PROPOSAL / REQUEST:
ESTABLISH - RECTANGULAR RAPID FLASHING BEACON (RRFB)

Geary Boulevard at 38th Avenue

This project will add Rectangular Rapid Flashing Beacons (RRFBs) to the crosswalks at Geary Boulevard and 38th Avenue. This location was selected for an RRFB treatment based on community and District Supervisor request, as well as for its collision history and using engineering judgment.

(Supervisor District 1)

Alison Mathews, alison.mathews@sfmta.com

BACKGROUND INFORMATION / COMMENTS
This project will add Rectangular Rapid Flashing Beacons (RRFBs) to the crosswalks at Geary Boulevard and 38th Avenue. This location was selected for an RRFB treatment based on community and District Supervisor request, as well as for its collision history and using engineering judgment.

Geary Boulevard at 38th Avenue is currently an uncontrolled crossing with existing marked crosswalks and signage and striping for drivers to yield to pedestrians. The 38 Geary and 38R Geary Rapid Muni lines run eastbound and westbound at the intersection. The intersection is not on the 2022 Vision Zero High Injury Network.

Not on the bike network. Speed Limit: 30 MPH.

There has been 1 fatal vehicle-pedestrian collision (in 2020) at the intersection. There have been no other reported crashes in the past 5 years.
TransBASE Internal Dashboard

Geographic Extent: 27895000: 38TH AVE at GEARY BLVD
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 10/01/2018 to 10/31/2023
Pull Date: 12/27/2023

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

Count of Fatal Collisions: 1
Count of Non-Fatal Injury Collisions: 0
Total Count of Fatal/Non-Fatal Injury Collisions: 1

<table>
<thead>
<tr>
<th>Case ID</th>
<th>Collision Date</th>
<th>Collision Time</th>
<th>Day of Week</th>
<th>Primary Road</th>
<th>Secondary Road</th>
<th>Distance</th>
<th>Direction</th>
<th>Party 1 Type</th>
<th>Party 1 Direction of Travel</th>
<th>Party 1 Movement Preceding Crash</th>
<th>Party 2 Type</th>
<th>Party 2 Direction of Travel</th>
<th>Party 2 Movement Preceding Crash</th>
<th>Vehicle Code Violation</th>
<th>Highest Degree of Injury</th>
<th>Type of Collision</th>
<th>Motor Vehicle Involved With</th>
<th>Hit and Run</th>
<th>Road Surface</th>
<th>Road Condition</th>
<th>Lighting</th>
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<tbody>
<tr>
<td>200725258</td>
<td>12/01/2020</td>
<td>18:57</td>
<td>Tuesday</td>
<td>GEARY BLVD</td>
<td>38TH AVE</td>
<td>6</td>
<td>West</td>
<td>Driver</td>
<td>West</td>
<td>Not Stated</td>
<td>Pedestrian</td>
<td>North</td>
<td>Not Stated</td>
<td>CVC 21950(a)</td>
<td>Fatal</td>
<td>Vehicle/Pedestrian</td>
<td>Pedestrian</td>
<td>No</td>
<td>Dry</td>
<td>No Unusual Condition/Not Stated</td>
<td>Dark - Street Lights</td>
</tr>
</tbody>
</table>
ENGINEERING AND TRAFFIC SURVEY

I. LOCATION: Geary Boulevard between 30th Avenue and 42nd Avenue
   Street width is more than 40 feet: yes  no

   This Engineering and Traffic Survey was prepared according to the regulations and procedures in Part 2, Section 2B.13 of the California Manual on Uniform Traffic Control Devices.

   This survey was performed on the 3rd day of May 2017 at my direction by qualified engineering personnel. The results of the survey are presented in the following synopsis.

II. SPEED SURVEY RESULTS

   Date Conducted: Wednesday, May 3, 2017
   Time of Day: 10:25 A.M. - 2:23 P.M.
   Weather Conditions: Clear
   Traffic Conditions: Normal

   85th Percentile Speed

   Location 1  Geary Boulevard between 30th Avenue and 31st Avenue
               Westbound 32.5 M.P.H.  Eastbound 32.3 M.P.H.
   Location 2  Geary Boulevard between 38th Avenue and 42nd Avenue
               Westbound 36.2 M.P.H.  Eastbound 35.0 M.P.H.

