SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 10/18/2022
Requested_by: SFMTA
Handled: Nikki Kobayashi, 646-2524
Section Head : BW Geraldine de Leon

☐ ***Public Hearing Consent***
☑ ***Public Hearing Regular***
☐ ***Informational / Other***

No objections: _____
Item Held: _____
Other: _____

Location: Jones Street and Pine Street

Subject: Tow-Away, No Stopping Anytime and No Left Turn on Red

PROPOSAL / REQUEST:

RESCIND – TOW-AWAY, NO STOPPING 3 PM TO 6 PM, EXCEPT SATURDAY AND SUNDAY
Pine Street, south side, from 20 feet to 138 feet east of Jones Street.

RESCIND – 2-HOUR PARKING, 8 AM TO 3 PM, 6 PM TO 9 PM, MON THROUGH SATURDAY, EXCEPT VEHICLES WITH AREA C PERMITS
Pine Street, south side, from 20 feet to 138 feet east of Jones Street.

ESTABLISH – NO STOPPING ANY TIME
Pine Street, south side, from Jones Street to 138 feet easterly

ESTABLISH – NO LEFT TURN ON RED
Pine Street, south side, westbound, at Jones Street

ESTABLISH – TOW-AWAY LANE MUST TURN LEFT
Pine Street, south side, westbound, at Jones Street

(Supervisor District 3)

BACKGROUND INFORMATION / COMMENTS

As part of the Contract 36 Traffic Signals Upgrade Project, SFMTA will be installing a fully protected westbound left turn phase at the intersection of Jones Street and Pine Street to address pedestrian safety. There has been 1 collision involving a left turning vehicle and a pedestrian at the intersection within the last 5 years plus 3 additiona collisions in 2016. The fully protected left turn phase will allow separate phases for both left turning vehicles and the pedestrians.

Pine Street operates with only 2 lanes except during the PM Peak of 3 PM to 6 PM Monday through Friday. The implementation of a fully protected westbound left turn requires the addition of a left turn lane to provide storage space for the left turning vehicles while continuing to accommodate the volume of through traffic. (See attached Synchro analysis for further details) Removal of six un-metered parking spaces along the south side of Pine Street is needed to create a left turn lane.

No Muni routes travel through intersection.

No Bike Routes through the intersection.

HEARING NOTIFICATION AND PROCESSING NOTES:

ENVIRONMENTAL CLEARANCE BY:
☐ ***SFMTA*** ☐ ***Attached*** ☐ ***Pending***

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

Jones Street & Pine Street

PROPOSAL/REQUEST:

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Pine Street, south side, westbound, at Jones Street

ESTABLISH – TOW-AWAY LANE MUST TURN LEFT
Pine Street, south side, westbound, at Jones Street

Proposal to remove existing PM peak tow-away no stopping restriction and parking on the south side of Pine St, to create a left turn lane at all times.

(Supervisor District 3)

Nikki Kobayashi, nikki.kobayashi@sfmta.com

BACKGROUND INFORMATION/COMMENTS

As part of the Contract 36 Traffic Signals Upgrade Project, SFMTA will be installing a fully protected westbound left turn phase at the intersection of Jones Street and Pine Street to address pedestrian safety. There has been 1 collision involving a left turning vehicle and a pedestrian at the intersection within the last 5 years plus 3 additional collisions in 2016. The fully protected left turn phase will allow separate phases for both left turning vehicles and the pedestrians.

Pine Street operates with only 2 lanes except during the PM Peak of 3 PM to 6 PM Monday through Friday. The implementation of a fully protected westbound left turn requires the addition of a left turn lane to provide storage space for the left turning vehicles while continuing to accommodate the volume of through traffic. (See attached Synchro analysis for further details) Removal of six un-metered parking spaces along the south side of Pine Street is needed to create a left turn lane.

