

## **SFMTA - TASC SUMMARY SHEET**

<b>PreStaff_Date:</b> 10/3/2023 <b>Requested_by:</b> SFMTA <b>Handled:</b> Alison Mathews for <sup>SMR</sup> <b>Section Head :</b> MS	<input type="checkbox"/> <b>Public Hearing Consent</b> <input checked="" type="checkbox"/> <b>Public Hearing Regular</b> <input type="checkbox"/> <b>Informational / Other</b> <small>PH - Regular</small>	<b>No objections:</b> _____ <b>Item Held:</b> _____ <b>Other:</b> _____
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**Location:** Fulton Street at Clayton Street

**Subject:** Rectangular Rapid Flashing Beacon

**PROPOSAL / REQUEST:**

ESTABLISH – RECTANGULAR RAPID FLASHING BEACON (RRFB)  
Fulton Street at Clayton Street

(Supervisor Districts 1 and 5)

Alison Mathews, alison.mathews@sfmta.com

**BACKGROUND INFORMATION / COMMENTS**

This project will add Rectangular Rapid Flashing Beacons (RRFBs) to the crosswalks at Fulton Street and Clayton Street. This location was selected as part of the FY21 Walkfirst RRFB project based on collision history, engineering judgment and community request.

Fulton Street and Clayton Street is currently an uncontrolled crossing with existing marked crosswalks and signage and striping to yield to pedestrians. The 5 Fulton and 5R Fulton Rapid Muni lines run eastbound and westbound at the intersection.

Not on the bike network. Speed limit: 25 MPH.

There has been 1 reported vehicle-pedestrian collision in the past 5 years at the intersection.

