



City of South San Francisco

Inter-Office Memorandum

DATE: July 29, 2026

TO: Eunejune Kim, Director of Public Works/City Engineer

FROM: Traffic Advisory Committee

SUBJECT: TAC 2607 – July 2026 Traffic Items

The Traffic Advisory Committee met on July 22, 2026, and recommends the following actions.

2601-A – Oyster Point Blvd & Marina Blvd – Traffic Operations

TAC recommends proceeding with the improvements for revised signal phasing, lane configuration, and signing/striping to ensure MUTCD compliance and reduce driver/cyclist confusion. The Electrical Shop will perform signal timing and phasing changes via the attached work order, and the striping modifications will be conditioned on an adjacent developer.

2602-17 – Chestnut Ave & Civic Campus Way – Visibility Concern

The Electrical Shop will perform signal modifications, including a southbound right turn overlap and twice-per-cycle left turns from eastbound Chestnut into Civic Campus Way and the Sign Shop will perform pavement marking changes as part of the attached work order for 2607-A. Engineering will open discussions with Caltrans about connecting the intersection with El Camino Real and implementing trailing overlaps.

2602-19 – Spruce Ave School Crossings – Pedestrian Safety

Construction of driveway and crossing improvements is under way. The Fire Department will review the construction forms for compliance with access requirements.

2602-22 – Irving St & Hemlock Ave – Traffic Calming Request

Materials have been received for the pilot traffic calming project. Installation is pending, after which the Committee will evaluate its effectiveness following a six-month monitoring period.

2603-04 – Forbes Blvd & Eccles Ave – Rail Crossing Safety

Engineering is progressing with rail order revision prior to implementing crossing improvements. Rail Order exhibits have been completed and a GO-88B form is being completed.

2604-08 – S. Airport Blvd at US-101/380 Off-Ramp – Bicycle and Vehicle Conflict

Engineering is developing work order for Caltrans and Public Works review. BKF anticipated completion of the work order drawing this week.



City of South San Francisco

Inter-Office Memorandum

2604-09 – Mission St & Oak Ave – Crossing Request

Final plans have been completed. The crossing and road diet will be implemented as part of the Mission Road Utility Undergrounding project completion pending Council approval.

2605-02 – Chestnut Ave & Mission St – Signal Operation

Signal timing modifications remain in place. The Police Department has observed no noticeable changes in traffic queues and active monitoring has concluded.

2605-11 – Spruce Ave between Commercial Ave & Railroad Ave – Following outreach to adjacent residents, staff recommends deferring the proposed parking modifications until the future Spruce Avenue Complete Street project due to neighborhood concerns and uncertainty regarding the overall benefit.

2607-01 – El Camino Real & S. Spruce Ave – Pedestrian Conflict

Engineering has requested that Caltrans revise signal phasing to separate left turning traffic from crosswalk timing. The Police Department will continue to monitor this location via the CARE program through September 2026.

2607-02 – S. Maple Ave & Browning Way – Lane Drift Concerns

No changes are recommended. The Committee determined that the roadway geometry, lane widths, traffic volumes, and operating speeds do not warrant installation of a centerline.

2607-03 – Hillside Blvd & Lincoln St – Sight Distance Concerns

No changes are recommended. Existing sight distance, advance warning signs, and signal warning beacons provide adequate notice, and no collision pattern was identified that would justify additional traffic control devices.

2607-04 – Park Way & Telford Ave – ADA Improvements

The requested curb ramps were referred to the Community Development Block Grant project, but the location is outside of program eligible areas. Thus, a work order is being created for implementation by a contractor.

2607-05 – Shannon Dr & Oakmont Dr – Crossing Improvements

The Committee recommends installing a high-visibility marked crosswalk and addressing parking-related sightline obstructions through enforcement of daylighting requirements. The attached work order will be implemented by the Sign Shop.



City of South San Francisco

Inter-Office Memorandum

2607-06 – 90 Leo Circle – Speeding and Wreckless Driving Concerns

The request has been referred to Police for enforcement. The Committee determined that the location does not meet the City's criteria for physical traffic calming measures.

2607-07 – A Street & Orange Ave – Speeding Concerns

The requested improvements will be evaluated as part of the upcoming Orange Avenue Corridor Capacity, Circulation and Multimodal Improvements project.

2607-08 – 57 Duval Dr – Disabled Parking

The Committee recommends approving one on-street ADA parking space in front of the residence. The work will be performed per standard by the Sign Shop.

2607-09 – Utah Ave Bridge – Wildlife Crossing

The Committee recommends incorporating wildlife warning signage into the upcoming bridge rehabilitation project.

2607-10 – Gateway Blvd & Oyster Point Blvd – Pedestrian Signal Timing

Engineering and the Electrical Shop have evaluated signal timing and are planning modifications for immediate implementation.

2607-A – Chestnut Ave & Civic Campus Way – Access and Operations

The Committee recommends implementing the proposed signing, striping, signal timing, landscaping, and red curb modifications to improve safety and intersection operations. The attached work order will be implemented by the Parks Department, the Electrical Shop, and the Sign Shop.

2607-B – Lowrie Ave – Parking Enforcement

The Committee recommends installing additional "No Parking" signs to improve parking enforcement effectiveness along the corridor. The attached work order will be implemented by the Sign Shop.

2607-C – Standard Drawing Updates

Engineering staff is updating the City's standard traffic drawings to comply with the 2026 California MUTCD. Final review by the Fire Department is pending.

[Approval](#)

Under South San Francisco Municipal Code Sections 11.08.040 and 11.16.010, the City Engineer (traffic) has the power and duty to place traffic control devices within the City.

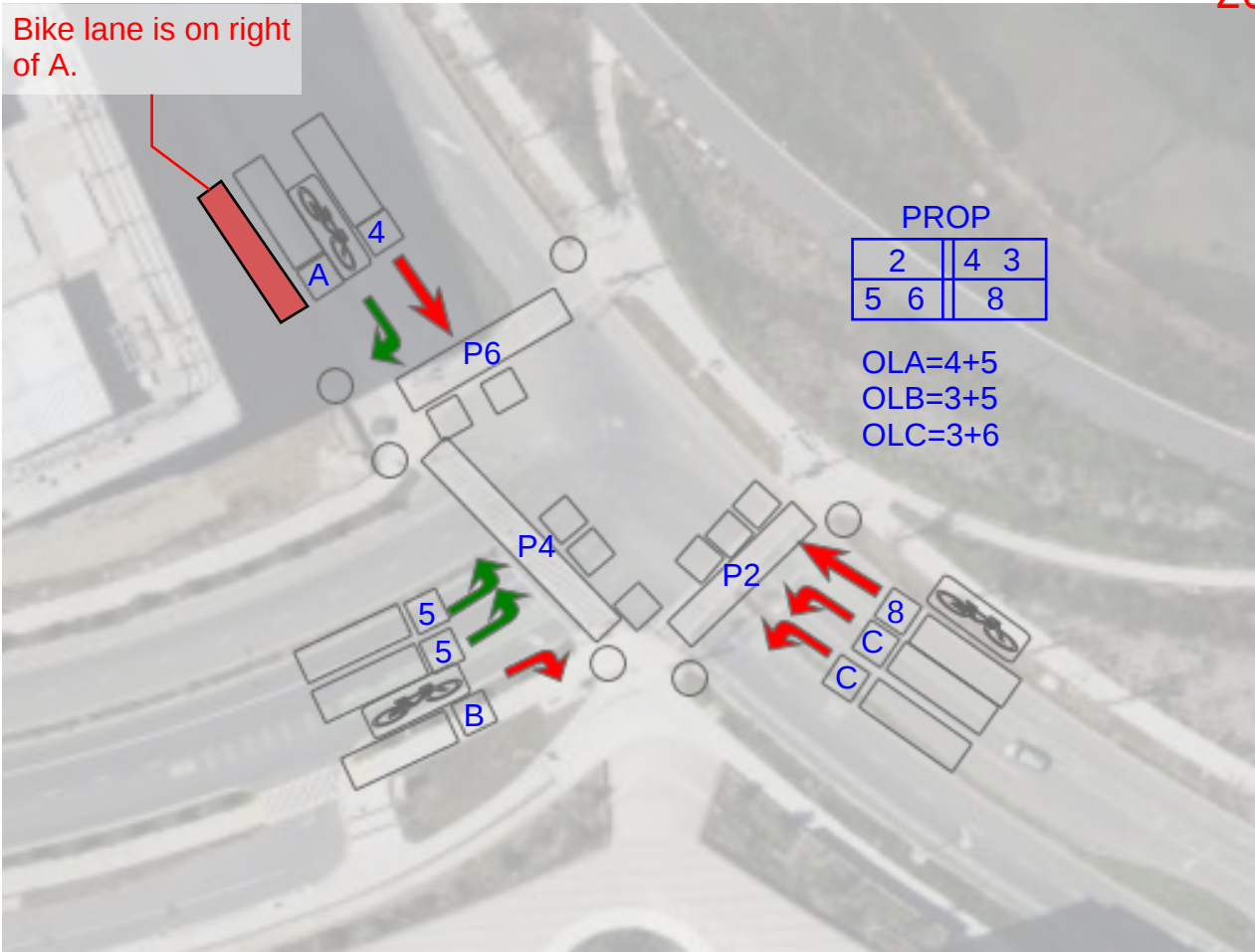


City of South San Francisco *Inter-Office Memorandum*

By signing this memorandum, you are authorizing the TAC recommendations noted above.