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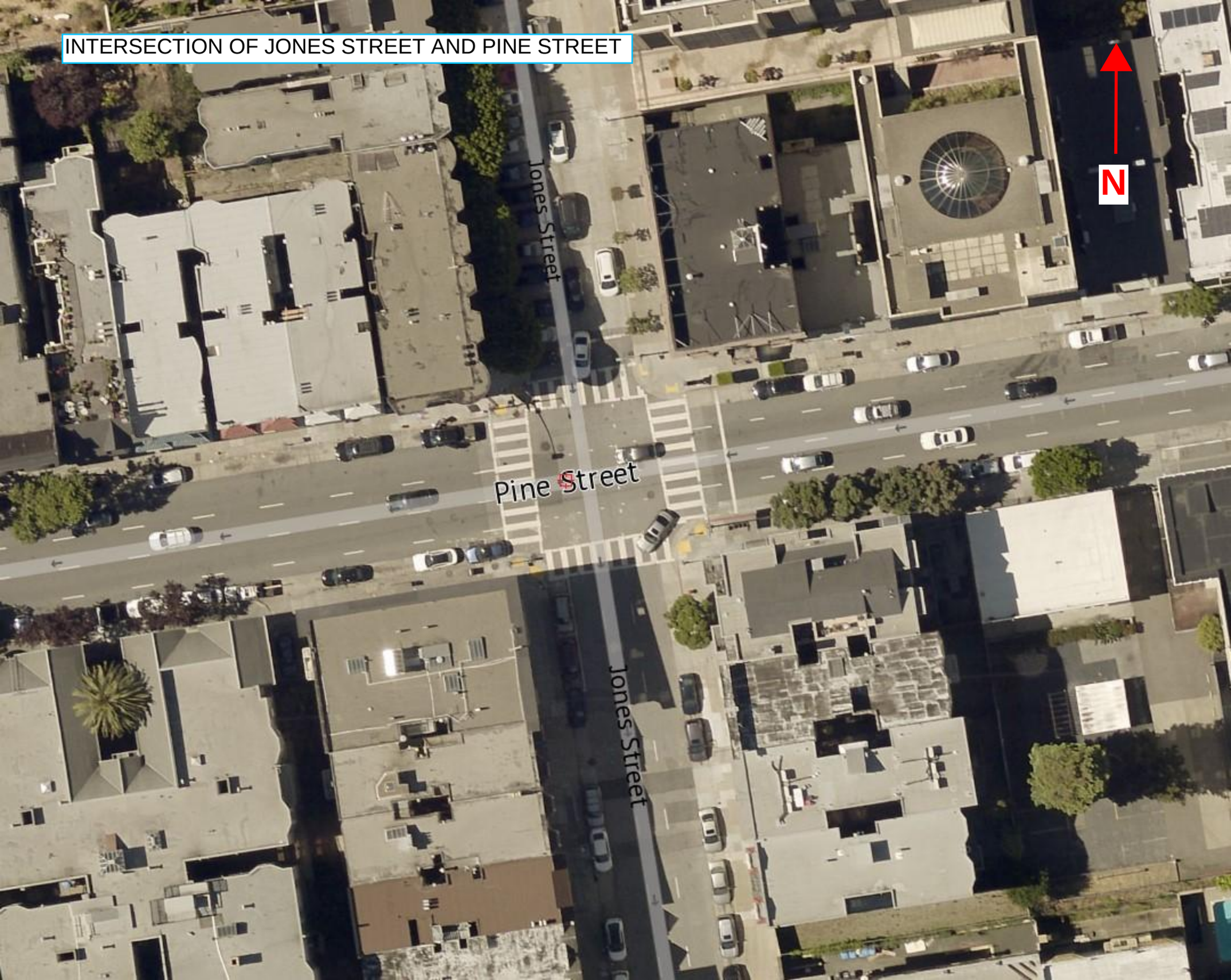
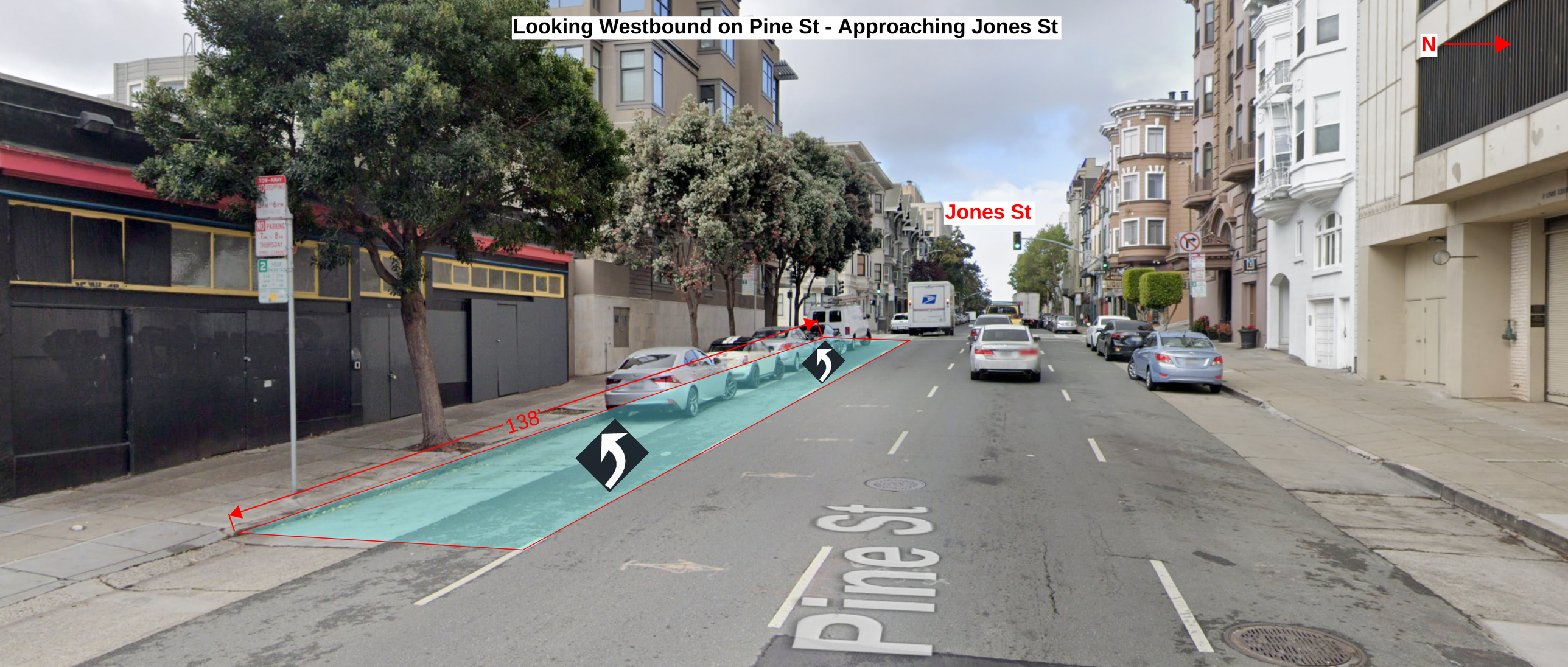
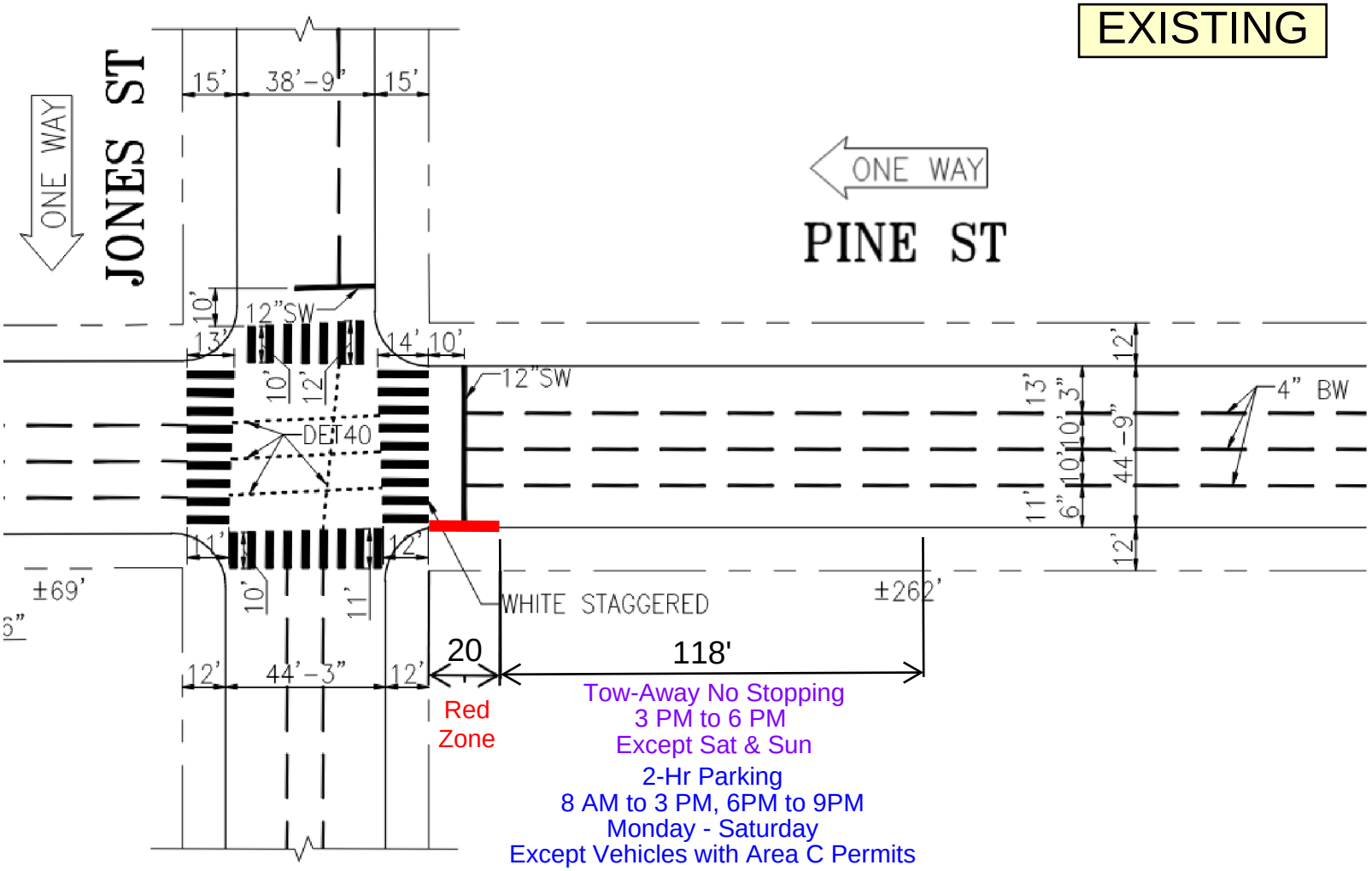
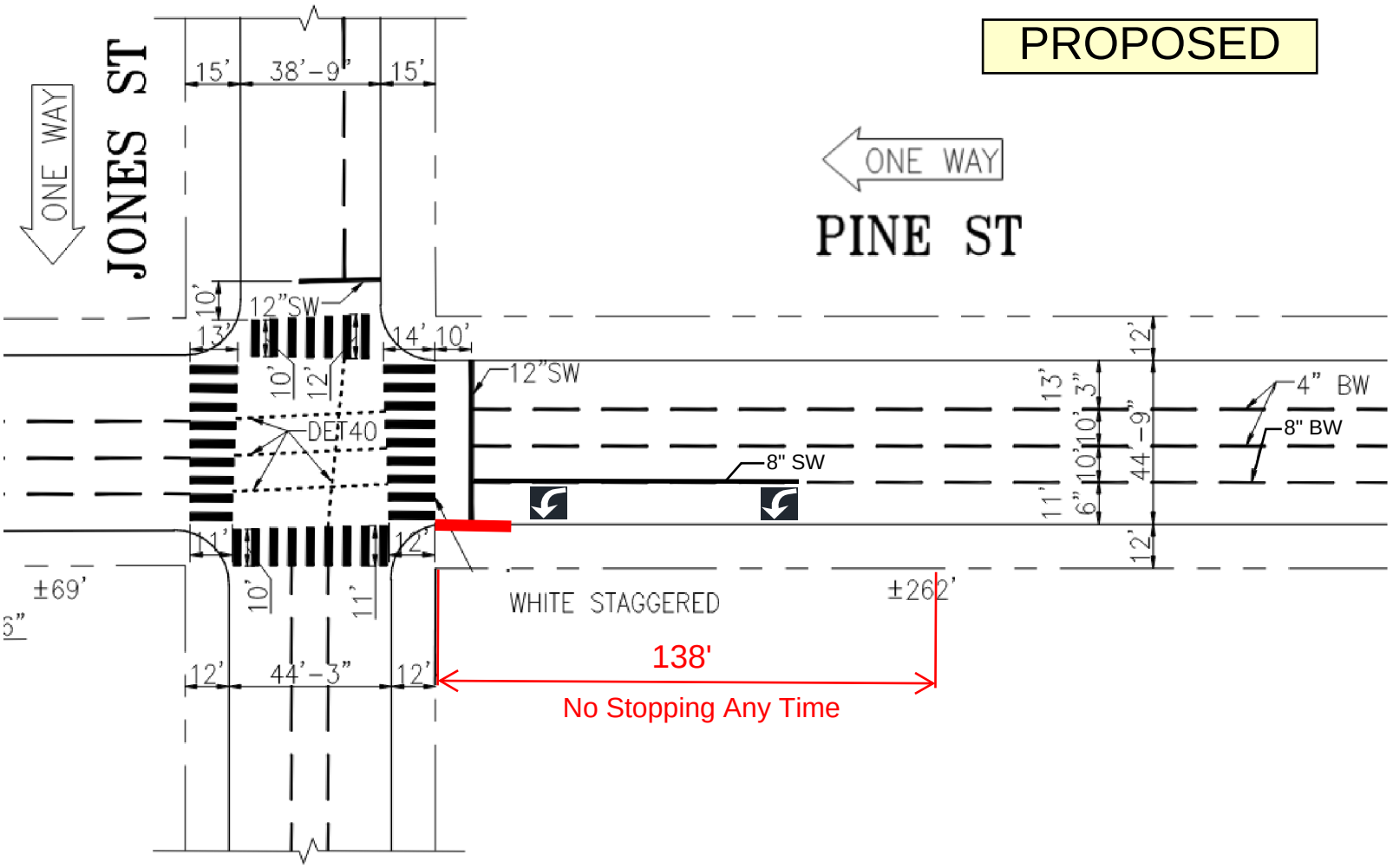