**HEARING NOTIFICATION AND PROCESSING NOTES:**

**ENVIRONMENTAL CLEARANCE BY:**

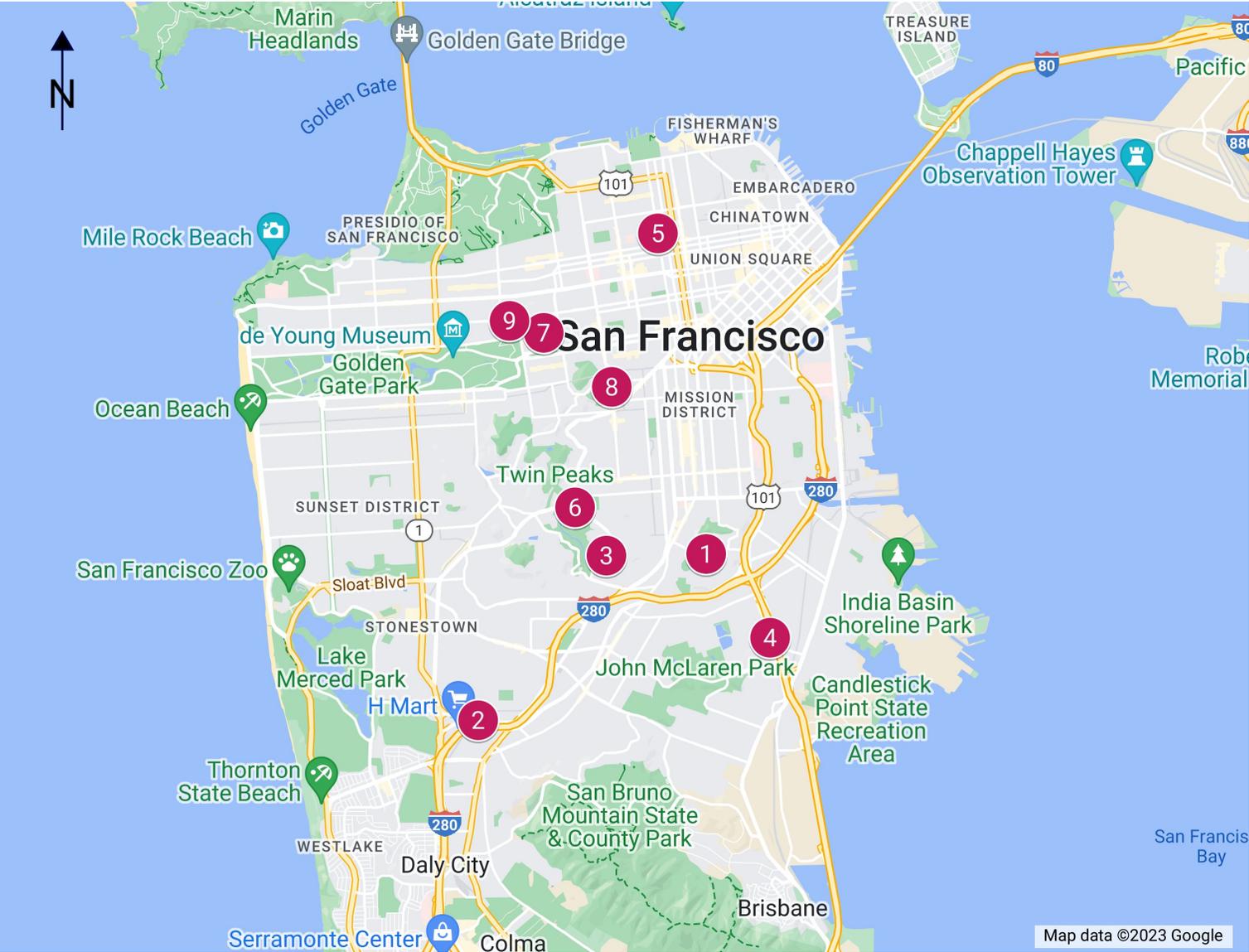
SFMTA  Attached  Pending

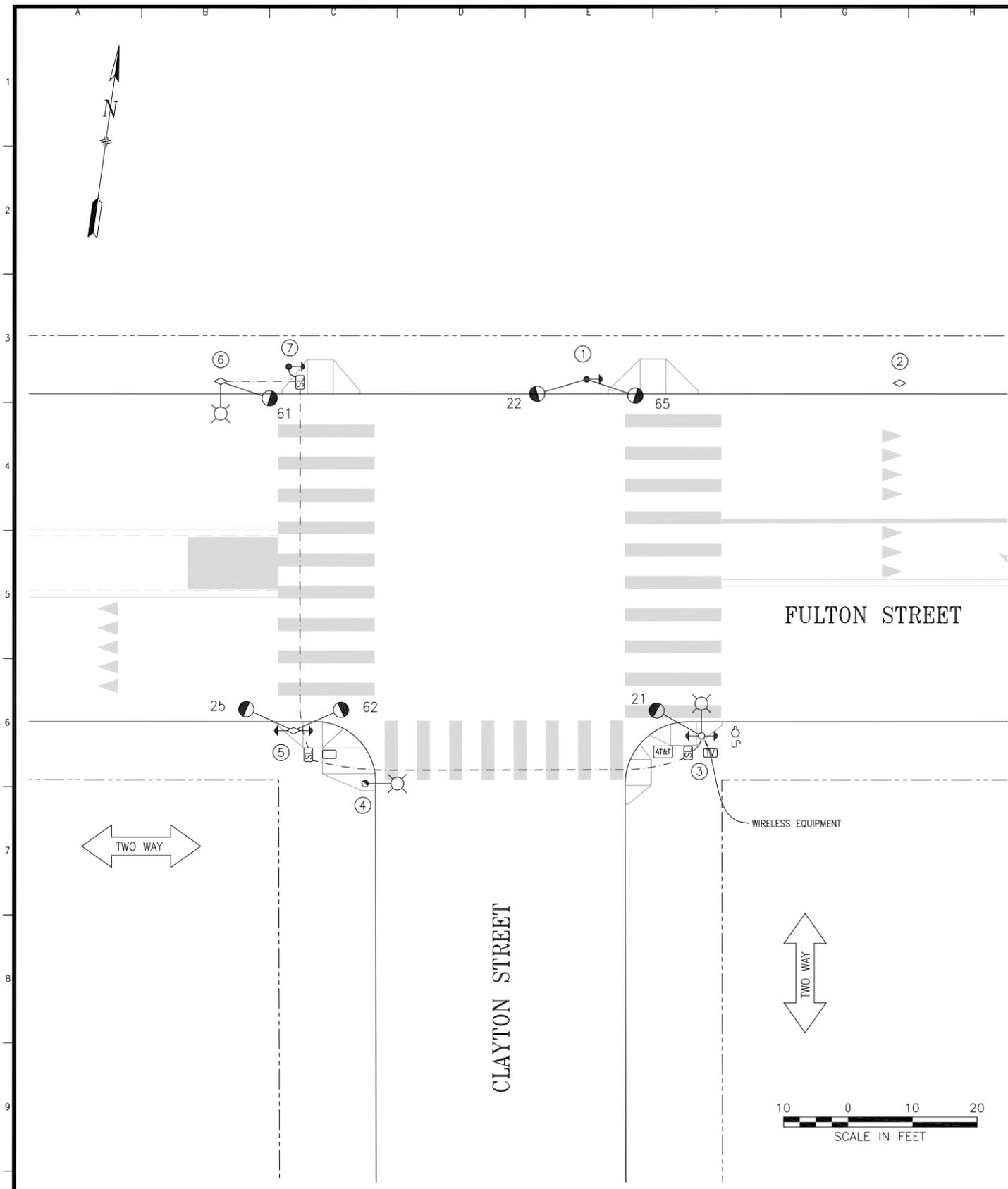
**CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:**

# 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')		22 65	①	SIDE MOUNT SIDE MOUNT					TOP MOUNT SOLAR PANEL & TRANSMITTER ②
②	(E) MUNI OCS									
③	(E) STREET LIGHT		21	③	SIDE MOUNT					SIDE MOUNT SOLAR PANEL & TRANSMITTER ② ②
④	(E) PGE POLE W/ STREET LIGHT									
⑤	(E) MUNI OCS		25 62	①	SIDE MOUNT SIDE MOUNT					SIDE MOUNT SOLAR PANEL & TRANSMITTER ② ②
⑥	(E) MUNI OCS W/ STREET LIGHT		61	③	SIDE MOUNT					SIDE MOUNT SOLAR PANEL & TRANSMITTER
⑦	PPB POLE									②

**GENERAL NOTES:**

- POLE FOUNDATIONS TO BE CONSTRUCTED BY SFPW FORCES. POLE FOUNDATION TYPES (REFERENCES ATTACHED):  
 PUSH BUTTON ASSEMBLY POST PER CTSP ES-7A DETAIL B (REFERENCE ATTACHED), DIMENSION: 1'-6" DIA. X 1'-6" DEPTH  
 1-A PER CTSP ES-7B, DATED 10/30/2015, DIMENSION: 2' DIA. X 3'-6" DEPTH
- POLE AND OTHER TRAFFIC EQUIPMENT TO BE PROCURED AND INSTALLED BY SFMTA.
- 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-9207 SOLAR SINGLE SIDED RECTANGULAR RAPID FLASHING BEACON ASSEMBLY 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

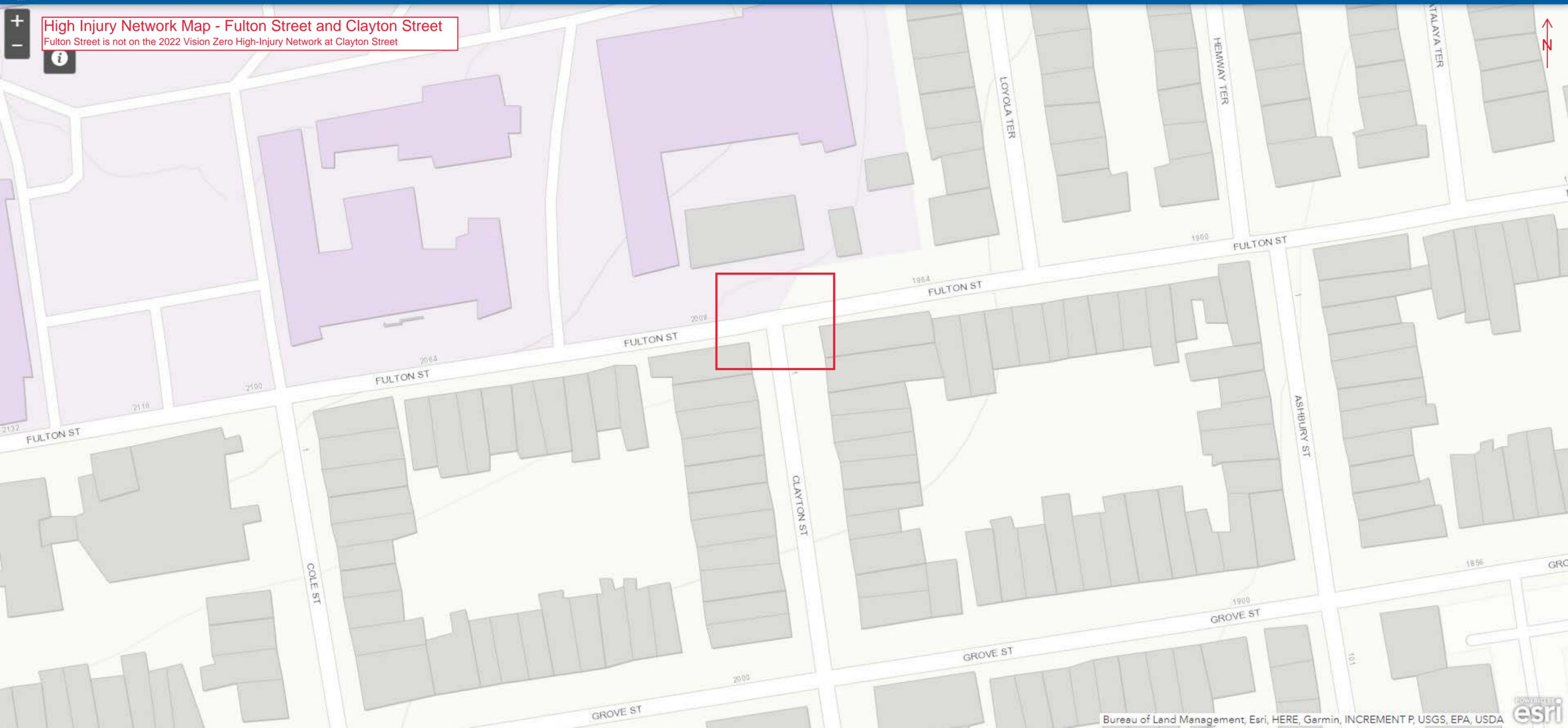
CNN NO:	
REV NO:	

