<input type="checkbox"/>	<p>(6) A public project for the improvement, institution, or increase of passenger rail service, other than lightrail service eligible under paragraph (5), including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, as provided in Section 1033.101 of Title 40 of the Code of Federal Regulations. The project shall be located entirely within an existing rail right-of-way or existing highway right-of-way, whether or not the right-of-way is in use for passenger rail transit.</p> <p><i>*A public project otherwise identified above shall not be eligible for the exemption pursuant to this paragraph if used by certified Tier 4 or cleaner rolling stock or locomotives that are not zero-emission rolling stock or locomotives and the project is located in an air basin designated as a serious, severe, or extreme nonattainment area for particulate matter and ozone.</i></p>
<input type="checkbox"/>	<p>(7) A public project to construct or maintain infrastructure or facilities to charge, refuel, power, or maintain zero-emission public transit buses, trains, or ferries, provided the project is carried out by a public transit agency, and the project is any of the following:</p> <ul style="list-style-type: none"> • located on property owned, leased, or operated by the local agency • located within an existing public right-of-way • located on property owned by a public or private utility within an urbanized area <p><i>*For projects including hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries, see Table 3 for additional requirements.</i></p>

<input type="checkbox"/>	(8) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in paragraphs (1) to (7), inclusive.
<input type="checkbox"/>	(9) A project that consists exclusively of a combination of any of the components of a project identified in paragraphs (1) to (8), inclusive.
<input type="checkbox"/>	<p>(10) A project that combines a project identified in paragraphs (1) to (8) inclusive, and a housing development project that is either subject to a nondiscretionary approval or is exempt from this division.</p> <p>Note: This does not exempt the housing development project from any other applicable requirements under any other law.</p>
<input type="checkbox"/>	(11) A planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.

(continued on the following page)

Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)	
The project must meet all the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.	
<input checked="" type="checkbox"/>	(1) A local agency is carrying out the project and is the lead agency for the project. The lead agency shall take an action to approve a project as follows: <ul style="list-style-type: none"> • The lead agency’s governing board shall take an action at a public meeting, or • If a lead agency has an alternative project approval process for a project subject, it may instead follow that alternative process
<input checked="" type="checkbox"/>	(2) The project does not induce single-occupancy vehicle trips, add additional highway lanes, widen highways, or add physical infrastructure or striping to highways except for minor modifications needed for the efficient and safe movement of transit vehicles, bicycles, or high-occupancy vehicles, such as extended merging lanes, shoulder improvements, or improvements to the roadway within the existing right-of-way. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(3) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(4) The project would: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> not exceed fifty million dollars (\$50,000,000) OR <input type="checkbox"/> exceed \$50,000,000 (but not exceed \$100,000,000)* and meet the noticed public meeting requirements in Table 3
* If the project exceeds \$100,000,000, then Section 21080.25(d) imposes additional requirements. Please consult with the Planning Department staff.	
*Note: beginning January 1, 2026, and every two years thereafter, the Office of Land Use and Climate Innovation will adjust the \$50,000,000 and \$100,000,000 project cost estimate thresholds and publish updated amounts on its website. Please make sure to use the most updated copy of this checklist.	
Table 3: Noticed Public Meetings Requirements – Public Resources Code Section 21080.25(d)(1)(D)(i), (iii), (iv) and Section 21080.25(d)(1)(E)	
Projects including hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries or projects exceeding \$50,000,000 must meet all the applicable criteria listed below to qualify for this statutory exemption.	
<input type="checkbox"/>	The lead agency shall hold noticed public meetings as follows: <ul style="list-style-type: none"> <input type="checkbox"/> Before determining that a project is exempt pursuant to this section, the lead agency shall hold at least three noticed public meetings in the project area to hear and respond to public comments. Public meetings occurred: <input type="checkbox"/> The lead agency shall conduct at least two noticed public meetings annually during project construction for the public to provide comments. <input type="checkbox"/> The public meetings held pursuant to Section 21080.25(d)(1)(D)(i) to (iii), inclusive, shall be in the form of either a public community planning meeting held in the project area or in the form of a regularly scheduled meeting of the governing body of the lead agency.

