

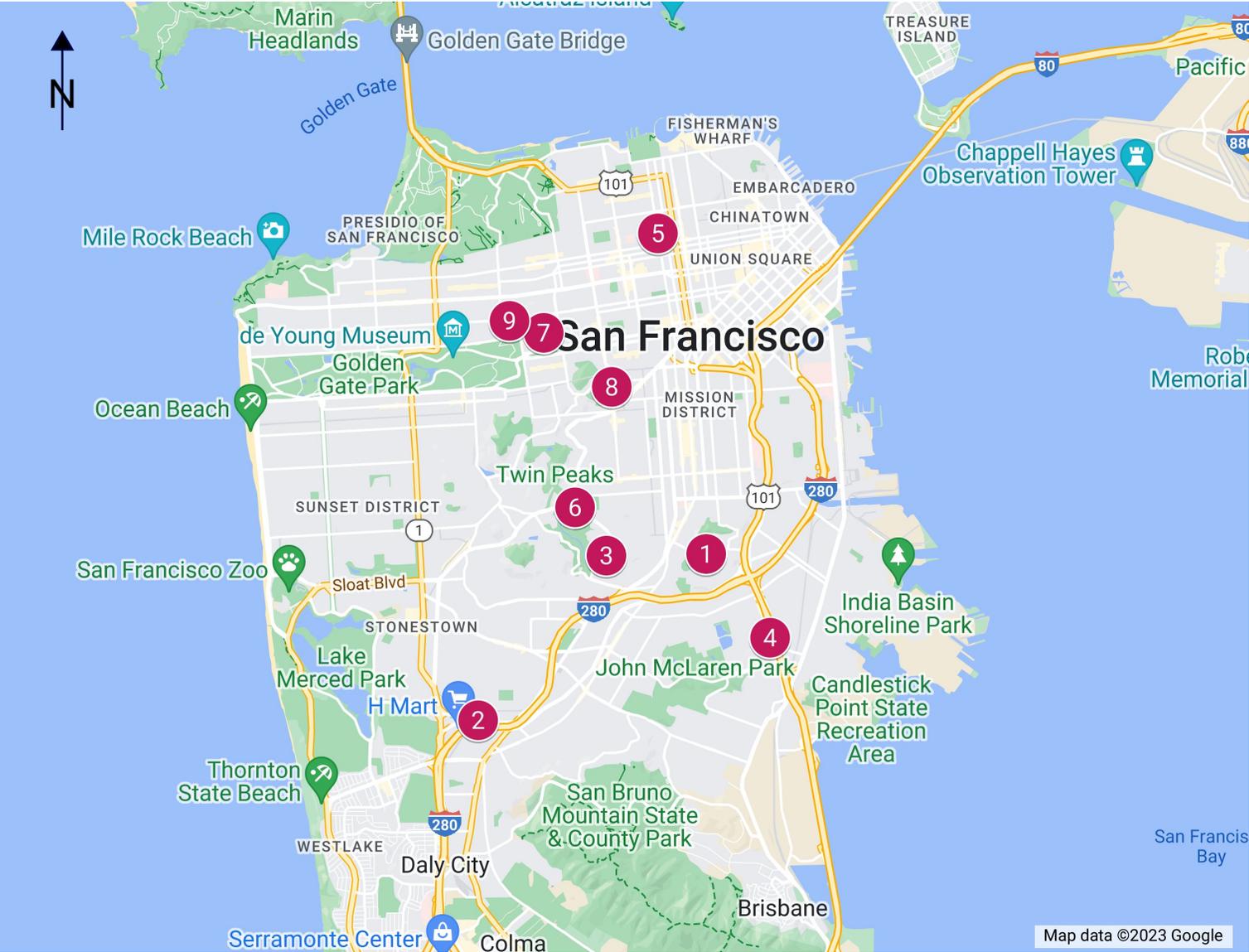
SFMTA - TASC SUMMARY SHEET

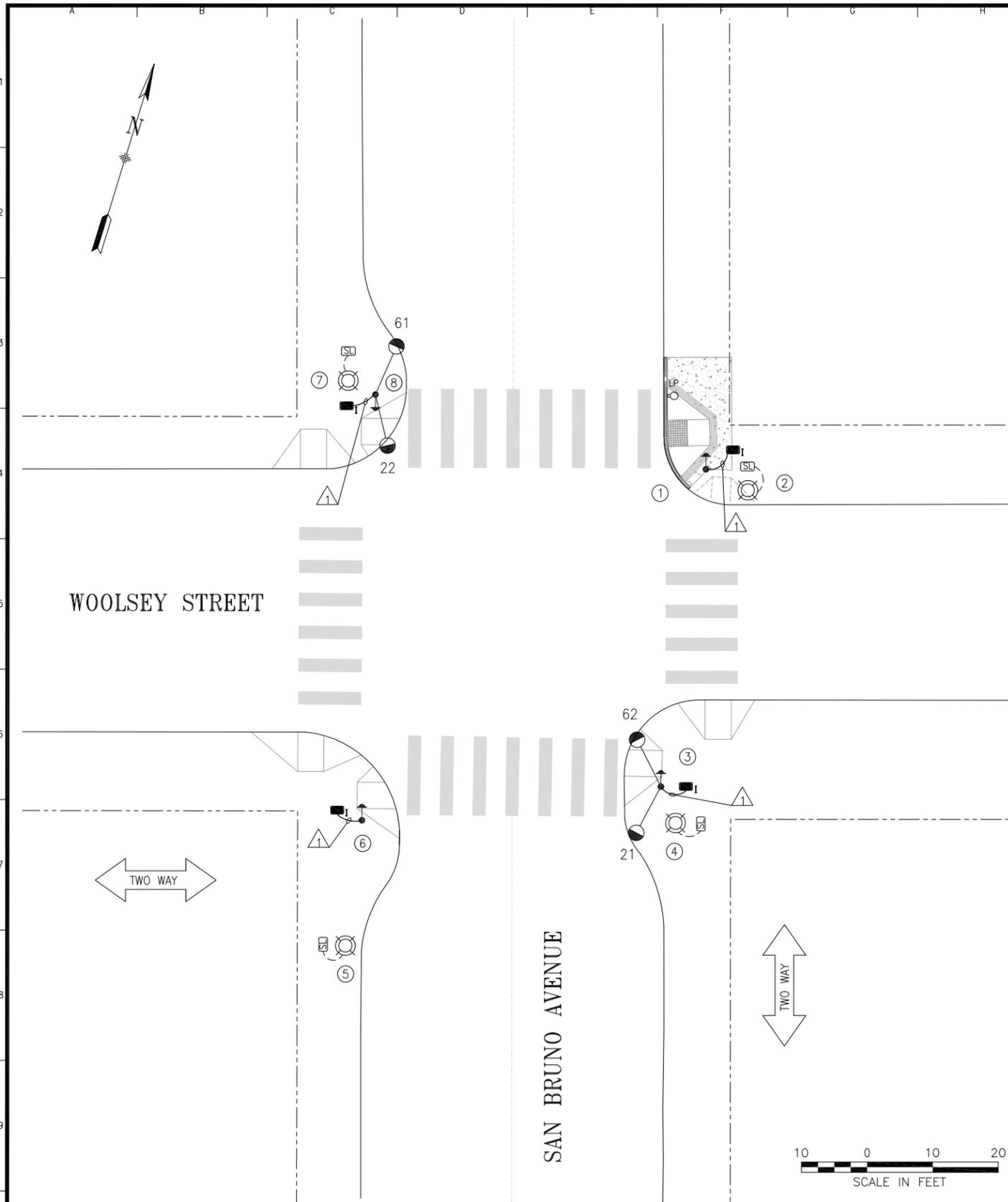
PreStaff_Date: 10/3/2023 Requested_by: SFMTA Handled: Alison Mathews for ^{SMR} Section Head : MS	<input type="checkbox"/> Public Hearing Consent <input checked="" type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational / Other <small>PH - Regular</small>	No objections: _____ Item Held: _____ Other: _____
Location: San Bruno Avenue at Woolsey Street		
Subject: Rectangular Rapid Flashing Beacon		
PROPOSAL / REQUEST: ESTABLISH – RECTANGULAR RAPID FLASHING BEACON (RRFB) San Bruno Avenue at Woolsey Street (Supervisor District 9) Alison Mathews, alison.mathews@sfmta.com		
BACKGROUND INFORMATION / COMMENTS This project will add Rectangular Rapid Flashing Beacons (RRFBs) to the crosswalks at San Bruno Avenue and Woolsey Street. This location was selected as part of the FY21 Walkfirst RRFB project based on collision history, engineering judgment and community request. San Bruno Avenue and Woolsey Street is currently an uncontrolled crossing with existing marked crosswalks and pedestrian warning signage. San Bruno Avenue is on the 2022 Vision Zero High Injury Network at Woolsey Street. The 8 Bayshore, 8AX Bayshore A Express, 9 San Bruno, 9R San Bruno Rapid, and 90 San Bruno Owl Muni lines run northbound and southbound on San Bruno Avenue at Woolsey Street. Not on the bike network. Speed Limit: 20 MPH. There has been 1 reported vehicle-pedestrian collision resulting in severe injury, and 5 other reported vehicle-pedestrian collisions in the past 5 years at the intersection.		
HEARING NOTIFICATION AND PROCESSING NOTES:	ENVIRONMENTAL CLEARANCE BY: <input type="checkbox"/> SFMTA <input checked="" type="checkbox"/> Attached <input type="checkbox"/> Pending	
CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL: <input type="checkbox"/>		