Eunejune Kim
City Engineer/Public Works Director

Date



Location		
Oyster Point Blvd and Marina Blvd		
Page Number	Date	Sheet Name
1 of 1	5/27/2026	2601-A: Signal phasing revisions



2601-A

1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95112
(408) 467-9135
www.bkf.com



OYSTER POINT BLVD & MARINA BLVD
PAVEMENT DELINEATION

SOUTH SAN FRANCISCO SAN MATEO COUNTY CALIFORNIA

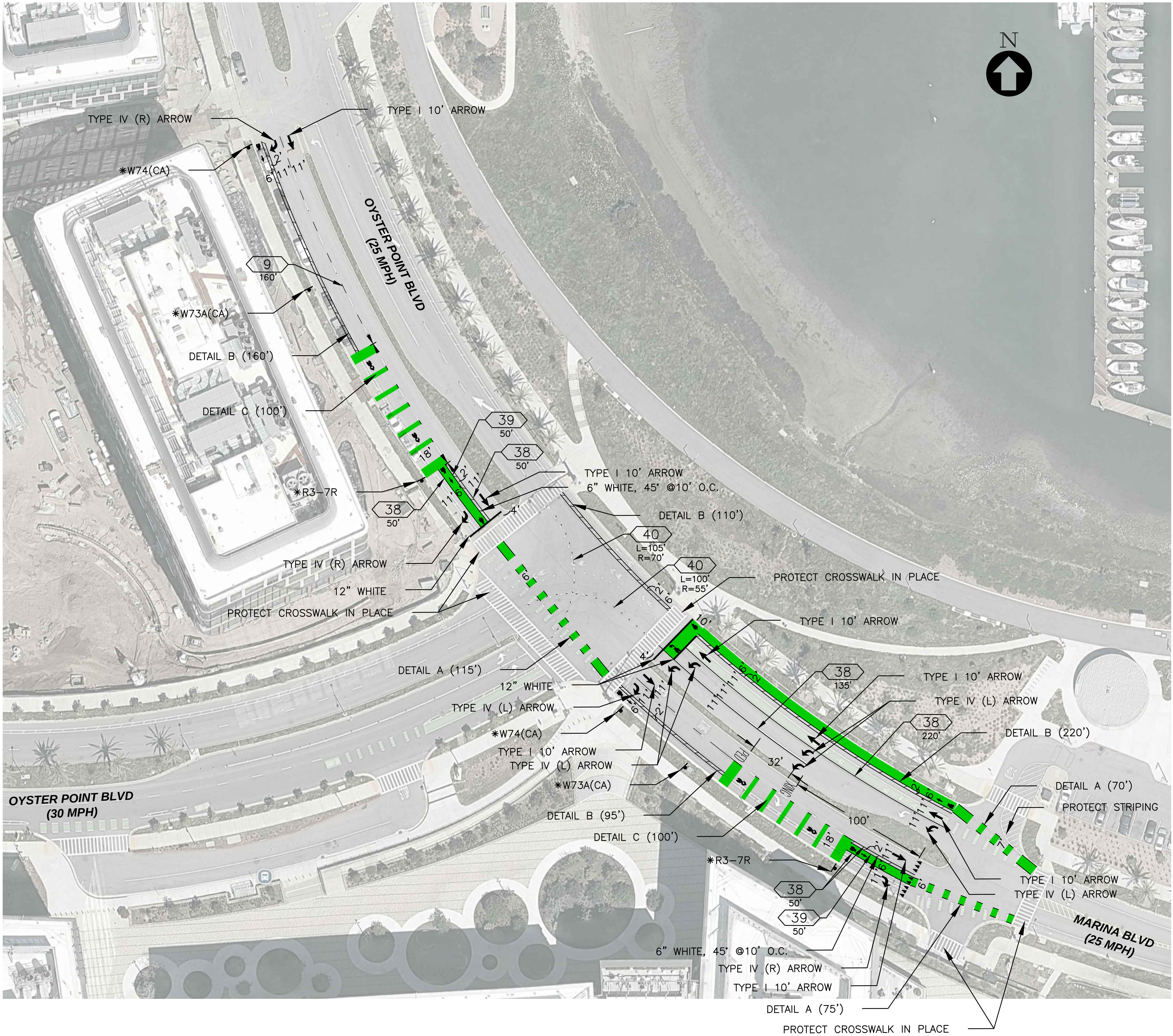
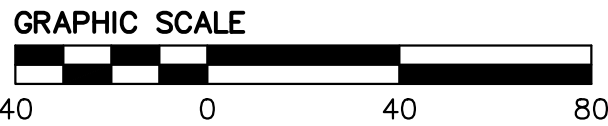
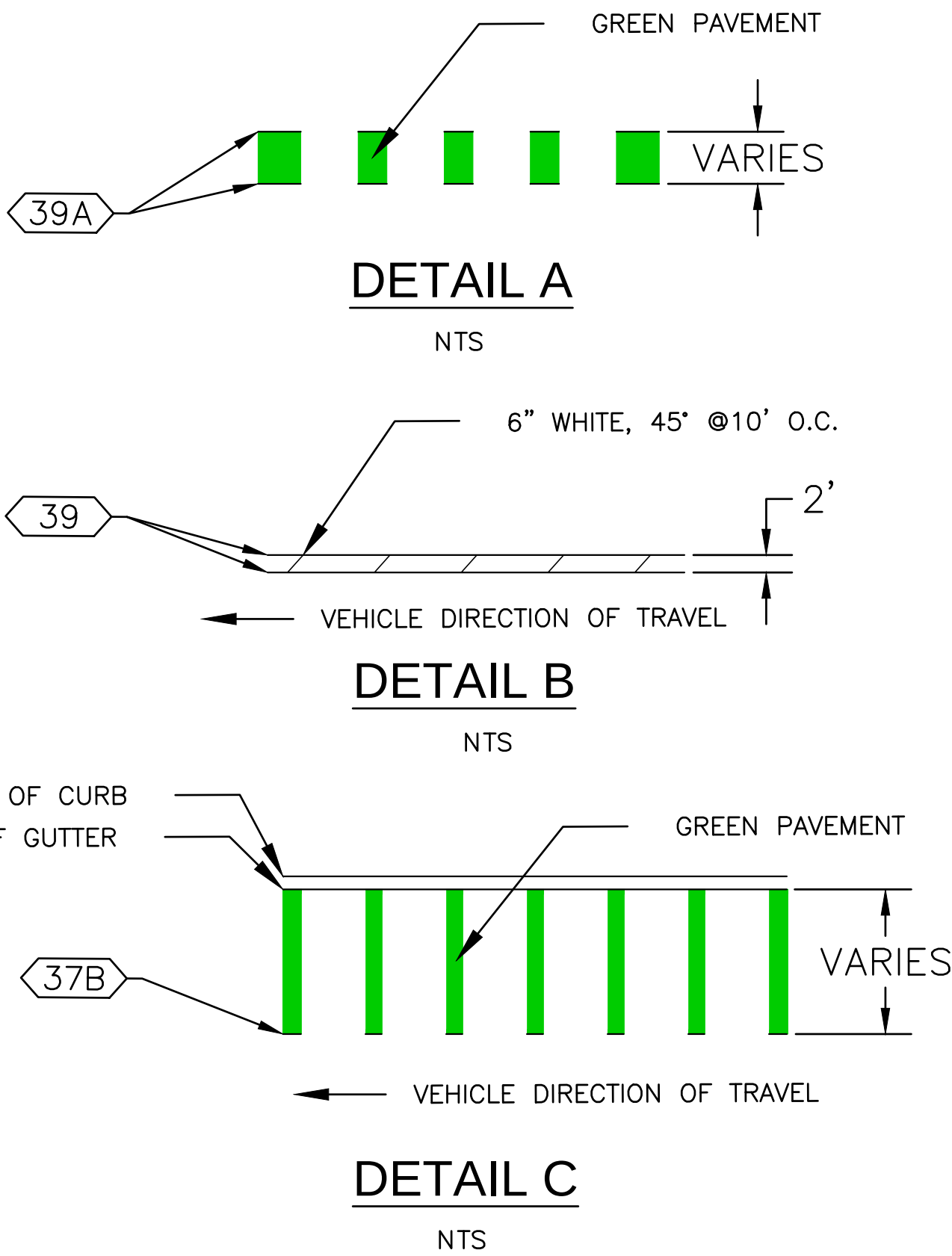
Revisions			
No.			
Date: 04/07/2026	Scale: 1"=40'	Design: RR	Drawn: RR
		Approved: SD	Job No: TAC 2601-A
Drawing Number:			
PD-1			
1 OF 1			