FULTON STREET AND CLAYTON STREET

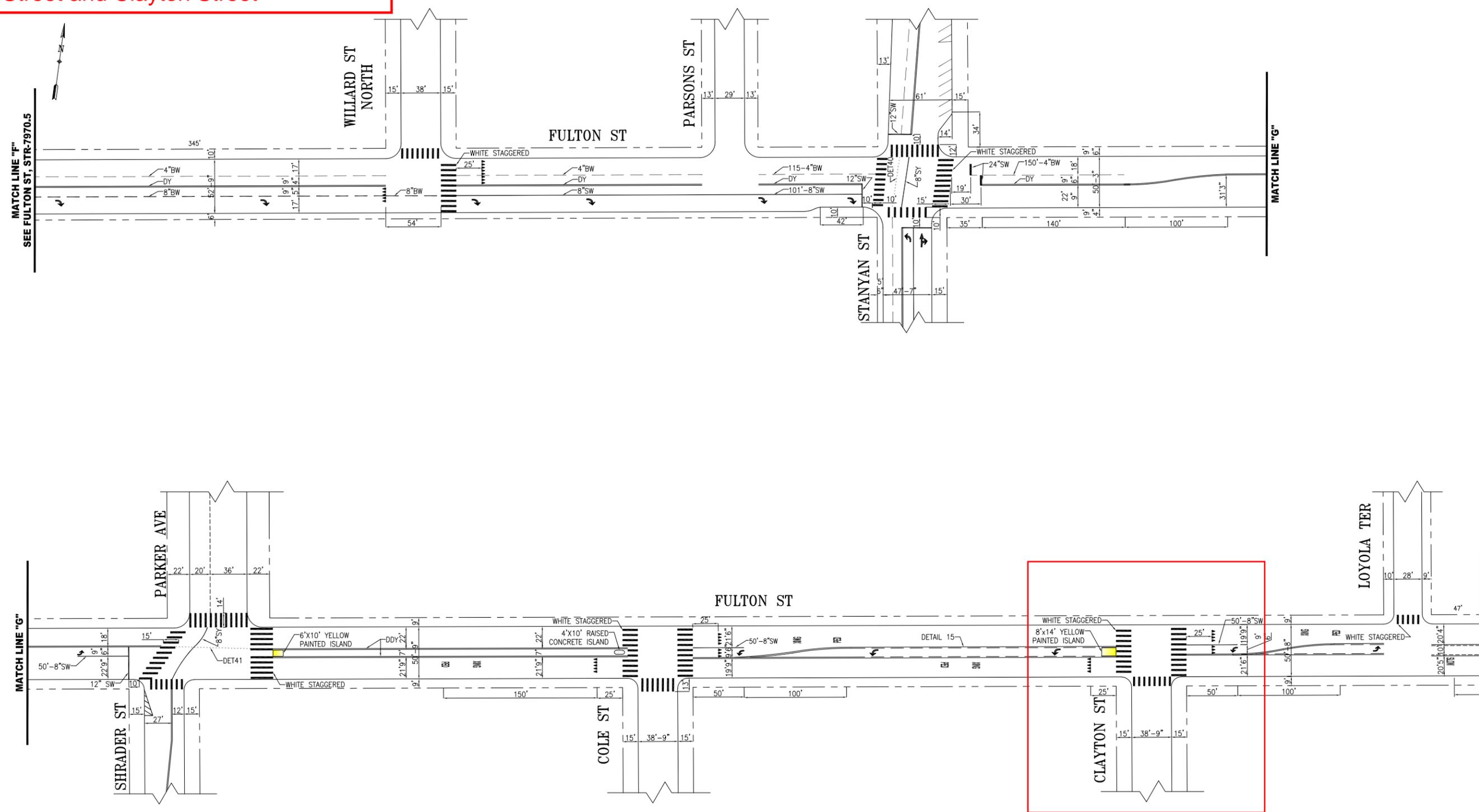
Drawing Path: C:\Users\omathews\SFM\WalkFirst RRFBs - Documents\ACAD\F21\RRFB\_Signals\_All.dwg, Login: omathews  
 Plot Time: Thu, 07 Sep 2023 - 11:59am  
 Model Units: Undefined  
 Dimension Scale: 10  
 Xrefs: \SFM\SID Title Block (2020)\_DRAFT.dwg  
 \x\Sid Title Block (2020).rvt



**High Injury Network Map - Fulton Street and Clayton Street**  
Fulton Street is not on the 2022 Vision Zero High-Injury Network at Clayton Street



Existing Striping to Remain (no change) -  
Fulton Street and Clayton Street



NO.	DATE	DESCRIPTION	BY	APP
1	08/03/20	ADDED N/S CROSSWALK AT WILLARD NORTH	D.A.SINDEL	B.WOO
2	04/29/20	ADDED ADV LIMIT LINE AT STANYAN. PER FIELD UPDATES; DIMS ON ADV LIMIT LINE, 4" BW, 8" SW ON STANYAN; CONTIS DIMS ON STANYAN & COLE; PARKING STRIPINGS ON STANYAN; 8" BW AT WILLARD ST N	A.MATHEWS	M.SALLABERRY
3	02/16/18	ADDED 8" SW HATCHING AT SHRADER	E.OROZCO	C.WONG
4	10/24/17	ADDED E/S CROSSWALK, SHIFTED YIELD TEETH AND LT ARROW @ COLE	S.KONALA	B.WOO

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



SUPERCEDES STR-2243.4, REV 21		APPROVED		SCALE:
DRAWN: J.KUNG/D.WHITE	DATE: 10/2013	CHERYL LIU	10/4/13	1" = 50'
CHECKED: B.TANNER	DATE: 10/2013	RICARDO OLEA	10/4/13	SHEET/SHEETS: 7 OF 9