<input type="checkbox"/>	<p>The lead agency shall give public notice of the meetings (listed in the row above) to the last known name and address of all the organizations and individuals that have previously requested notice and shall also give the general public notice using at least one of the following procedures:</p> <p><input type="checkbox"/> Publication of the notice in a newspaper of general circulation in the area affected by the project. If more than one area will be affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas.</p> <p><input type="checkbox"/> Posting of the notice onsite and offsite in the area where the project is located.</p> <p><input type="checkbox"/> Posting of the notice on the lead agency's internet website and social media accounts.</p>
<input checked="" type="checkbox"/>	Not Applicable – Project type not applicable and cost of project is below \$50,000,000.

Table 4: Project Labor Requirements – Public Resources Code Section 21080.25(f) In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for this statutory exemption. See Attachment 1 below for definitions of terms. Note: Table 4 does not apply to a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.	
<input type="checkbox"/>	<p>(1) As part of the lead agency's governing board action to approve a project, the lead agency shall certify that the project will be completed by a skilled and trained workforce. (Does not apply if the lead agency has an existing policy or certification approved by its governing board that requires the use of a skilled and trained workforce to complete the project if the lead agency is a signatory to a project labor agreement that will require the use of a skilled and trained workforce on the project.)</p> <p>(2) (A) Except as provided in subparagraph (2) (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.</p>
<input type="checkbox"/>	<p>(2) (B) Subparagraph (2) (A) does not apply if any of the following requirements are met:</p> <p><input type="checkbox"/> (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement.</p> <p><input type="checkbox"/> (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021.</p> <p><input type="checkbox"/> (iii) The entity contracted to perform the project entered into a project labor agreement that will bind the entity and all its subcontractors at every tier performing the project to use a skilled and trained workforce.</p>
<input type="checkbox"/>	A portion of the project would be constructed by SFMTA and/or Public Works Shops and this portion would not require the use of contractors for labor.
<input checked="" type="checkbox"/>	Not Applicable. The project would be entirely constructed by SFMTA and/or Public Works Shops and would not require the use of contractors for labor.

EXEMPTION DETERMINATION (TO BE COMPLETED BY ENVIRONMENTAL PLANNER)	
<p>Project Approval Action: Approval by the City Traffic Engineer following a Public Hearing.</p>	<p>Signature/Date: <i>Ryan Shum</i> 2/11/26</p>
<p>Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/pim/ and inputting the record number. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link.</p> <p>Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the SF Administrative Code. Per Chapter 31, an appeal of an exemption determination to the Board of Supervisors shall be filed within 30 days after the Approval Action occurs at a noticed public hearing, or, if the approval is not made at a noticed public hearing, within 30 days after posting on the Planning Department's website a written decision or notice of the Approval Action.</p>	

ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 12 are the same as provided in the text of Public Resources Code section 21080.25(a).

- (1) “**Affordable housing**” means any of the following:
 - (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.
 - (B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.
 - (C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

- (2) “**Bicycle facilities**” includes, but is not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.

- (3) “**High-occupancy vehicle**” means a vehicle with three or more occupants.

- (4) “**Highway**” means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.

- (5) “**Local agency**” means a public transit operator, city, county, city and county, special district, joint powers authority, local or regional transportation agency, or congestion management agency.

- (6) “**Part-time transit lanes**” means designated highway shoulders that support the operation of transit vehicles during specified times and are not open to nonpublic transit vehicles at any time.

- (7) “**Project labor agreement**” has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

- (8) “**Public transit operator**” has the same meaning as in Section 99210 of the Public Utilities Code, or means a public entity that provides contracted paratransit services.

- (9) “**Skilled and trained workforce**” has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

- (10) “**Transit lanes**” means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

- (11) “**Transit prioritization projects**” means any of the following transit project types on highways or in the public right-of-way:
 - (A) Signal and sign changes, such as signal coordination, signal timing modifications,

signal modifications, or the installation of traffic signs or new signals.

(B) The installation of wayside technology and onboard technology.

(C) The installation of ramp meters.

(D) The conversion to dedicated transit lanes, including transit queue jump or bypass lanes, shared turning lanes and turn restrictions, the narrowing of lanes to allow for dedicated transit lanes or transit reliability improvements, or the widening of existing transit travel lanes by removing or restricting street parking.

(E) Transit stop access and safety improvements, including, but not limited to, the installation of bus shelters, lighting, transit bulbs and the installation of transit boarding landings and islands.