GENERAL CONSTRUCTION NOTES

- CROSS SECTION WIDTH IS APPROXIMATE AND IS BASED ON AERIAL MAPPING, NOT SURVEY. ADJUSTMENTS TO WIDTHS MAY BE NECESSARY IN THE FIELD.
- PAVEMENT MARKINGS AND STRIPING SHOWN ARE APPROXIMATE. EXACT LOCATION TO BE DETERMINED IN THE FIELD BY CONTRACTOR.
- PAVEMENT MARKINGS AND STRIPING SHALL NOT COVER ANY VAULTS, MANHOLES, OR VALVE BOXES.
- STRIPING MEASUREMENTS ARE MEASURED CENTER TO CENTER REGARDLESS OF NUMBER OF STRIPES COMPRISING A PAVEMENT DELINEATION DETAIL. FOR STRIPES ADJACENT TO CURBS OR SHOULDERS, STRIPING MEASUREMENTS ARE MEASURED FROM FACE-OF-CURB OR EDGE-OF-SHOULDER TO CENTER OF THE ADJACENT STRIPE.
- ALL PAVEMENT MARKINGS AND STRIPING ARE BASED ON THE LATEST CALTRANS STANDARD PLANS, UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKINGS, STRIPING, AND SIGNS, WHICH CONFLICTS WITH THIS PLAN. THE CONTRACTOR SHALL REPLACE ANY EXISTING STRIPING TO REMAIN WHICH IS DAMAGED OR OBSCURED DURING CONSTRUCTION AT NO ADDITIONAL COST TO THE CITY.
- ALL PAVEMENT STRIPING AND MARKINGS SHALL BE THERMOPLASTIC. GREEN PAVEMENT MARKINGS SHALL BE CYCLEGRIP MMX NON-SLIP HIGH VISIBILITY TREATMENT OR CITY APPROVED EQUAL.
- CONTRACTOR SHALL COORDINATE WITH CITY TO ADJUST VIDEO DETECTION AREAS AS NEEDED.

LEGEND

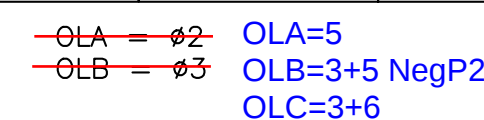
- PAVEMENT DELINEATION DETAIL PER LATEST CALTRANS STANDARD PLANS
- CHANGE OF PAVEMENT DELINEATION DETAIL
- PAVEMENT MARKING
- YIELD LINE PER LATEST CALTRANS STANDARD PLANS
- INSTALL NEW ROADSIDE SIGN AND POST



C:\BKF\Projects - BKF\BKF-AC\2020\202066_SF-Dm-Coll_Traffic&Transportation\0066\04-Mtg_Minutes\0-TAC\2601-A Oyster Point & Marina\2601-A PD.dwg
DATE: 04/07/2026
PLOT: 04/07/26
PLOTTER: PLOT01

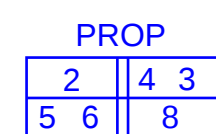


Know what's below.
Call before you dig.



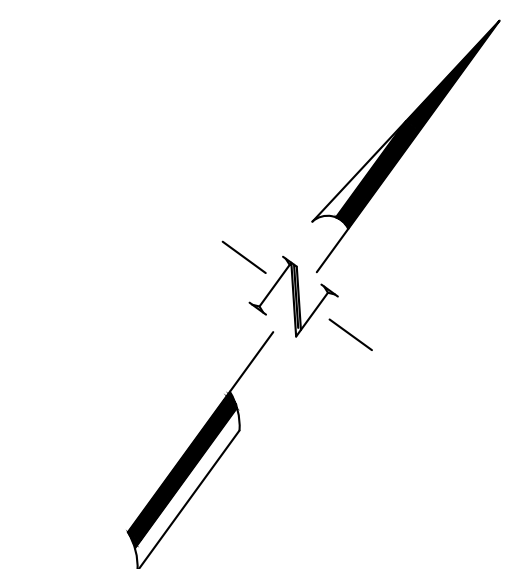
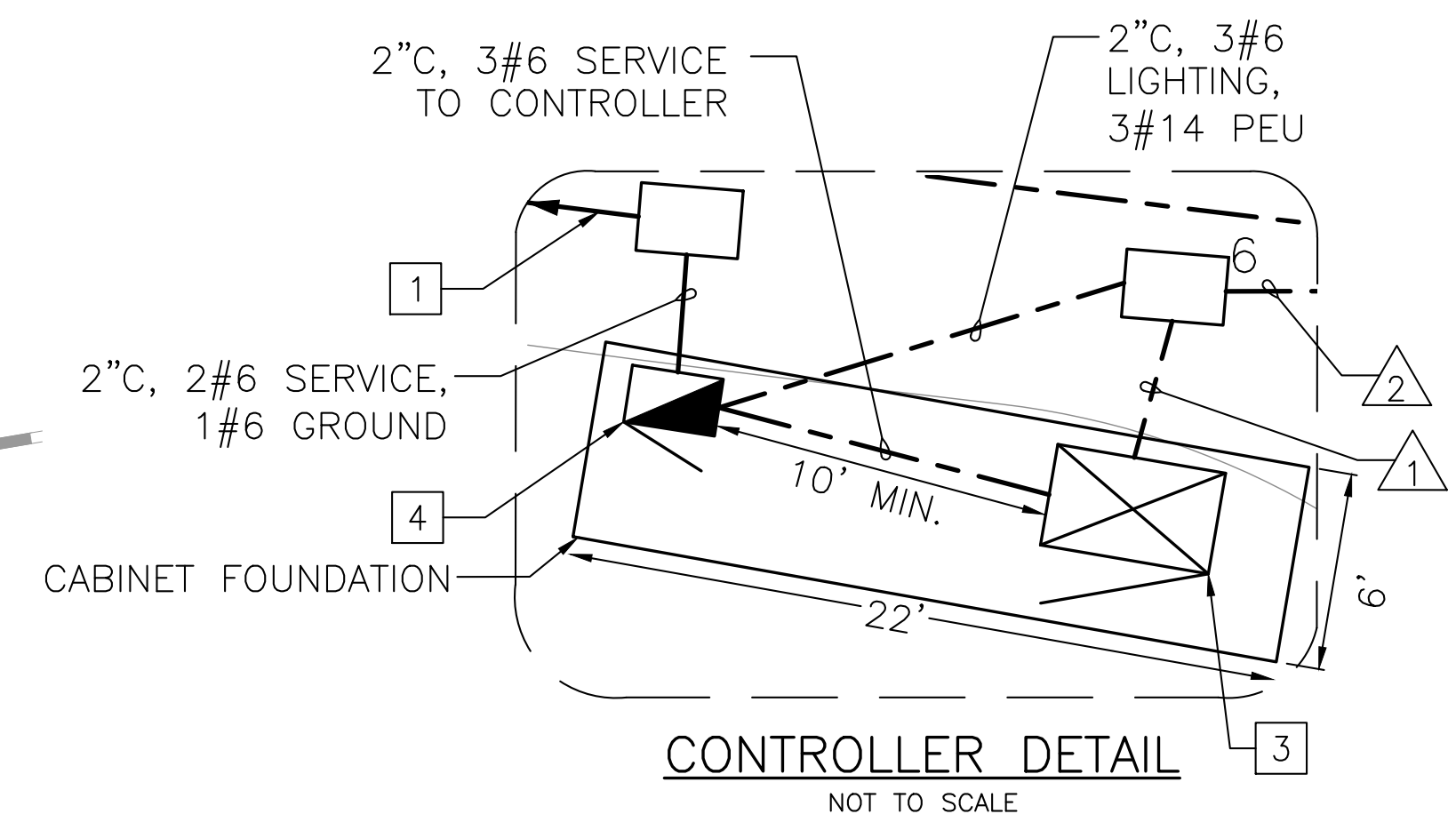
EVA = $\phi 2$
 EVB = $\phi 4$
 EVD = $\phi 8$