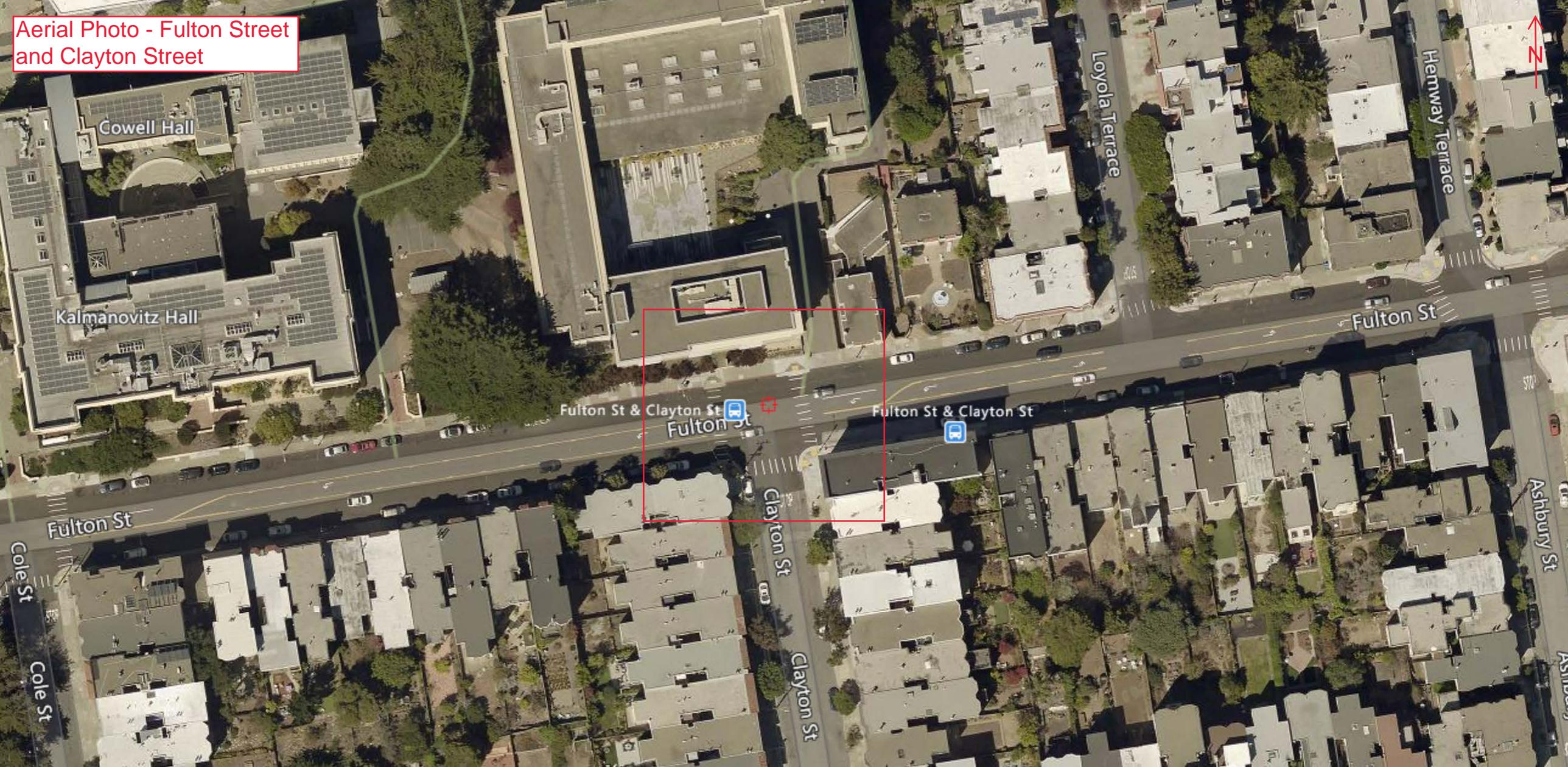
TRAFFIC STRIPING

FULTON STREET  
ARGUELLO BOULEVARD TO LOYOLA TERRACE

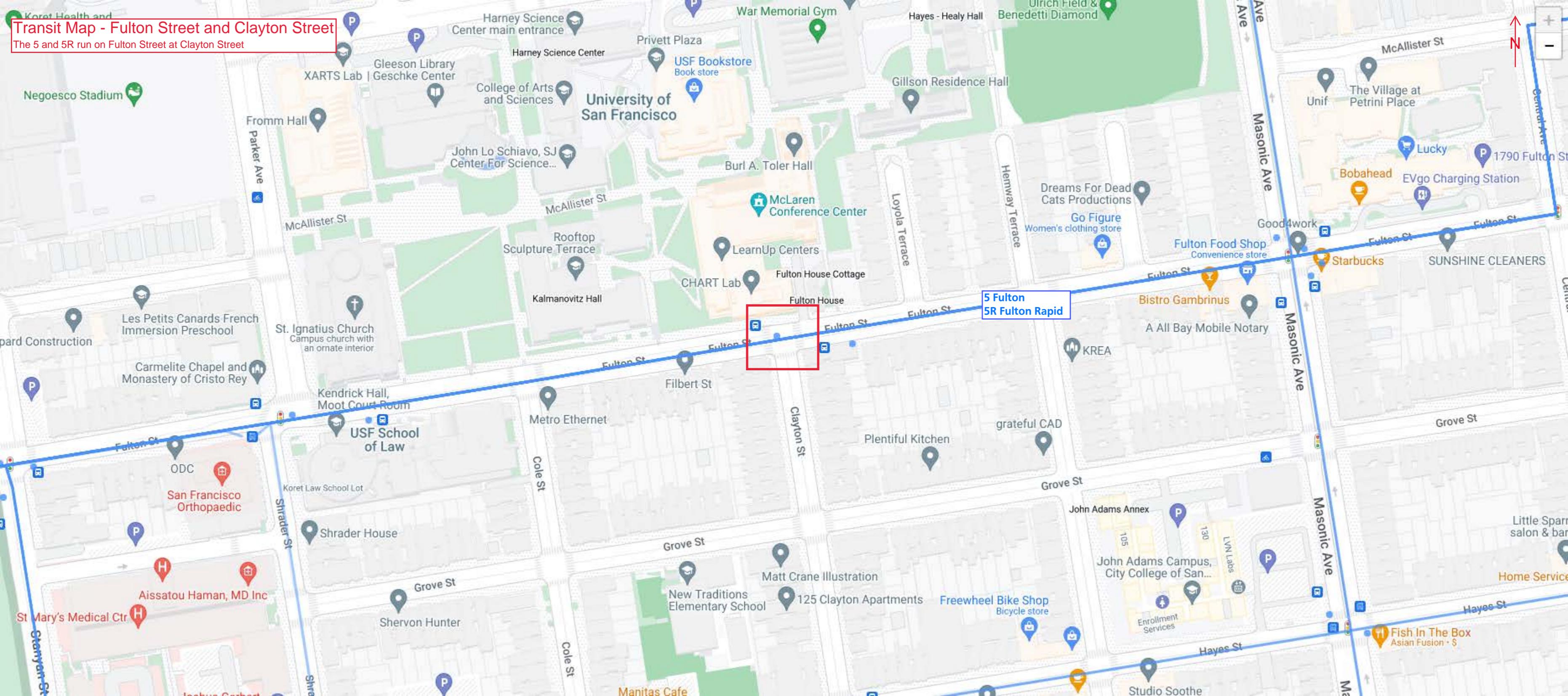
CONTRACT NO.
DRAWING NO. STR-7970.6
FILE NO.
REV. NO. 7