INTERSECTION OF JONES STREET AND PINE STREET
Jones Street
Pine Street
Jones Street
N

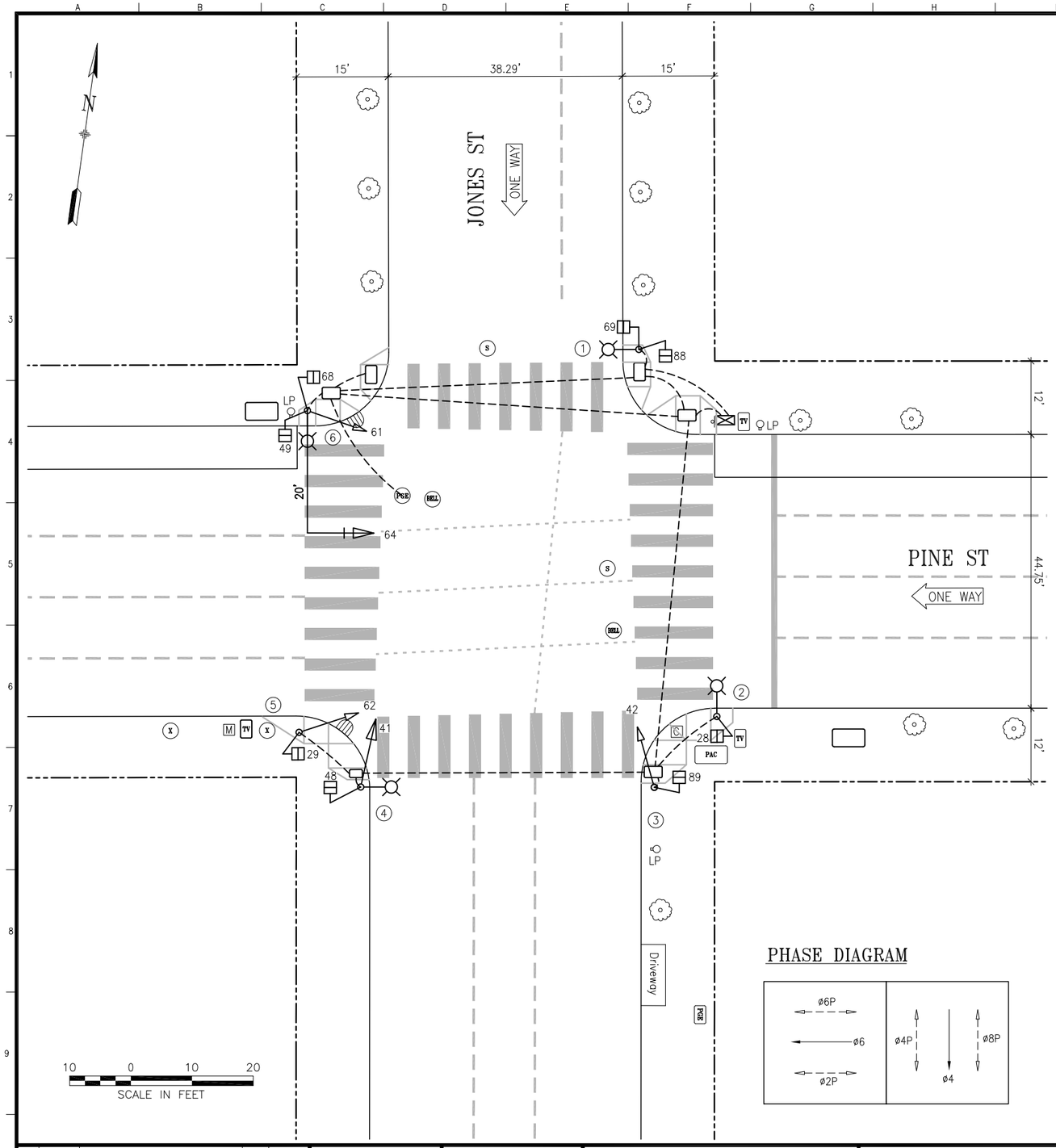

Looking Westbound on Pine St - Approaching Jones St
N
Jones St
138'
Pine St

EXISTING



PROPOSED





POLE AND EQUIPMENT SCHEDULE

POLE No.	TYPE OF POLE	LUMINAIRE VOLTAGE/ WATTAGE	VEHICLE SIGNAL					PEDESTRIAN SIGNAL			REMARKS
			No.	TYPE	MOUNTING	VISORS	LOUVERS/BP	No.	TYPE	MOUNTING	
①											
②											
③											
④											
⑤											
⑥											

SHEET NOTES:

1.
2.
3.
4.
5.