EMERGENCY VEHICLE PREEMPTION



SEE CONTROLLER
DETAIL, THIS SHEET

PROPOSED PLAN
1"=20'



Call: TOLL FREE
811/800
227-2600

TWO WORKING DAYS BEFORE YOU DIG

OWNER:

KILROY REALTY TRS INC
12200 W OLYMPIC BLVD, SUITE 200
LOS ANGELES, CA 90064

CITY OF SOUTH SAN FRANCISCO
400 GRAND AVENUE
SOUTH SAN FRANCISCO, CALIFORNIA 94080

FEHR & PEERS

	07/12/19	BULLETIN 3	EC
	12/21/18	BULLETIN 2	EC
	02/16/18	BULLETIN 1	EC
	12/20/17	100% CD	EC
	10/30/17	ISSUED FOR BID	EC
NO.	DATE	ISSUE / REVISION DESCRIPTION	BY

WILSEY HAM
Engineering, Surveying & Planning

3130 La Selva Street, Suite 100
San Mateo, CA 94403
650.349.2151
wilseyham.com



Project Mgr.:	EDC	
Project Eng.:	DMM	
Designer:	GMR	
Checked:	JMP	
Drawn:	GMR	
Plotted:	grubendall	07/15/
	BY	DATE

OYSTER POINT - PHASE IC
STREETS AND UTILITIES DESIGN

TRAFFIC SIGNAL PLAN

OYSTER POINT BOULEVARD /MARINA BOULEVARD

SOUTH SAN FRANCISCO

SAN MATEO COUNTY

CALIFORNIA

SHEET

TR2.1

ROJ. NO.: 1025-004

SCALE:

DATE: 07/12/19

INTERSECTION: Oyster Pt and Marina

CO-RTE-PM: _____

CITY: _____

DATE: 5/27/2026BY: J. Wilson

CALTRANS District 2
Traffic Operations
Diode Board

TYPE 170 CONTROLLER MODEL 210 CONFLICT MONITOR PROGRAMMING INSTRUCTIONS

CHANNELS AND PHASES

CHANNEL 16 = Ø8 PED.

1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	

CHANNEL 15 = Ø6 PED.

1	
2	X
3	X
4	
5	
6	X
7	
8	
9	
10	X
11	X
12	
13	X
14	

CHANNEL 14 = Ø4 PED.

1	
2	
3	
4	X
5	
6	
7	
8	X
9	
10	
11	
12	
13	X

CHANNEL 13 = Ø2 PED.

1	
2	X
3	
4	
5	
6	
7	
8	
9	X
10	
11	
12	

CHANNEL 12 = SPECIAL

1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	

CHANNEL 11 = SPECIAL OLC

1	
2	
3	X
4	
5	
6	X
7	
8	
9	
10	

CH. 10 = OVERLAP "B"

Ø6PED YELLOW + Ø8PED YELLOW
(GRN. ARROW) (YEL. ARROW)

1	
2	
3	X
4	
5	X
6	
7	
8	
9	

CH. 9 = OVERLAP "A"

Ø8PED YELLOW + Ø4PED YELLOW
(GRN. ARROW) (YEL. ARROW)

1	
2	
3	
4	X
5	X
6	
7	
8	

CHANNELS AND PHASES

CHANNEL 8 = Ø8

1	
2	
3	
4	X
5	
6	
7	

CHANNEL 7 = Ø7

1	
2	
3	
4	
5	
6	

CHAN. 6 = Ø6

1	
2	X
3	X
4	
5	

CHAN. 5 = Ø5

1	
2	X
3	
4	

CH. 4 = Ø4

1	
2	
3	

CH. 3 = Ø3

1	
2	

CH. 2 = Ø2

1	
---	--

NOTES:

1. CONFLICT MONITOR PROGRAM CARD IS SUPPLIED WITH ALL 120 DIODES MOUNTED, WHICH CAUSES ALL CHANNELS (PHASES) TO BE IN CONFLICT WITH EACH OTHER.
2. MARK CHANNELS (PHASES) WHICH ARE NOT CONFLICTING FOR THIS INTERSECTION (INCLUDE PEDS AND OVERLAPS).
3. REMOVE DIODES FOR THESE CHANNELS (PHASES).
4. MARK CARD WITH INTERSECTION NAME.

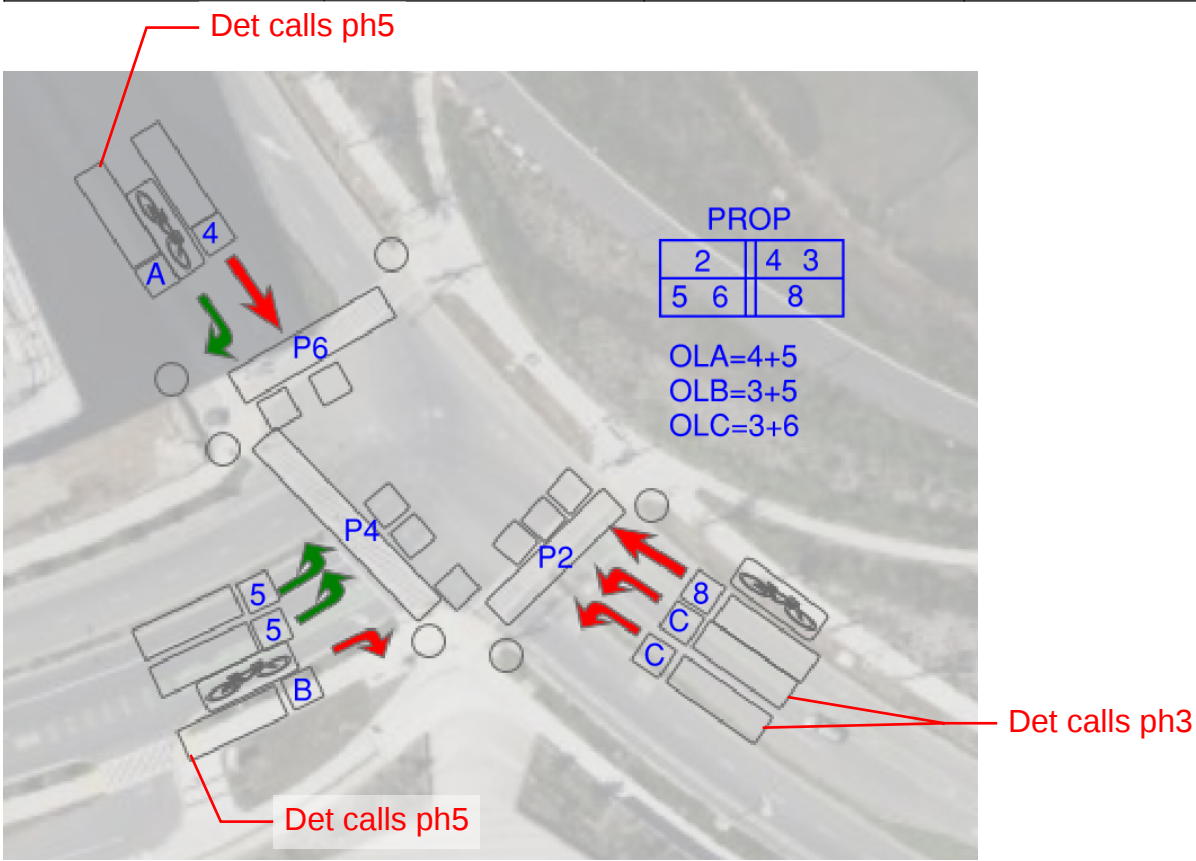
SSF Advanced Traffic Management System

Oyster Point Blvd and Marina Blvd

Intersection Asset Num: 60: Oyster Point Blvd&Marina Blvd

Phase Diagram

1	2	3	4
	NBL NBR	WBL	EBT
5	6	7	8
			WBT



60: Oyster Point Blvd&Marina Blvd
7/22/2026 8:19:39 AM

Phase Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	0	0	8	10	10	0	0	10	0	0	0	0	0	0	0	0
Vehicle Extension	0	0	3	3	3	0	0	3	0	0	0	0	0	0	0	0
Max Green 1	0	0	30	30	30	0	0	30	0	0	0	0	0	0	0	0
Max Green 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Extension	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	0	0	3	3.5	3.5	0	0	3.5	0	0	0	0	0	0	0	0
Red Clear	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0
Advanced Flasher Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	5	0	5	0	5	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	18	0	24	0	18	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Early Walk	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0
Reduce After	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Conditional Service Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Conditional Service Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	5	5	0	0	0	5	0	0	0	0	0	0	0	0
Negative Overlap Ped Hold Off	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Audible Pedestrian Disconnect	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preempt Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preempt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preempt Pedestrian Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preempt Return Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DW Hold	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Red Hold	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