FILE NAME:  
DATE: --/--

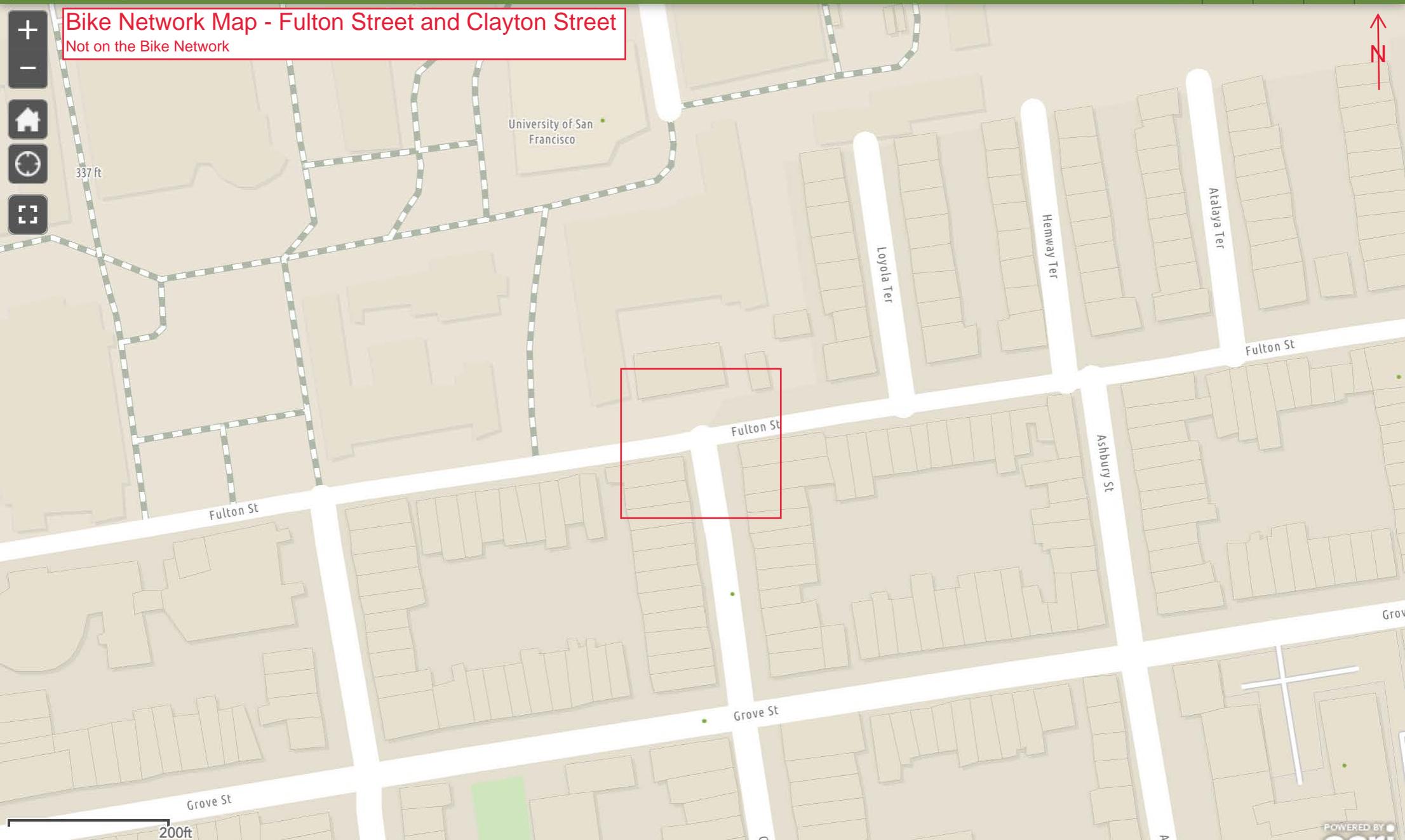
Aerial Photo - Fulton Street and Clayton Street



**Transit Map - Fulton Street and Clayton Street**  
The 5 and 5R run on Fulton Street at Clayton Street



**Bike Network Map - Fulton Street and Clayton Street**  
Not on the Bike Network



337 ft

University of San Francisco

Fulton St

Fulton St

Grove St

200ft

Street View - Fulton Street and Clayton Street  
Facing east



3077 Clayton



Street View - Fulton Street and Clayton Street  
Facing west



# TransBASE Internal Dashboard

Geographic Extent: 26451000: CLAYTON ST at FULTON 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
190870595	11/17/2019	18:10	Sunday	FULTON ST	CLAYTON ST	0	Not Stated	Driver	East	Proceeding Straight	Pedestrian	South	Proceeding Straight	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Felony	Dry	No Unusual Condition/ Not Stated	Dark - Street Lights

Summary: 1 injury collision involving a vehicle and pedestrian.

**Mathews, Alison**

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**From:** Olea, Ricardo  
**Sent:** Monday, February 7, 2022 10:35 AM  
**To:** Roback, Soroush  
**Cc:** Tsui, Eddie  
**Subject:** 311: Clayton/Fulton & Cole/Futlon



**Date / Time: 2022-02-04 18:35:55.8770000**

**Service Request Number:  
14942326**

**Request for City  
Services**

**CUSTOMER CONTACT  
INFORMATION:**

**Name:** Liz Chanin  
**Phone:**  
**Address:**  
**Email:** [lkchanin@gmail.com](mailto:lkchanin@gmail.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:** **COLE ST**  
**Street Name 2:** **FULTON ST**  
**City:** **SAN FRANCISCO**  
**ZIP Code:** **94117**

**X coordinate: 5997736.2937695375**  
**Y coordinate: 2110596.164468995**  
**Latitude: 37.77516432797575**  
**Longitude: -122.4513172577624**  
**CNN: 26469000**  
**Unverified Address:**

**ADDITIONAL LOCATION INFORMATION:**

Location Description: **Reported as: Intersection of Cole St & Fulton St**  
(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: \* **Very unsafe pedestrian crossing: no stop sign or stop light, traffic going fast up/down hill, lots of USF students walking. Especially in the evenings, I have a really hard time crossing safely 9 times out of 10. Same with Fulton and Clayton.**

Provided recap of SR to caller?:\* **N/A**

**Mathews, Alison**

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**From:** Olea, Ricardo  
**Sent:** Wednesday, December 8, 2021 9:28 AM  
**To:** Roback, Soroush  
**Cc:** Tsui, Eddie; Velasco, Manito; Woo, Bryant  
**Subject:** 311: Fulton and Clayton  
**Attachments:** Re: 311: Fulton and Ashbury ped warning signs

Soroush – Who can respond on the status of the RRFB for Clayton? Not sure what we say about Cole other than it had a good safety record compared to Clayton.

Copying Manito and Bryant for any PUC contacts on the street lighting complaint.

Eddie – I had suggested to Bryant in a prior file that we go ahead and install FYG signs, see attached. Can we just go ahead and install farside FYG to complement the nearside YIELD HERE TO PEDS, at Ashbury, Clayton and Cole?