(12) **“Transportation demand management program”** means a specific program of strategies, incentives, and tools to be implemented, including, with specified annual status reporting obligations, to reduce vehicle trips by providing opportunities for the public to choose sustainable travel options, such as transit, bicycle riding, or walking. A specific program of strategies, incentives, and tools includes, but is not limited to, any of the following:

(A) Provision of onsite electric vehicle charging stations in excess of applicable requirements.

(B) Provision of dedicated parking for car share or zero-emission vehicles, or both types of vehicles, in excess of applicable requirements.

(C) Provision of bicycle parking in excess of applicable requirements.

(13) Pedestrian Facilities as a term is not defined in Public Resources Code Section 21080.25. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”¹ This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of Public Resources Code Section 21080.25.

¹ U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020



Date: February 10, 2026
To: Ryan Shum, San Francisco Planning Department
From: Daniel Carr, San Francisco Municipal Transportation Agency
Through: Crysta Highfield, San Francisco Municipal Transportation Agency
Re: Mission Bay Quick-Build Project
Case Number: 2026-001198ENV

SUMMARY

The San Francisco Municipal Transportation Agency (SFMTA) proposes the Mission Bay Quick-Build Project (proposed project), a transportation safety improvement project along Mission Bay Drive and Mission Bay Boulevard North and South between 4th and 7th streets. The Mission Bay Quick-Build Project will design and implement near-term pedestrian and bicycle safety features identified in the San Francisco County Transportation Authority's Mission Bay School Access Plan, which identifies barriers to active transportation on roads leading to the new Mission Bay Elementary School, set to open in August 2026. The new elementary school is bound by Mission Bay Boulevard, Owens Street, Nelson Rising Lane, and 6th Street.

The quick-build project will implement two main improvements: installing safe-hit posts on the existing bike lane on Mission Bay Drive between 7th Street and the roundabout (Owens Street), and installing all-way stop controls and traffic calming consisting of speed tables and painted safety zones on Mission Bay Boulevard North and South between 4th and 6th streets. Signage and yellow-painted crosswalks to indicate a school zone will also be installed as prescribed in Chapter 7 of the California MUTCD. Generally, this is within 600 feet on streets contiguous with the school property.

