

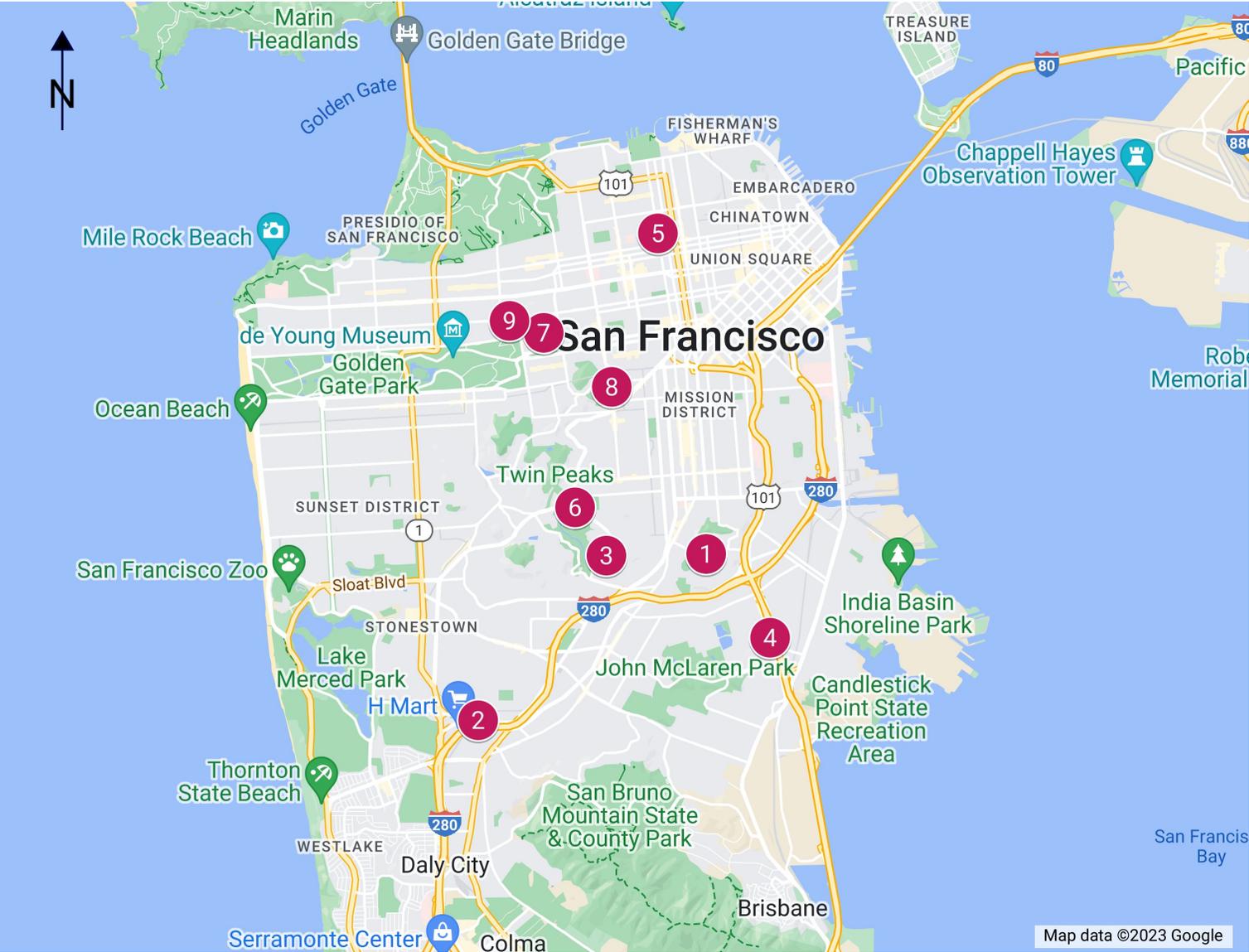
SFMTA - TASC SUMMARY SHEET

| | | |
|---|---|--|
| <p>PreStaff_Date: 10/3/2023</p> <p>Requested_by: SFMTA</p> <p>Handled: Alison Mathews for ^{SMR}</p> <p>Section Head : MS</p> | <p><input type="checkbox"/> Public Hearing Consent</p> <p><input checked="" type="checkbox"/> Public Hearing Regular</p> <p><input type="checkbox"/> Informational / Other <small>PH - Regular</small></p> | <p>No objections: _____</p> <p>Item Held: _____</p> <p>Other: _____</p> |
| <p>Location: Gough Street at Clay Street</p> | | |
| <p>Subject: Rectangular Rapid Flashing Beacon</p> | | |
| <p>PROPOSAL / REQUEST: ESTABLISH – RECTANGULAR RAPID FLASHING BEACON (RRFB) Gough Street at Clay Street</p> <p>(Supervisor District 2)</p> <p>Alison Mathews, alison.mathews@sfmta.com</p> | | |
| <p>BACKGROUND INFORMATION / COMMENTS</p> <p>This project will add Rectangular Rapid Flashing Beacons (RRFBs) to the crosswalks at Gough Street and Clay Street. This location was selected as part of the FY21 Walkfirst RRFB project based on engineering judgment and community request.</p> <p>Gough Street and Clay Street is currently an uncontrolled crossing with existing marked crosswalks and pedestrian warning signage. The 1 California Muni line runs northbound on Gough Street before making a right turn eastbound onto Clay Street, and runs westbound on Clay Street before making a left turn southbound onto Gough Street.</p> <p>Not on the bike network. Speed limit: 25 MPH.</p> <p>There have been no reported collisions in the past 5 years at the intersection.</p> | | |
| <p>HEARING NOTIFICATION AND PROCESSING NOTES:</p> | <p>ENVIRONMENTAL CLEARANCE BY:</p> <p><input type="checkbox"/> SFMTA <input checked="" type="checkbox"/> Attached <input type="checkbox"/> Pending</p> | |
| <p>CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL: <input type="checkbox"/></p> | | |