III. COLLISION RATE

   (B) Number of Collisions: 23
   (C) 24-Hour Volume: 21,252
   (D) Length of Section: 3,717 ft. or 0.70 MILES

   Collision rate = [(B) x 10^6] / [(A) x 365 x (C) x (D)] = 0.84 Acc/MVM Collisions

IV. SPECIAL CONDITIONS

   Uncontrolled intersections and crosswalks, grades, and residential area driveways
V. RECOMMENDATIONS

This survey justifies a speed limit of **30 M.P.H. for Geary Boulevard between 30th Avenue and 42nd Avenue** as adjusted by applicable provisions of the California Manual on Uniform Traffic Control Devices. **The existing speed limit is 30 MPH.**

VI. I certify that this document is a true and accurate copy of the original on file with the San Francisco Municipal Transportation Agency.

Ricardo A. Olea
City Traffic Engineer

Date 5/5/2017
24-Hour Volume Calculation

LOCATION: Geary Boulevard between 30th Avenue and 42nd Avenue
DAY: Wednesday
DATE: 05-03-2017
TIME OF 10 MIN COUNT: 10:14 A.M. – 10:24 A.M. (Location #1 below)
1:21 P.M. – 1:31 P.M. (Location #2 below)
WEATHER: Clear
AREA TYPE: Residential and Commercial
TRAFFIC CONDITIONS: Normal
RECORDED BY: Steven Rubino

10 Minute Counts:

Location 1: Geary Boulevard between 31st Avenue and 32nd Avenue
   Westbound: 69       Eastbound: 96
Location 2: Geary Boulevard between 38th Avenue and 39th Avenue
   Westbound: 109      Eastbound: 81

24 Hour Volume:

(A) Location 1 Total Volume = 165
(B) Location 2 Total Volume = 190
(C) Average Volume of All Locations = 177.1

24 Hour Volume = (C) x 6 x 20 = 21,252 vehicles / day
Mathews, Alison

From: Parks, Jamie
Sent: Friday, January 27, 2023 3:03 PM
To: Roback, Soroush; Russell, Rickey
Cc: Curtis, Damon
Subject: FW: D1 NTIP project request - 38th Ave and Geary and 38th and Balboa

Soroush and Rickey – Would you be able to draft a hasty ARF for D1 NTIP funds for design and construction of an RRFB at 38th/Geary? They have $220k available, so we would need to match an estimated $30k of Prop B to get to full funding. (Although hopefully if we can work on cheaper RRFB delivery options it won’t cost quite that much)

Please let me know any questions, and apologies for the last minute request.

Thanks!
Jamie

From: Mike Pickford <mike.pickford@sfcta.org>
Sent: Thursday, January 26, 2023 5:24 PM
To: Groth, Kelly (BOS) <kelly.groth@sfgov.org>
Cc: Parks, Jamie <Jamie.Parks@sfmta.com>; Anna Laforte <anna.laforte@sfcta.org>; Curtis, Damon <Damon.Curtis@sfmta.com>
Subject: Re: D1 NTIP project request - 38th Ave and Geary and 38th and Balboa

EXT

Thanks all for working to get this path forward figured out. Jamie, can SFMTA go ahead and draft a Prop K request?

Mike Pickford, AICP
Principal Transportation Planner

Office: 415-522-4822
mike.pickford@sfcta.org

sfcta.org | sign up for our newsletter

On Thu, Jan 26, 2023 at 1:50 PM Groth, Kelly (BOS) <kelly.groth@sfgov.org> wrote:

Hi Jamie,
Thanks for walking me through the final proposal for our NTIP funds. Supervisor Chan is good to proceed with the flashing beacon at 38th & Geary.

For 38th & Balboa, Supervisor Chan would like to examine potentially bigger improvements at that intersection, so no changes are necessary at this time.

Thank you!
Kelly

Kelly Groth | 明美
Legislative Aide
Office of Supervisor Chan
District 1, San Francisco Board of Supervisors
(415) 554-7413

From: Parks, Jamie <jamie.parks@sfmta.com>
Sent: Friday, January 20, 2023 5:20 PM
To: Groth, Kelly (BOS) <kelly.groth@sfgov.org>
Cc: Anna Laforse <anna.laforse@sfmta.org>; Mike Pickford <mike.pickford@sfmta.org>; Curtis, Damon (MTA) <Damon.Curtis@sfmta.com>
Subject: RE: D1 NTIP project request - 38th Ave and Geary and 38th and Balboa