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





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	1-A (15')			③						TOP MOUNT SOLAR PANEL & TRANSMITTER ②
②	(E) POST TOP STREET LIGHT									
③	1-A (15')		21 62	①	SIDE MOUNT SIDE MOUNT					TOP MOUNT SOLAR PANEL & TRANSMITTER ②
④	(E) POST TOP STREET LIGHT									
⑤	(E) POST TOP STREET LIGHT									
⑥	1-A (15')			③						TOP MOUNT SOLAR PANEL & TRANSMITTER ②
⑦	(E) POST TOP STREET LIGHT									
⑧	1-A (15')		22 61	①	SIDE MOUNT SIDE MOUNT					TOP MOUNT SOLAR PANEL & TRANSMITTER ②

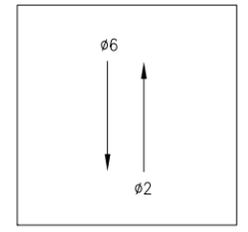
SHEET NOTES:

- 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.

CONDUITS & WIRES:

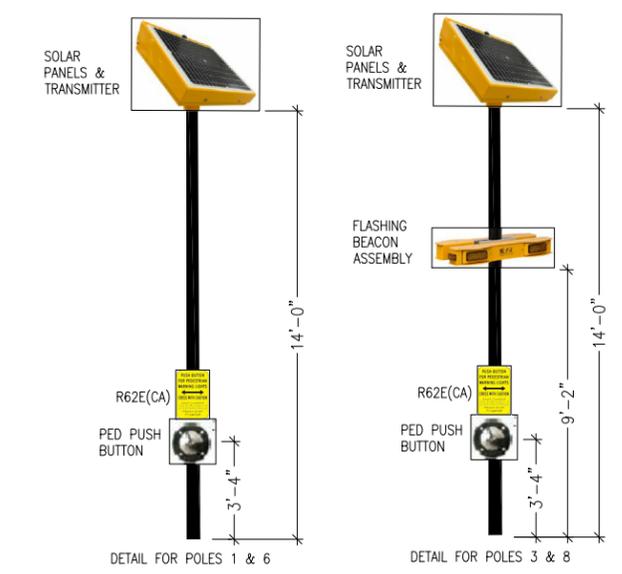
- △ F/I 1-2" PVC CONDUIT.

PHASE DIAGRAM



PHASE SEQUENCE

FY	SAN BRUNO AVE. (NB & SB) - φ2 & φ6
----	------------------------------------



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:

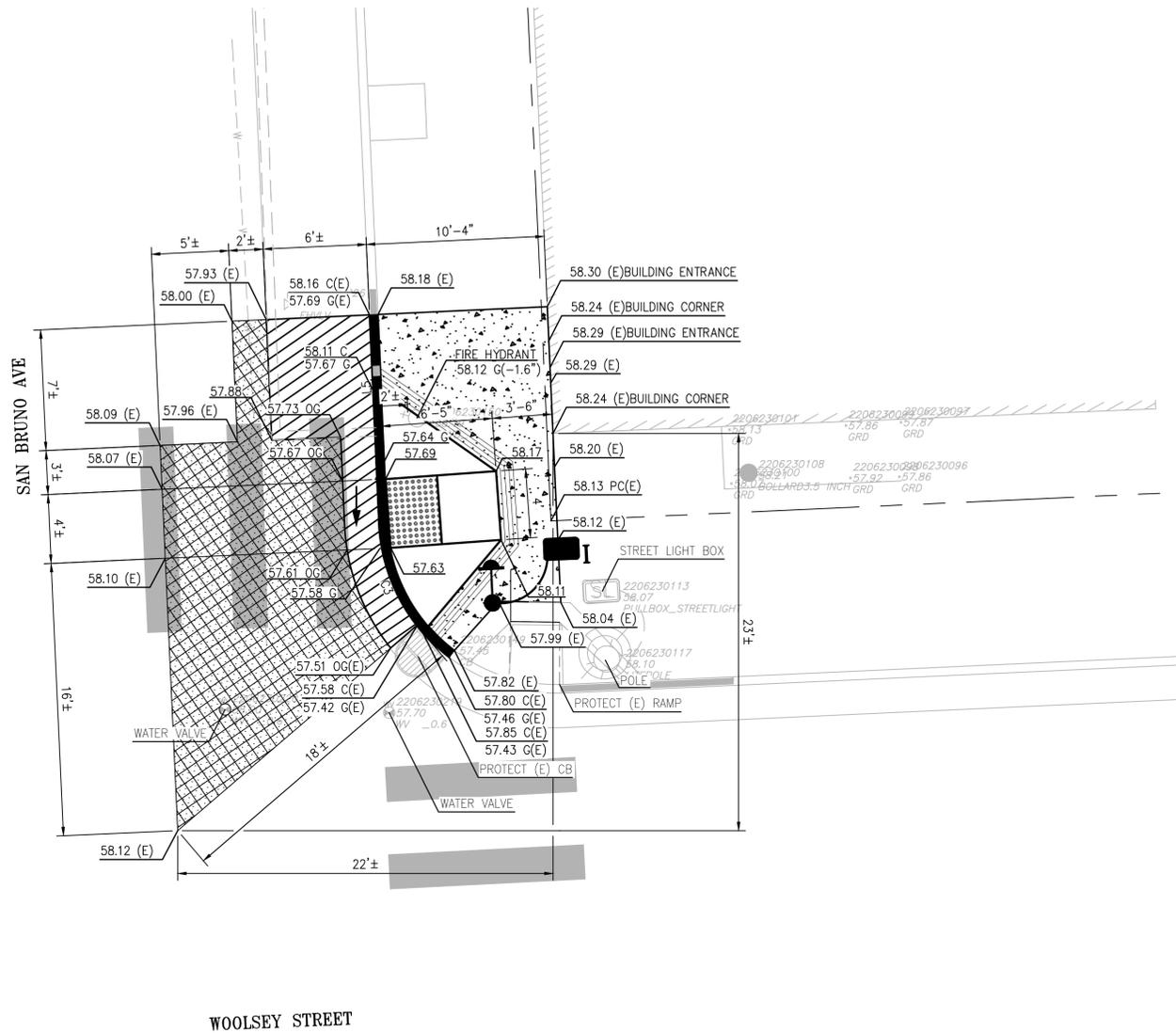


SCALE
SHEET OF SHEETS
XX OF XX

SAN BRUNO AVENUE AND WOOLSEY STREET

CNN NO:	ET-4.0
REV NO:	

Drawing Path: C:\Users\omatheus\SFM\WalkFirst\RRFBs - Documents\01 Design\ACAD\FY21\RRFB_Signals_All.dwg, Login: omatheus
 Plot Time: Thu, 07 Sep 2023 - 11:59am
 Model Units: Undefined
 Dimension Scale: 10
 Xrefs: \SFM\SID Title Block (2020)_DRAFT.dwg
 \x\SID Title Block (2020).rvt



LINE & CURVE TABLE			
LINE/CURVE #	LENGTH	BEARING/Δ	RADIUS
C3	9.06'	50°23'54"	10.3'
L5	12.12'	S18° 27' 38.5"E	



95% REVIEW
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 09/01/23 16:07, BY: KrlLee				

REFERENCE INFORMATION
 & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
 CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
 49 SOUTH VAN NESS AVENUE, SUITE 800
 SAN FRANCISCO, CA 94103

Date: _____
 Acting Section Mgr: DEANNA CALLEROS xxx/xxxx
 Deputy Bureau Mgr: FERNANDO CISNEROS xxx/xxxx
 Acting Bureau Mgr: IQBAL DHAPA xxx/xxxx

DESIGNED: DATE: K.LEE 9/2023
 DRAWN: DATE: K.LEE 9/2023
 CHECKED: DATE: M.HERNANDEZ 9/2023

SCALE:
 1" = 5'
 SHEET OF SHEETS
 6 OF 12

**WALKFIRST RRFB
 VARIOUS LOCATIONS**

**CURB RAMP DETAILS
 SAN BRUNO AVENUE & WOOLSEY STREET
 NORTHEAST CORNER**

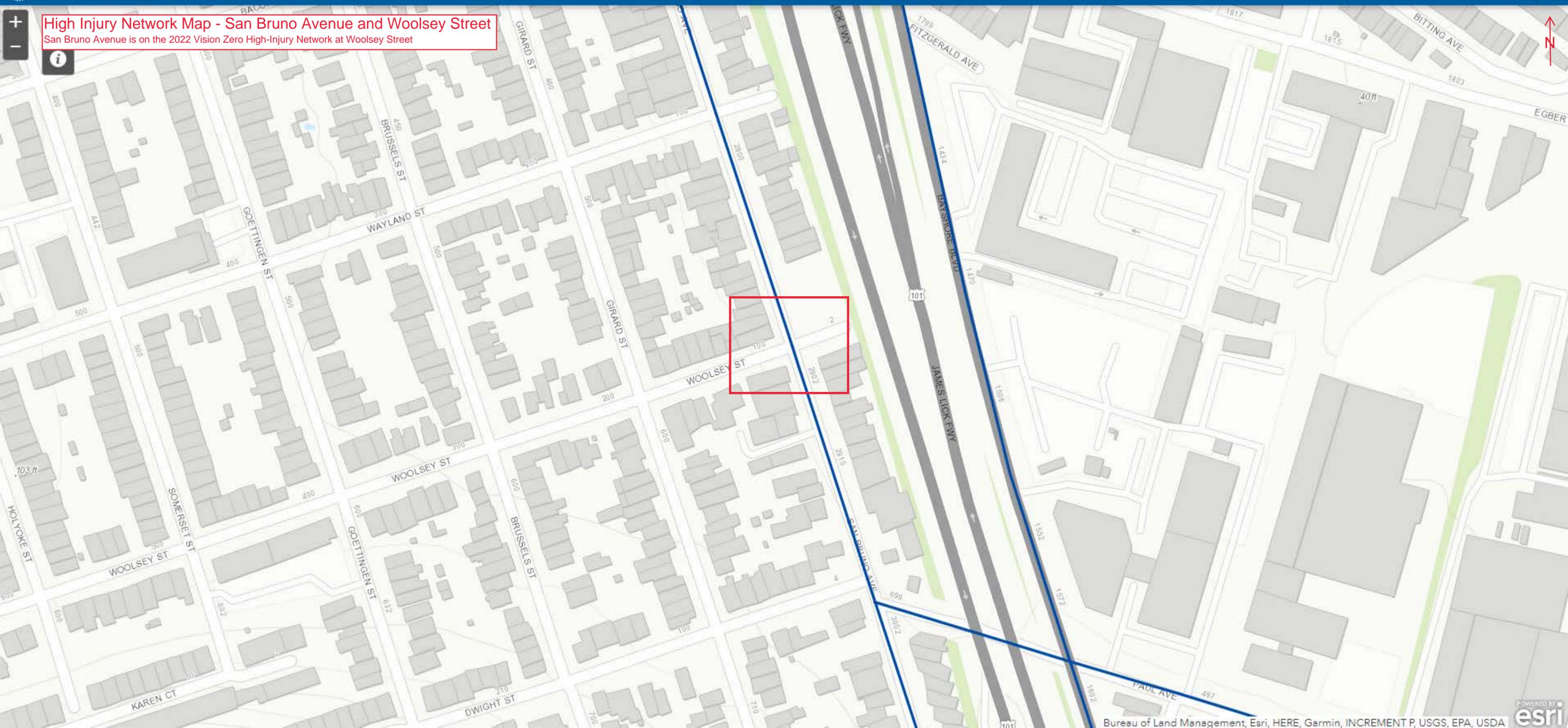
SOURCING ID NO.
 0000007529
 DRAWING NO.
 123,578
 FILE NO.
 REV. NO.
 0