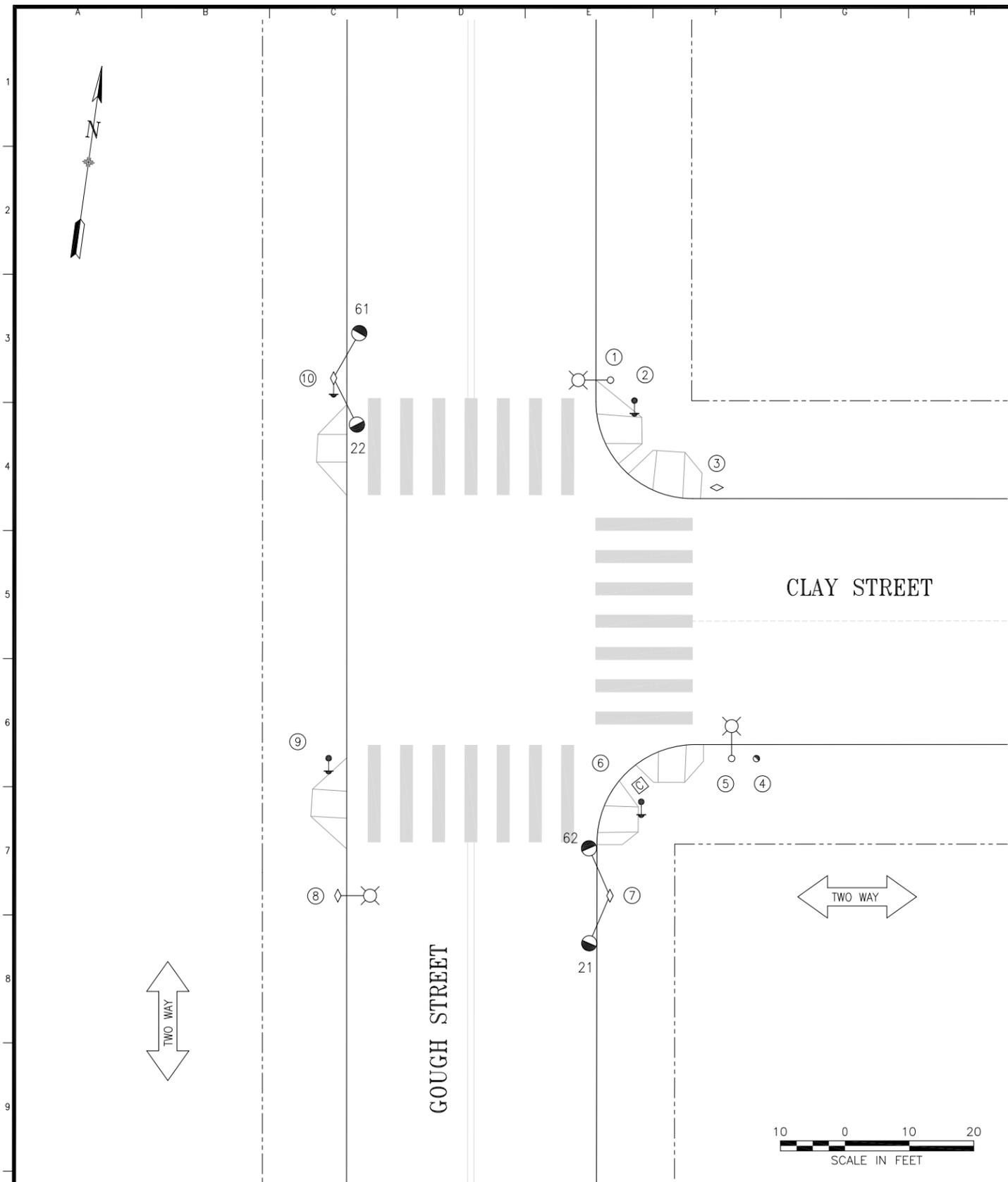
FY21 Walkfirst RRFB Locations

RRFB Location

- 1 Cortland Avenue & Moultrie Street
- 2 Brotherhood Way at Alemany Boulevard and Sagamore Street
- 3 Diamond Heights Boulevard & Berkeley Way
- 4 San Bruno Avenue & Woolsey Street
- 5 **Gough Street & Clay Street**
- 6 Diamond Heights Blvd & Duncan St
- 7 Fulton Street & Clayton Street
- 8 Castro Street & Henry Street
- 9 Turk Boulevard & Willard North



Map data ©2023 Google



| POLE AND EQUIPMENT SCHEDULE | | | | | | | | | | |
|-----------------------------|------------------------------|----------------|----------------|------|--------------------------|--------|-------------------|-----|------|--|
| POLE No. | TYPE OF POLE | LUMINAIRE TYPE | VEHICLE SIGNAL | | | | PEDESTRIAN SIGNAL | | | REMARKS |
| | | | No. | TYPE | MOUNTING | VISORS | LOUVERS/BP | No. | TYPE | |
| ① | (E) MARBELITE SL | | | | | | | | | |
| ② | SFMTA SST POST | | | ③ | | | | | | TOP MOUNT SOLAR PANEL & TRANSMITTER ② |
| ③ | (E) MUNI OCS | | | | | | | | | |
| ④ | (E) PGE POLE | | | | | | | | | |
| ⑤ | (E) STREET LIGHT | | | | | | | | | |
| ⑥ | SFMTA SST POST | | | ③ | | | | | | TOP MOUNT SOLAR PANEL & TRANSMITTER ② |
| ⑦ | (E) MUNI OCS | | 21 62 | ① | SIDE MOUNT SIDE MOUNT | | | | | SIDE MOUNT SOLAR PANEL & TRANSMITTER |
| ⑧ | (E) MUNI OCS W/ STREET LIGHT | | | | | | | | | |
| ⑨ | 1-A (15') | | | ③ | | | | | | TOP MOUNT SOLAR PANEL & TRANSMITTER ② |
| ⑩ | (E) MUNI OCS | | 22 61 | ① | SIDE MOUNT SIDE MOUNT | | | | | SIDE MOUNT SOLAR PANEL & TRANSMITTER ② |

GENERAL NOTES:

1. POLE FOUNDATION TYPE TO BE CONSTRUCTED BY SFPW FORCES: 1-A PER CTSP ES-7B, DATED 10/30/2015, DIMENSION: 2' DIA. X 3'-6" DEPTH (REFERENCE ATTACHED)
2. POLE AND OTHER TRAFFIC EQUIPMENT TO BE PROCURED AND INSTALLED BY SFMTA.
3. EXACT POLE LOCATIONS TO BE COORDINATED WITH SFMTA SIGNAL SHOP.

SHEET NOTES:

- ① F/I JSF TECHNOLOGIES AB-9407 SOLAR DUAL SIDED RECTANGULAR RAPID FLASHING BEACON ASSEMBLY OR ACCEPTED EQUAL.
- ② F/I ASSEMBLY R62E(CA) AND PEDESTRIAN PUSH BUTTON ON POLE.
- ③ F/I JSF TECHNOLOGIES AB-4420 SOLAR PEDESTRIAN ACTIVATED REMOTE TRANSMITTER OR ACCEPTED EQUAL.