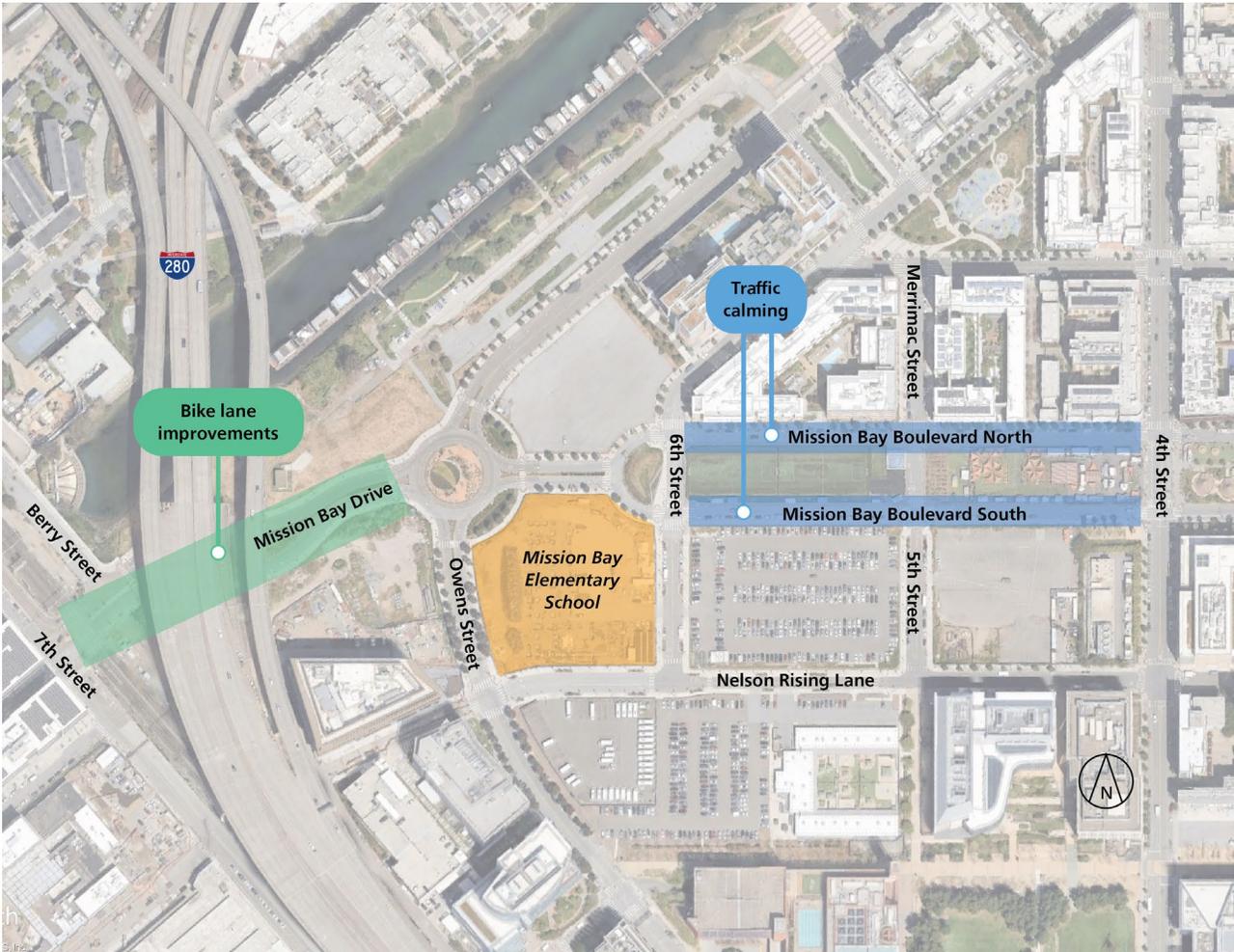


Figure 1: Overview map of the proposed project.

EXISTING CONDITIONS

Mission Bay Drive between 7th Street and the roundabout (Owens Street) is a four lane roadway with Class II painted bike lanes and sidewalks on both sides. Opposing lanes (two eastbound lanes and two westbound lanes) are divided with a landscaped median and columns for the I-280 freeway above. Approaching the roundabout, Mission Bay Drive narrows to one lane in each direction, and the bike lane merges with the vehicle lane. There is no parking on either side of the street.

Mission Bay Boulevard North between 4th and 6th streets is one lane in the westbound direction. There is metered parking on the north side of the street. Mission Bay Boulevard South between 4th and 6th streets is one lane in the eastbound direction. There is metered

parking on the south side of the street. There are on-street bike sharrows on both Mission Bay Boulevard North and South and sidewalks on both sides of each street.

There is red curb daylighting at the nearside approach to each intersection. There are commercial loading zones on Mission Bay Boulevard South for Spark Social between 4th and 5th Street. Additionally, there are two blue zones – one each on Mission Bay Boulevard North and South between 4th and 5th streets. The speed limit on Mission Bay Drive and Mission Bay Boulevard North and South is 15 MPH. There is no Muni service in the project area, but there is a private shuttle for UCSF employees. The intersections along Mission Bay Boulevard North and South between 4th and 6th streets are two-way stop-controlled on the side streets.

PROPOSED PROJECT

Mission Bay Drive: The project proposes installing plastic delineators on the existing buffer of the bike lanes in both directions on Mission Bay Drive between Berry Street and the roundabout, upgrading the facility from Class II to Class IV.

Mission Bay Boulevard North and South: The project proposes installing four speed tables at the midpoint of each of the following blocks:

- Mission Bay Boulevard North midblock between Long Bridge Street and Merrimac Street
- Mission Bay Boulevard North midblock between Merrimac Street and 4th Street
- Mission Bay Boulevard South midblock between Long Bridge Street and Merrimac Street
- Mission Bay Boulevard South midblock between Merrimac Street and 4th Street

The project proposes installing stop signs at the following locations, making each intersection all-way stop-controlled:

- Long Bridge Street and Mission Bay Boulevard North
- Long Bridge Street and Mission Bay Boulevard South
- Merrimac Street and Mission Bay Boulevard North
- Merrimac Street and Mission Bay Boulevard South

The project will install painted safety zones in existing daylighting at the following locations:

- Long Bridge Street and Mission Bay Boulevard North
- Merrimac Street and Mission Bay Boulevard North
- Merrimac Street and Mission Bay Boulevard South

