

PM_{2.5} Project Assessment Form for Interagency Consultation

RTIP ID# (required) 230434					
TIP ID# (required) SM-110066					
Air Quality Conformity Task Force Consideration Date May 2014					
Project Description <i>(clearly describe project)</i> See attached Exhibit A, "Project Vicinity, Location, & Existing Conditions"					
<p>Design and construct a new traffic signal to replace existing all-way stop signs at the intersection of Evergreen Dr and Mission Rd. The existing conditions of the Mission Rd/Evergreen-BART Exit Driveway consists of all way stop signs. There are marked yellow crosswalks on all four legs of the intersection due to El Camino High School (ECHS) located on the northeast corner. Evergreen is the primary entrance for ECHS. The SSF BART Station is located immediately west of the intersection. The intersection is the primary pedestrian entrance for residents of Sunshine Gardens, as well as residents traveling to BART from the east. Mission Rd and Evergreen Dr each have one travel lane per direction at the intersection with the southbound approach of Mission Rd consisting of a left turn lane. The BART exist road is one way eastbound (outbound) with a left turn lane and a shared through right turn lane. On-street parking is permitted on both Mission Rd and Evergreen Dr. The closest signalized intersection is Mission Rd/McLellan Dr-Lawndale Blvd, located 760 ft north of Mission/Evergreen-BART Exit intersection. To the south, there is an all-way stop controlled intersection approximately 300 ft away. The City of SSF conducted a signal warrant evaluation for the installation of a traffic signal at the subject intersection. Based on high volume of pedestrians and school age children utilizing this intersection, it is warranted for a traffic signal. Traffic signals will better assign right of way to pedestrians, bicyclists and motorists, preventing collisions. The lane configuration will not be modified as part of the traffic signal installation. Improvements will also include replacement of curb ramps, improved crosswalk markings, intersection street lights on poles, audible push buttons, countdown pedestrian heads, and restriping.</p>					
Type of Project: Intersection signalization project at individual intersection. Safety Improvement Project					
County SM	Narrative Location/Route & Postmiles 04-SM-0-SSF				
	Caltrans Projects – EA#				
Lead Agency: South San Francisco					
Contact Person Sam Bautista	Phone# 650-829-6668	Fax# 650-829-6689	Email Sam.bautista@ssf.net		
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>					
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:					
NEPA Delegation – Project Type <i>(check appropriate box)</i>					
<input checked="" type="checkbox"/>	Exempt	<input type="checkbox"/> Section 6004 – Categorical Exemption	<input type="checkbox"/> Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>					
	PE/Environmental	ENG	ROW	CON	
Start	04/13	10/14		03/15	
End	10/14	10/14		11/15	

Project Assessment Form for PM_{2.5} Interagency Consultation

Project Purpose and Need (Summary): *(please be brief)*

The existing intersection of Mission Rd and Evergreen Dr contains an all way stop sign. According to reported accidents from the SSF PD, there have been thirteen (13) accidents from 1/1/07 through 12/31/11. Of the thirteen (13) accidents, two (2) accidents involved pedestrians being struck in the crosswalk. The other eleven (11) accidents involved vehicles only, varying from broadside to unsafe passing. Most of these accidents could have been prevented with the installation of a traffic signal. The stop signs, while they assign right of way to vehicles, ignore pedestrians and bicyclists.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project intersection is located in the northern part of San Mateo County, in the City of South San Francisco. The intersection is surrounded by "low, medium, and high density residential", "school land uses", and BART Transit. Majority of the traffic is assumed to be residents of the surrounding neighborhoods, school traffic, and BART users. See attached Exhibit B, SSF Zoning Map.

Brief summary of assumptions and methodology used for conducting analysis

The City conducted a Signal Warrant study. The data collection included 24-hour machine tube traffic counts, AM peak period turning movement counts, AM peak period pedestrian counts, and collision history. The signal warrant evaluation identified the need for a traffic signal due to "pedestrian volume" and "school crossing." "Table 1: Traffic Signal Warranty Analysis Summary" from the Signal Warrant Study is shown below:

TABLE 1: TRAFFIC SIGNAL WARRANT ANALYSIS SUMMARY	
Warrant	Result
Signal Warrant 1: 8-Hour Vehicular Volume (per Condition A, Minimum Vehicular Volume and per Condition B, Interruption of Continuous Traffic)	Not Met
Signal Warrant 2: 4-Hour Vehicular Volume	Not Met
Signal Warrant 3: Peak Hour (per Condition A, Delay and per Condition B, Volume)	Not Met
Signal Warrant 4: Pedestrian Volume	Met
Signal Warrant 5: School Crossing	Met
Signal Warrant 6: Coordinated Signal System	Not Met
Signal Warrant 7: Crash Experience	Not Met
Signal Warrant 8: Roadway Network (per Condition A, Weekday)	Not Met
Source: CA MUTCD; Fehr & Peers, 2011	

The Pedestrian Volume signal warrant is satisfied when more than 100 pedestrian crossings per hour for a total of four hours or more than 190 pedestrians in an hour. Data from the study showed 127 pedestrian crossings per hour across Mission Road during the morning peak period.