PHASE DIAGRAM

BASEMAP
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS

REFERENCE INFORMATION & FILE NO. OF SURVEYS

SEAL OF THE CITY AND COUNTY OF SAN FRANCISCO

SAN FRANCISCO PUBLIC WORKS

DESIGN & ENGINEERING
PUBLIC WORKS
CITY & COUNTY OF SAN FRANCISCO
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

	Date:
Section Mgr:	
Deputy Division Mgr:	
Division Mgr: PATRICK RIVERA	

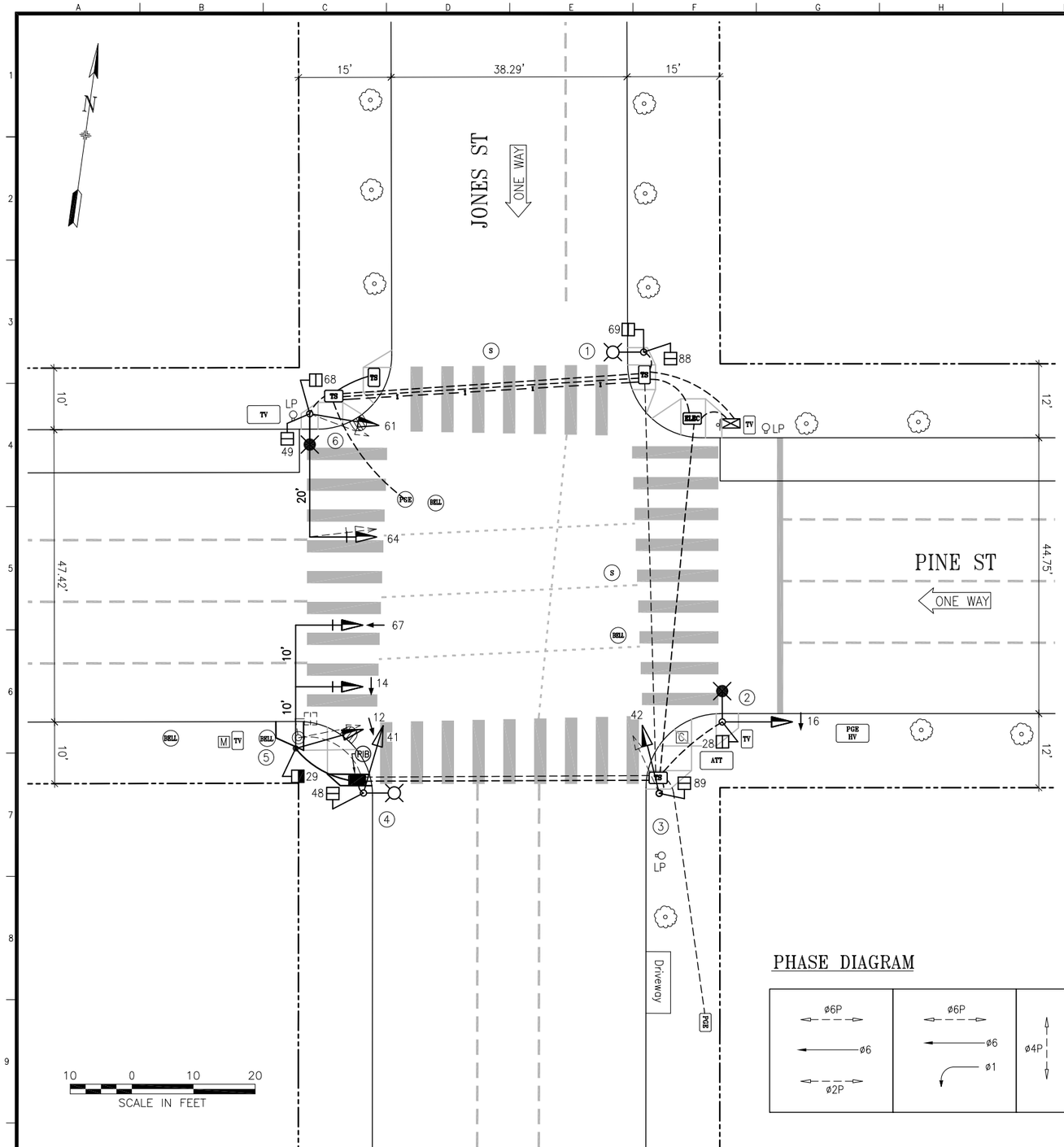
DESIGNED: DATE:
DRAWN: DATE:
CHECKED: DATE:

SCALE: AS SHOWN
SHEET OF SHEETS 01 OF XX

CONTRACT 36
TRAFFIC SIGNAL MODIFICATIONS

JONES STREET AND PINE STREET
DRAFT DESIGN

CONTRACT NO. xxxxJ
DRAWING NO. E-1.0
FILE NO. XXX.XXX
REV. NO. X



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	(E) STEEL STREELIGHT							(E) 69 (E) 88	(E) 1S–COUNT (E) 1S–COUNT	(E) SP–1 (E) SP–1	
②	(E) STEEL STREELIGHT	X 108	**16**	**3S12" LA**	**SV-1-T**	**T**		(E) 28	(E) 1S–COUNT	(E) SP–1	
③	(E) 1–A (10')		**42**	**3S12"**	**TV-1-T**	**T**		(E) 89	(E) 1S–COUNT	(E) SP–1	
④	(E) STEEL STREELIGHT		(E) 41	(E) 3S12"	(E) SV–1–T	(E) T		(E) 48	(E) 1S–COUNT	(E) SP–1	
⑤	**16-3-100 WITH 20' MAST ARM**		**12** **14** **67**	**3S12" LA** **3S12" LA** **3S12"GSA**	**SV-1-T** **MAC** **MAC**	**T** **T** **T**	**BP** **BP**	**29**	**1S-COUNT**	**SP-1**	
⑥	(E) 17–1–70 WITH 20' MAST ARM AND 6' LUMINAIRE	X 108	**61** **64**	**3S12"** **3S12"**	**SV-1-T** **MAC**	**T** **T**		(E) 49 (E) 68	(E) 1S–COUNT (E) 1S–COUNT	(E) SP–1 (E) SP–1	**MOUNT SIGNAL 61 AT 16'**

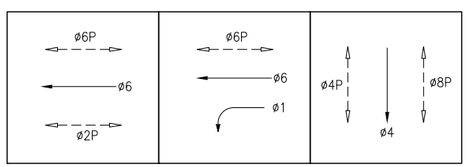
GENERAL NOTES:

1. XXXXX

SHEET NOTES:

1. ABANDON (E) CONDUIT AND WIRING, CUT (E) CONDUIT AND WIRING TO PULLBOX WALL AND CAP ENDS.
2. XXXXXX
3. XXXXXXX

PHASE DIAGRAM



75% SUBMITTAL
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.