New signage and yellow-painted crosswalks to indicate a school zone will be installed at the following locations as part of the proposed project:

- Mission Bay Drive at Berry Street
- Mission Bay Drive at Channel Street/Owens Street (Mission Bay roundabout)
- Owens Street at Nelson Rising Lane
- Owens Street at Gene Friend Way
- Mission Bay Drive at Mission Bay Boulevard
- Mission Bay Boulevard North at Long Bridge Street
- Mission Bay Boulevard South at Long Bridge Street
- Mission Bay Boulevard South at Merrimac Street
- Nelson Rising Lane at 6th Street
- Nelson Rising Lane at 5th Street

The proposed project will install one additional ADA blue parking space at the southeast corner of Mission Bay South and 6th Street.

Construction

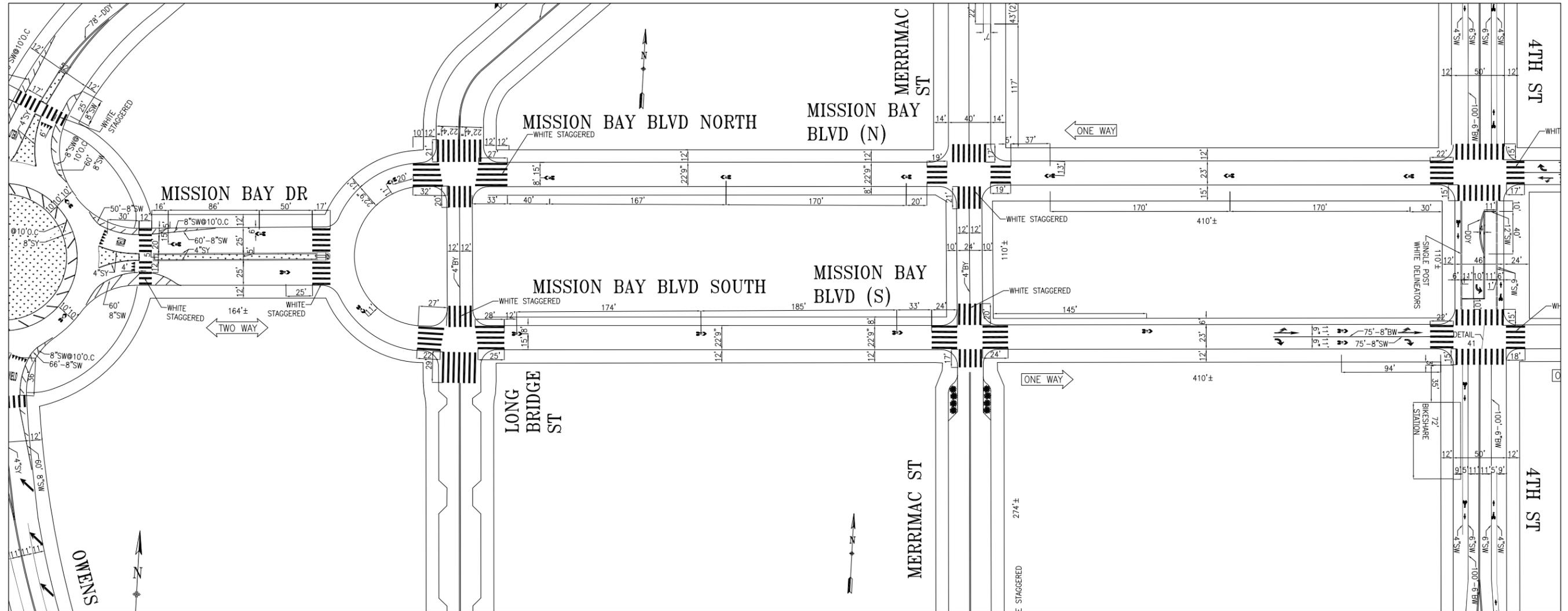
Construction for the speed cushions would be led by San Francisco Public Works. The construction of the project would be implemented by SFMTA field operations installing new painted roadway striping, flex posts, and signs.

No excavation is part of the quick-build project. Vertical elements will be anchored into the existing pavement base at a depth not greater than 6 inches.