Drawing Path: \\dpc.ci.sf.gov\Projects\23251_WalkFirst_RRFB\10037760\2_Design\Working_Drawings\ESH\Current\23251_SHEETS.dwg; Login: KrlLee
 Model Units: Feet
 Measurement Units are English
 Xrefs: \BLOCKS\TB_22x34_ESH.dwg
 \23251_PPBASE.dwg
 \23251_EXTOPO.dwg



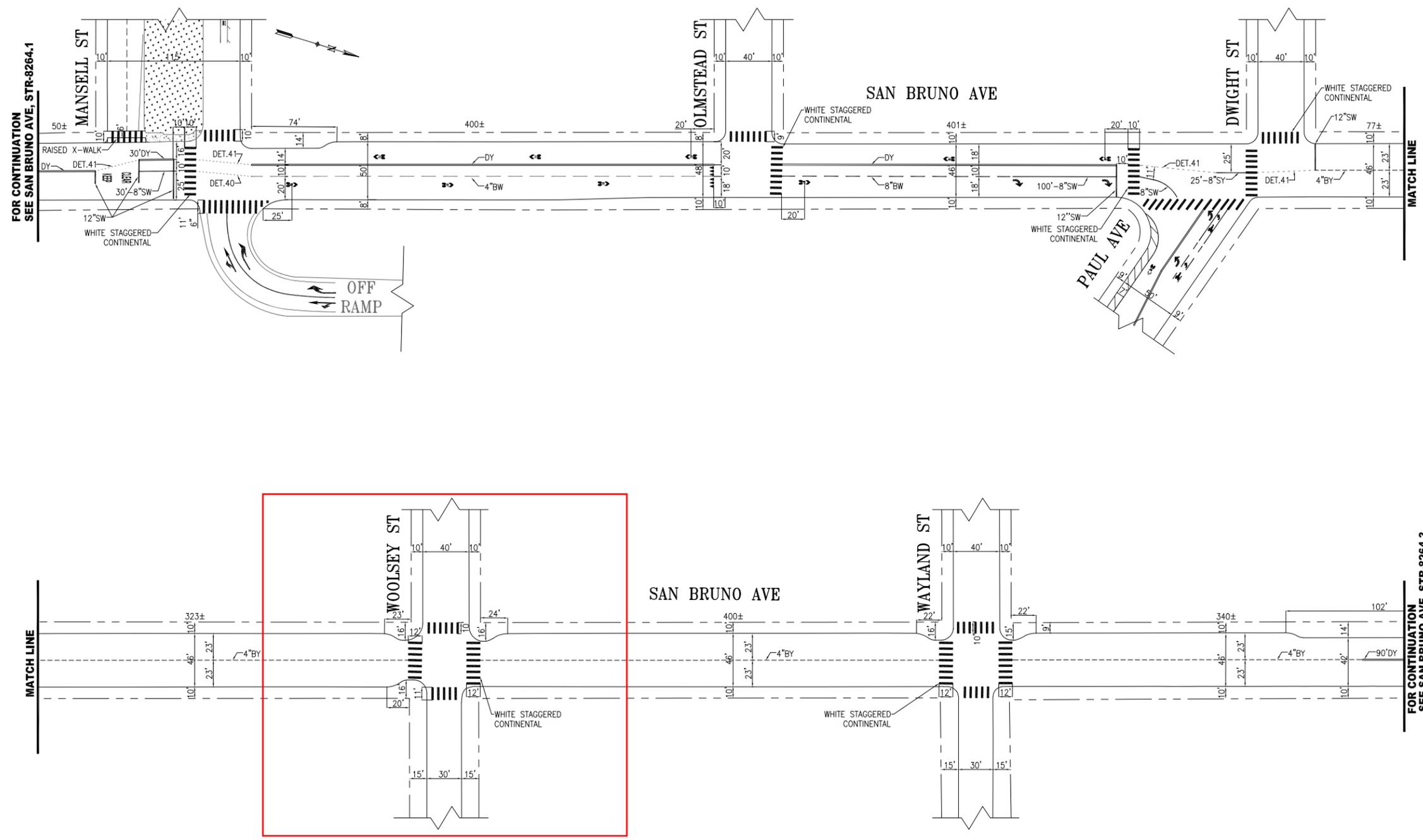
High Injury Network Map - San Bruno Avenue and Woolsey Street

San Bruno Avenue is on the 2022 Vision Zero High-Injury Network at Woolsey Street



**Existing Striping to Remain (no change) -
San Bruno Avenue and Woolsey Street**

GENERAL NOTES:
1. ALL SHARROW MARKINGS SHALL BE INSTALLED 13' FROM CURB FACE TO CENTER OF THE MARKING AND SPACED AT 135' UNLESS OTHERWISE NOTED



NO.	DATE	DESCRIPTION	BY	APP
3	1/20/21	PER FIELD: SHORTENED RT POCKET @ BACON (SEE SHEET 3)	E.ROBINSON	M.SALLABERRY
2	10/02/19	ADDED BULBOUTS @ MANSELL, WOOLSEY, WAYLAND; NS X-WALK @ WOOLSEY; ADVANCE LIMIT LINE & 6\"/>		
1	05/30/19	ADDED RAISED X-WALK @ MANSELL	K.KWONG	M.VELASCO
0		PER FIELD	J.CHIMENTO	M.SALLABERRY

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SUPERSEDES: PARTIAL STR-2898.1 PARTIAL STR-2898.2		APPROVED		SCALE: 1" = 50'
DRAWN: A.HO	DATE: 01/24/18	MIKE SALLABERRY 2/6/18 SENIOR ENGINEER		SHEET/SHEETS: 3 OF 5
CHECKED: W.TABAJONDA	DATE: 01/24/18	RICARDO OLEA 2/6/18 CITY TRAFFIC ENGINEER		