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PUBLIC WORKS
CITY & COUNTY OF SAN FRANCISCO
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

	Date:
Section Mgr:	
Deputy Division Mgr:	
Division Mgr: PATRICK RIVERA	

DESIGNED: NK/XX	DATE: XX/2022
DRAWN: NK/XX	DATE: XX/2022
CHECKED: GD/XX	DATE: XX/2022

SCALE: AS SHOWN

SHEET OF SHEETS: 01 OF XX

CONTRACT 36
TRAFFIC SIGNAL MODIFICATIONS

JONES STREET AND PINE STREET
TRAFFIC SIGNAL WORK

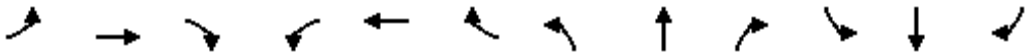
CONTRACT NO. xxxxJ
DRAWING NO. E–1.0
FILE NO. XXX.XXX
REV. NO. X

V/C Ratio Summary for Jones/Pine

Dial 111			
Pine Street		**Jones Street**	
Volumes			
180 LT	1239	590	62 RT
Existing			
1 Thru/LT + 1 Thru		**1 Thru + 1 Thru/RT**	
0.98		0.85	
Proposed Timing w/ WBLT Phase			
1 LT	**1 Thru**	**1 Thru + 1 Thru/RT**	
0.37	1.61	0.85	
1 LT	**2 Thru**		
0.34	0.75		
Proposed Timing w/ WBLT Phase + 4P/8P LPI			
1 LT	**1 Thru**	**1 Thru + 1 Thru/RT**	
0.38	1.69	0.94	
1 LT	**2 Thru**		
0.37	0.79		

Dial 212			
Pine Street		**Jones Street**	
Volumes			
159 LT	792	630	54 RT
Existing			
1 Thru/LT + 1 Thru		**1 Thru + 1 Thru/RT**	
0.67		0.74	
Proposed Timing w/ WBLT Phase			
1 LT	**1 Thru**	**1 Thru + 1 Thru/RT**	
0.31	1.03	0.74	
1 LT	**2 Thru**		
0.3	0.48		
Proposed Timing w/ WBLT Phase + 4P/8P LPI			
1 LT	**1 Thru**	**1 Thru + 1 Thru/RT**	
0.31	1.03	0.88	
1 LT	**2 Thru**		
0.3	0.48		

Dial 313			
Pine Street		**Jones Street**	
Volumes			
201 LT	1686	549	70 RT
Existing			
1 Thru/LT + 3 Thru		**1 Thru + 1 Thru/RT**	
0.66		0.77	
Proposed Timing w/ WBLT Phase			
1 LT	**3 Thru**	**1 Thru + 1 Thru/RT**	
0.37	0.66	0.77	
Proposed Timing w/ WBLT Phase + 4P/8P LPI			
1 LT	**3 Thru**	**1 Thru + 1 Thru/RT**	
0.37	0.66	0.96	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	159	792	0	0	0	0	0	630	54
Future Volume (vph)	0	0	0	159	792	0	0	0	0	0	630	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-15%	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor					0.94						0.97	
Frt											0.988	
Flt Protected					0.992							
Satd. Flow (prot)	0	0	0	0	2749	0	0	0	0	0	2943	0
Flt Permitted					0.992							
Satd. Flow (perm)	0	0	0	0	2593	0	0	0	0	0	2943	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					65						12	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		489			470			318			369	
Travel Time (s)		11.1			10.7			8.7			10.1	
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking (#/hr)	0	0	0	0	20	0	0	0	0		10	0
Adj. Flow (vph)	0	0	0	159	792	0	0	0	0	0	630	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	951	0	0	0	0	0	684	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.19	1.36	1.19	1.19	1.19	1.19	1.09	1.20	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm	NA						NA	
Protected Phases					6						4	
Permitted Phases				6								
Minimum Split (s)				23.5	23.5						24.5	
Total Split (s)				44.0	44.0						27.0	
Total Split (%)				58.7%	58.7%						36.0%	
Maximum Green (s)				38.5	38.5						21.5	
Yellow Time (s)				4.0	4.0						4.0	
All-Red Time (s)				1.5	1.5						1.5	
Lost Time Adjust (s)					-2.0						-2.0	
Total Lost Time (s)					3.5						3.5	
Lead/Lag				Lag	Lag							
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0						7.0	
Flash Dont Walk (s)				11.0	11.0						12.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)					40.5						23.5	

Lane Group	Ø5
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Grade (%)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	5
Permitted Phases	
Minimum Split (s)	4.0
Total Split (s)	4.0
Total Split (%)	5%
Maximum Green (s)	2.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio					0.54						0.31	
v/c Ratio					0.67						0.74	
Control Delay					8.0						23.9	
Queue Delay					0.0						0.0	
Total Delay					8.0						23.9	
LOS					A						C	
Approach Delay					8.0						23.9	
Approach LOS					A						C	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 40 (53%), Referenced to phase 5:Hold, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 14.6		Intersection LOS: B	
Intersection Capacity Utilization 61.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 619: Jones St. & Pine St.

SCENARIO 1
1 THRU LANE + 1 LEFT TURN LANE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	159	792	0	0	0	0	0	630	54
Future Volume (vph)	0	0	0	159	792	0	0	0	0	0	630	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-15%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor				0.68							0.97	
Frt											0.988	
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1386	1296	0	0	0	0	0	2943	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	942	1296	0	0	0	0	0	2943	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				151							11	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		489			470			318			369	
Travel Time (s)		11.1			10.7			8.7			10.1	
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking (#/hr)	0	0	0	0	20	0	0	0	0		10	0
Adj. Flow (vph)	0	0	0	159	792	0	0	0	0	0	630	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	159	792	0	0	0	0	0	684	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.36	1.57	1.19	1.19	1.19	1.19	1.09	1.20	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Prot	NA						NA	
Protected Phases				1	6						4	
Permitted Phases												
Minimum Split (s)				9.5	21.5						24.5	
Total Split (s)				26.0	48.0						23.0	
Total Split (%)				34.7%	64.0%						30.7%	
Maximum Green (s)				20.5	42.5						17.5	
Yellow Time (s)				4.0	4.0						4.0	
All-Red Time (s)				1.5	1.5						1.5	
Lost Time Adjust (s)				-2.0	-2.0						-2.0	
Total Lost Time (s)				3.5	3.5						3.5	
Lead/Lag				Lag							Lag	
Lead-Lag Optimize?												
Walk Time (s)					7.0						7.0	
Flash Dont Walk (s)					9.0						12.0	
Pedestrian Calls (#/hr)					0						0	
Act Effct Green (s)				22.5	44.5						19.5	

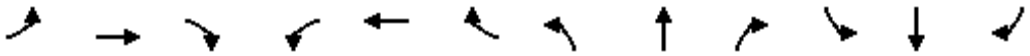
Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Grade (%)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Parking (#/hr)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Minimum Split (s)	22.0	4.0
Total Split (s)	22.0	4.0
Total Split (%)	29%	5%
Maximum Green (s)	18.0	2.0
Yellow Time (s)	4.0	2.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio				0.30	0.59						0.26	
v/c Ratio				0.31	1.03						0.88	
Control Delay				17.4	67.8						45.1	
Queue Delay				0.0	0.0						0.0	
Total Delay				17.4	67.8						45.1	
LOS				B	E						D	
Approach Delay					59.4						45.1	
Approach LOS					E						D	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:Ped, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 53.4		Intersection LOS: D	
Intersection Capacity Utilization 75.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 619: Jones St. & Pine St.