95% SUBMITTAL
NOT FOR CONSTRUCTION

| NO. | DATE | DESCRIPTION | BY | APPROVED |
|-----|------|-------------|----|----------|
| | | | | |
| | | | | |

TABLE OF REVISIONS
CHECKOUT DRAWING THROUGH THE SID CUSTODIAN FOR THE LATEST REVISION



| | |
|--------------|-------|
| DESIGNED BY: | DATE: |
| CHECKED BY: | DATE: |
| APPROVED BY: | DATE: |



| |
|-----------------|
| SCALE |
| SHEET OF SHEETS |
| XX OF XX |

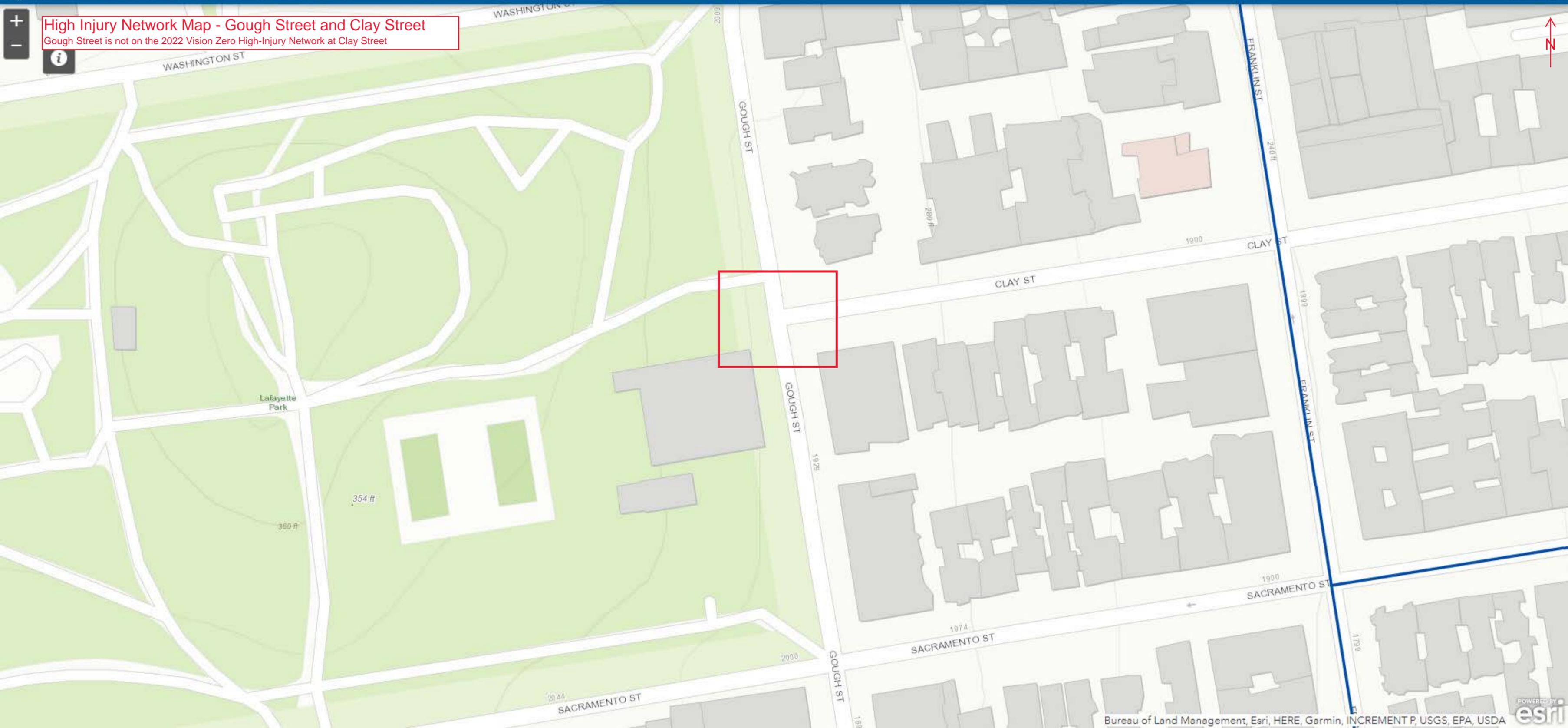
| |
|------------------------------|
| CNN NO: |
| REV NO: |
| GOUGH STREET AND CLAY STREET |

Drawing Path: C:\Users\omathews\SFMFTA\WalkFirst RRFBs - Documents\01 Design\ACAD\FY21_LRRFB_Signals_All.dwg, Login: omathews
 Plot Time: Thu, 07 Sep 2023 - 11:59am
 Model Units: Undefined
 Dimension Scale: 10
 Xrefs: \SFMFTA SID Title Block (2020)_DRAFT.dwg
 \x SID Title Block (2020).rvt

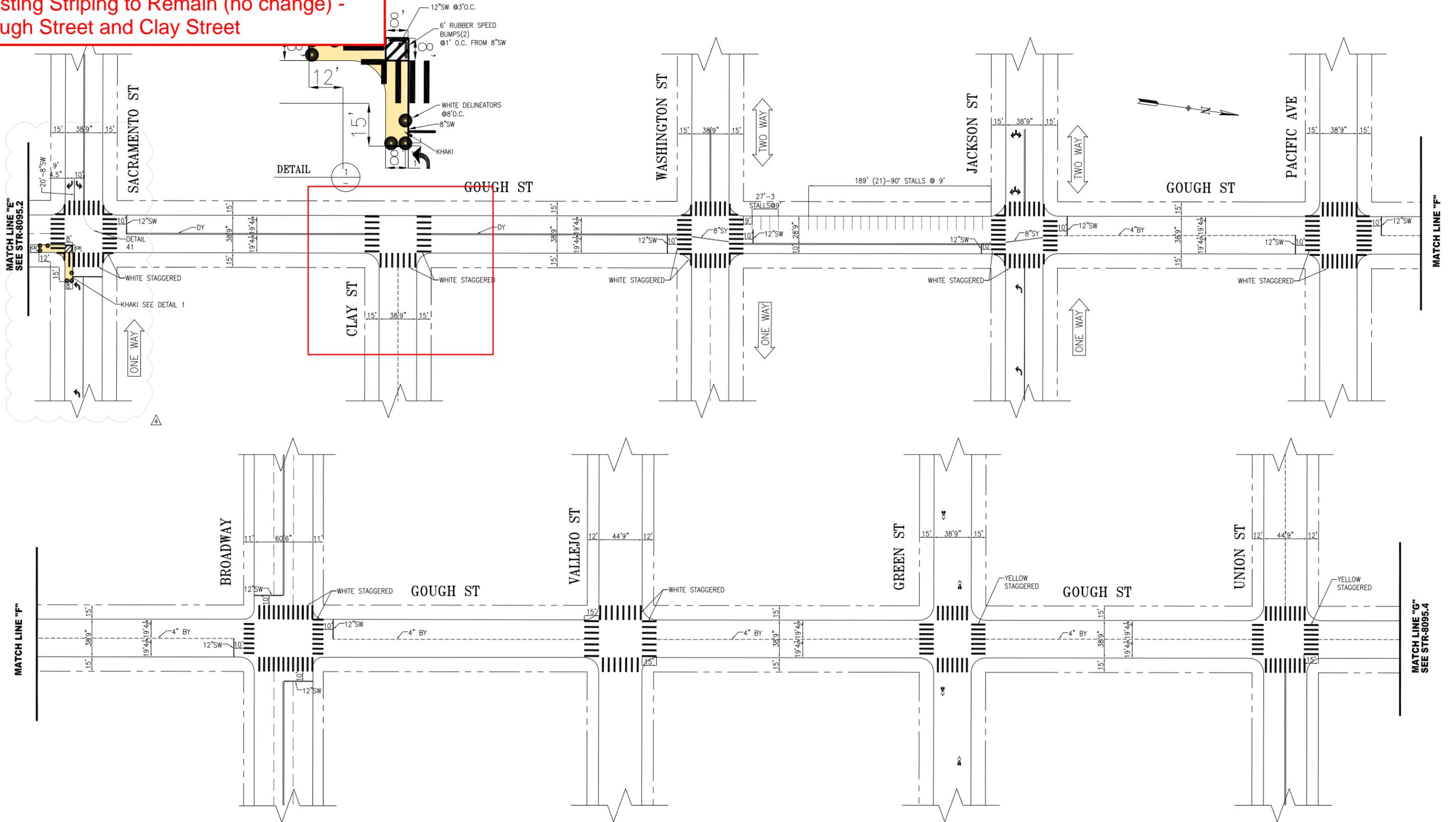


High Injury Network Map - Gough Street and Clay Street

Gough Street is not on the 2022 Vision Zero High-Injury Network at Clay Street



**Existing Striping to Remain (no change) -
Gough Street and Clay Street**



| NO. | DATE | DESCRIPTION | BY | APP |
|---|----------|---|------------|----------|
| 1 | 12/23/21 | PER FIELD: UPDATED STRIPING @ SACRAMENTO | S.SHARIATI | W.LEE |
| 2 | 08/24/20 | ADDED PSZ WITH SPEED BUMPS @ SACRAMENTO & PER FIELD UPDATES FOR CROSSWALK DIMENSIONS | S.SHARIATI | W.LEE |
| 3 | 05/20/20 | ADDED 12" SW ADVANCE LIMIT LINE AT SACRAMENTO, WASHINGTON, JACKSON, PACIFIC, & BROADWAY | C.SKERRIT | G.DELEON |
| 4 | 10/08/15 | ADDED WHITE STAGG. CONT. @ SACRAMENTO, CLAY, WASHINGTON, JACKSON, PACIFIC, BROADWAY & VALLEJO | K.LEUNG | C.HUI |
| | | TABLE OF REVISIONS | | |
| CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION | | | | |



| | | | |
|----------|----------|--|---------------|
| DRAWN: | DATE: | APPROVED: | SCALE: |
| K. LEUNG | 01/29/15 | BRIAN DUSSEAUT 03/16/15 SENIOR ENGINEER | 1" = 50' |
| CHECKED: | DATE: | RICARDO OLEA 03/17/15 CITY TRAFFIC ENGINEER | SHEET/SHEETS: |
| C. HUI | 02/02/15 | | 4 OF 5 |