Approval Action

The Approval Action as defined by S.F. Administrative Code Chapter 31, Section 31.04(h)(2) is approval by the City Traffic Engineer. The approval action starts the 30-day appeal period for the environmental review determination under Administrative Code Section 31.16.

ATTACHMENT A
Existing and Proposed Drawings



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



SFMTA



DRAWN: D.CARR	DATE: 01/23/26
CHECKED: XXXXXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

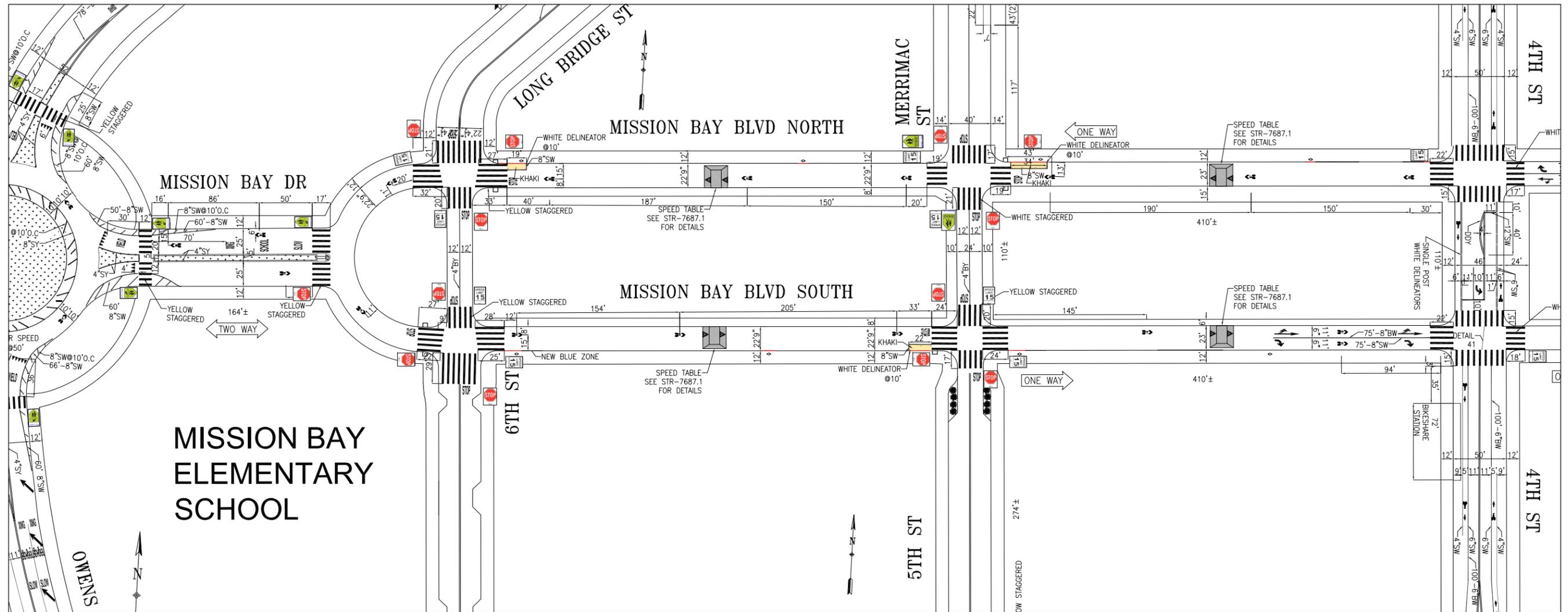
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SHEET/SHEETS: XX OF XX

EXISTING
TRAFFIC STRIPING

MISSION BAY BOULEVARD
OWENS ST TO 4TH ST

CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

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



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



SFMTA



DRAWN: D.CARR	DATE: 01/23/26
CHECKED: XXXXXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE: 1" = 50'
SHEET/SHEETS: XX OF XX