60: Oyster Point Blvd&Marina Blvd
7/22/2026 8:19:39 AM

Phase Options

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Vehicle Recall																
Max Vehicle Recall																
Ped Recall																
Conditional Ped																
Soft Vehicle Recall																
Dual Entry																
Red Rest																
Rest In Walk																
Walk Expand																
Pedestrian Recycle		X		X		X		-								
Simultaneous Ped Termination																
Ped Clearance Through Yellow Phases																
Guaranteed Passage																
Simultaneous Gap Disabled	-	X	X	X	X	X	-	X								
Non Lock Detector Memory		-														
Red Lock																
Phase Next Lock																
No Termination Call	-	X	X	X	X	X	-	X								
Conditional Service Enabled																
Conditional Service																
Conditional Reservice																
Reservice Phases																
Vehicle Phase Omit																
Pedestrian Phase Omit																
Permissive Phases																
Backup Protection Calls																
Backup Protection Calls 2																
Auto Flash Entry																
Auto Flash Exit																
Automatic Flash Exit Yellow																
Automatic Flash Exit Red																
Pedestrian Scramble																
No Min Yellow																
No Min Red Revert																
Max Pedestrian Scramble Walk																
Flash Yellow Phases																
Non Actuated 1																
Non Actuated 2																
Free Walk Rest Inhibit																
Flash FYA																
FYA Omit																
FYA Adapt																
FYA Red Rest																

60: Oyster Point Blvd&Marina Blvd
7/22/2026 8:19:39 AM

Ring Sequence

Ring	Ring Group	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Ring Group 1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Ring Group 1	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Off	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Off	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

2	4 3
5 6	8

Update per below

OLA=4+5 NegP4
OLB=3+5 NegP2
OLC=3+6

60: Oyster Point Blvd&Marina Blvd
7/22/2026 8:19:39 AM

Overlaps

Overlap 1

Min Green	0	Trailing Green	0	Trailing Green 2	0	Delay Green	0									
Yellow Clearance	0	Red Clearance	0	Red Revert	0	Red Hold	0									
Walk	0	Ped Clearance	0	Solid Don't Walk	0	Don't Walk Hold	0									
Early Walk	0	Delayed Walk	0													
Preempt Green	0	Preempt Walk	0	Preempt Ped Clearance	0											
Protected Permissive Phase	0	Protected Permissive Delay	0													
Min Flashing Red	0	Flashing Red Hold Time	0	Flashing Red Delay Time	0											
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Parents		-		X	X											
Neg Grn																
Start Next																
Trail Ena																
Trail Ena Next																
Trail Ena 2																
Trail Next 2																
Delay Ena																
Neg Veh																
Neg Ped				X												
Neg Olap																
Walk Rest																
Walk Thru																
Walk Halt																
Ped Recycle																
Olap Start																
Olap Ped Start																
Phase Calls																
Perm Phases																
Prot Phases																
FR Ena Phases																
FR Grn Phases																
FR Ped Conf																
FR OIPed Conf																
LRV Start Ena																
LRV Ena																

OLA=4+5 NegP4

OLB=3+5 NegP2

OLC=3+6

60: Oyster Point Blvd&Marina Blvd
7/22/2026 8:19:39 AM

Overlap 2

Min Green	0	Trailing Green			0	Trailing Green 2				0	Delay Green				0			
Yellow Clearance	0	Red Clearance			0	Red Revert				0	Red Hold				0			
Walk	0	Ped Clearance			0	Solid Don't Walk				0	Don't Walk Hold				0			
Early Walk	0	Delayed Walk			0													
Preempt Green	0	Preempt Walk			0	Preempt Ped Clearance				0								
Protected Permissive Phase	0	Protected Permissive Delay			0													
Min Flashing Red	0	Flashing Red Hold Time			0	Flashing Red Delay Time				0								
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Parents			X		X													
Neg Grn																		
Start Nxt																		
Trail Ena																		
Trail Ena Next																		
Trail Ena 2																		
Trail Next 2																		
Delay Ena																		
Neg Veh																		
Neg Ped		X																
Neg Olap																		
Walk Rest																		
Walk Thru																		
Walk Halt																		
Ped Recycle																		
Olap Start																		
Olap Ped Start																		
Phase Calls																		
Perm Phases																		
Prot Phases																		
FR Ena Phases																		
FR Grn Phases																		
FR Ped Conf																		
FR OIPed Conf																		
LRV Start Ena																		
LRV Ena																		

OLA=4+5 NegP4
OLB=3+5 NegP2
OLC=3+6

60: Oyster Point Blvd&Marina Blvd
7/22/2026 8:19:39 AM

Vehicle Detector 4

Delay	0		Extend			0		Carryover			0		Queue Limit		0	
Extension Mode	No Disc		Count Mode			Disable		System Mode			Enable		Fail Mode		None	
Max Presence	0		No Activity			0		Erratic Counts			0		Fail Time		0	
Delay2	0		Detector Link			0										
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phases		-			X											
Yellow Lock Phases																
Red Lock Phases																
Extend Phases		-			X											
XSwitch Phases																
Bike Call Phases																
Call Overlaps																

Vehicle Detector 5

Delay	0		Extend			0		Carryover			0		Queue Limit		0	
Extension Mode	No Disc		Count Mode			Disable		System Mode			Enable		Fail Mode		None	
Max Presence	0		No Activity			0		Erratic Counts			0		Fail Time		0	
Delay2	0		Detector Link			0										
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phases		-			X											
Yellow Lock Phases																
Red Lock Phases																
Extend Phases		-			X											
XSwitch Phases																
Bike Call Phases																
Call Overlaps																

Vehicle Detector 6

Delay	0		Extend			0		Carryover			0		Queue Limit		0	
Extension Mode	No Disc		Count Mode			Disable		System Mode			Enable		Fail Mode		None	
Max Presence	0		No Activity			0		Erratic Counts			0		Fail Time		0	
Delay2	0		Detector Link			0										
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phases		-			✗											
Yellow Lock Phases																
Red Lock Phases																
Extend Phases		-			✗											
XSwitch Phases																
Bike Call Phases																
Call Overlaps																

60: Oyster Point Blvd&Marina Blvd
7/22/2026 8:19:39 AM

Vehicle Detector 7

Delay	0		Extend			0		Carryover			0		Queue Limit		0	
Extension Mode	No Disc		Count Mode			Disable		System Mode			Enable		Fail Mode		None	
Max Presence	0		No Activity			0		Erratic Counts			0		Fail Time		0	
Delay2	0		Detector Link			0										
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phases		-			X											
Yellow Lock Phases																
Red Lock Phases																
Extend Phases		-			X											
XSwitch Phases																
Bike Call Phases																
Call Overlaps																

Vehicle Detector 8

Delay	0		Extend			0		Carryover			0		Queue Limit		0	
Extension Mode	No Disc		Count Mode			Disable		System Mode			Enable		Fail Mode		None	
Max Presence	0		No Activity			0		Erratic Counts			0		Fail Time		0	
Delay2	0		Detector Link			0										
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phases		-			X											
Yellow Lock Phases																
Red Lock Phases																
Extend Phases		-			X											
XSwitch Phases																
Bike Call Phases																
Call Overlaps																

Vehicle Detector 9

Delay	0		Extend		0		Carryover				0		Queue Limit		0	
Extension Mode	No Disc		Count Mode		Disable		System Mode				Disable		Fail Mode		None	
Max Presence	0		No Activity		0		Erratic Counts				0		Fail Time		0	
Delay2	0		Detector Link		0											
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phases		-			✗											
Yellow Lock Phases																
Red Lock Phases																
Extend Phases		-			✗											
XSwitch Phases																
Bike Call Phases																
Call Overlaps																

60: Oyster Point Blvd&Marina Blvd
7/22/2026 8:19:39 AM

Pedestrian Detector

Pedestrian Detector 2

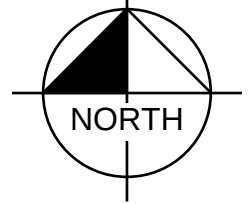
No Act	0		Max Pres		0		Erratic		0		Fail Mode		None			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Peds		X														
Call Olap Peds																
Call Phases																
Locked Call Phases																
Ped Entry																
Olap Ped Entry																
Ped Cascade																
Call Walk2																