CONTRACT NO.	TRAFFIC STRIPING
DRAWING NO.	SAN BRUNO AVENUE MANSELL STREET TO BACON STREET
FILE NO.	
REV. NO.	3

CONTRACT NO.	
DRAWING NO.	STR-8264.2
FILE NO.	
REV. NO.	3

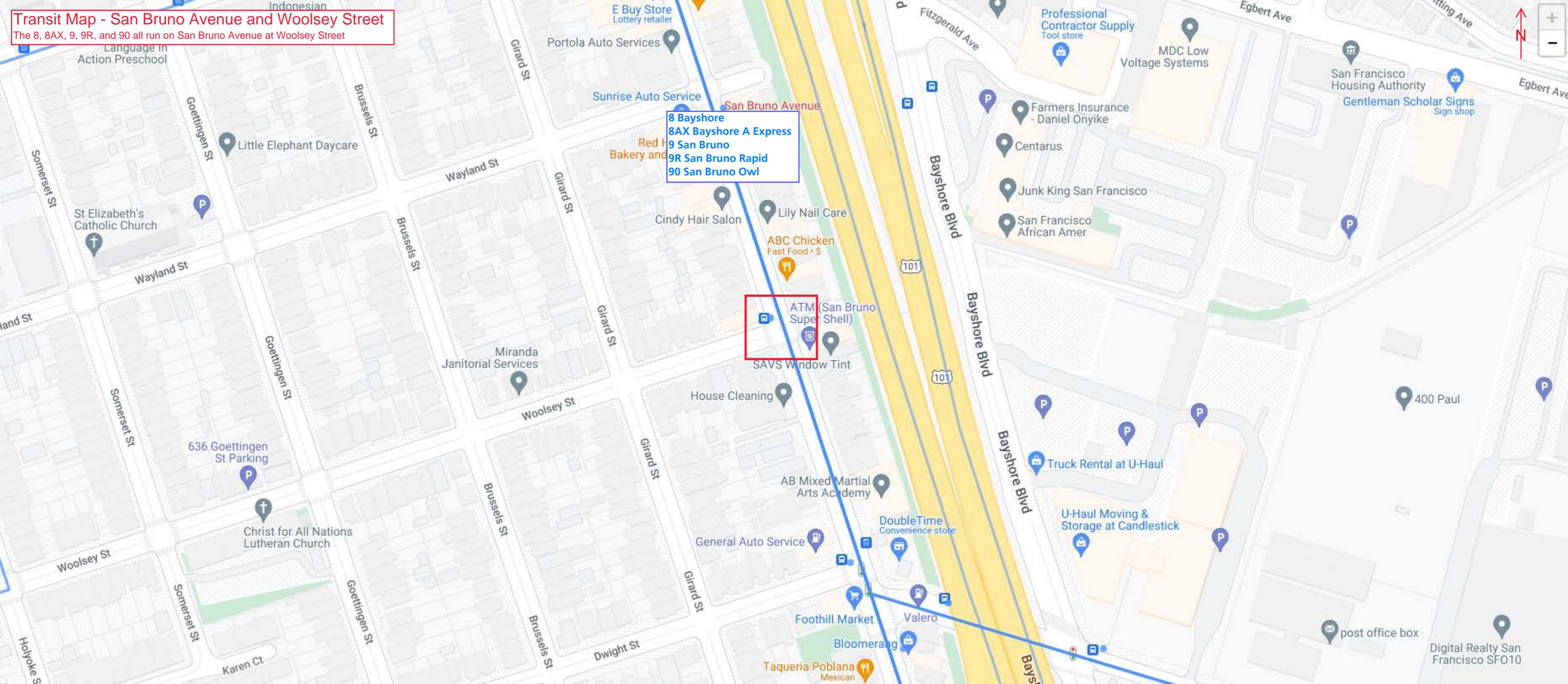
FILE NAME:
DATE: --/--/--

Aerial Photo - San Bruno Avenue and Woolsey Street



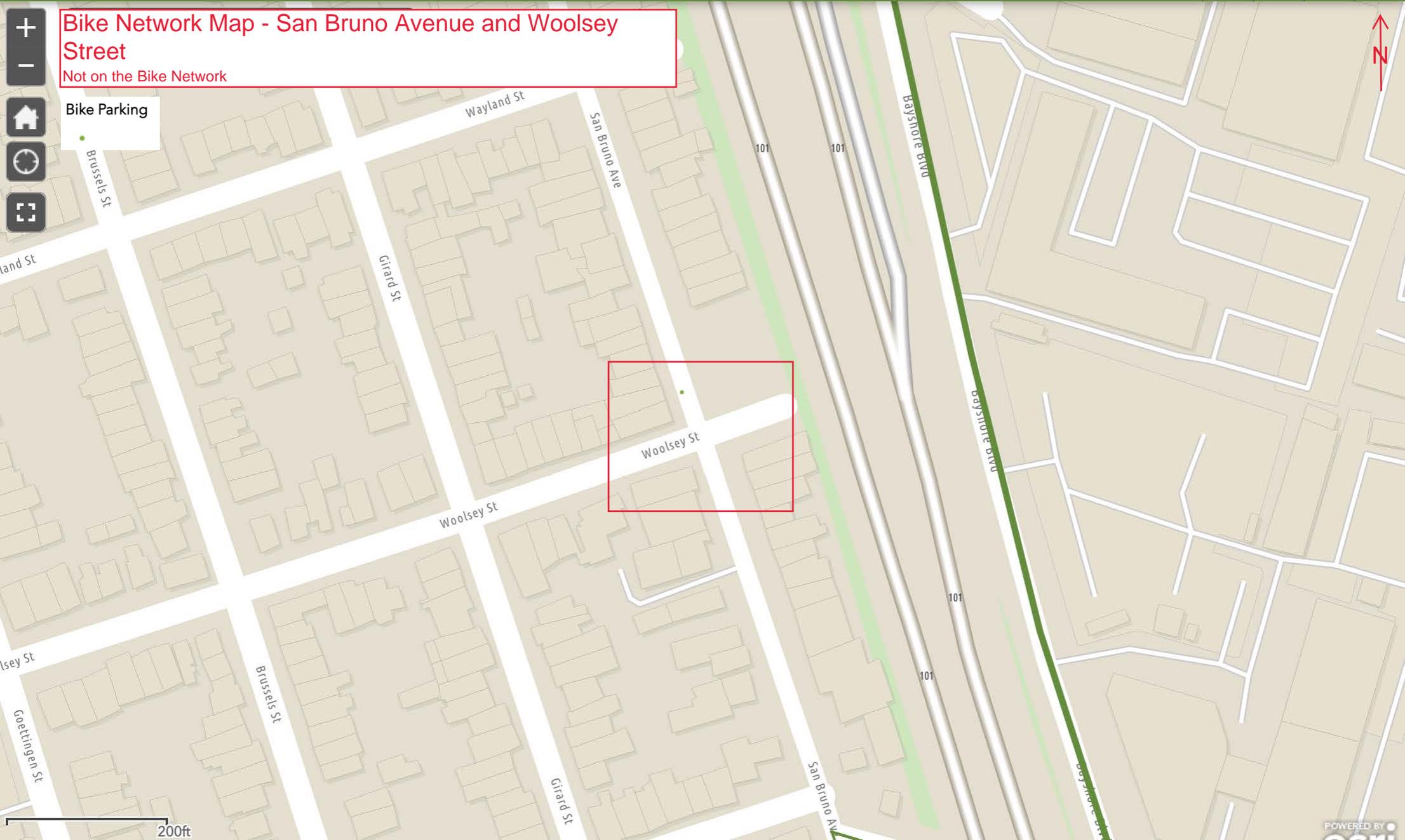
Transit Map - San Bruno Avenue and Woolsey Street