The School Crossing signal warrant is satisfied when a minimum of 20 students must be crossing during the highest crossing hour. Out of the 127 pedestrians crossing during the morning peak period, 70 of these pedestrians were students.

PM_{2.5} Project Assessment Form for Interagency Consultation

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
N/A

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
N/A

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Opening Year: 2014. Currently non-signalized with an all way stop condition.

Scenario	AM Peak Hour LOS	PM Peak Hour LOS	AADT	% and # of Trucks	Truck AADT
Build	E	C	9,354	1% of heavy vehicles/trucks to 99% passenger vehicles	94
No Build	F	C	9,354	1% of heavy vehicles/trucks to 99% passenger vehicles	94

Majority of the traffic is assumed to be residents of the surrounding neighborhoods, school traffic, and BART/transit riders. Since El Camino Real runs parallel to Mission Rd (approximately 0.2 miles parallel from each other), majority of truck traffic (and diesel traffic) will route along El Camino Real.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Horizon Year: 2030

Pre- and Post-assessments of LOS for the intersection are not available. AADT is available and shown below.

It is anticipated that the AADT for Year 2030 will be 13,100 with trucks remaining at 1% (or Truck ADT=130). The % of Trucks is expected to remain the unchanged from current levels. No change in the 2030 ADT, truck percentage or truck ADT is expected on Mission Rd as a result of the proposed project (Build Scenario).

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

N/A

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

N/A

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

The Signal Warrant Evaluation stated, "Installation of a signal at the intersection may allow additional people to cross Mission Road who might now be choosing to walk to an adjacent signal to cross." Traffic signals will better assign right of way to pedestrians, bicyclists and motorists, preventing collisions.

No redistribution of vehicular traffic is anticipated due to the implementation of the proposed project. As such, there should be no impact on other facilities as a result of this project.

In addition, the proposed Mission/Evergreen traffic signal will be interconnected with the next closest existing signalized intersection on Mission Rd & McLellan Dr which is located approximately 760 ft north. This will help to reduce vehicle delays.

Project Assessment Form for PM_{2.5} Interagency Consultation

Comments/Explanation/Details *(please be brief)*

The City of South San Francisco appreciates the Air Quality Conformity Task Force review of this project and hope that the project info and supplemental attachments provided within this assessment form are adequate to facilitate this PM_{2.5} Interagency Consultation.

The proposed project includes signalization of the intersection of Mission Rd and Evergreen Dr, which is potentially the trigger for the consultation. In any case, this project is not expected to create more congestion or increase the volume of diesel-powered vehicles on Mission Rd, Evergreen Dr, or any other streets in the surrounding area. Therefore, no negative environmental or air quality impacts are anticipated as a result of this project. The project will significantly increase the safety and comfort of multimodal users on Mission Rd without increasing the vehicular capacity of the roadway. This project will be designed to improve safety and movement of pedestrians, bicyclists, and transit users.

Based on the info within this assessment form, we believe that it should not be considered a project of air quality concern and, therefore, should not be required to complete PM_{2.5} hot-spot analysis for project-level conformity determination.

**EXHIBIT A
PROJECT VICINITY, LOCATION AND EXISTING CONDITIONS**



3						PROJECT VICINITY MAP				
2										
1										
NO.	DATE	REVISION	BY	APP.	SCALE NTS	APPROVED:	DRAWN: KCM			
					DATE: Jul 10, 2012		CHECKED: TAS			
CITY OF SOUTH SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS						SHEET	DRAWING NO.			



LEGEND:

(B) -SEE ATTACHMENT 1B FOR PROPOSED SITE PLAN



CITY OF SOUTH SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

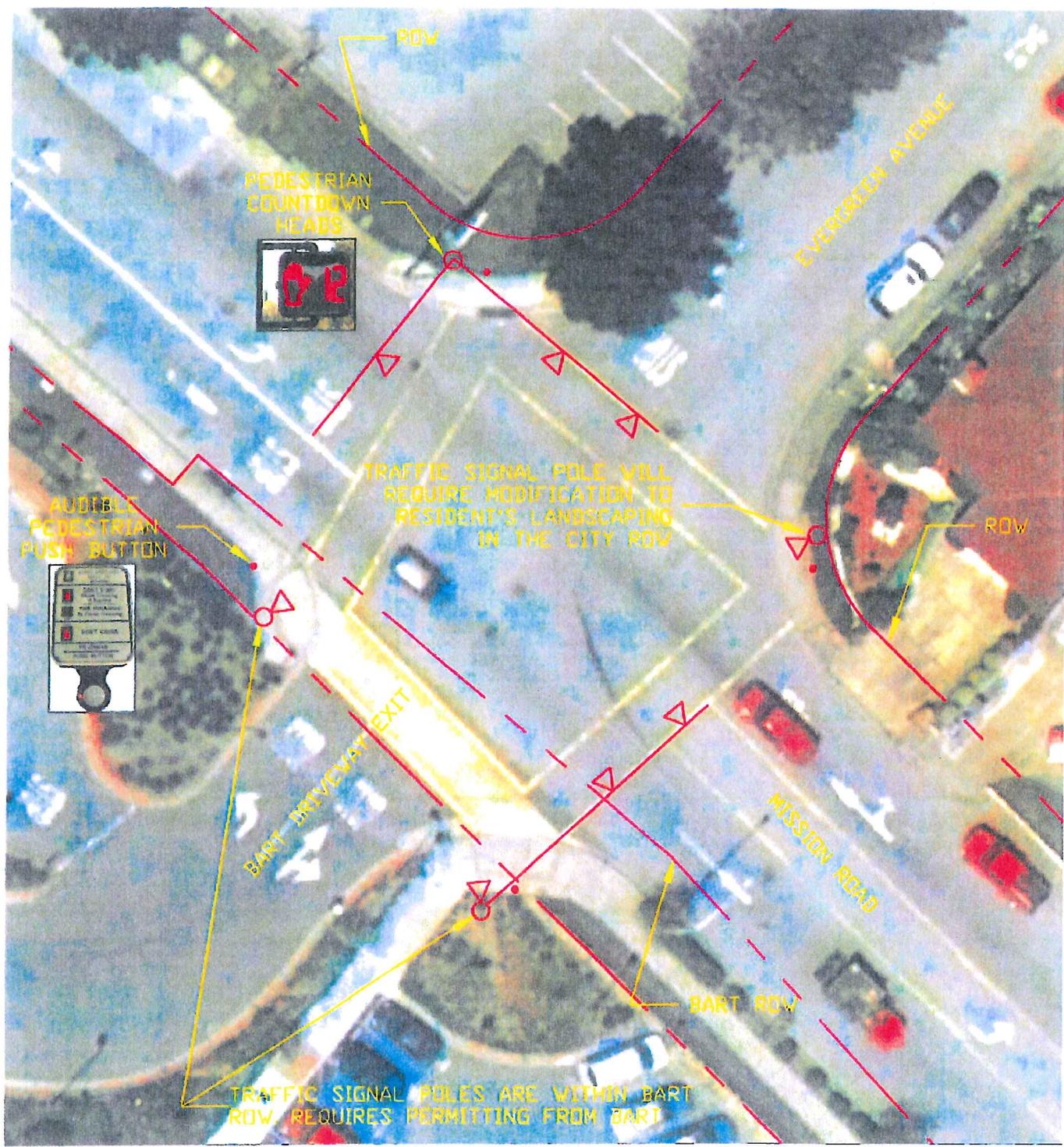
NO.	DATE	REVISION	BY	APP.	SCALE NTS	APPROVED:	DATE: Jul 10, 2012
3							
2							
1							

LOCATION MAP

DRAWN: KCM

CHECKED: TMS

DRAWING NO.



LEGEND:

-  SIGNAL HEADS
-  SIGNAL POLES WITH MASTARMS
-  PEDESTRIAN PUSH BUTTON



	3					PROJECT MAP EXISTING AND PROPOSED PLANS			
	2								
	1						SCALE NTS DATE: Jul 10, 2012 SHEET	APPROVED:	DRAWN: KCM CHECKED: TAS
CITY OF SOUTH SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS						DRAWING NO.			

Photos of Existing Conditions



Figure 1 – Intersection of Mission Road and Evergreen Drive (looking southbound)



Figure 2 – Intersection of Mission Road and Evergreen Drive (looking northbound) toward El Camino High School

Photos of Existing Conditions (Continued)



Figure 3 – Intersection of Mission Road and Evergreen Drive (looking westbound) toward BART driveway

EXHIBIT B SSF ZONING MAP

ZONING ORDINANCE : ZONING MAP : FREQUENTLY USED STANDARDS : USEFUL LINKS

Zoning Map

Base Map: Sireels | Map Layers: Layers | Reset Map | Search by property address or APN: e.g. 400 Grand Avenue, South San Francisco, CA

Legend

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Community Commercial
- Business and Professional Office
- Commercial Mixed Use
- El Camino Real Mixed-Use
- ECR / C-MXH
- ECR / C-MXM
- ECR / C-RH
- Downtown Core
- Downtown Mixed-Use
- Downtown Residential Low
- Downtown Residential Medium
- Downtown Residential High
- Business Commercial
- Business Technology Park
- Freeway Commercial
- Mixed Industrial
- Public/Quasi-Public
- Schools
- Parks and Recreation
- Open Space
- Transit Village Commercial
- Transit Village Retail
- Transit Village Residential, Medium Density
- Transit Village Residential, High Density
- Bay West Cove Specific Plan District
- Gateway Specific Plan District
- Oyster Point Marina SPD
- Terrabay Specific Plan District
- Genierloch Master Plan
- Left Overlay District
- South San Francisco City Limits

Report a map error

Current Zoom Level: 5 Cursor Position: -122.45255, 37.65777

500 m
2000 ft

City Website : Contact Us : Disclaimer : Home

Copyright © 2011 Dyett & Bhatia