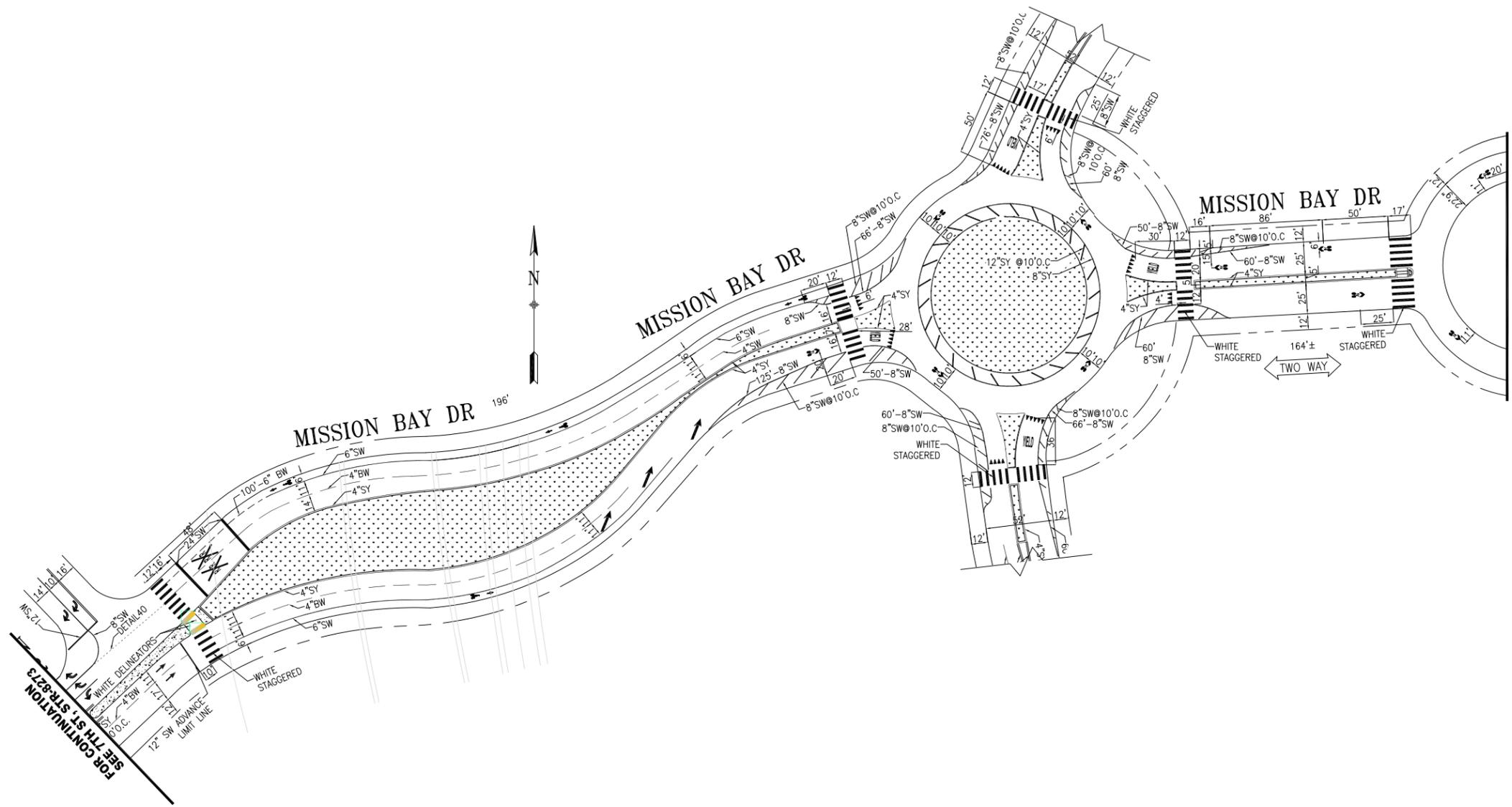
**PROPOSED
TRAFFIC STRIPING**

MISSION BAY BOULEVARD

OWENS ST TO 4TH ST

CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

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



FOR CONTINUATION
SEE 7TH ST, STR-8273

FOR CONTINUATION
SEE MISSION BAY BLVD (N) & (S), STR-8255

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



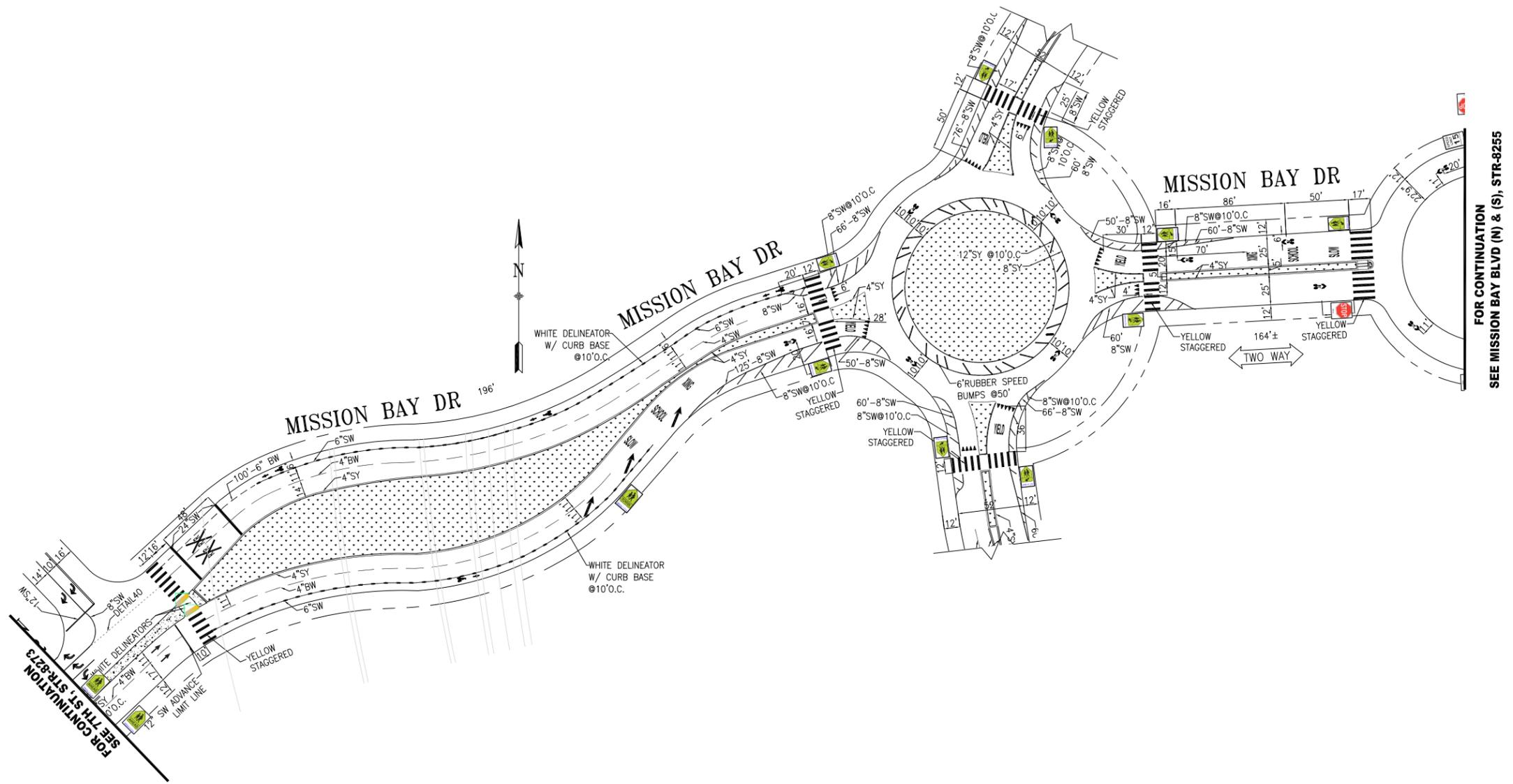
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T ABDALLAH		02/03/21		SENIOR ENGINEER	
CHECKED:		DATE:		CITY TRAFFIC ENGINEER	
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SCALE:
1" = 50'
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1 OF 1

TRAFFIC STRIPING
MISSION BAY DRIVE
7TH STREET TO MISSION BAY BLVD (N) AND (S)

CONTRACT NO.
DRAWING NO. STR-8373
FILE NO.
REV. NO. 0

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



FOR CONTINUATION
SEE MISSION BAY BLVD (N) & (S), STR-8255

FOR CONTINUATION
SEE 7TH ST, STR-8273

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



DRAWN: D.CARR		DATE: 01/23/26	
CHECKED: X.XXXXXXXXXXXXX		DATE: MM/DD/YY	

APPROVED	SCALE: 1" = 50'
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

PROPOSED TRAFFIC STRIPING MISSION BAY DRIVE OWENS ST TO 7TH ST

CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

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