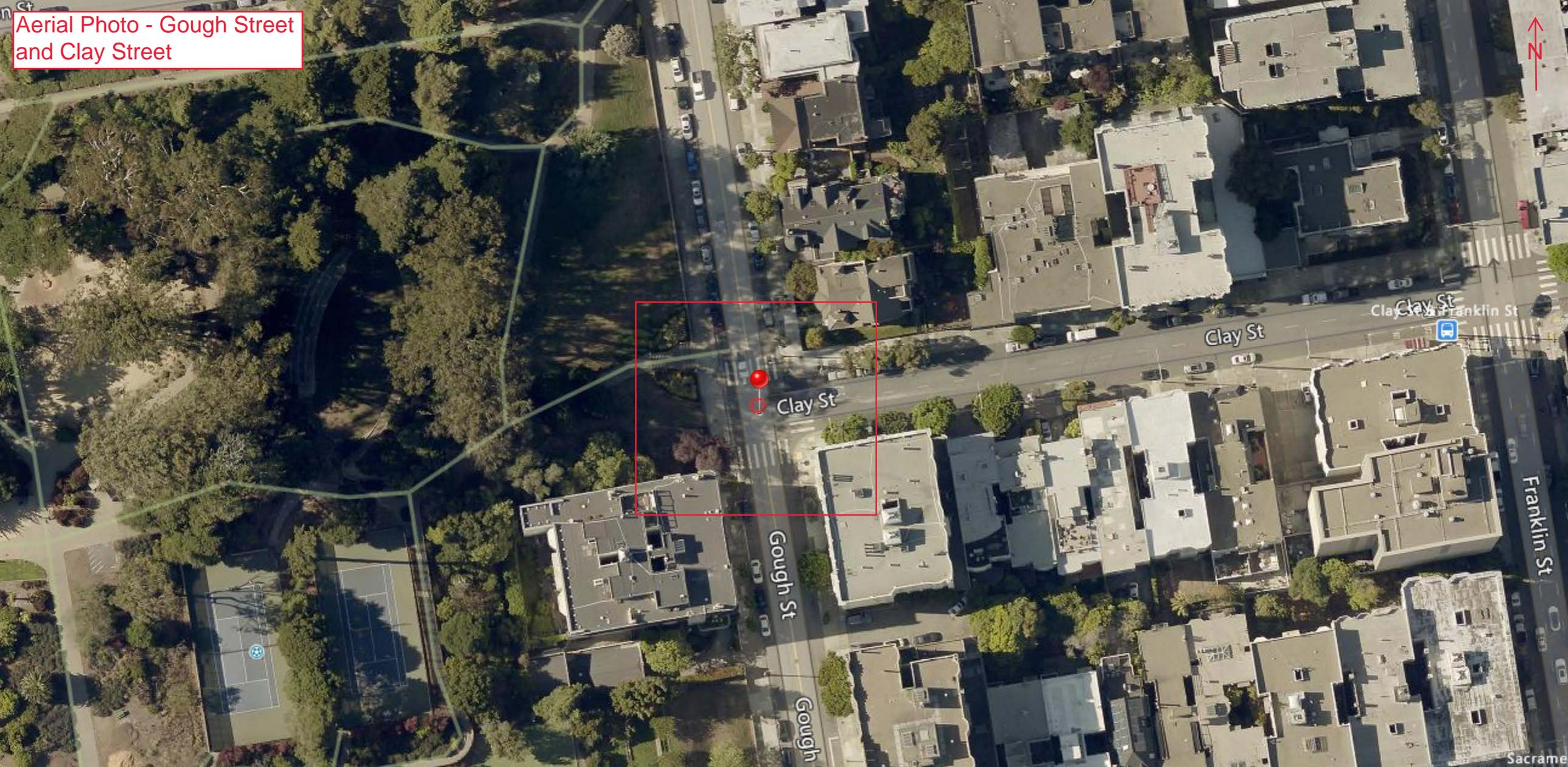
| | | |
|--|--|---------------|
| APPROVED | | SCALE: |
| BRIAN DUSSEAUT 03/16/15 SENIOR ENGINEER | | 1" = 50' |
| RICARDO OLEA 03/17/15 CITY TRAFFIC ENGINEER | | SHEET/SHEETS: |
| | | 4 OF 5 |