Pedestrian Detector 4

No Act	0		Max Pres		0		Erratic		0		Fail Mode		None			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Peds				X												
Call Olap Peds																
Call Phases																
Locked Call Phases																
Ped Entry																
Olap Ped Entry																
Ped Cascade																
Call Walk2																

Pedestrian Detector 12

No Act	0		Max Pres		0		Erratic		0		Fail Mode		None			
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Peds						X						-				
Call Olap Peds																
Call Phases																
Locked Call Phases																
Ped Entry																
Olap Ped Entry																
Ped Cascade																
Call Walk2																

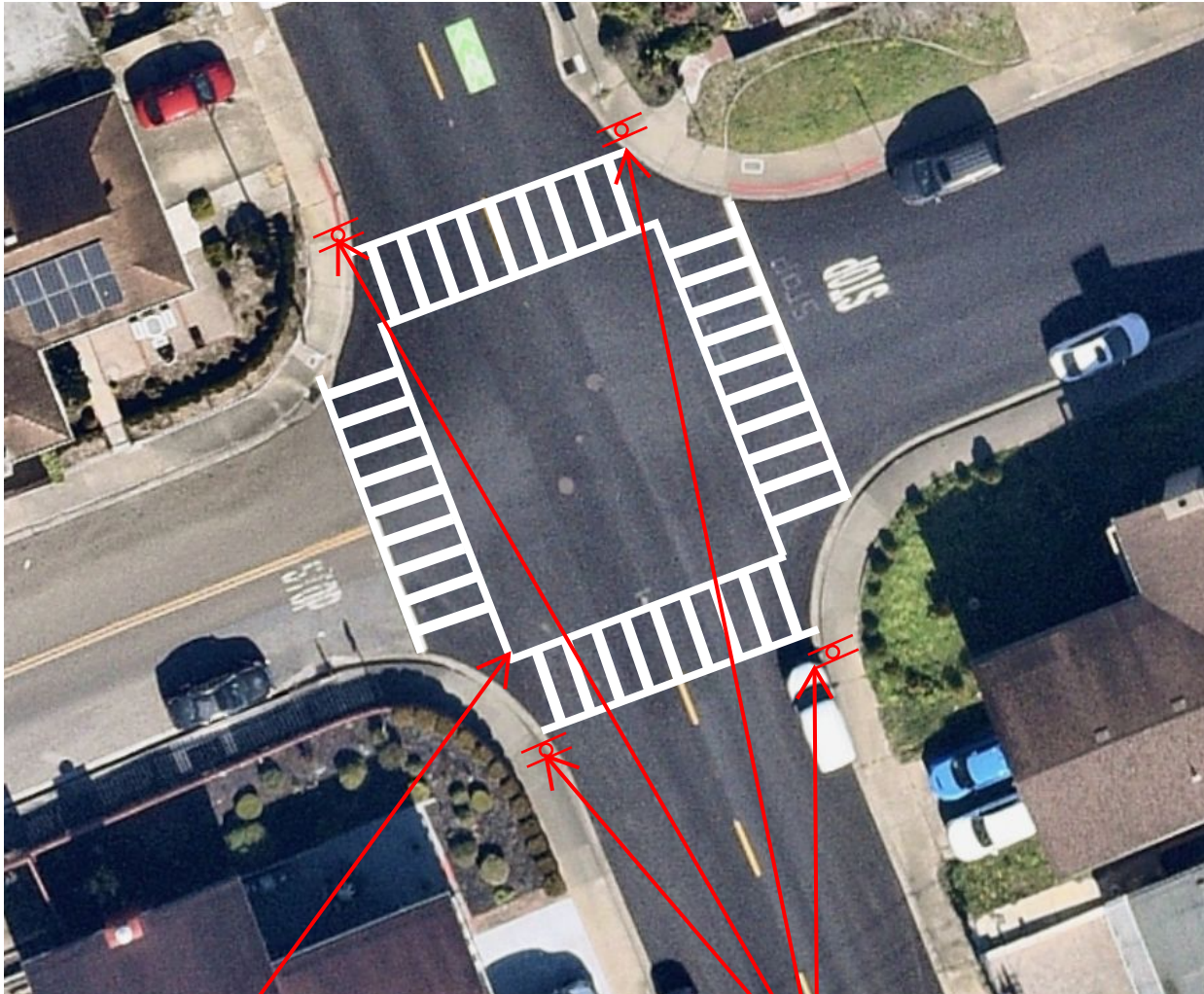
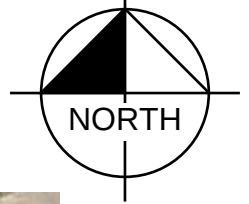


Install High Visibility
Crosswalk with warning signs
at the Intersection

Location of Work Order 2607-05



Location		
Shannon Dr & Oakmont Dr		
Page Number	Date	Sheet Name
1 of 3	7/23/2026	TAC 2607-05_Crosswalk at intersection



Install New High
Visibility Crosswalk

Install New
Pedestrian Warning
Sign on New Pole

Location

Shannon Dr & Oakmont Dr

Page Number

Date

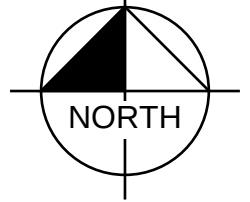
Sheet Name

2 of 3

7/23/2026

TAC 2607-05_Crosswalk at intersection





4 each

W11-2



2 each

W16-7P



2 each

Location

Shannon Dr & Oakmont Dr

Page Number

Date

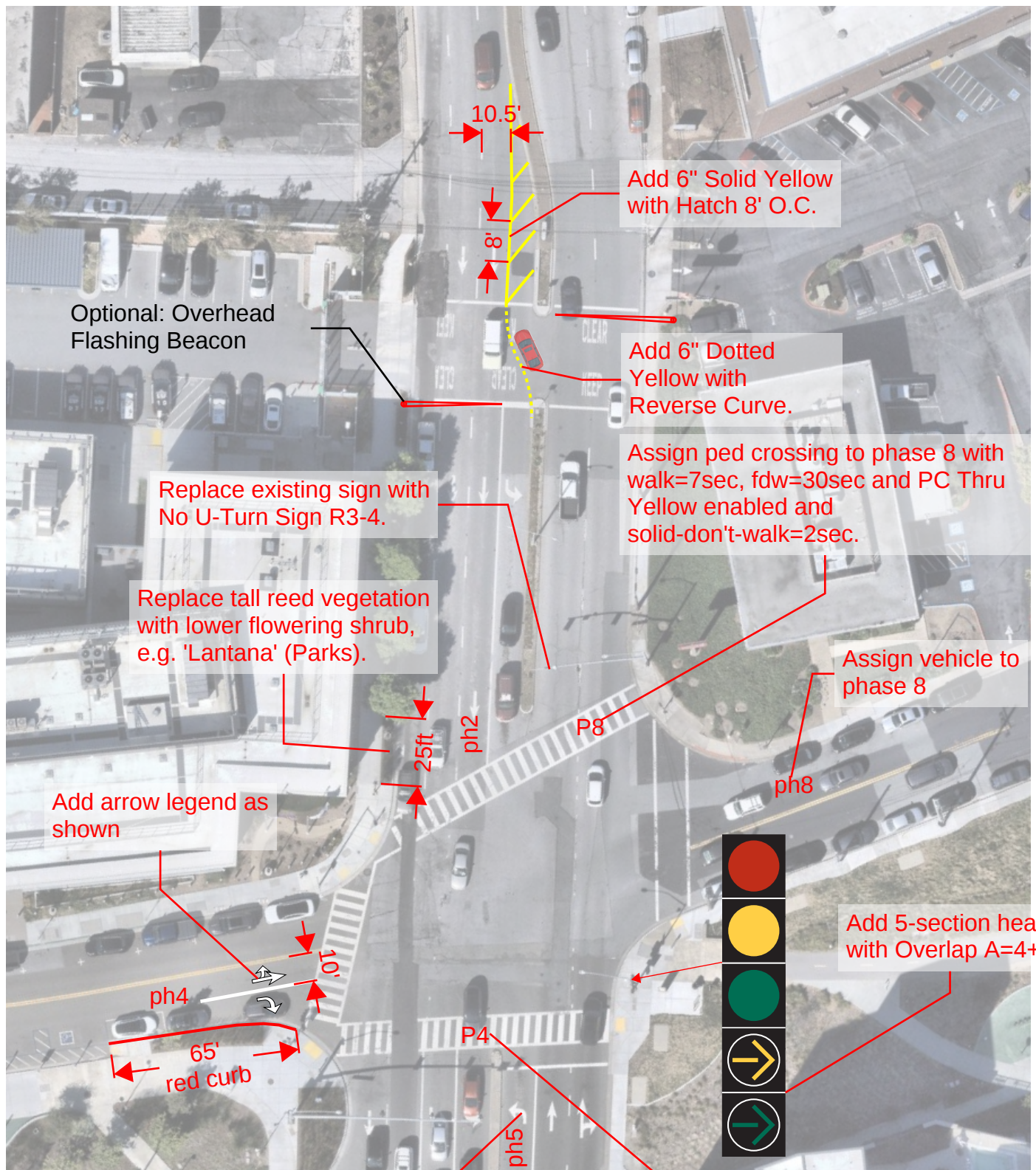
Sheet Name

3 of 3

7/23/2026

TAC 2607-05_Crosswalk at intersection





Set ph5 "reservice" on coordinated patterns 1, 2 & 3. Requires ph6 "no extend" option enabled with "split extension" equal to ph5 split.