Ricardo



**Date / Time: 2021-12-01 18:37:02.3**

**Service Request Number:  
14683204**

**Request for City  
Services**

**CUSTOMER CONTACT  
INFORMATION:**

Name: **Annie Palmer**  
Phone: **415-876-8789**  
Address:  
Email: [annie.rose.palmer@gmail.com](mailto:annie.rose.palmer@gmail.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:** FULTON ST  
**Street Name 2:** COLE ST  
**City:** SAN FRANCISCO  
**ZIP Code:** 94117  
**X coordinate:**  
**Y coordinate:**  
**Latitude:**  
**Longitude:**  
**CNN:**  
**Unverified Address:**

**ADDITIONAL LOCATION INFORMATION:**

Location Description: **Fulton and Cole and Fulton and Clayton**  
(e.g. 600-block of Market St. or in front of Main Library entrance)

**REQUEST DETAILS:**

Nature of Request:\* **Complaint**

**ADDITIONAL REQUEST DETAILS:**

Additional Request Details: \* **Caller believes these are unsafe crosswalks as they are not lit very well. Caller would like to see the flashing warning lights for the cross walk.**

Provided recap of SR to caller?:\* **Yes**

## Mathews, Alison

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**From:** Olea, Ricardo  
**Sent:** Monday, February 14, 2022 10:13 AM  
**To:** Roback, Soroush  
**Cc:** Tsui, Eddie  
**Subject:** 311: Fulton and Cole (2/14/22)

Tracking Number is: 14978412

Feb 13 2022 3:36PM

Please print a copy for your records. You may close your browser when done.

### Location Information:

Location Description:

Cross walk at Clayton and Fulton

### Request Details:

Category:

Complaint  
Department:

Municipal Transportation Agency (SFMTA)  
Sub-Division:

Transportation Engineering

### Additional Information:

Additional Request Details:

Cars almost never yield to pedestrians at this intersection and the ones near it on Fulton and Cole. There is a large population of students going to and from campus and it would be great to make these crosswalks more visible via daylighting, raised platform, or better signage.

### Customer Contact Information:

First Name:

David  
Last Name:

Chanin  
Primary Phone:

8186311449  
Alternate Phone:

Address Number:

## Mathews, Alison

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**From:** Olea, Ricardo  
**Sent:** Tuesday, July 14, 2020 4:30 PM  
**To:** Woo, Bryant  
**Cc:** Folks, Tom  
**Subject:** Re: 311: Fulton and Ashbury ped warning signs

Replace with FYG then, like I said Clayton is FYG. May want to make Cole the same. I think FYG is more catchy.

On Jul 14, 2020, at 4:20 PM, Woo, Bryant <[Bryant.Woo@sfmta.com](mailto:Bryant.Woo@sfmta.com)> wrote:

MUTCD requires the sign if you mark the triangles, but not vice-versa. There used to be triangles before the diet. Generally we don't do them for single lane approaches unless it's midblock.

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**From:** Olea, Ricardo <[Ricardo.Olea@sfmta.com](mailto:Ricardo.Olea@sfmta.com)>  
**Sent:** Tuesday, July 14, 2020 3:25 PM  
**To:** Woo, Bryant <[Bryant.Woo@sfmta.com](mailto:Bryant.Woo@sfmta.com)>  
**Cc:** Folks, Tom <[Tom.Folks@sfmta.com](mailto:Tom.Folks@sfmta.com)>  
**Subject:** Re: 311: Fulton and Ashbury ped warning signs

Actually I just noticed there aren't any yield triangles at Ashbury. What does STR say? We need them for one lane? Replace with FYG?

On Jul 13, 2020, at 4:44 PM, Woo, Bryant <[Bryant.Woo@sfmta.com](mailto:Bryant.Woo@sfmta.com)> wrote:

I was actually thinking of moving the YHTP signs since we have bulbs. The current sign placement was there before the bulbs were constructed. Opinions?

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**From:** Olea, Ricardo <[Ricardo.Olea@sfmta.com](mailto:Ricardo.Olea@sfmta.com)>  
**Sent:** Monday, July 13, 2020 4:16 PM  
**To:** Woo, Bryant <[Bryant.Woo@sfmta.com](mailto:Bryant.Woo@sfmta.com)>  
**Cc:** Folks, Tom <[Tom.Folks@sfmta.com](mailto:Tom.Folks@sfmta.com)>  
**Subject:** Re: 311: Fulton and Ashbury ped warning signs

Per previous email I think putting far side FYG at Ashbury makes sense given we out FYG at Clayton.

We can also repaint the PED XING (asphalted)

<image001.jpg>  
<image002.jpg>  
<image003.jpg>

On Jul 13, 2020, at 10:23 AM, Woo, Bryant <[Bryant.Woo@sfmta.com](mailto:Bryant.Woo@sfmta.com)> wrote:

Can you do the field check and detailed traffic count for us? 😊

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**From:** Olea, Ricardo <[Ricardo.Olea@sfmta.com](mailto:Ricardo.Olea@sfmta.com)>  
**Sent:** Monday, July 13, 2020 10:00 AM  
**To:** de la Fuente, Nicole <[Nicole.delaFuente@sfmta.com](mailto:Nicole.delaFuente@sfmta.com)>; Folks, Tom <[Tom.Folks@sfmta.com](mailto:Tom.Folks@sfmta.com)>; Woo, Bryant <[Bryant.Woo@sfmta.com](mailto:Bryant.Woo@sfmta.com)>  
**Subject:** 311: Fulton and Ashbury ped warning signs

Case Details

Case Ref

12635648

Classification

MTA >> DPT >> Sign Repair or Replace High Priority

Associated with

[1820 FULTON ST, SAN FRANCISCO, CA, 94117](#)

Title

Missing/Hanging

Description

I want to request adding a yield sign to the intersection of Fulton and ashbury. It is a heavily used crosswalk that drivers rarely stop for pedestrians. The road is painted but it feels unsafe

Status

Open

Due Date

17 Jul 20 15:46 (4 days and 5 hours from now)

Allocated To

SFMTA - Transportation Engineering Queue

Created Date

10 Jul 20 15:46 (2 days ago)

Created by

Spot Reporter Mobile

Raised by

[\(WAP\)](#)

## Mathews, Alison

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**From:** Olea, Ricardo  
**Sent:** Thursday, September 8, 2022 3:12 PM  
**To:** Levine, Nina  
**Cc:** Macario, Michael; Padilla, Daniel; Roback, Soroush  
**Subject:** RE: 311: Clayton and Fulton

Nina – Thanks, you can respond to the 311 and let her know the striping is just temporary (I’m not sure if that is how the temporary crosswalks should be painted in any case, but for another discussion). I believe we are installing an RRFB here as well, since she’s also concerned about the safety, Soroush has that project, copying him.

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**From:** Levine, Nina <Nina.Levine@sfmta.com>  
**Sent:** Thursday, September 8, 2022 11:05 AM  
**To:** Olea, Ricardo <Ricardo.Olea@sfmta.com>  
**Cc:** Macario, Michael <Michael.Macario@sfmta.com>; Padilla, Daniel <Daniel.Padilla@sfmta.com>  
**Subject:** RE: 311: Clayton and Fulton

Thanks Ricardo,

Paint Shop has been cat-tracking this week so the permanent striping should be installed soon. Would you like me to respond to the 311?