SCENARIO 2 (PROPOSED)
2 THRU LANE + 1 LEFT TURN LANE



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	159	792	0	0	0	0	0	630	54
Future Volume (vph)	0	0	0	159	792	0	0	0	0	0	630	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			0%			-15%	
Storage Length (ft)	0		0	180		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor				0.68							0.97	
Frt											0.988	
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1386	2771	0	0	0	0	0	2943	0
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	942	2771	0	0	0	0	0	2943	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)				159							11	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		489			470			318			369	
Travel Time (s)		11.1			10.7			8.7			10.1	
Confl. Peds. (#/hr)	400		400	400		400	400		400	400		400
Confl. Bikes (#/hr)			10			10			10			10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking (#/hr)	0	0	0	0	20	0	0	0	0		10	0
Adj. Flow (vph)	0	0	0	159	792	0	0	0	0	0	630	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	159	792	0	0	0	0	0	684	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.19	1.19	1.19	1.36	1.36	1.19	1.19	1.19	1.19	1.09	1.20	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Prot	NA						NA	
Protected Phases				1	6						4	
Permitted Phases												
Minimum Split (s)				9.5	21.5						24.5	
Total Split (s)				26.0	48.0						23.0	
Total Split (%)				34.7%	64.0%						30.7%	
Maximum Green (s)				20.5	42.5						17.5	
Yellow Time (s)				4.0	4.0						4.0	
All-Red Time (s)				1.5	1.5						1.5	
Lost Time Adjust (s)				-2.0	-2.0						-2.0	
Total Lost Time (s)				3.5	3.5						3.5	
Lead/Lag				Lag							Lag	
Lead-Lag Optimize?												
Walk Time (s)					7.0						7.0	

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Parking (#/hr)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Minimum Split (s)	22.0	4.0
Total Split (s)	22.0	4.0
Total Split (%)	29%	5%
Maximum Green (s)	18.0	2.0
Yellow Time (s)	4.0	2.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?		
Walk Time (s)	7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)					9.0						12.0	
Pedestrian Calls (#/hr)					0						0	
Act Effct Green (s)				22.5	44.5						19.5	
Actuated g/C Ratio				0.30	0.59						0.26	
v/c Ratio				0.30	0.48						0.88	
Control Delay				16.6	21.8						45.1	
Queue Delay				0.0	0.0						0.0	
Total Delay				16.6	21.8						45.1	
LOS				B	C						D	
Approach Delay					20.9						45.1	
Approach LOS					C						D	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 0 (0%), Referenced to phase 2:Ped, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 31.0		Intersection LOS: C	
Intersection Capacity Utilization 53.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 619: Jones St. & Pine St.

Lane Group	Ø2	Ø3
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

TransBASE Internal Dashboard

5 YEAR COLLISION HISTORY

Geographic Extent: 25090000: PINE ST at JONES ST
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 07/01/2017 to 06/30/2022
Pull Date: 8/11/2022

Collision/Party/Victim Table
Showing 1 to 2 of 2 entries

Count of Fatal Collisions: 0
Count of Non-Fatal Injury Collisions: 2
Total Count of Fatal/Non-Fatal Injury Collisions: 2

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceeding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceeding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Road Condition	Lighting
180653094	08/28/2018	17:31	Tuesday	PINE ST	JONES ST	0	Not Stated	Driver	West	Proceeding Straight	Driver	West	Proceeding Straight	CVC 21658(a)	Injury (Other Visible)	Sideswipe	Other Motor Vehicle	Clear	No Unusual Condition/ Not Stated	Daylight
WB motorcycle sideswiped WB veh																				
180039676	01/15/2018	18:42	Monday	PINE ST	JONES ST	0	Not Stated	Driver	West	Making Left Turn	Pedestrian	West	Not Stated	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	No Unusual Condition/ Not Stated	Dark - Street Lights
WB veh making LT onto Jones struck WB ped in south xwalk																				

TransBASE Internal Dashboard

2016 COLLISION HISTORY

Geographic Extent: 25090000: JONES ST at PINE ST
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 01/01/2016 to 07/01/2017
Pull Date: 10/7/2022

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 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	Road Condition	Lighting
1	160735941	09/10/2016	18:13	Saturday	PINE ST	JONES ST	0	Not Stated	Driver	West	Making Left Turn	Pedestrian	West	Proceeding Straight	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Cloudy	No Unusual Condition/ Not Stated	Daylight
2	160563479	07/12/2016	16:20	Tuesday	JONES ST	PINE ST	0	Not Stated	Driver	South	Making Left Turn	Pedestrian	East	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	No Unusual Condition/ Not Stated	Daylight
3	160431042	05/26/2016	15:03	Thursday	PINE ST	JONES ST	0	Not Stated	Driver	South	Making Left Turn	Driver	West	Proceeding Straight	CVC 22100(b)	Injury (Severe)	Broadside	Other Motor Vehicle	Clear	No Unusual Condition/ Not Stated	Daylight
4	160012783	01/05/2016	18:43	Tuesday	JONES ST	PINE ST	0	Not Stated	Driver	South	Making Left Turn	Pedestrian	West	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	No Unusual Condition/ Not Stated	Dark - Street Lights

1. WB veh making LT onto Jones struck WB ped in south crosswalk

2. WB veh making LT onto Jones struck ped in south crosswalk.

3. WB veh making LT onto Jones from #2 lane, cut off motorcycle in #1 lane

4. WB veh making LT onto Jones struck WB ped in south crosswalk

EXISTING

Jones and Pine

DESCRIPTION: NOMA/SOMA Retiming Project. New LPI Xing Jones, new FRH, AR, min walk & G, master, cycle length, splits, transitions, operation times, max greens, and offsets. WS 3.0.

CHANGE:	18
CNN #:	25090000
ENGINEER:	D. Yeung
REVISION DATE	7/5/2019
Programmed by:	LW
Installed by:	LW, JN @ 14:30
Date Completed:	10-13-19

NOTES:

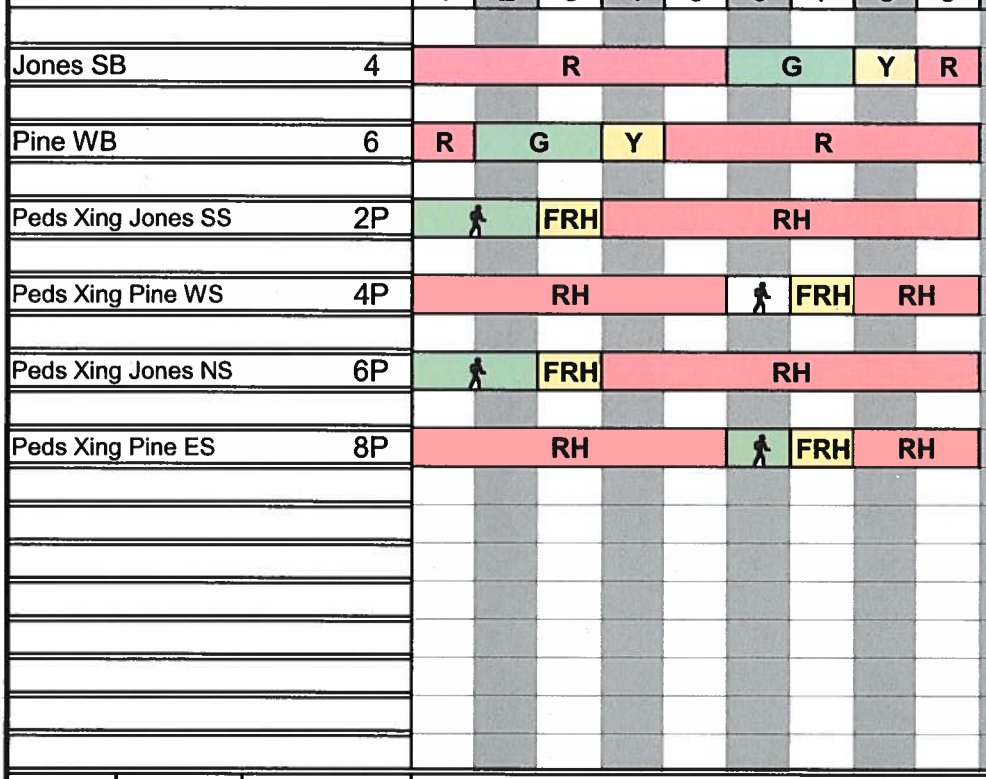
PHASE	STREET	Emer. Flash	Prog. Flash
4	Jones SB	R	--
6	Pine WB	R	--