TRAFFIC STRIPING

GOUGH STREET
CALIFORNIA STREET TO UNION STREET

| |
|---------------------------|
| CONTRACT NO. |
| DRAWING NO. STR-8095.3 |
| FILE NO. |
| REV. NO. 4 |

Aerial Photo - Gough Street and Clay Street



Clay St

Clay St

Clay St Franklin St

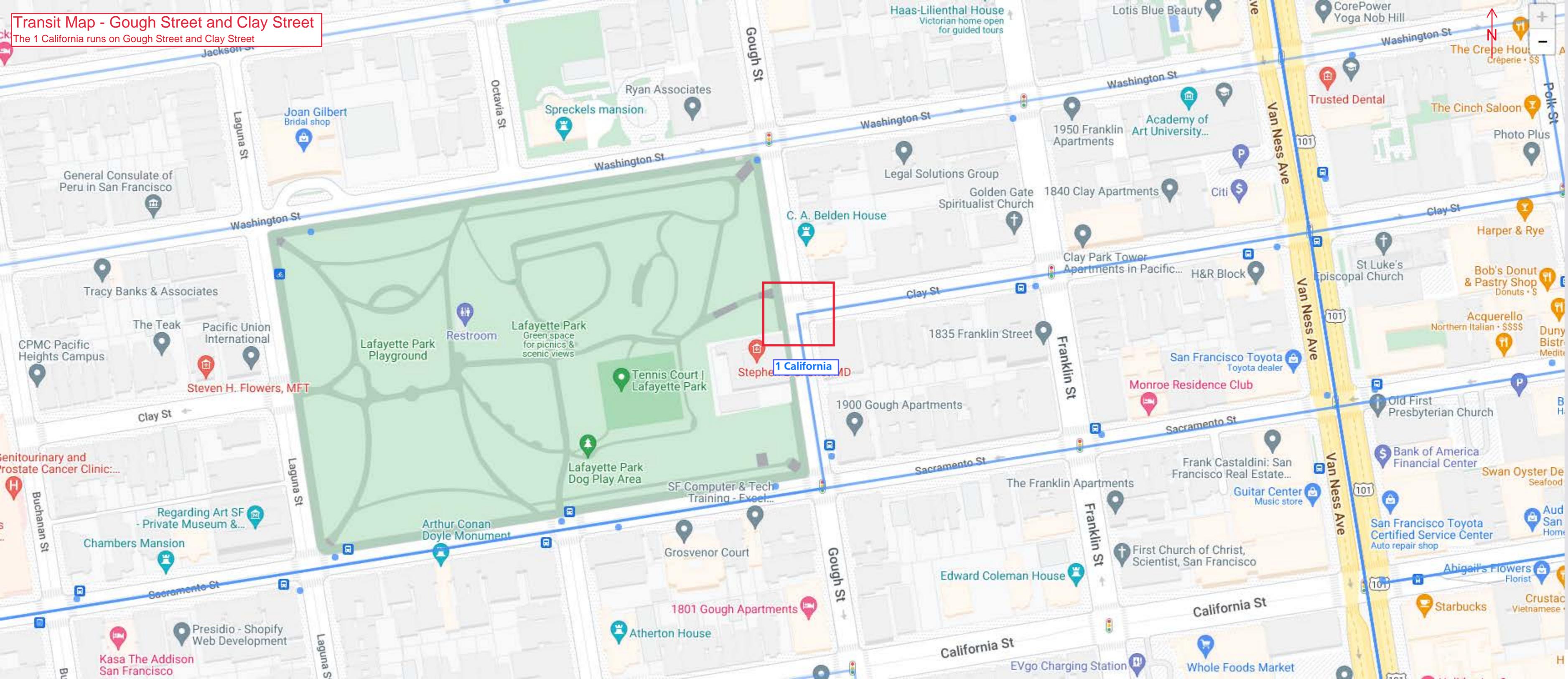
Gough St

Gough

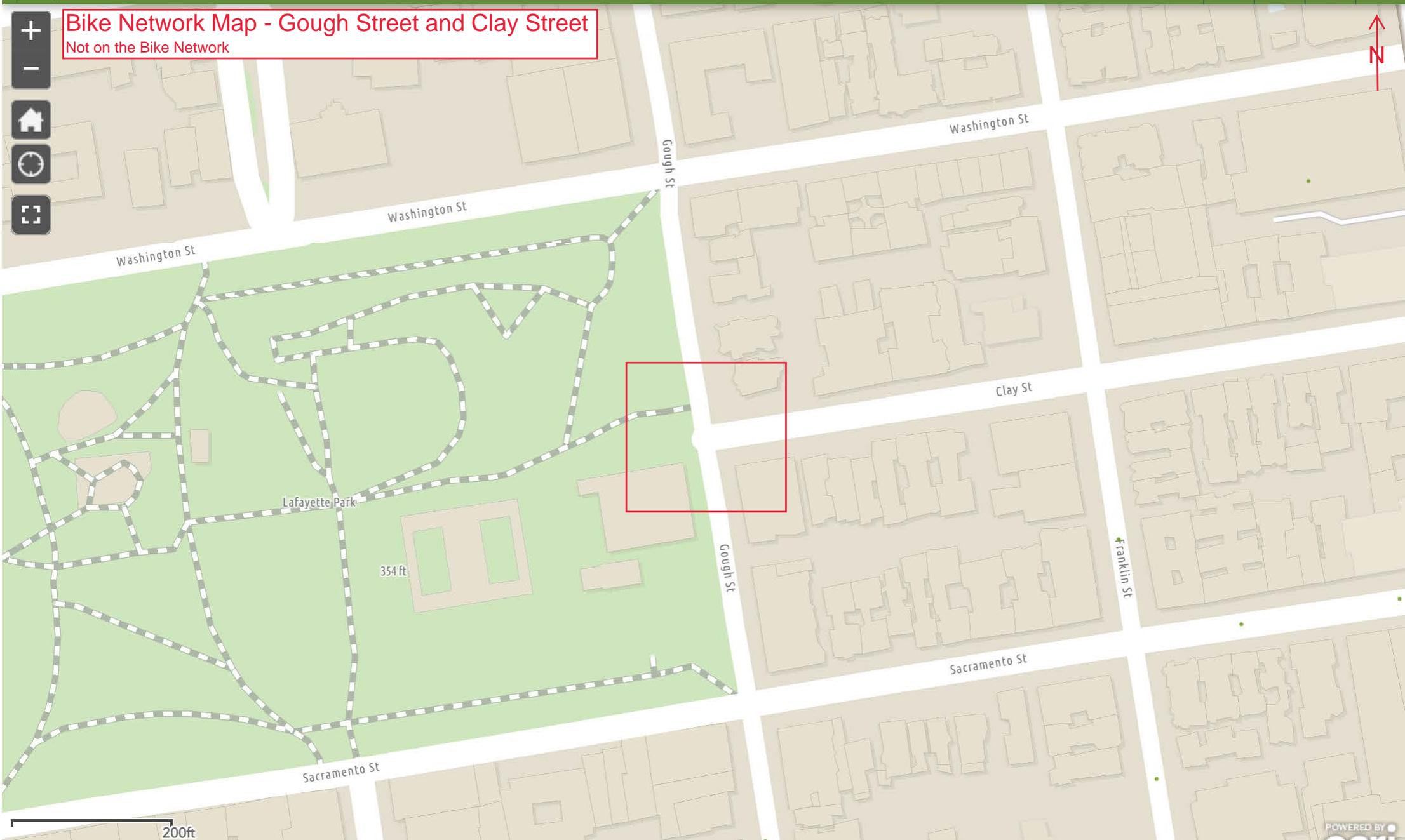
Franklin St

Sacram

Transit Map - Gough Street and Clay Street
The 1 California runs on Gough Street and Clay Street