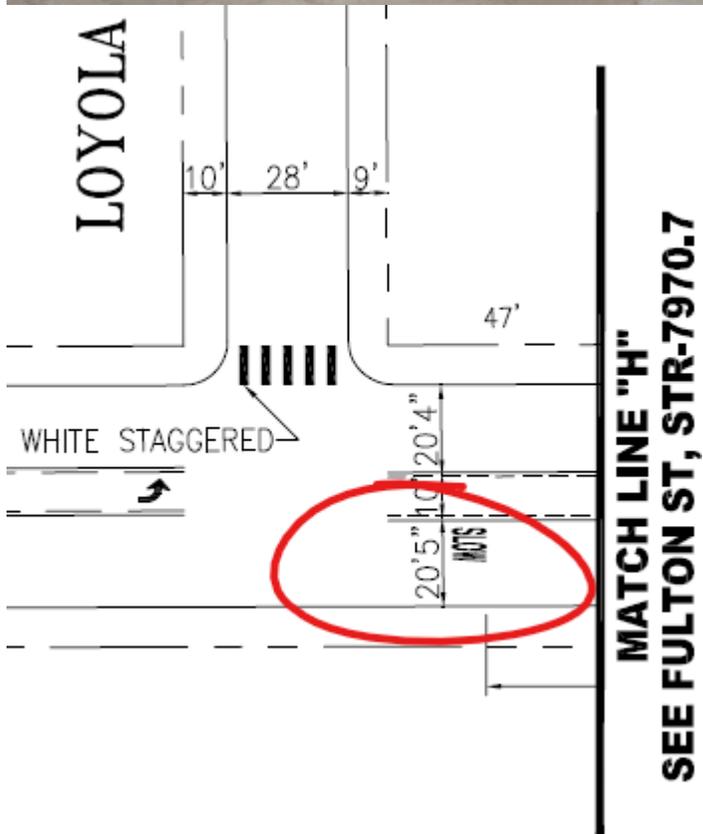
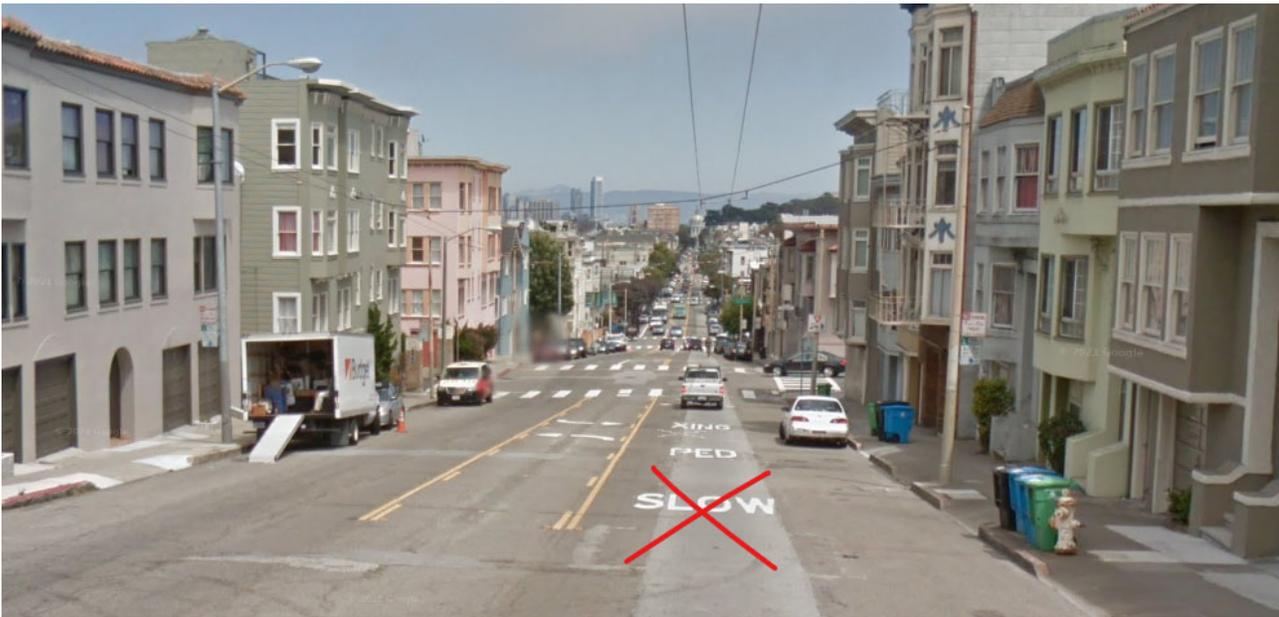
Thanks for pointing out that SLOW message to me – I’ll take care of it.

-Nina

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**From:** Olea, Ricardo <[Ricardo.Olea@sfmta.com](mailto:Ricardo.Olea@sfmta.com)>  
**Sent:** Thursday, September 8, 2022 10:17 AM  
**To:** Levine, Nina <[Nina.Levine@sfmta.com](mailto:Nina.Levine@sfmta.com)>  
**Cc:** Macario, Michael <[Michael.Macario@sfmta.com](mailto:Michael.Macario@sfmta.com)>; Padilla, Daniel <[Daniel.Padilla@sfmta.com](mailto:Daniel.Padilla@sfmta.com)>  
**Subject:** 311: Clayton and Fulton

Nina – I think this is your project, someone wants the permanent crosswalks. By the way, can you make sure we don’t paint this SLOW message on Fulton inbound at Ashbury? It was always a mistake (“SLOW” is only used at yellow crosswalks) but it appears to be in the STR still.



Case Details

Case Ref

15765955

Classification

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

Associated with

[Intersection of CLAYTON ST and FULTON ST](#)

Title

Crosswalk - Faded/Defaced

Description

Why isn't this crosswalk painted normally? Same for all similar crosswalks on Fulton on this stretch. Cars are going very fast here and rarely stop for pedestrians. More attention to street design is needed.

Status

Open

Due Date

9 Sep 22 08:30 (22 hours from now)

Allocated To

SFMTA - Transportation Engineering Queue

Created Date

1 Sep 22 07:38 (7 days ago)

Created by

Spot Reporter Mobile

Raised by

[Ingrid R \(WAP\)](#)

4152692919

[ingridloreen@hotmail.com](mailto:ingridloreen@hotmail.com)



## Mathews, Alison

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**From:** Mathews, Alison  
**Sent:** Monday, September 11, 2023 4:07 PM  
**To:** ingridloreen@hotmail.com  
**Subject:** RE: 311: Fulton and Clayton (SRN #17266452)

Hello,

I'm following up on your concern about pedestrian safety at the Fulton Street & Clayton Street crosswalk.

We appreciate your comments and suggestions for safety improvements. Fortunately, the SFMTA is already developing plans to install a [Rapid Flashing Beacon](#) on Fulton Street at Clayton Street.

We appreciate your concerns about the safety of this pedestrian crossing and thank you for contacting the City.