The 8, 8AX, 9, 9R, and 90 all run on San Bruno Avenue at Woolsey Street



Bike Network Map - San Bruno Avenue and Woolsey Street
Not on the Bike Network

Bike Parking



Street View - San Bruno Avenue and Woolsey Street
Facing north



Street View - San Bruno Avenue and Woolsey Street
Facing south



TransBASE Internal Dashboard

Geographic Extent: 33273000: WOOLSEY ST at SAN BRUNO AVE
 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 9 of 9 entries

Count of Fatal Collisions: 0
 Count of Non-Fatal Injury Collisions: 9
 Total Count of Fatal/Non-Fatal Injury Collisions: 9

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
220799409	11/20/2022	14:31	Sunday	WOOLSEY ST	SAN BRUNO AVE	6	West	Driver	West	Making Right Turn	Pedestrian	North	Proceeding Straight	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated	Daylight
220277900	04/28/2022	17:00	Thursday	SAN BRUNO AVE	WOOLSEY ST	0	Not Stated	Driver	North	Proceeding Straight	Pedestrian	East	Other	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated	Daylight
200084769	02/03/2020	14:28	Monday	SAN BRUNO AVE	WOOLSEY ST	0	Not Stated	Driver	West	Making Right Turn	Pedestrian	South	Not Stated	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated	Daylight
200059079	01/24/2020	10:45	Friday	WOOLSEY ST	SAN BRUNO AVE	76	West	Driver	West	Stopped				CVC Other Than Driver	Injury (Other Visible)	Rear End	Fixed Object	No	Dry	No Unusual Condition/ Not Stated	Daylight
200024458	01/10/2020	15:36	Friday	WOOLSEY ST	SAN BRUNO AVE	0	Not Stated	Driver	West	Backing	Pedestrian	South	Other	CVC 22106	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated	Daylight
190226108	03/30/2019	22:42	Saturday	SAN BRUNO AVE	WOOLSEY ST	0	Not Stated	Driver	North	Making Left Turn	Driver	South	Proceeding Straight	CVC Not Stated	Injury (Severe)	Head-On	Other Motor Vehicle	Felony	Dry	No Unusual Condition/ Not Stated	Dark - Street Lights
180770632	10/11/2018	07:29	Thursday	SAN BRUNO AVE	WOOLSEY ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	North	Stopped In Road	CVC 21703	Injury (Other Visible)	Other	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Daylight
180286322	04/18/2018	08:55	Wednesday	SAN BRUNO AVE	WOOLSEY ST	0	Not Stated	Driver	East	Making Right Turn	Driver	East	Other Unsafe Turning	CVC 22106	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Misdemeanor	Dry	No Unusual Condition/ Not Stated	Daylight

TransBASE Internal Dashboard

Geographic Extent: 33273000: WOOLSEY ST at SAN BRUNO AVE
 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

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
180260382	04/08/2018	21:50	Sunday	SAN BRUNO AVE	WOOLSEY ST	0	Not Stated	Driver	North	Proceeding Straight	Pedestrian	East	Proceeding Straight	CVC 21950(a)	Injury (Severe)	Broadside	Pedestrian	Felony	Dry	No Unusual Condition/ Not Stated	Dark - Street Lights

Summary: 1 collision involving a vehicle and pedestrian with a severe injury, and 5 other reported collisions involving pedestrians.

Mathews, Alison

From: Curtis, Damon
Sent: Wednesday, January 27, 2021 12:46 PM
To: Ramos, Joel
Cc: Martinsen, Janet; Maguire, Tom; Chan, Jennifer; Carr, Daniel; Roback, Soroush; Wise, Viktoriya
Subject: RE: SFMTA Community Response Team funding

Hi Joél,

I'll work with my team to put together a list of pending TC requests for D9. In the meantime, the cost of an RRFB is more in the range of \$150k-\$175k, particularly if we're doing a one-off installation where there are no economies of scale.

On a related note, we will be kicking off the new **RRFB Installation** program soon headed up by the signals group in Livable Streets (led by Soroush Roback in Mike Sallaberry's section). There is \$600k programmed in the CIP for each year beginning with FY21 and the plan is to submit an ARF to the TA next month to get things up and running. The idea would be to fund design and construction of about 2-4 RRFB's each year, likely delivered through a JOC contract. The exact number will depend on several factors and I don't know where a location like San Bruno/Woolsey will rank, but I suppose there's a possibility that in any given year of the program the scope could be expanded if CRT (or NTIP) monies are made available to supplement the Prop K funding. Obviously there are still a lot of moving parts and details to be worked out so we shouldn't make any assumptions or commitments just yet.

Jenn/Daniel – let's have a quick check-in once you've compiled the initial list. I have a proposed project on Crescent Ave that needs to be added to the list.

Soroush – I'll set up a meeting for us to talk about RRFB's.

Thanks,
Damon

From: Ramos, Joel <Joel.Ramos@sfmta.com>
Sent: Tuesday, January 26, 2021 7:35 PM
To: Curtis, Damon <Damon.Curtis@sfmta.com>
Cc: Martinsen, Janet <Janet.Martinsen@sfmta.com>; Maguire, Tom <Tom.Maguire@sfmta.com>
Subject: Fw: SFMTA Community Response Team funding

Hi Damon,

Can you get a status of traffic calming projects in D9 to Amy (below)?

I've noticed a significant increase in your workload since COVID-19, Damon, and I thank you for your continued dedication to getting these matters addressed.

Best,

Joél T. Ramos

Local Government Affairs Manager
San Francisco Municipal Transportation Agency

(415) 646-2067

From: Beinart, Amy (BOS) <amy.beinart@sfgov.org>
Sent: Monday, January 25, 2021 20:18
To: Ramos, Joel <Joel.Ramos@sfmta.com>; Li-D9, Jennifer (BOS) <jennifer.li-d9@sfgov.org>
Cc: Monge, Paul (BOS) <paul.monge@sfgov.org>; Lerma, Santiago (BOS) <santiago.lerma@sfgov.org>
Subject: Re: SFMTA Community Response Team funding

Joel, forgive me if I missed it, but do you have a list of all the D9 traffic calming request that have made it to MTA attention?