Hi Kelly,

Thank you for talking earlier this afternoon. Subject to confirmation from Supervisor Chan, I wanted to summarize SFMTA’s tentative proposal for NTIP:

- 38th/Geary
  - Estimated cost for Design and Construction of an a rapid flashing beacon is $250k
  - With $220k of NTIP funding, SFMTA would be willing to match the remaining needed funds (including addressing any cost overruns if necessary, which is actually good incentive for us to make flashing beacon projects more efficient)

- 38th/Balboa
  - SFMTA will install “CROSS TRAFFIC DOES NOT STOP” signs on 38th Ave under the stop signs. No capital funding is required for this
  - SFMTA will identify options to “harden” the existing painted bulb-outs with concrete islands. Pending a cost estimate, construction could likely be funded through D1 Community Response Team (CRT) funds in FY24

Please let me know if I missed anything or if you’d like to discuss further, and happy to work on an allocation request with TA staff once we have confirmation.

Best,
Jamie

From: Mike Pickford <mike.pickford@sfmta.org>
Sent: Thursday, January 12, 2023 2:29 PM
To: Parks, Jamie <jamie.parks@sfmta.com>; Curtis, Damon <Damon.Curtis@sfmta.com>
Cc: Anna Laforse <anna.laforse@sfmta.org>
Subject: D1 NTIP project request - 38th Ave and Geary and 38th and Balboa
Hi Jamie and Damon,

At a recent briefing, Commissioner Chan's aide Kelly said their office was interested in using their remaining NTIP funds (~$212k) for traffic calming at 38th and Geary and 38th and Balboa. They said that SFMTA had said stop signs would not be feasible/warranted, so could flashing beacons be implemented at these locations? Or is there another treatment that SFMTA would recommend instead/in addition?

As you know, we're trying to get the final round of Prop K NTIP requests drafted this month, so your prompt feedback on this project idea is very much appreciated!

Thanks,

Mike Pickford, AICP
Principal Transportation Planner
Office: 415-522-4822
mike.pickford@sfcta.org

---------- Forwarded message ----------
From: Groth, Kelly (BOS) <kelly.groth@sfgov.org>
Date: Thu, Jan 12, 2023 at 1:31 PM
Subject: Re: Follow up on locations for potential NTIP traffic calming project
To: Mike Pickford <mike.pickford@sfcta.org>

Hi Mike,

Thank you for following up! Yes, Commissioner Chan is interested in street calming efforts at 38th and Geary and 38th and Balboa. Ideally we would like to have a flashing beacon installed at these intersections, as SFMTA has said converting these into four-way stop intersections is not feasible. Please let me know if you need additional information.

Thanks!
Kelly

Kelly Groth | 明美

Legislative Aide
Office of Supervisor Chan
District 1, San Francisco Board of Supervisors
(415) 554-7413
Good morning, Soroush,

Our team met with D1 aide earlier and shared an update for the 38th and Geary RRFB. The aide has requested if we can provide a rough estimate of the timeline from design/planning/advertisement/construction.

Please let me know if you’re able to provide a forecasted schedule with each phase. I appreciate your assistance!

Hi Joel,

Soroush Roback (cc’d) from Jamie’s team is handling the 38th/Geary RRFB project. He is currently working with PW on the design and plan to advertise within a year. Soroush can provide more details if needed.

Thanks,

Eddie

Hi Eddie,

I was asked by D1 again about the status of the flashing beacon and 38th/Geary RRFB, which supposedly Sup. Chan gave us NTIP funding to use to get it installed.

Last I heard it was in detailed design, supposedly to be completed in December this year, and then out to bid in June of 2024.

Do you know who is working on that and if this is still the case, and can you or anyone else summarize for me what happens between detailed design completion (Dec. 2023) and bidding (June 2024)?

Thank you!
Hi Joël,

I think Jamie and Ricardo might know. I’m not sure where we are at with that request or if D1 committed funds officially. I’ve attached the last thread I’ve seen about 38th / Geary.

Alvin

Hi Joel,

I have the same notes as you for 37th and Fulton. I believe it's currently in DPW queue for installation. I can circle back with Damon/Mike to see if there an update. We may need to loop in Ian Schneider in the future for timeline when the work will complete.

Joë T. Ramos
Local Government Affairs Manager
San Francisco Municipal Transportation Agency
415-646-2067
joel.ramos@sfmta.com
Hi Joel,
Well is all most a year since the senior citizen was killed because of being hit by a car at 37th and Fulton. The speed humps have not yet been put in. In the countdown, singles need to be changed at this intersection.
Why is it taking so long?