Assign ped crossing to phase 4 with walk=7sec, fdw=30sec and PC Thru Yellow enabled and solid-don't-walk=2sec.

Location

Chestnut & Civic Campus Way - Access & Operations (draft)

Page Number

Date

Sheet Name

1 of 1

6/30/2026

July TAC 2607-A





INTERSECTION: Chestnut and Civic Campus Way
 CITY: _____

CO-RTE-PM: _____
 DATE: 7/24/2026
 BY: J. Wilson

CALTRANS District 2
 Traffic Operations
 Diode Board

TYPE 170 CONTROLLER MODEL 210 CONFLICT MONITOR PROGRAMMING INSTRUCTIONS

CHANNELS AND PHASES

CHANNEL 16 = Ø8 PED.			1	
			2	
			3	
			4	X
			5	X
			6	
			7	
			8	X
			9	X
			10	
			11	
			12	
			13	X
			14	X
			15	X
CHANNEL 15 = Ø6 PED.			1	X
			2	X
			3	
			4	
			5	
			6	X
			7	
			8	
			9	
			10	
			11	
			12	
			13	X
			14	X
CHANNEL 14 = Ø4 PED.			1	X
			2	
			3	
			4	X
			5	
			6	
			7	
			8	X
			9	
			10	
			11	
			12	
			13	X
CHANNEL 13 = Ø2 PED.			1	
			2	X
			3	
			4	
			5	X
			6	X
			7	
			8	
			9	X
			10	
			11	
			12	
CHANNEL 12 = SPECIAL			1	
			2	
			3	
			4	
			5	
			6	
			7	
			8	
			9	
			10	
			11	
CHANNEL 11 = SPECIAL			1	
			2	
			3	
			4	
			5	
			6	
			7	
			8	
			9	
			10	
CH. 10 = OVERLAP "B" Ø6PED YELLOW + Ø8PED YELLOW (GRN. ARROW) (YEL. ARROW)			1	
			2	
			3	
			4	
			5	
			6	
			7	
			8	
			9	
CH. 9 = OVERLAP "A" Ø8PED YELLOW + Ø4PED YELLOW (GRN. ARROW) (YEL. ARROW)			1	X
			2	
			3	
			4	X
			5	X
			6	
			7	
			8	X

CHANNELS AND PHASES

CHANNEL 8 = Ø8			1	
			2	
			3	
			4	X
			5	
			6	
			7	
CHANNEL 7 = Ø7			1	
			2	
			3	
			4	
			5	
			6	
CHAN. 6 = Ø6			1	
			2	
			3	
			4	
			5	
CHAN. 5 = Ø5			1	X
			2	X
			3	
			4	
CH. 4 = Ø4			1	
			2	
			3	
CH. 3 = Ø3			1	
			2	
CH. 2 = Ø2			1	
			2	

NOTES:

1. CONFLICT MONITOR PROGRAM CARD IS SUPPLIED WITH ALL 120 DIODES MOUNTED, WHICH CAUSES ALL CHANNELS (PHASES) TO BE IN CONFLICT WITH EACH OTHER.
2. MARK CHANNELS (PHASES) WHICH ARE NOT CONFLICTING FOR THIS INTERSECTION (INCLUDE PEDS AND OVERLAPS).
3. REMOVE DIODES FOR THESE CHANNELS (PHASES).
4. MARK CARD WITH INTERSECTION NAME.

[illegible]

10/20/2025 11:10:15 AM

Chestnut and Antoinette

Ring Sequence / Conflicting Phases

10/20/2025 11:10:15 AM

Ringgroup 1

[illegible]

Ringgroup 2

Custom Sequences

[illegible]

Conflicting Phases

1-8

9-16

[illegible]

Overlap Timing /Phases (D-2-1, D-2-2)

Overlap 1

Overlap Phases/Transit

[illegible][illegible]

Phase	T1-T8							

Overlap Timing

[illegible]

Chestnut and Antoinette

Coordination Options

10/20/2025 11:10:15 AM

[illegible]

Chestnut and Antoinette

Coordination Pattern 1

10/20/2025 11:10:15 AM

Cycle 120 Ringgroup 1 - Offset 1 64 Offset 2 0 Offset 3 0

Ringgroup 2 - Offset 1 Offset 2 Offset 3

[illegible]

Single

Permissive Mode	Multi Band	Max Mode	Max 2	Walk Rest	Yield
-----------------	-----------------------	----------	-------	-----------	-------

Ped Permissive	Partial
----------------	---------

Permissive Limit Perm 2 Start Perm 2 End

Alt Sequence			3					TOD Link	0
--------------	--	--	--------------	--	--	--	--	----------	---

[illegible]

Trans Mode	Default
------------	---------

Offset Ref	Default
------------	---------

Adaptive Mode ☐ Disabled

Disable Priority							
------------------	--	--	--	--	--	--	--

Progression Phases

Priority Alt Seq

--	--	--	--	--	--	--	--

Reserve Extend							
----------------	--	--	--	--	--	--	--

[illegible]

Chestnut and Antoinette

Coordination Pattern 2

10/20/2025 11:10:15 AM

Cycle Ringgroup 1 - Offset 1 Offset 2 Offset 3

Ringgroup 2 - Offset 1 Offset 2 Offset 3

[illegible]

Permissive Mode	Multi Band	Max Mode	Max 2	Walk Rest	Yield
Ped Permissive	Partial				
Permissive Limit	0	Perm 2 Start	0	Perm 2 End	0
Alt Sequence	1 3	TOD Link	0		

Phases/Overlaps	1-8				9-16			
Coord Phases	2			6				
No Extend				6				
Float Enable								
Veh = Ped Perm	2	4	6	8				
Walk Rest								
Ped Recall								
Cond Ped Call								
Olap Ped Recall								
Ped Recycle								
Min Recall								
Max Recall								
Cond Serv								
Reservice								
Veh Omit								
Ped Omit								
Olap Omit								
Perm Reserve								
Perm 1 Phases								
Max Inhibit								
FYA Omit								
Adapt Phases								

Trans Mode	Default
Offset Ref	Default
Adaptive Mode	Disabled

Disable Priority															
Progression Phases															
Priority Alt Seq															
Reserve Extend															

[illegible]

Chestnut and Antoinette

Coordination Pattern 3

10/20/2025 11:10:15 AM

Cycle 130 Ringgroup 1 - Offset 1 94 Offset 2 0 Offset 3 0

Ringgroup 2 - Offset 1 Offset 2 Offset 3

[illegible]

Single

Permissive Mode	Multi Band	Max Mode	Max 2	Walk Rest	Yield
-----------------	-----------------------	----------	-------	-----------	-------

Ped Permissive	Partial
----------------	---------

Permissive Limit Perm 2 Start Perm 2 End

Alt Sequence	1	3						TOD Link	0
--------------	--------------	--------------	--	--	--	--	--	----------	---

[illegible]

Trans Mode	Default
------------	---------

Offset Ref	Default
------------	---------

Adaptive Mode ☐ Disabled

Disable Priority							
------------------	--	--	--	--	--	--	--

[illegible]

Priority Alt Seq

--	--	--	--	--	--	--	--

Reserve Extend							
----------------	--	--	--	--	--	--	--

[illegible]

Chestnut and Antoinette

Coordination Pattern 4

10/20/2025 11:10:15 AM

Cycle Ringgroup 1 - Offset 1 Offset 2 Offset 3

Ringgroup 2 - Offset 1 Offset 2 Offset 3

[illegible]