Thanks,
Amy

>>>>>>>>>>

Amy Beinart | Legislative Aide/Chief of Staff
Office of Supervisor Hillary Ronen
| amy.beinart@sfgov.org
<https://sfbos.org/supervisor-ronen-district-9>

From: Li-D9, Jennifer (BOS) <jennifer.li-d9@sfgov.org>
Sent: Friday, January 22, 2021 9:23:47 PM
To: Ramos, Joel (MTA) <Joel.Ramos@sfmta.com>
Cc: Beinart, Amy (BOS) <amy.beinart@sfgov.org>; Monge, Paul (BOS) <paul.monge@sfgov.org>; Lerma, Santiago (BOS) <santiago.lerma@sfgov.org>
Subject: Re: SFMTA Community Response Team funding

That's great info— thank you Joell!

Get [Outlook for iOS](#)

From: Ramos, Joel <Joel.Ramos@sfmta.com>
Sent: Friday, January 22, 2021 7:07:14 PM
To: Li-D9, Jennifer (BOS) <jennifer.li-d9@sfgov.org>
Cc: Beinart, Amy (BOS) <amy.beinart@sfgov.org>; Monge, Paul (BOS) <paul.monge@sfgov.org>; Lerma, Santiago (BOS) <santiago.lerma@sfgov.org>
Subject: Re: SFMTA Community Response Team funding

Hi Jennifer,

Was in meetings all day, so I apologise I could not get back to you earlier.

Basically, CRT funding is to use for WHATEVER you want, so long as our engineers approve of the application. Amy knows the ins and outs. Believe it or not, \$100k doesn't get one much these days, but having something that can be used for expediting a project can be a great way to be as responsive as possible for community needs. I can talk more over the weekend or next week, just let me know!

Joél Ramos
Local Government Affairs Manager
San Francisco Municipal Transportation Agency
415-646-2067

Please pardon brevity & typos, as typed from my tiny phone's tiny keyboard

From: Li-D9, Jennifer (BOS) <jennifer.li-d9@sfgov.org>
Sent: Friday, January 22, 2021 11:42:30 AM
To: Ramos, Joel <Joel.Ramos@sfmta.com>
Cc: Beinart, Amy (BOS) <amy.beinart@sfgov.org>; Monge, Paul (BOS) <paul.monge@sfgov.org>; Lerma, Santiago (BOS) <santiago.lerma@sfgov.org>
Subject: SFMTA Community Response Team funding

This is great info, Joel! Can you give me a brief overview on what we could use CRT funding for (vs using other SFMTA routes/ processes), or what other districts have used this money for? That way, our office can figure out what projects we can most strategically apply this funding towards. I can also do a call if it's too complicated to spell out in an email, whichever works for you! (917) 573 1488

Jennifer Li 李嘉欣
Administrative Aide, District Liaison 市參事助理
San Francisco District 9 Supervisor Hillary Ronen 市參事盧凱莉
Jennifer.Li-D9@sfgov.org
(415) 554-5144

From: Ramos, Joel <Joel.Ramos@sfmta.com>
Sent: Thursday, January 21, 2021 5:24 PM
To: Li-D9, Jennifer (BOS) <jennifer.li-d9@sfgov.org>
Cc: Martinsen, Janet (MTA) <Janet.Martinsen@sfmta.com>
Subject: Fw: Fw: flashing lights at San Bruno Ave & Woolsey

Hi Jennifer,

Wanted to let you know that we could use our Community Response Team funding for a flashing beacon here if Supervisor Ronen would like. Keep in mind that the CRT funding is limited to \$100K per year, and given our budget constraints, what is not spent per fiscal year no longer "rolls over" into the next. Currently, we have about \$114K reserved for you to use however you would like in D9. Flashing Beacons run about \$50K per installation.

Please note that we did just complete that San Bruno Ave. transit / ped improvement on San Bruno, so things should be a lot better than before, and certainly better than places that haven't recently received investment.
<https://www.sfmta.com/projects/san-bruno-ave-multimodal-improvement-project>

San Bruno Ave Multimodal Improvement Project | SFMTA

December 2019 Update: San Bruno Ave Multimodal Improvement Project - For Chinese and Spanish translations, please see de la página.

<https://avanan.url-protection.com/v1/url?o=www.sfmta.com&g=NDAYMTVjNzMxM2I5ZDNINA==&h=MjQwN2E2NmYwMjc4NTJlMzUyN2FhYjFkOnYx>

Please let me know how you would like for us to respond to this rqst (or not). It may be best just to wait and see how the improvements change / improve conditions as the community gets used to them.

Best,

Joél T. Ramos

Local Government Affairs Manager
San Francisco Municipal Transportation Agency

(415) 646-2067

From: Valerie Luu <valerie@portolasf.org>

Sent: Thursday, January 21, 2021 14:00

To: Ramos, Joel <Joel.Ramos@sfmta.com>

Cc: Li-D9, Jennifer (BOS) <jennifer.li-d9@sfgov.org>; Martinsen, Janet <Janet.Martinsen@sfmta.com>

Subject: Re: Fw: flashing lights at San Bruno Ave & Woolsey

EXT

Hi Joel,

Thanks for chatting with us about the other SFMTA concern over at San Bruno/Silliman.

I wanted to follow up to see if there's any new info about how to request pedestrian flashing lights at the San Bruno Ave / Woolsey St intersection.

Best,

Valerie

On Wed, Dec 23, 2020 at 1:14 PM Ramos, Joel <Joel.Ramos@sfmta.com> wrote:

Hello Ms. Luu,

Thanks for sending that!

We'll try our best, but it may take a few days given the holiday to get back to you.

I'll be in touch ASAP about what my colleagues can find.

Thanks for your patience!

Joél T. Ramos

Local Government Affairs Manager
San Francisco Municipal Transportation Agency

(415) 646-2067

From: Valerie Luu <valerie@portolasf.org>
Sent: Wednesday, December 23, 2020 13:12
To: Ramos, Joel <Joel.Ramos@sfmta.com>
Cc: Li-D9, Jennifer (BOS) <jennifer.li-d9@sfgov.org>; Martinsen, Janet <Janet.Martinsen@sfmta.com>
Subject: Re: Fw: flashing lights at San Bruno Ave & Woolsey

EXT

Hi Joel,

The ticket number is 12747632. Thank you for your help passing this along!

Best,

Valerie

On Wed, Dec 23, 2020 at 12:59 PM Ramos, Joel <Joel.Ramos@sfmta.com> wrote:

Hello Valerie,

Do you happen to have the 311 request number?

Also, I'm forwarding this inquiry to my colleagues who work on these projects, to see if they might have any insight.

Will let you know what we hear back.

Thanks!

Thank you!