Also, Supervisor Chan’s office gave money for beacon lights at 38th and Geary. What is the status of this project?

Thanks for your help in this matter.
Hi Supervisor Chan,

Rest assured we'll share information as it develops. Chadwick (cc'd) and I will add it to our project tracker list, and will proactively check in with staff on your behalf, and share what we learn.

To be clear, though, our project managers for this project are saying that the earliest we can get this done would be in November of 2024. However, with this expressed interest, I'll be sure they are doing all they can to expedite the project and see if it is at all possible to have it installed sooner.

Thank you -again- for your leadership in this matter.

Best,

~Joél T. Ramos
Local Government Affairs Manager
San Francisco Municipal Transportation Agency
415-646-2067
joel.ramos@sfmta.com

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From: Chan, Connie (BOS) <connie.chan@sfgov.org>
Sent: Tuesday, October 24, 2023 2:23 PM
To: Ramos, Joel <Joel.Ramos@sfmta.com>
Cc: Yu, Angelina (BOS) <angelina.yu@sfgov.org>; Burke, Robyn (BOS) <robyn.burke@sfgov.org>; Graff, Ted <Ted.Graff@sfmta.com>; Schneider, Ian (DPW) <ian.schneider@sfdpw.org>
Subject: RE: Updates Pedestrian Beacon Installation 38th Ave and Geary

Thank you, Joel. When is “early” 2024? Please do send information about design, public noticing, scope, funding source, budget and specific timeline. Thanks again. -- Connie

---

From: Chan, Connie (BOS) <connie.chan@sfgov.org>
Sent: Tuesday, October 24, 2023 12:34 PM
To: Ramos, Joel <Joel.Ramos@sfmta.com>
Cc: Yu, Angelina (BOS) <angelina.yu@sfgov.org>; Burke, Robyn (BOS) <robyn.burke@sfgov.org>; Graff, Ted <Ted.Graff@sfmta.com>; Schneider, Ian (DPW) <ian.schneider@sfdpw.org>
Subject: RE: Updates Pedestrian Beacon Installation 38th Ave and Geary
Hello Supervisor Chan,

I'm sorry to say that the project is still in the design stage and the earliest activation would be late 2024. We can provide more detailed updates once we hear back from our Public Works colleagues who are currently assessing the curb ramps that would be a necessary consideration of a push-button activated pedestrian crossing signal. I am CC'ing Ian for his own awareness.

I'll keep you and your team apprised and am so sorry we can't move any faster on this! I'm also CC'ing Ted Graff, who is going to be serving in Tom Maguire's role as Tom takes a new position with the VTA. I'll be sure to bring Ted to your offices as soon as he is able to meet you and your staff to help get this important work done as soon as possible.

Best,

~Joél T. Ramos
Local Government Affairs Manager
San Francisco Municipal Transportation Agency
415-646-2067
joel.ramos@sfmta.com

From: Chan, Connie (BOS) <connie.chan@sfgov.org>
Sent: Saturday, October 21, 2023 9:54 AM
To: Ramos, Joel <Joel.Ramos@sfmta.com>
Cc: Yu, Angelina (BOS) <angelina.yu@sfgov.org>; Burke, Robyn (BOS) <robyn.burke@sfgov.org>
Subject: Updates Pedestrian Beacon Installation 38th Ave and Geary

Hello Joel, please provide updates on the installation and would like to see the change take place by World Day of Rememberance, November 19th. And we can take the occasion of unveiling the installation to raise awareness about pedestrian safety. Looping in Angelina and Robyn to coordinate with you. Thanks. -- Connie

Connie Chan
陳詩敏 市參事
District 1 Supervisor
San Francisco Board of Supervisors

Office Contact
chanstaff@sfgov.org  |  (415) 554-7410
https://sfbos.org/supervisor-chan-newsletter

Sent via cellphone please excuse typos
CEQA STATUTORY EXEMPTION DETERMINATION
Public Resources Code Section 21080.25

Date Issued: December 20, 2023
Record No.: 2023-010946ENV, 38th Avenue and Geary Boulevard Rectangular Rapid Flashing Beacon Project
Project Sponsor: Soroush Roback, San Francisco Municipal Transportation Agency
Through: Forrest Chamberlain, San Francisco Municipal Transportation Agency
Staff Contact: Jennifer McKellar, Jennifer.mckellar@sfgov.org, 628-652-7563

PROJECT DESCRIPTION
The San Francisco Municipal Transportation Agency (SFMTA) proposes to install new Rectangular Rapid Flashing Beacons (RRFBs) to improve pedestrian safety at 38th Avenue and Geary Boulevard. The project would involve the installation of four new RRFB signal poles and foundations.