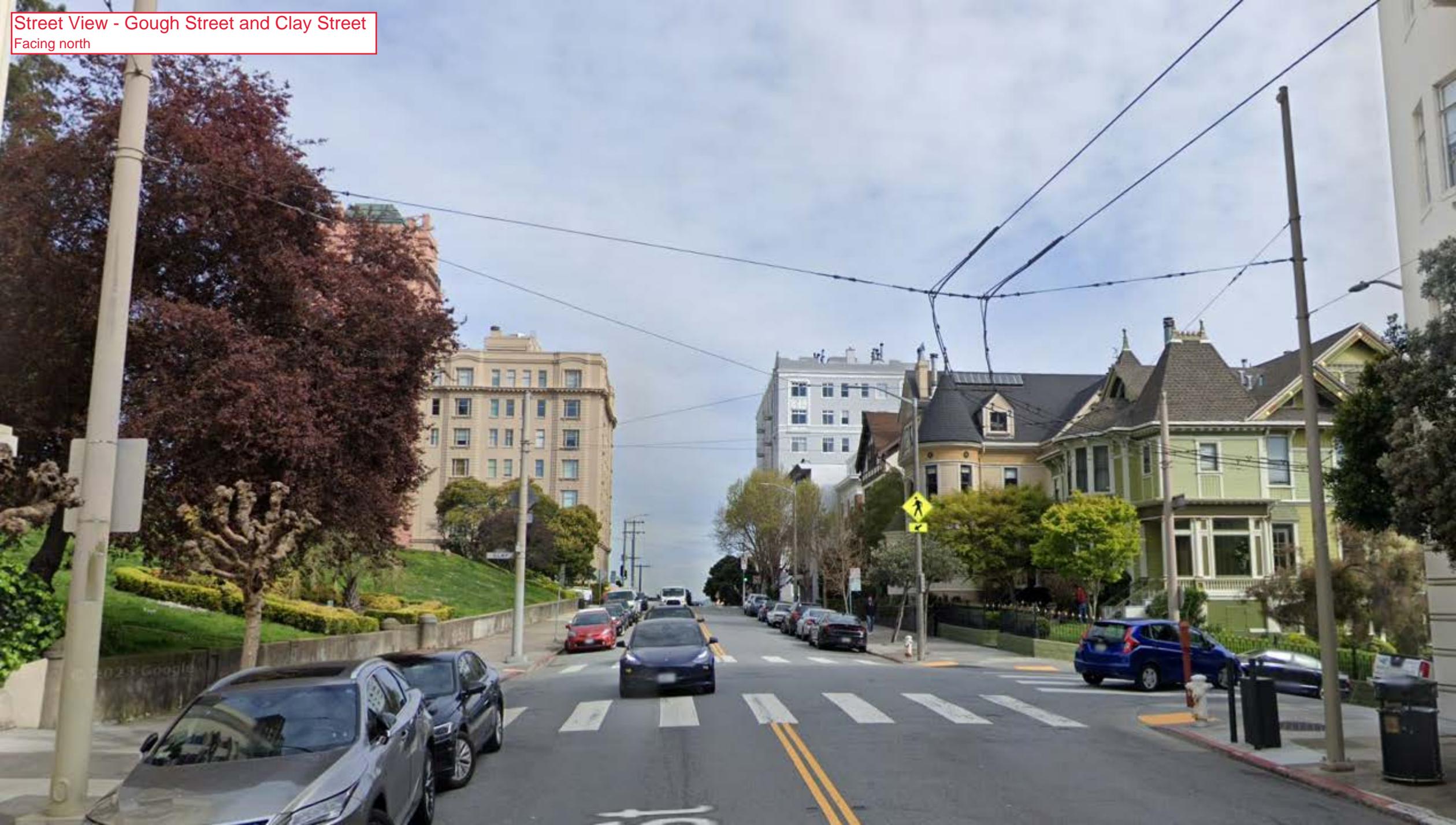


Bike Network Map - Gough Street and Clay Street
Not on the Bike Network



200ft

Street View - Gough Street and Clay Street
Facing north



Street View - Gough Street and Clay Street
Facing south



TransBASE Internal Dashboard

Geographic Extent: 26543000: CLAY ST at GOUGH ST

Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

Data Range: 04/01/2018 to 03/31/2023

Pull Date: 9/5/2023

Collision/Party/Victim Table

Showing 1 to 1 of 1 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 1

Total Count of Fatal/Non-Fatal Injury Collisions: 1

| Case ID | Collision Date | Collision Time | Day of Week | Primary Road | Secondary Road | Distance | Direction | Party 1 Type | Party 1 Direction of Travel | Party 1 Movement Preceding Crash | Party 2 Type | Party 2 Direction of Travel | Party 2 Movement Preceding Crash | Vehicle Code Violation | Highest Degree of Injury | Type of Collision | Motor Vehicle Involved With | Hit and Run | Road Surface | Road Condition | Lighting |
|-----------|----------------|----------------|-------------|--------------|----------------|----------|------------|--------------|-----------------------------|----------------------------------|--------------|-----------------------------|----------------------------------|------------------------|----------------------------|-------------------|-----------------------------|-------------|--------------|----------------------------------|----------|
| 180688596 | 09/11/2018 | 16:00 | Tuesday | GOUGH ST | CLAY ST | 0 | Not Stated | Driver | South | Making Left Turn | Driver | South | Proceeding Straight | CVC 21650 | Injury (Complaint of Pain) | Broadside | Other Motor Vehicle | No | Dry | No Unusual Condition/ Not Stated | Daylight |

Summary: 1 collision, not involving pedestrians.

Mathews, Alison

From: Olea, Ricardo
Sent: Monday, August 30, 2021 9:30 AM
To: Roback, Soroush
Cc: Velasco, Manito
Subject: RE: Discuss RRFB Candidates

Soroush –
Any updates on the RRFB's?

This 311 came in, I think we talked about Clay/Gough. What should I put to close the item?

Case Details

Case Ref

14003340

Classification

City Services >> General Requests >> SSP Request for City Services

Associated with

[Intersection of GOUGH ST and CLAY ST](#)

Title

other

Description

Intersection of Gough and Clay---Crosswalk --- Tough to cross Gough with uncontrolled traffic not yielding to pedestrians on crosswalk. Peds use this crosswalk to access the park. Maybe install a stop sign, or a traffic signal so that there is a time window for pedestrians to cross Gough.

Status

Open

Due Date

8 Jul 21 12:47 (52 days ago)

Allocated To

SFMTA - Transportation Engineering Queue

Created Date

30 Jun 21 12:47 (60 days ago)

Created by

Eform WS

Raised by

[Self Service User Anonymous \(Web\)](#)

From: Roback, Soroush <Soroush.Roback@sfmta.com>

Sent: Friday, June 4, 2021 1:28 PM

To: Olea, Ricardo <Ricardo.Olea@sfmta.com>

Subject: Re: Discuss RRFB Candidates

Yes, we looked at about 20 intersections and were able to vote Yes, No and Maybe. The No locations were mostly regarding 0 crashes or 4 lanes. Next step is to confirm the Yes ones and perhaps to take another look at the Maybes to see if we missed anything, i.e.: crash data relevance.

Mathews, Alison

From: Jacobson, Michael
Sent: Wednesday, July 19, 2023 3:56 PM
To: Mathews, Alison
Cc: Roback, Soroush
Subject: 311: 17058194 - Gough and Clay

Hi there,

Sharing this 311 with you. I am going to respond and close to let the person know that an RRFB is planned at this intersection with construction as early as early next year.

Best,
Mike

Date / Time: 2023-07-19 11:53:24.487Service Request Number: 17058194

Request for City Services

CUSTOMER CONTACT INFORMATION:

Name:
Raymond Walton
Phone:
650-465-1020
Address:
1950 Gough St Apt 101
Email:
raymondwalton@me.com

DEPARTMENTS:

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

Sub-Division:**
Transportation Engineering

Department Service Levels:

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

PROPERTY ADDRESS:

Point of Interest:

Street Number:

INTERSECTION

Street Name:

GOUGH ST

Street Name 2:

CLAY ST

City:

SAN FRANCISCO

ZIP Code:

94109

X coordinate:

Y coordinate:

Latitude:

Longitude:

CNN:

Unverified Address:

ADDITIONAL LOCATION INFORMATION:

Location Description:

ON GOUGH AT CLAY STREETS.

(e.g. 600-block of Market St. or in front of Main Library entrance)

REQUEST DETAILS:

Nature of Request:**

Request for Service

ADDITIONAL REQUEST DETAILS:

Additional Request Details: **

CUSTOMER IS REQUESTING THAT A STOP SIGN BE PLACED AT THIS INTERSECTION. CUSTOMER STATES THAT THE MOTORISTS ARE ALWAYS DRIVING REALLY FAST AND RACING TO GET DOWN TO SACRAMENTO STREET TO GET THROUGH THE TIMED LIGHT.

Mathews, Alison

From: Jacobson, Michael
Sent: Thursday, June 16, 2022 2:54 PM
To: Roback, Soroush
Subject: 311: RRFB Request - Gough and Clay

Hi there,

Ricardo sent us a 311 for us to consider an RRFB at a currently uncontrolled marked crossing at Gough and Clay. Do you know if this location is on your RRFB list and if not do you think this is a good candidate? If you don't think this is appropriate for an RRFB, do you have any other thoughts? Muni runs on this short block and then turns off Gough. Please let me know how you'd like me to proceed. Thanks very much for taking a look.