Controller:	2070
Cabinet:	MSF
Oper. Date:	December 1949
System:	NOMA
Master:	TBC-GPS to Bush/Hyde
Cascade:	--

☐ Actuation ☐ Transit Priority ☐ Preemption

Steady Demand Sequence

X = YES -- = NO	S	M	T	W	T	F	S	CYCLE	SPLIT	OFFSET	FLASH
06:00 to 14:00	--	X	X	X	X	X	--	2	1	2	--
14:00 to 22:00	--	X	X	X	X	X	--	3	1	3	--
ALL OTHER TIMES	X	X	X	X	X	X	X	1	1	1	--



ws3.0

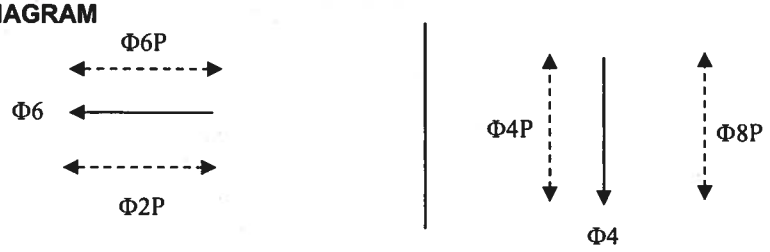
CSO	CYCLE (seconds)	OFFSET (seconds)	SIGNAL INTERVALS (seconds) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
111	75.0	38	4.0	29.5	11.0	4.0	1.5	7.5	12.0	4.0	1.5						
212	75.0	40	4.0	27.5	11.0	4.0	1.5	9.5	12.0	4.0	1.5						
313	75.0	36	4.0	28.5	11.0	4.0	1.5	8.5	12.0	4.0	1.5						

EXISTING

PAGE 2: BASE TIMING, ACTUATION, COORDINATION SETTINGS

Jones and Pine

PHASE DIAGRAM



Are there conflicting protected left turn phases? n/a

BASE TIMINGS:

Phase	1	2P	3	4	5	6	7	8P
Movement		SSP		SB		WB		ESP
Absolute Min Green (whole #)		--		12		11		--
Early Walk		4		--		4		--
Yellow		4.0		4.0		4.0		4.0
Red Clearance		1.5		1.5		1.5		1.5
Absolute Min Walk (whole #)		7		7		7		7
FRH (whole #)		11		12		11		12

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

Phase	1	2P	3	4	5	6	7	8P
Vehicle Detection Type		--		None		None		--
Ped Detection Type		None		None		None		None
Vehicle Recall (Max, Min, Soft or None)		--		Max		Max		--
Absolute Min Green (same as above)		--		12		11		--
Vehicle Extension (seconds)		--		--		--		--
Max Green (only used for FREE)		--		20		41		--
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	2P	3	4	5	6	7	8P	Offset (from page 1)
Dial 1 Splits	75		50		25		50		25	38
Min Transition	69		44		25		44		25	
Max Transition	101		63		38		63		38	
Dial 2 Splits	75		48		27		48		27	40
Min Transition	69		42		27		42		27	
Max Transition	101		61		40		61		40	
Dial 3 Splits	75		49		26		49		26	36
Min Transition	69		43		26		43		26	
Max Transition	101		62		39		62		39	
Coordinated Phases			X				X			

Special Comments:

startup all-red = 6 seconds

PROPOSED

Jones and Pine-DRAFT

DESCRIPTION: Contract 36 Signal Upgrade Project. Added new left turn Ph 1 and early walk for 4P/8P. Updated FRH, min & max greens, offsets, splits, and transitions.

NOTES:

CHANGE:	19
CNN #:	25090000
ENGINEER:	N. Kobayashi
Revision date:	8/11/2022
Programmed by:	
Installed by:	
Date Completed:	

PHASE	STREET	EmerFlash	ProgFlash
1	Pine WBLT	R	--
4	Jones SB	R	--
6	Pine WB	R	--

Controller:	2070
Cabinet:	MSF
Oper. Date:	December 1949
System:	NOMA
Master:	TBC-GPS to Bush/Hyde
Network:	

☐ Actuation ☐ Transit Priority ☐ Preemption

Steady Demand Sequence

X = YES -- = NO	S	M	T	W	T	F	S	CYCLE	SPLIT	OFFSET	FLASH
06:00 to 14:00	--	X	X	X	X	X	--	2	1	2	--
14:00 to 22:00	--	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
Pine WBLT	1	R			G		Y		R							
Jones SB	4	R									G		Y	R		
Pine WB	6				G		Y		R							
Peds Xing Jones SS	2P		FRH		RH											
Peds Xing Pine WS	4P	RH										FRH		RH		
Peds Xing Jones NS	6P					FRH		RH								
Peds Xing Pine ES	8P	RH										FRH		RH		

ws3.0

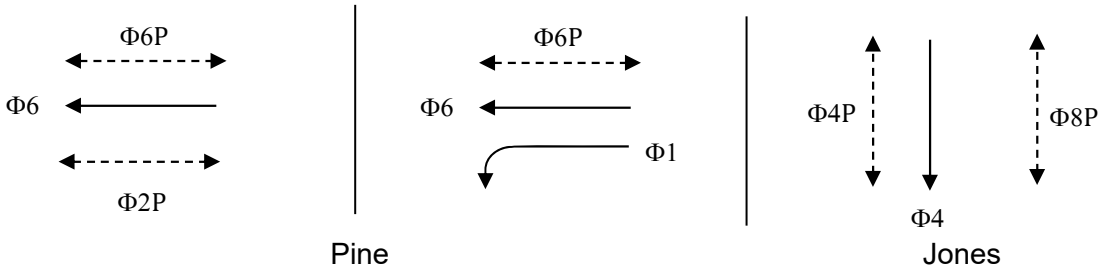
CSO	CYCLE (seconds)	OFFSET (seconds)	SIGNAL INTERVALS (seconds) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
111	75.0	42	7.0	11.0	4.0	11.5	9.0	4.0	1.5	4.0	5.5	12.0	4.0	1.5			
212	75.0	44	7.0	11.0	4.0	11.5	9.0	4.0	1.5	4.0	5.5	12.0	4.0	1.5			
313	75.0	40	7.0	11.0	4.0	12.5	9.0	4.0	1.5	4.0	4.5	12.0	4.0	1.5			

PROPOSED

PAGE 2: BASE TIMING, ACTUATION, COORDINATION SETTINGS

Jones and Pine-DRAFT

PHASE DIAGRAM



Are there conflicting protected left turn phases? n/a

BASE TIMINGS:

Phase	1	2P	3	4	5	6	7	8P
Movement	WBLT	SSP		SB		WB		ESP
Absolute Min Green (whole #)	7	--		12		11		--
Early Walk	--	--		4		--		4
Yellow	4.0	--		4.0		4.0		4.0
Red Clearance	1.5	4.0		1.5		1.5		1.5
Absolute Min Walk (whole #)	--	7		7		7		7
FRH (whole #)	--	11		12		9		12

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

Phase	1	2P	3	4	5	6	7	8P
Vehicle Detection Type	None	--		None		None		--
Ped Detection Type	--	None		None		None		None
Vehicle Recall (Max, Min, Soft or None)	Max	--		Max		Max		--
Absolute Min Green (same as above)	7	--		12		11		--
Vehicle Extension (seconds)	--	--		--		--		--
Max Green (only used for FREE)	21	--		18		43		--
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	2P	3	4	5	6	7	8P	Offset (from page 1)
Dial 1 Splits	75	26	22		27		48		27	42
Min Transition	69	22	22		25		44		25	
Max Transition	100	33	28		39		61		39	
Dial 2 Splits	75	26	22		27		48		27	44
Min Transition	69	22	22		25		44		25	
Max Transition	100	33	28		39		61		39	
Dial 3 Splits	75	27	22		26		49		26	40
Min Transition	69	22	22		25		44		25	
Max Transition	100	34	28		38		62		38	
Coordinated Phases			X				X			

Special Comments

startup all-red = 6 seconds

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 36 – Traffic Signal Modifications		
Case No.		**Permit No.**
2021-007075ENV		
■ **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 to modify and upgrade existing traffic signals at 14 intersections throughout the city (see memo for details).

The scope of work would include upgrades to existing traffic signal components (mast arms, signal heads, controllers, conduit, wiring, and signal poles), pedestrian countdown signals, and accessible (audible) pedestrian signals. Curb ramps would be upgraded, installed, or replaced at all intersections. Certain intersections would receive full curb ramp upgrades at all corners of the intersection, while curb ramps would be added to just one or two corners of other intersections where a new mast arm would be placed. Curb bulbouts would be constructed at the intersections of 9th Street at Bryant Street and 10th Street at Bryant Street.

The maximum depth of excavation would be thirteen (13) 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 proposed work would be carried out by a licensed contractor managed by San Francisco Public Works with funding/oversight from SFMTA. SEE ATTACHED FOR FULL DESCRIPTION.

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.
☐	**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.

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*
☐	**Hazardous Materials:** ☐ **Maher or** ☐ **Cortese** Is the project site located within the Maher area or on a site containing potential subsurface soil or groundwater contamination and would it involve ground disturbance of at least 50 cubic yards or a change of use from an industrial use to a residential or institutional use? Is the project site located on a Cortese site or would the project involve work on a site with an existing or former gas station, parking lot, auto repair, dry cleaners, or heavy manufacturing use, or a site with current or former underground storage tanks? *if Maher 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.* **Note that a categorical exemption shall not be issued for a project located on the Cortese List**
☐	**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? Would the project involve the intensification of or a substantial increase in vehicle trips at the project site or elsewhere in the region due to autonomous vehicle or for-hire vehicle fleet maintenance, operations or
■	**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 https://sfplanninggis.org/PIM/*) **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 Information tab on https://sfplanninggis.org/PIM/*) **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 Information tab on https://sfplanninggis.org/PIM/)* **If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.**

Comments and Planner Signature (*optional*):

The project's potential to adversely affect archeological resources may be avoided by implementation of Public Works Standard Archeological Measure II (Monitoring) at four intersections (3rd and Carroll, 10th and Bryant, 9th and Bryant, Turk and Stanyan). The remaining 14 intersections under the scope of this project would require implementation of Standard Archeological Measure I (Discovery during Construction).

Other applicable Public Works Standard Construction Measures include 2: Air Quality (Construction Dust ControlOrdinance), 4: Traffic (SFMTA's Blue Book), and 5: Noise (local noise ordinances)

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 Directive	**Signature:** Lauren Bihl 08/24/2021
	Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. 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. Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of 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 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

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

Planner Name:	**Date:**

SFMTA

Contract 36 – Traffic Signal Modifications

The San Francisco Municipal Transportation Agency (SFMTA) proposes to modify and upgrade existing traffic signals at various locations throughout the city, as listed in Table 1 below.

Table 1 – Contract 36 Traffic Signal Modifications

#	Street 1	Street 2	Excavation Depth	Improvement Description	Historic Districts
1	3rd Street	Carroll Ave	13 feet	Replace mast arm pole	No designated Historic Districts
2	4th Street	Howard St	18 inches	Replace pull boxes	No designated Historic Districts
3	7th Avenue	Kirkham	13 feet	Full curb ramp upgrade	No designated Historic Districts
4	9th Street	Brannan	13 feet	Replace mast arm pole	No designated Historic Districts
5	9th Street	Bryant Street	13 feet	Install bulbout and mast arm	No designated Historic Districts
6	10th Street	Bryant Street	13 feet	Install bulbout and lane assignment signs, open closed crosswalk across on-ramp	No designated Historic Districts
7	17th Street	Folsom Street	13 feet	Full curb ramp upgrade	No designated Historic Districts
8	20th Street	Dolores	13 feet	Full curb ramp upgrade	Located within the Inner Mission North Boulevards and Alleys Reconstruction Historic District
9	Bush	Taylor	13 feet	Install mast arm	Located within the Lower Nob Hill Apartment Hotel Historic District[1]
10	California	Presidio	13 feet	Full curb ramp upgrade	No designated Historic Districts
11	Essex	Harrison	13 feet	Install mast arm	No designated Historic Districts

[1] The fire call box at the northeast corner of Bush and Taylor streets will remain in its existing location.

12	Jones	Pine	13 feet	Install mast arm	No designated Historic Districts
13	Pine	Taylor	13 feet	Install mast arm	No designated Historic Districts
14	Stanyan	Turk	13 feet	Full curb ramp upgrade	No designated Historic Districts

The scope of work would include upgrades to existing traffic signal components (mast arms, signal heads, controllers, conduit, wiring, and signal poles), pedestrian countdown signals, and accessible (audible) pedestrian signals.

Curb ramps would be upgraded, installed, or replaced at all intersections. As noted in Table 1, certain intersections would receive full curb ramp upgrades at all corners of the intersection, while curb ramps would be added to just one or two corners of other intersections where a new mast arm would be placed.

Curb bulbouts would be constructed at the intersections of 9th Street at Bryant Street and 10th Street at Bryant Street. One existing on-street parking space would be removed for the bulbout proposed on 9th Street at Bryant Street. Curb bulbouts would otherwise not require the removal of any existing on-street parking or loading spaces. The curb bulbout at 9th Street at Bryant Street would be six feet wide and would extend 30 feet east and 24 feet west from 9th Street. The curb bulbout at 10th Street and Bryant Street would be 23 feet wide and would extend 56 feet south from Bryant Street. Curb bulbouts at both locations would require the relocation of one catch basin with a maximum excavation depth of twelve (12) feet.

For traffic signals, the maximum depth of excavation would be thirteen (13) 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 proposed work would be carried out by a licensed contractor managed by San Francisco Public Works with funding/oversight from SFMTA. The contractor would be required to comply with the Standard Environmental Procedures 01-35-49, 01-35-50, and 01-35-51. This would include the procedure to distribute the San Francisco Planning Department archeological resource "ALERT" notice to all prime and sub-contractors involved in excavation.

Approval Action:
City Traffic Engineer Directive
Municipal Transportation Agency Board