Sincerely,

**Alison Mathews** (*she/her*)  
Assistant Engineer – Livable Streets  
Streets Division



[Alison.Mathews@SFMTA.com](mailto:Alison.Mathews@SFMTA.com)

San Francisco Municipal Transportation Agency  
1 South Van Ness Avenue, 7th floor  
San Francisco, CA 94103



Case Details  
Case Ref  
17266452  
Classification  
DPW >> BSM >> Sidewalk Curb Defects  
Associated with  
[Intersection of CLAYTON ST and FULTON ST](#)  
Title  
Curb or Sidewalk Issues - Other  
Description  
-- auto translated (en) --  
Why can't we protect this crosswalk and pedestrians better? Cars race on this street because it is so wide.  
-- original (en) --  
[https://base64.spotutil.com/decode/V2h5IGNhbuKAmXQgd2UgcHJvdGVjdCB0aGlzIGNyYb3Nzd2FsayBhbmQgcGVkZ  
XN0cmIhbnMgYmV0dGVyPyAgQ2FycyByYWNIIG9uIHRoaXMgc3RyZWV0IGJlY2F1c2UgaXQgaXMgc28gd2lkZS4](https://base64.spotutil.com/decode/V2h5IGNhbuKAmXQgd2UgcHJvdGVjdCB0aGlzIGNyYb3Nzd2FsayBhbmQgcGVkZ<br/>XN0cmIhbnMgYmV0dGVyPyAgQ2FycyByYWNIIG9uIHRoaXMgc3RyZWV0IGJlY2F1c2UgaXQgaXMgc28gd2lkZS4)  
Status  
Open

Due Date

14 Sep 23 08:30 (6 days and 18 hours from now)

Allocated To

SFMTA - Transportation Engineering Queue

Created Date

7 Sep 23 07:38 (6 hours ago)

Created by

Spot Reporter Mobile

Raised by

[Ing R \(WAP\)](#)

4152692919

[ingridloreen@hotmail.com](mailto:ingridloreen@hotmail.com)



## CEQA Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

<b>Project Address</b>		<b>Block/Lot(s)</b>
SFMTA_WalkFirst Rectangular Rapid Flashing Beacon Installation Fiscal		
<b>Case No.</b>		<b>Permit No.</b>
2023-006660ENV		
<input checked="" type="checkbox"/> <b>Addition/ Alteration</b>	<input type="checkbox"/> <b>Demolition (requires HRE for Category B Building)</b>	<input type="checkbox"/> <b>New Construction</b>
<p><b>Project description for Planning Department approval.</b></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

<b>The project has been determined to be exempt under the California Environmental Quality Act (CEQA).</b>	
<input checked="" type="checkbox"/>	<b>Class 1 - Existing Facilities.</b> Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	<b>Class 3 - New Construction.</b> 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><b>Class 32 - In-Fill Development.</b> 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><b>FOR ENVIRONMENTAL PLANNING USE ONLY</b></p>
<input type="checkbox"/>	<b>Other</b> _____
<input type="checkbox"/>	<b>Common Sense Exemption (CEQA Guidelines section 15061(b)(3)).</b> It can be seen with certainty that there is no possibility of a significant effect on the environment. <b>FOR ENVIRONMENTAL PLANNING USE ONLY</b>

**STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT**

**TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	<p><b>Air Quality:</b> 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 <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a></i>)</p>
<input checked="" type="checkbox"/>	<p><b>Hazardous Materials:</b> 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><b>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 <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a></i>)</b></p>
<input type="checkbox"/>	<p><b>Transportation:</b> 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><b>Archeological Resources:</b> 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><b>Subdivision/Lot Line Adjustment:</b> 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 <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a></i>) <b>If box is checked, Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Average Slope of Parcel = or &gt; 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area:</b> 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 <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a></i>) <b>If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Seismic Hazard:</b> <input type="checkbox"/> <b>Landslide or</b> <input type="checkbox"/> <b>Liquefaction Hazard Zone:</b></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 <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a></i>) <b>If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</b></p>
<p><b>Comments and Planner Signature (optional):</b> Jennifer M Barbour Mckellar</p> <p>PLEASE SEE ATTACHED</p>	

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

<b>PROPERTY IS ONE OF THE FOLLOWING:</b> <i>(refer to Property Information Map)</i>	
<input type="checkbox"/>	<b>Category A:</b> Known Historical Resource. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	<b>Category B:</b> Potential Historical Resource (over 45 years of age). <b>GO TO STEP 4.</b>
<input checked="" type="checkbox"/>	<b>Category C:</b> Not a Historical Resource or Not Age Eligible (under 45 years of age). <b>GO TO STEP 6.</b>

**STEP 4: PROPOSED WORK CHECKLIST  
TO BE COMPLETED BY PROJECT PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Change of use and new construction.</b> Tenant improvements not included.
<input type="checkbox"/>	2. <b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. <b>Garage work.</b> 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. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. <b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. <b>Addition(s)</b> 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.
<b>Note: Project Planner must check box below before proceeding.</b>	
<input type="checkbox"/>	Project is not listed. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project <b>does not conform</b> to the scopes of work. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>four or more</b> work descriptions. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>less than four</b> work descriptions. <b>GO TO STEP 6.</b>

**STEP 5: ADVANCED HISTORICAL REVIEW  
TO BE COMPLETED BY PRESERVATION PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Reclassification of property status.</b> <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 <b>known historical resource (CEQA Category A)</b> as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. <b>Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.</b>
<input type="checkbox"/>	4. <b>Window replacement</b> of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. <b>Façade/storefront alterations</b> that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. <b>Raising the building</b> in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. <b>Restoration</b> based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. <b>Work consistent</b> with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> :
<input type="checkbox"/>	9. <b>Work compatible</b> with a historic district (Analysis required):
<input type="checkbox"/>	10. <b>Work that would not materially impair</b> a historic resource (Attach HRER Part II).
<b>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.</b>	
<input type="checkbox"/>	<b>Project can proceed with exemption review.</b> The project has been reviewed by the Preservation Planner and can proceed with exemption review. <b>GO TO STEP 6.</b>
<b>Comments (optional):</b>	
<b>Preservation Planner Signature:</b>	

**STEP 6: EXEMPTION DETERMINATION**  
**TO BE COMPLETED BY PROJECT PLANNER**

<input checked="" type="checkbox"/>	<b>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.</b>	
	<b>Project Approval Action:</b> City Traffic Engineer's Directive	<b>Signature:</b> 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 <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a>. 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:
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**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?
<b>If at least one of the above boxes is checked, further environmental review is required</b>	

**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.	
<b>Planner Name:</b>	<b>Date:</b>



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**

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

<b>Component/Location</b>	<b>Excavation Depth (Feet)</b>	<b>Excavation Diameter (Feet-Inches)</b>	<b>Excavation (Cubic Yards)</b>
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
<b>Gough Street and Clay Street Intersection</b>			
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
<b>Fulton Street and Clayton Street Intersection</b>			
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
<b>Turk Boulevard and Willard North Intersection</b>			
One 1-A (15') signal pole adjacent to the crosswalk on the northeast corner	6'	2'6"	1.09
<b>Castro Street and Henry Street Intersection</b>			
One 1-A (15') signal pole adjacent to the crosswalk on the northeast corner	6'	2'6"	1.09
<b>Diamond Heights Boulevard and Duncan Street Intersection</b>			
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
<b>Cortland Avenue and Moultrie Street Intersection</b>			

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