Streetview: <https://www.google.com/maps/place/Clay+St+%26+Gough+St,+San+Francisco,+CA+94109/@37.791922,-122.4260585,3a,75y,169.41h,81.44t/data=!3m6!1e1!3m4!1sOt6GcaA2L21NB0NjvYVHuQ!2e0!7i16384!8i8192!4m5!3m4!1s0x808580c1b3cc0c33:0x129b42631dc12de2!8m2!3d37.7917696!4d-122.4260016>

And here is the 311:

Description

Cross Walk at Gough and Clay --- Somebody is going to get run over very soon. There is a crosswalk at Gough and Clay street right next to Lafayette park. But cars do not even slow down, let alone they don't stop and there is no stop sign. I've been very careful crossing and I finally almost got killed as drivers speed up as if it's a game to get across the light at Sacramento and Gough. I highly suggest removing the cross walk completely, OR putting in a stop sign or light. People have complained before. This needs to happen. I guarantee there will be a pedestrian killed by a car at some point. Please do something.

Mathews, Alison

From: Jacobson, Michael
Sent: Tuesday, May 2, 2023 9:16 AM
To: Mathews, Alison; Roback, Soroush
Subject: 311: RRFB request at Clay/Gough

Sending for your records. The 311 does not have any contact info so I can add a note that an RRFB is being designed here with construction expected within a year or so before closing the case.

Case Details

Case Ref

16737036

Classification

City Services >> General Requests >> Request for City Services

Associated with

[Intersection of CLAY ST and GOUGH ST](#)

Title

request_for_service

Description

CLAY ST and GOUGH ST --- The south bound direction of Gough is more dangerous and the current street signage is ineffective. The location needs to have crosswalk flashing lights



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

| | | |
|--|---|--|
| Project Address | | Block/Lot(s) |
| SFMTA_WalkFirst Rectangular Rapid Flashing Beacon Installation Fiscal | | |
| Case No. | | Permit No. |
| 2023-006660ENV | | |
| <input checked="" type="checkbox"/> Addition/Alteration | <input type="checkbox"/> Demolition (requires HRE for Category B Building) | <input type="checkbox"/> New Construction |
| <p>Project description for Planning Department approval.</p> <p>The San Francisco Municipal Transportation Agency (SFMTA) proposes to install new Rectangular Rapid Flashing Beacons (RRFBs) at nine intersections across San Francisco to improve pedestrian safety. RRFBs would be installed at the intersections of San Bruno Avenue at Woolsey Street, Brotherhood Way at Sagamore Street and Alemany Boulevard, Gough Street at Clay Street, Fulton Street at Clayton Street, Turk Boulevard at Willard North, Castro Street at Henry Street, Diamond Heights Boulevard at Duncan Street, Cortland Avenue at Moultrie Street, and Diamond Heights Boulevard at Berkeley Way. The proposed project (project) would involve the installation of new RRFB signal poles and foundations, pull boxes, and conduits. The project would also upgrade curb ramps in select locations, in addition to grade adjustment for select existing stormwater catch basins.</p> <p>Full project description attached below.</p> | | |

STEP 1: EXEMPTION TYPE

| | |
|--|---|
| The project has been determined to be exempt under the California Environmental Quality Act (CEQA). | |
| <input checked="" type="checkbox"/> | Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft. |
| <input type="checkbox"/> | 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. |
| <input type="checkbox"/> | <p>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:</p> <p>(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.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p> |
| <input type="checkbox"/> | Other _____ |
| <input type="checkbox"/> | Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment. FOR ENVIRONMENTAL PLANNING USE ONLY |

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

| | |
|---|--|
| <input type="checkbox"/> | <p>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 <i>The Environmental Information tab on the https://sfplanninggis.org/pim/</i>)</p> |
| <input checked="" type="checkbox"/> | <p>Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p>Note that a categorical exemption shall not be issued for a project located on the Cortese List if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to <i>The Environmental Information tab on the https://sfplanninggis.org/pim/</i>)</p> |
| <input type="checkbox"/> | <p>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?</p> |
| <input checked="" type="checkbox"/> | <p>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.</p> |
| <input type="checkbox"/> | <p>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 <i>The Environmental Information tab on the https://sfplanninggis.org/pim/</i>) If box is checked, Environmental Planning must issue the exemption.</p> |
| <input type="checkbox"/> | <p>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 <i>The Environmental Planning tab on the https://sfplanninggis.org/pim/</i>) If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</p> |
| <input type="checkbox"/> | <p>Seismic Hazard: <input type="checkbox"/> Landslide or <input type="checkbox"/> Liquefaction Hazard Zone:</p> <p>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 <i>The Environmental tab on the https://sfplanninggis.org/pim/</i>) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p> |
| <p>Comments and Planner Signature (optional): Jennifer M Barbour Mckellar</p> <p>PLEASE SEE ATTACHED</p> | |

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

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

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

| | | |
|-------------------------------------|--|--|
| <input checked="" type="checkbox"/> | No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect. | |
| | Project Approval Action: City Traffic Engineer's Directive | Signature: Jennifer M Barbour Mckellar |
| | | 08/18/2023 |
| | <p>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.</p> <p>Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the SF Admin Code. Per Chapter 31, an appeal of an exemption determination to the Board of Supervisors shall be filed within 30 days after the Approval Action occurs at a noticed public hearing, or within 30 days after posting on the Planning Department's website a written decision or written notice of the Approval Action, if the approval is not made at a noticed public hearing.</p> | |

Step 2: Environmental Screening Comments

The proposed project meets the definition of a class 1 (CEQA Guidelines section 15301) categorical exemption, as a minor alteration of an existing public structure, because it would install new Rectangular Rapid Flashing Beacons (RRFBs) to improve pedestrian visibility and safety at nine intersections across San Francisco.

San Francisco Public Works Standard Construction Measures would be implemented, as applicable, as part of the project: (1) Seismic and Geotechnical Studies; (2) Air Quality; (3) Water Quality; (4) Traffic; (5) Noise; (6) Hazardous Materials; (7) Biological Resources; (8) Visual and Aesthetic Considerations (Project Site); and (9) Cultural Resources: Archeological Resources (Public Works Standard Archeological Measure I: Discovery during Construction) and Historic (Built Environment) Resources. Project-related physical environmental impacts would be less than significant.

None of the CEQA Guidelines section 15300.2 exceptions apply to the proposed project.

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- | | |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code; |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312; |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)? |
| <input type="checkbox"/> | 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

- | | |
|--------------------------|---|
| <input type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|--------------------------|---|

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.

Planner Name:

Date:



Date: August 18, 2023
To: Jennifer McKellar, San Francisco Planning Department
From: Alison Mathews, San Francisco Municipal Transportation Agency
Through: Forrest Chamberlain, San Francisco Municipal Transportation Agency
Re: WalkFirst Rectangular Rapid Flashing Beacon Installation Fiscal Year 2021
Case No.: 2023-006660ENV

Project Description

The San Francisco Municipal Transportation Agency (SFMTA) proposes to install new Rectangular Rapid Flashing Beacons (RRFBs) at nine intersections across San Francisco to improve pedestrian safety by alerting drivers that pedestrians are crossing the street. RRFBs would be installed at the intersections of San Bruno Avenue at Woolsey Street, Brotherhood Way at Sagamore Street and Alemany Boulevard, Gough Street at Clay Street, Fulton Street at Clayton Street, Turk Boulevard at Willard North, Castro Street at Henry Street, Diamond Heights Boulevard at Duncan Street, Cortland Avenue at Moultrie Street, and Diamond Heights Boulevard at Berkeley Way. The proposed project (project) would involve the installation of new RRFB signal poles and foundations, pull boxes, and conduits. The project would also upgrade curb ramps in select locations, in addition to grade adjustment for select existing stormwater catch basins.

At the intersection of San Bruno Avenue and Woolsey Street, one new RRFB signal pole would be installed on each corner (four new poles in total). One existing curb ramp on the northeast corner of the intersection would be upgraded.