Please see the attached 38th Avenue and Geary Boulevard Rectangular Rapid Flashing Beacon Project memo for a more detailed project description. Project materials are also available in Planning Dept. Case No. 2023-010946ENV.

Constructed by: ☒ Public Works
☒ SFMTA
☐ Public Agency:

Contracted through: ☐ Public Works
☐ SFMTA
☐ Public Agency:

SB922 ELIGIBILITY CHECKLIST
This project, as proposed, has been determined to be exempt under the California Environmental Quality Act (CEQA), specifically under a statutory exemption pursuant to Public Resources Code section 21080.25 as demonstrated below.
<table>
<thead>
<tr>
<th>Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.</strong></td>
</tr>
<tr>
<td>(1) Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way.</td>
</tr>
<tr>
<td>(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way.</td>
</tr>
<tr>
<td>(3) Transit prioritization projects.</td>
</tr>
<tr>
<td>(4) A project for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, or highway shoulders to part-time transit lanes, for use either during peak congestion hours or all day on highways with existing public transit service or where a public transit agency will be implementing public transit service as identified in a short range transit plan.</td>
</tr>
<tr>
<td>(5) A public project for the institution or increase of bus rapid transit, bus, or light rail service, including the construction or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission, near-zero-emission, low oxide of nitrogen engine, compressed natural gas fuel, fuel cell, or hybrid powertrain buses or light rail vehicles, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit. The project shall be located on a site that is wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.</td>
</tr>
<tr>
<td>(6) A public project to construct or maintain infrastructure or facilities to charge, refuel, or maintain zero-emission public transit buses, trains, or ferries, provided the project is carried out by a public transit agency in compliance with the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) or any regulations identified by the State Air Resources Board’s 2020 Mobile Source Strategy, adopted on October 28, 2021, and the project is located on property owned by the local agency or within an existing public right-of-way or on property owned by a public or private utility.</td>
</tr>
</tbody>
</table>

*For projects including hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries, see Table 3 for additional requirements.*

| (7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in paragraphs (1) to (6), inclusive. |
| (8) A project that consists exclusively of a combination of any of the components of a project identified in paragraphs (1) to (7), inclusive. |
| (9) A planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs. |

*(continued on the following page)*
Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)
The project must meet all the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.

- (1) A local agency is carrying out the project and is the lead agency for the project.
- (2) The project does not induce single-occupancy vehicle trips, add additional highway lanes, widen highways, or add physical infrastructure or striping to highways except for minor modifications needed for the efficient and safe movement of transit vehicles, bicycles, or high-occupancy vehicles, such as extended merging lanes, shoulder improvements, or improvements to the roadway within the existing right of way. The project shall not include the addition of any auxiliary lanes.
- (3) The construction of the project shall not require the demolition of affordable housing units.
- (4) The project would:
  - not exceed fifty million dollars ($50,000,000) OR
  - exceed $50,000,000 (but not exceed $100,000,000)* and meet the noticed public meeting requirements in Table 3

* If the project exceeds $100,000,000, then Section 21080.25(d) imposes additional requirements. Please consult with the Planning Department staff.

Table 3: Noticed Public Meetings Requirements – Public Resources Code Section 21080.25(d)(1)(D)(i), (iii), (iv) and Section 21080.25(d)(1)(E)
Projects including hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries or projects exceeding $50,000,000 must meet all the applicable criteria listed below to qualify for this statutory exemption.

The lead agency shall hold noticed public meetings as follows:
- Before determining that a project is exempt pursuant to this section, the lead agency shall hold at least three noticed public meetings in the project area to hear and respond to public comments. Public meetings occurred: N/A
- The lead agency shall conduct at least two noticed public meetings annually during project construction for the public to provide comments.
- The public meetings held pursuant to Section 21080.25(d)(1)(D)(i) to (iii), inclusive, shall be in the form of either a public community planning meeting held in the project area or in the form of a regularly scheduled meeting of the governing body of the lead agency.