Single

Permissive Mode	Multi Band
-----------------	-----------------------

Max Mode	Max 2
----------	-------

Walk	Rest	Yield
1	1	1
2	1	1
3	1	1
4	1	1
5	1	1
6	1	1
7	1	1
8	1	1
9	1	1
10	1	1
11	1	1
12	1	1
13	1	1
14	1	1
15	1	1
16	1	1
17	1	1
18	1	1
19	1	1
20	1	1
21	1	1
22	1	1
23	1	1
24	1	1
25	1	1
26	1	1
27	1	1
28	1	1
29	1	1
30	1	1
31	1	1
32	1	1
33	1	1
34	1	1
35	1	1
36	1	1
37	1	1
38	1	1
39	1	1
40	1	1
41	1	1
42	1	1
43	1	1
44	1	1
45	1	1
46	1	1
47	1	1
48	1	1
49	1	1
50	1	1
51	1	1
52	1	1
53	1	1
54	1	1
55	1	1
56	1	1
57	1	1
58	1	1
59	1	1
60	1	1
61	1	1
62	1	1
63	1	1
64	1	1
65	1	1
66	1	1
67	1	1
68	1	1
69	1	1
70	1	1
71	1	1
72	1	1
73	1	1
74	1	1
75	1	1
76	1	1
77	1	1
78	1	1
79	1	1
80	1	1
81	1	1
82	1	1
83	1	1
84	1	1
85	1	1
86	1	1
87	1	1
88	1	1
89	1	1
90	1	1
91	1	1
92	1	1
93	1	1
94	1	1
95	1	1
96	1	1
97	1	1
98	1	1
99	1	1
100	1	1

Ped Permissive	Partial
----------------	---------

Permissive Limit	0
------------------	---

Perm 2 Start

0

Perm 2 End

0

Alt Sequence

		3					
--	--	--------------	--	--	--	--	--

TOD Link	0
----------	---

[illegible]

Trans Mode	Default
------------	---------

Offset Ref	Default
------------	---------

Adaptive Mode ☐ Disabled

Disable Priority							
------------------	--	--	--	--	--	--	--

[illegible]

Priority Alt Seq

--	--	--	--	--	--	--	--

Reserve Extend							
----------------	--	--	--	--	--	--	--

[illegible]

Chestnut and Antoinette

Coordination Pattern 5

10/20/2025 11:10:15 AM

Cycle Ringgroup 1 - Offset 1 Offset 2 Offset 3

Ringgroup 2 - Offset 1 Offset 2 Offset 3

[illegible]

Single

Permissive Mode	Multi Band
-----------------	-----------------------

Max Mode	Max 2
----------	-------

Walk	Rest	Yield
1	1	1
2	1	1
3	1	1
4	1	1
5	1	1
6	1	1
7	1	1
8	1	1
9	1	1
10	1	1
11	1	1
12	1	1
13	1	1
14	1	1
15	1	1
16	1	1
17	1	1
18	1	1
19	1	1
20	1	1
21	1	1
22	1	1
23	1	1
24	1	1
25	1	1
26	1	1
27	1	1
28	1	1
29	1	1
30	1	1
31	1	1
32	1	1
33	1	1
34	1	1
35	1	1
36	1	1
37	1	1
38	1	1
39	1	1
40	1	1
41	1	1
42	1	1
43	1	1
44	1	1
45	1	1
46	1	1
47	1	1
48	1	1
49	1	1
50	1	1
51	1	1
52	1	1
53	1	1
54	1	1
55	1	1
56	1	1
57	1	1
58	1	1
59	1	1
60	1	1
61	1	1
62	1	1
63	1	1
64	1	1
65	1	1
66	1	1
67	1	1
68	1	1
69	1	1
70	1	1
71	1	1
72	1	1
73	1	1
74	1	1
75	1	1
76	1	1
77	1	1
78	1	1
79	1	1
80	1	1
81	1	1
82	1	1
83	1	1
84	1	1
85	1	1
86	1	1
87	1	1
88	1	1
89	1	1
90	1	1
91	1	1
92	1	1
93	1	1
94	1	1
95	1	1
96	1	1
97	1	1
98	1	1
99	1	1
100	1	1

Ped Permissive	Partial
----------------	---------

Permissive Limit	0
------------------	---

Perm 2 Start

0

Perm 2 End

0

Alt Sequence

		3					
--	--	--------------	--	--	--	--	--

TOD Link	0
----------	---

[illegible]

Trans Mode	Default
------------	---------

Offset Ref	Default
------------	---------

Adaptive Mode ☐ Disabled

Disable Priority							
------------------	--	--	--	--	--	--	--

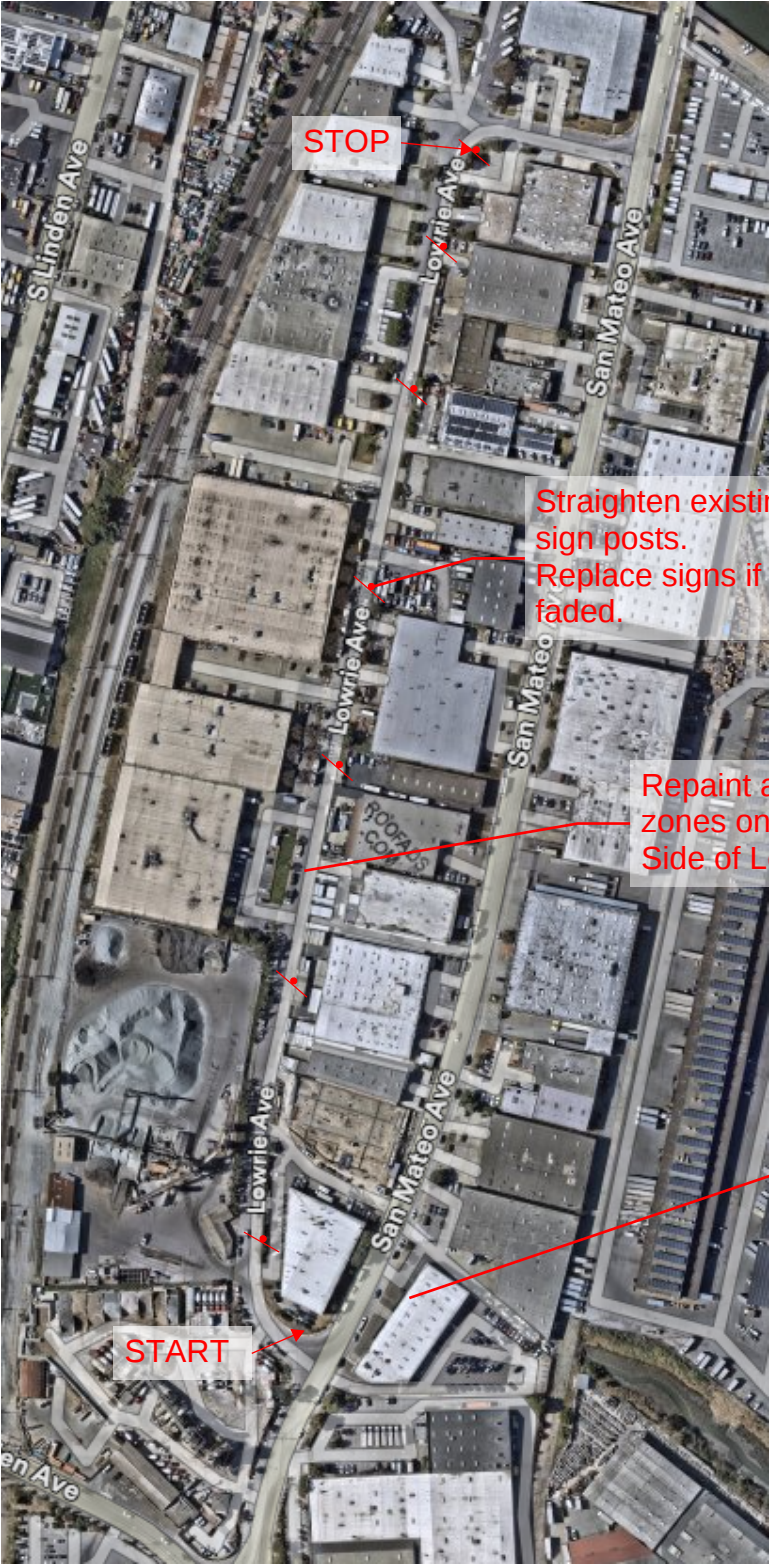
[illegible]

Priority Alt Seq

--	--	--	--	--	--	--	--

Reserve Extend							
----------------	--	--	--	--	--	--	--

[illegible]



No Parking Anytime
on East Side of
Lowrie approximately
every 100ft to 150ft.



x10 (approx)



Location		
Lowrie Ave		
Page Number	Date	Sheet Name
1 of 1	7/20/2026	August TAC 2607B