At the intersection of Brotherhood Way at Sagamore Street and Alemany Boulevard, one new RRFB pole would be installed along the eastern side and one new RRFB signal pole would be installed on the western side on the median island (two new poles in total). One new pedestrian push button pole would be installed on the eastern side of the intersection. Partial curb ramp wing reconstruction would occur for two curb ramps.

At the intersection of Gough Street and Clay Street, one new RRFB signal pole would be installed at three of the four corners (three new poles in total). No new RRFB signal pole would be installed at the northwest corner of the intersection.

At the intersection of Fulton Street and Clayton Street, one new RRFB signal pole would be installed at

the northeast corner and one new RRFB signal pole would be installed at the southeast corner (two new poles in total). One streetlight pole would be installed on the southeast corner of the intersection, and one pedestrian push button pole would be installed on the northwest corner of the intersection.

At the intersection of Turk Boulevard and Willard North, one new RRFB signal pole would be installed at the northeast corner.

At the intersection of Castro Street and Henry Street, one new RRFB signal pole would be installed at the northeast corner.

At the intersection of Diamond Heights Boulevard and Duncan Street, one new RRFB signal pole would be installed at the northeast corner and one new RRFB signal pole would be installed at the southeast corner (two new poles in total). One dual streetlight pole would be installed within the median of the intersection.

At the intersection of Cortland Avenue and Moultrie Street, one new RRFB signal pole would be installed at the southwest corner. Curb ramps would be reconstructed on the northeast corner of the intersection. Two existing on-street metered parking spaces (approximately 20 feet each in length) would be removed to improve visibility of the new RRFBs.

At the intersection of Diamond Heights Boulevard and Berkeley Way, one new RRFB signal pole would be installed at the southwest corner and one new RRFB signal pole would be installed at the southeast corner (two new poles in total). Partial curb ramp reconstruction would occur for one curb ramp on the southwest corner of the intersection.

Table 1 – Detailed Excavation Information Per Component

| Component/Location | Excavation Depth (Feet) | Excavation Diameter (Feet-Inches) | Excavation (Cubic Yards) |
|---|--------------------------------|--|---------------------------------|
| San Bruno Avenue and Woolsey Street Intersection | | | |
| One 1-A (15') signal pole adjacent to the crosswalk on the northwest corner | 6' | 2'6" | 1.09 |
| One 1-A (15') signal pole adjacent to the crosswalk on the northeast corner | 6' | 2'6" | 1.09 |
| One 1-A (15') signal pole adjacent to the crosswalk on the southwest corner | 6' | 2'6" | 1.09 |
| One 1-A (15') signal pole adjacent to the crosswalk on the southeast corner | 6' | 2'6" | 1.09 |
| Brotherhood Way at Sagamore Street and Alemany Boulevard Intersection | | | |
| One 1-A (15') signal pole on a median island adjacent to the west side of the crosswalk | 6' | 2'6" | 1.09 |

| Component/Location | Excavation Depth (Feet) | Excavation Diameter (Feet-Inches) | Excavation (Cubic Yards) |
|--|--------------------------------|--|---------------------------------|
| One 1-A (15') signal pole on the sidewalk in advance of the crosswalk on the east side of the intersection | 6' | 2'6" | 1.09 |
| One pedestrian push button pole on the sidewalk adjacent to east side of the crosswalk | 1'6" | 1'6" | .10 |
| Gough Street and Clay Street Intersection | | | |
| One 1-A (15') signal pole adjacent to the crosswalk on the northeast corner | 6' | 2'6" | 1.09 |
| One 1-A (15') signal pole adjacent to the crosswalk on the southwest corner | 6' | 2'6" | 1.09 |
| One 1-A (15') signal pole adjacent to the crosswalk on the southeast corner | 6' | 2'6" | 1.09 |
| Fulton Street and Clayton Street Intersection | | | |
| One pedestrian push button pole adjacent to the crosswalk on the northwest corner | 1'6" | 1'6" | .10 |
| One 1-A (15') signal pole adjacent to the crosswalk on the northeast corner | 6' | 2'6" | 1.09 |
| One 1-A (15') signal pole near the crosswalk on the southeast corner | 6' | 2'6" | 1.09 |
| One streetlight pole adjacent to the crosswalk on the southeast corner | 9' | 2'6" | 1.64 |
| Turk Boulevard and Willard North Intersection | | | |
| One 1-A (15') signal pole adjacent to the crosswalk on the northeast corner | 6' | 2'6" | 1.09 |
| Castro Street and Henry Street Intersection | | | |
| One 1-A (15') signal pole adjacent to the crosswalk on the northeast corner | 6' | 2'6" | 1.09 |
| Diamond Heights Boulevard and Duncan Street Intersection | | | |
| One 1-A (15') signal pole adjacent to the crosswalk on the northeast corner | 6' | 2'6" | 1.09 |
| One 1-A (15') signal pole adjacent to the crosswalk on the southeast corner | 6' | 2'6" | 1.09 |
| One dual streetlight pole within the median on the east side of the intersection | 9' | 2'6" | 1.64 |
| Cortland Avenue and Moultrie Street Intersection | | | |

| Component/Location | Excavation Depth (Feet) | Excavation Diameter (Feet-Inches) | Excavation (Cubic Yards) |
|---|--------------------------------|--|---------------------------------|
| One 1-A (15') signal pole adjacent to the crosswalk on the southwest corner | 6' | 2'6" | 1.09 |
| Diamond Heights Boulevard and Berkeley Way Intersection | | | |
| One 1-A (15') signal pole adjacent to the crosswalk on the southwest corner | 6' | 2'6" | 1.09 |
| One 1-A (15') signal pole adjacent to the crosswalk on the southeast corner | 6' | 2'6" | 1.09 |

The following proposed project locations are adjacent to historic resources:

- Gough/Clay streets intersection (historic buildings on adjacent block/lots 0617/008-010)
- Castro/Henry streets intersection (historic building on adjacent block/lot 3540/092)
- Diamond Heights Boulevard/Duncan Street intersection (historic buildings on adjacent block/lots 7515A/001-012 and 7504A/005-018; these buildings comprise part of the Diamond Heights Historic District)

The proposed work would be carried out by SFMTA and San Francisco Public Works crews, in addition to a licensed contractor managed by San Francisco Public Works with funding/oversight from SFMTA. Construction is anticipated to last approximately three months at each intersection. San Francisco Public Works Standard Construction Measures would be implemented, as applicable, as part of the project: (1) Seismic and Geotechnical Studies; (2) Air Quality; (3) Water Quality; (4) Traffic; (5) Noise; (6) Hazardous Materials; (7) Biological Resources; (8) Visual and Aesthetic Considerations (Project Site); and (9) Cultural Resources: Archeological Resources (Public Works Standard Archeological Measure I: Discovery during Construction) and Historic (Built Environment) Resources. Contractors would use concrete saws and jackhammers but no pile-drivers. The project would not result in the removal of any existing trees or on-street loading spaces.

There are no past, present or reasonably foreseeable projects within the vicinity of each of the proposed project sites that would combine with the project to result in a cumulative impact.

Attachments

Attachment A: WalkFirst FY21 Rectangular Rapid Flashing Beacon Location Map

Attachment B: Site Plans

Approval Action

The project would be approved by the City Traffic Engineer's Directive, which does not occur at a noticed public hearing. Therefore, as defined by San Francisco Administrative Code Chapter 31, Sections 31.04(h)(2) and 31.08(g), the Approval Action for the purpose of CEQA would be the posting of the date of the Engineer's Directive on the Planning Department website. The Approval Action starts the 30-day exemption appeal period.