The lead agency shall give public notice of the meetings (listed in the row above) to the last known name and address of all the organizations and individuals that have previously requested notice and shall also give the general public notice using at least one of the following procedures:
- Publication of the notice in a newspaper of general circulation in the area affected by the project. If more than one area will be affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas.
- Posting of the notice onsite and offsite in the area where the project is located.
- Posting of the notice on the lead agency’s internet website and social media accounts.

Not Applicable – Project type not applicable and cost of project is below $50,000,000.
### Table 4: Project Labor Requirements – Public Resources Code Section 21080.25(f)

In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for this statutory exemption. See Attachment 1 below for definitions of terms. Note: Table 4 does not apply to a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.

1. Following the granting of an exemption under this section, the lead agency shall take an action at a public meeting of its governing board to certify that the project will be completed by a skilled and trained workforce. (Does not apply if the lead agency has an existing policy or certification approved by its governing board that requires the use of a skilled and trained workforce to complete the project if the lead agency is a signatory to a project labor agreement that will require the use of a skilled and trained workforce on the project.)

2. **(A)** Except as provided in subparagraph (2) **(B),** for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

   **(B)** Subparagraph **(2) (A) does not apply if any of the following requirements are met:**
   - **(i)** The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement.
   - **(ii)** The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021.
   - **(iii)** The entity contracted to perform the project entered into a project labor agreement that will bind the entity and all its subcontractors at every tier performing the project to use a skilled and trained workforce.

3. A portion of the project would be constructed by SFMTA and/or Public Works Shops and this portion would not require the use of contractors for labor.

4. Not Applicable. The project would be entirely constructed by SFMTA and/or Public Works Shops and would not require the use of contractors for labor.

(continued on the following page)
## EXEMPTION DETERMINATION (TO BE COMPLETED BY PROJECT PLANNER)

<table>
<thead>
<tr>
<th>Project Approval Action:</th>
<th>Signature/Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issuance of City Traffic Engineer’s Directive</td>
<td>Jennifer McKellar</td>
</tr>
<tr>
<td></td>
<td>12/20/2023</td>
</tr>
</tbody>
</table>

San Francisco Planning Department

Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at [https://sfplanninggis.org/pim/](https://sfplanninggis.org/pim/) and inputting the record number. Individual files can be viewed by clicking on the Planning Applications link, clicking the “More Details” link under the project’s environmental record number (ENV) and then clicking on the “Related Documents” link.

Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the SF Administrative 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, if the approval is not made at a noticed public hearing, within 30 days after posting on the Planning Department’s website a written decision or notice of the Approval Action.

(continued on the following page)
Definitions for terms 1 through 12 are the same as provided in the text of Public Resources Code section 21080.25(a).

(1) “Affordable housing” means any of the following:
   (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.
   (B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.
   (C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

(2) “Bicycle facilities” includes, but is not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.

(3) “High-occupancy vehicle” means a vehicle with three or more occupants.

(4) “Highway” means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.

(5) “Local agency” means a public transit operator, city, county, city and county, special district, joint powers authority, local or regional transportation agency, or congestion management agency.

(6) “Part-time transit lanes” means designated highway shoulders that support the operation of transit vehicles during specified times and are not open to nonpublic transit vehicles at any time.

(7) “Project labor agreement” has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

(8) “Public transit operator” has the same meaning as in Section 99210 of the Public Utilities Code.

(9) “Skilled and trained workforce” has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

(10) “Transit lanes” means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

(11) “Transit prioritization projects” means any of the following transit project types on highways or in the public right-of-way:
   (A) Signal and sign changes, such as signal coordination, signal timing modifications,
signal modifications, or the installation of traffic signs or new signals.
(B) The installation of wayside technology and onboard technology.
(C) The installation of ramp meters.
(D) The conversion to dedicated transit lanes, including transit queue jump or bypass
lanes, shared turning lanes and turn restrictions, the narrowing of lanes to allow for
dedicated transit lanes or transit reliability improvements, or the widening of existing
transit travel lanes by removing or restricting street parking.
(E) Transit stop access and safety improvements, including, but not limited to, the
installation of transit bulbs and the installation of transit boarding islands.