Joél T. Ramos

Local Government Affairs Manager
San Francisco Municipal Transportation Agency

(415) 646-2067

From: Valerie Luu <valerie@portolasf.org>
Sent: Wednesday, December 23, 2020 12:37
To: Ramos, Joel <Joel.Ramos@sfmta.com>
Cc: Li-D9, Jennifer (BOS) <jennifer.li-d9@sfgov.org>

Subject: Re: Fw: flashing lights at San Bruno Ave & Woolsey

EXT

Hi Joel,

Thanks for your response.

This request is for San Bruno Avenue, a commercial street. Would it be eligible for the Residential Traffic Calming program? If so, do you know when the applications will open up again?

Our request was to install pedestrian flashing lights on San Bruno Avenue and Woolsey, similar to the lights installed at San Bruno Avenue and Felton. Is there another program or process we can submit this request to SFMTA? [This website](#) recommended that we submit a request to 311 (the neighborhood has already submitted at least two.)

Below is the request:

San Bruno residents and merchants have requested an urgent need to install a pedestrian crosswalk button and in-roadway flashing lights on San Bruno Ave & Woolsey St. San Bruno Avenue is a commercial corridor, There is a multi-unit residential unit on the corner, so many so many families -- including children and seniors -- cross the busy intersection on a daily basis. San Bruno Avenue is a car-heavy street, so more visibility is needed for pedestrian safety.

Please let us know if there are alternative ways to submit this request to SFMTA.

Best,

Valerie

On Tue, Dec 22, 2020 at 1:58 PM Ramos, Joel <Joel.Ramos@sfmta.com> wrote:

Hello Jennifer and Ms. Luu,

Thank you for your inquiry.

Please see the following from our traffic calming program webpage:

<https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program>

"**CURRENT STATUS:** The application period for the Fiscal Year 2020/2021 Traffic Calming Program Cycle ended June 30, 2020. Thank you everyone for your interest in the program as we received well over 100 submissions. In the coming weeks and months, SFMTA staff will complete the planning/evaluation phase of the application process, which includes collecting traffic speeds and volumes on each block, followed by compiling and analyzing that data to determine which applications meet the established guidelines and criteria for acceptance. Each applicant from the FY20/21 cycle will be notified of our decision in February or March 2021. "

Just like everything else, the pandemic has had an impact on our ability to do work as well, and we thank the public for their patience and understanding.

Please let me know if I can be of any further assistance.

Best,

Joél T. Ramos

Local Government Affairs Manager
San Francisco Municipal Transportation Agency

(415) 646-2067

From: Valerie Luu <valerie@portolasf.org>
Sent: Tuesday, December 22, 2020 13:32
To: Li-D9, Jennifer (BOS) <jennifer.li-d9@sfgov.org>
Cc: Ramos, Joel <Joel.Ramos@sfmta.com>
Subject: Re: Fw: flashing lights at San Bruno Ave & Woolsey

EXT

Hi Joel,

Nice to meet you!

Please let me know if there is someone we should be reaching out to regarding this request.

Best,

Valerie

On Thu, Dec 3, 2020 at 2:26 PM Li-D9, Jennifer (BOS) <jennifer.li-d9@sfgov.org> wrote:

Hi Joel,

Can you see if you can help with with request, or help forward Valerie along to the appropriate person?
Thank you!

Jennifer Li 李嘉欣
Administrative Aide, District Liaison 市參事助理
San Francisco District 9 Supervisor Hillary Ronen 市參事盧凱莉
Jennifer.Li-D9@sfgov.org
(415) 554-5144

From: Valerie Luu <valerie@portolasf.org>
Sent: Friday, November 27, 2020 4:15 PM
To: Li-D9, Jennifer (BOS) <jennifer.li-d9@sfgov.org>
Subject: Fwd: flashing lights at San Bruno Ave & Woolsey

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Jennifer,

We put in a request to get pedestrian safety crossing lights installed on Woolsey and San Bruno Avenue. I wrote to SFMTA and 311 in August 2020, but never heard back.

The residents in the condo building on the corner and owner of Tierra Market expressed a need for more pedestrian visibility.

Do you have any advice on who else to contact?

Best,

Valerie

----- Forwarded message -----

From: Valerie Luu <valerie@portolasf.org>
Date: Fri, Nov 27, 2020 at 4:12 PM
Subject: Re: flashing lights at San Bruno Ave & Woolsey
To: <livablestreets@sfmta.com>

Hello,

We are just following up on a request we made in August 2020, which I've copied below for your reference:

My name is Valerie Luu and I'm the Corridor Manager for San Bruno Avenue.

A few residents and merchants have requested an urgent need to install a pedestrian crosswalk button and in-roadway flashing lights on San Bruno Ave & Woosley St. There is a multi-unit residential unit on the corner, so there

many individuals, family and seniors that cross the busy intersection on a daily basis. San Bruno Avenue is a car-heavy street, so more visibility is needed for pedestrian safety.

Please let us know what the process is to install a pedestrian crosswalk button and flashing lights to San Bruno & Woolsey. I also submitted this request through 311 (ticket #: 12747632).

Best,

Valerie

On Fri, Nov 27, 2020 at 4:11 PM Portola Neighborhood Association <pna.portolasf@gmail.com> wrote:

----- Forwarded message -----

From: **Portola Neighborhood Association** <pna.portolasf@gmail.com>

Date: Fri, Aug 7, 2020 at 4:42 PM

Subject: flashing lights at San Bruno Ave & Woolsey

To: <livablestreets@sfmta.com>

Hello!

My name is Valerie Luu and I'm the Corridor Manager for San Bruno Avenue.

A few residents and merchants have requested an urgent need to install a pedestrian crosswalk button and in-roadway flashing lights on San Bruno Ave & Woosley St. There is a multi-unit residential unit on the corner, so there many individuals, family and seniors that cross the busy intersection on a daily basis. San Bruno Avenue is a car-heavy street, so more visibility is needed for pedestrian safety.

Please let us know what the process is to install a pedestrian crosswalk button and flashing lights to San Bruno & Woolsey. I also submitted this request through 311 (ticket #: 12747632).

Best,

Valerie

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This message is from outside of the SFMTA email system. Please review the email carefully before responding, clicking links, or opening attachments.

Mathews, Alison

From: White, Dustin
Sent: Monday, September 20, 2021 5:19 PM
To: Roback, Soroush
Subject: San Bruno/Woolsey RRFB

Hi Soroush,

The Street Design Advisory Team (SDAT) reviewed a development at 2861-2899 San Bruno Avenue today. The City may require the developer to build a pedestrian bulb at the NE corner of San Bruno/Woolsey (other 3 corners had bulbs added in 2019 by the [San Bruno Multimodal Improvement Project](#)). Bryant alerted me that you are working on an RRFB at this intersection, so wanted to give you a heads up about the possible bulb. Let me know your anticipated project schedule, and I can connect you with the developer for coordination, if needed.

Thanks,

Dustin White

Senior Transportation Planner



415.646.2353





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.