(12) “Transportation demand management program” means a specific program of
strategies, incentives, and tools to be implemented, including, with specified annual status
reporting obligations, to reduce vehicle trips by providing opportunities for the public to choose
sustainable travel options, such as transit, bicycle riding, or walking. A specific program of
strategies, incentives, and tools includes, but is not limited to, any of the following:
   (A) Provision of onsite electric vehicle charging stations in excess of applicable
       requirements.
   (B) Provision of dedicated parking for car share or zero-emission vehicles, or both types
       of vehicles, in excess of applicable requirements.
   (C) Provision of bicycle parking in excess of applicable requirements.

(13) Pedestrian Facilities as a term is not defined in Public Resources Code Section 21080.25.
The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national
standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S.
Code. In the MUTCD, Pedestrian Facilities is “a general term denoting improvements and
provisions made to accommodate or encourage walking.”¹ This definition will be used by San
Francisco Planning Department to determine if a project or project component includes a
pedestrian facility and meets the eligibility criteria of Public Resources Code Section 21080.25.

Control Devices for Streets and Highways. See page 17. Online at
Date: December 20, 2023
To: Jennifer McKellar, San Francisco Planning Department
From: Soroush Roback, San Francisco Municipal Transportation Agency
Through: Forrest Chamberlain, San Francisco Municipal Transportation Agency
Re: 38th Avenue and Geary Boulevard Rectangular Rapid Flashing Beacon Project
Case No.: 2023-010946ENV

Project Description

The San Francisco Municipal Transportation Agency (SFMTA) proposes to install new Rectangular Rapid Flashing Beacons (RRFBs) to improve pedestrian safety at 38th Avenue and Geary Boulevard. The project would involve the installation of four new RRFB signal poles and foundations. See Attachment A and Attachment B for details.

Table 1 – Detailed Excavation Information Per Component

<table>
<thead>
<tr>
<th>Component/Location</th>
<th>Excavation Depth – Feet</th>
<th>Excavation Diameter</th>
<th>Excavation Width/Length</th>
<th>Excavation – Cubic Yards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Geary Boulevard and 38th Avenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>One 1-A (15') signal pole adjacent to the crosswalk on the northwest corner</td>
<td>6'</td>
<td>2’6”</td>
<td>N/A</td>
<td>1.09</td>
</tr>
<tr>
<td>One 1-A (15') signal pole adjacent to the crosswalk on the northeast corner</td>
<td>6'</td>
<td>2’6”</td>
<td>N/A</td>
<td>1.09</td>
</tr>
<tr>
<td>One 1-A (15') signal pole adjacent to the crosswalk on the southwest corner</td>
<td>6'</td>
<td>2’6”</td>
<td>N/A</td>
<td>1.09</td>
</tr>
<tr>
<td>One 1-A (15') signal pole adjacent to the crosswalk on the southeast corner</td>
<td>6'</td>
<td>2’6”</td>
<td>N/A</td>
<td>1.09</td>
</tr>
</tbody>
</table>

The proposed work would be constructed by SFMTA and San Francisco Public Works crews (no contractors would be used). Construction is anticipated to last approximately three months at the intersection. San
Francisco Public Works Standard Construction Measures, including Public Works Standard Archeological Measure I (Discovery during Construction), would be implemented as applicable as part of the project.

**Attachments:**

Attachment A: 38th Avenue and Geary Boulevard 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.
GENERAL NOTES:
1. POLE FOUNDATION TYPE TO BE CONSTRUCTED BY SFPUC FORCE: 1-A PER CSIP 85-78, DATED 10/30/2015, DIMENSION: 2' DIA. X 3'-6" (DEPT. ATTACHED)
2. POLE AND OTHER TRAFFIC EQUIPMENT TO BE PROCURED AND INSTALLED BY SFPUC.
3. EXACT POLE LOCATIONS TO BE COORDINATED WITH SFPUC SIGNAL SHOP.

SHEET NOTES:
1. F/A US TECHNOLOGIES AB-6407 SOLAR DUAL SIDED RECTANGULAR RAPID FLASHING BEACON ASSEMBLY OR ACCEPTED EQUAL.
2. F/A ASSEMBLY PICBO(C) AND PEDESTRIAN PUSH BUTTON ON POLE.
3. F/A US TECHNOLOGIES AB-4420 SOLAR PEDESTRIAN ACTIVATED REMOTE TRANSMITTER OR ACCEPTED EQUAL.
4. F/A US TECHNOLOGIES AB-9207 SOLAR SINGLE SIDED RECTANGULAR RAPID FLASHING BEACON ASSEMBLY OR ACCEPTED EQUAL.