

SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 12/6/2022 Requested_by: SFMTA Handled: Shahram Shariati <i>mg</i> Section Head : M.Sallaberry <i>MS</i>	<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: Various Locations within District 7		
Subject: New Flashing Beacons & Red Zones		
PROPOSAL / REQUEST: ESTABLISH – RECTANGULAR RAPID FLASHING BEACONS (RRFB) 7th Avenue midblock adjacent to 1697 7th Avenue address Allston Way and Claremont Boulevard Clarendon Avenue and Palo Alto Avenue (formerly Dellbrook Avenue) ESTABLISH - RED ZONE Clarendon Avenue, west side, from Palo Alto Avenue to 70 feet northerly Allston Way, north side, from Claremont Boulevard to 40 feet easterly (Supervisor District 7) New rectangular rapid flashing beacons (RRFBs) are recommended by SFMTA to improve pedestrian safety at three locations. The installation will include a combination of daylighting, crosswalks, beacons, warning signs, and pedestrian push buttons. Shahram Shariati, Shahram.Shariati@sfmta.com		
BACKGROUND INFORMATION / COMMENT RRFBs have been shown to increase driver yielding behavior by capturing motorists' attention during pedestrian activity. The three locations were identified through the District 7 Participatory Budgeting process, which gives residents the power to set budgeting priorities and make decisions on what community projects should be funded. Location 1, 7th Avenue is currently an uncontrolled midblock crossing. Location 2, the intersection of Allston Way and Claremont Boulevard is currently side-street STOP controlled. Location 3, the intersection of Clarendon Avenue and Palo Alto Avenue is currently side-street STOP controlled.		
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"/>		

Attachment A - District 7 Rectangular Rapid Flashing Beacon Location Map

RRFB Locations

1

7th Avenue Midblock
1697 7th Avenue

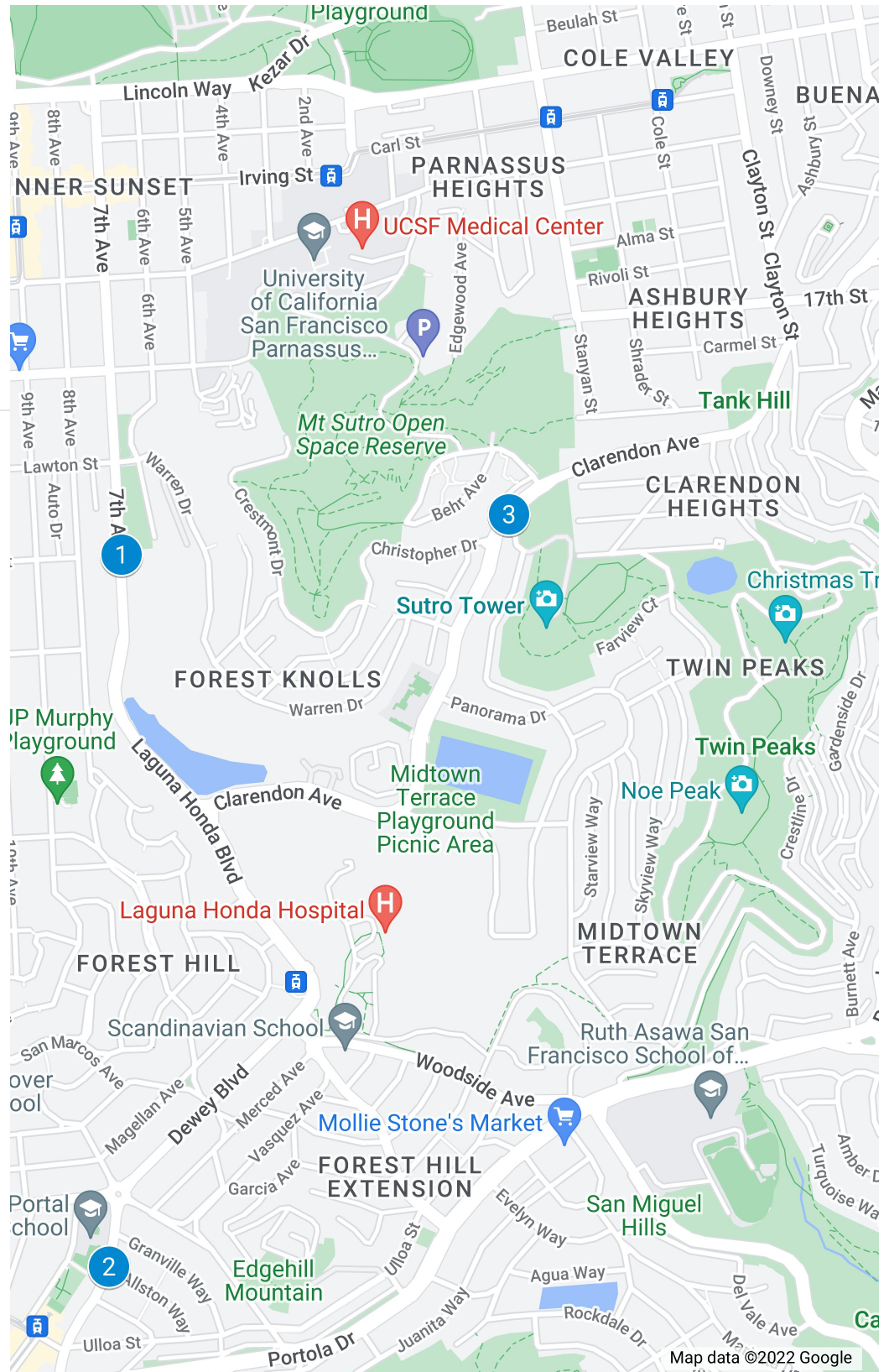
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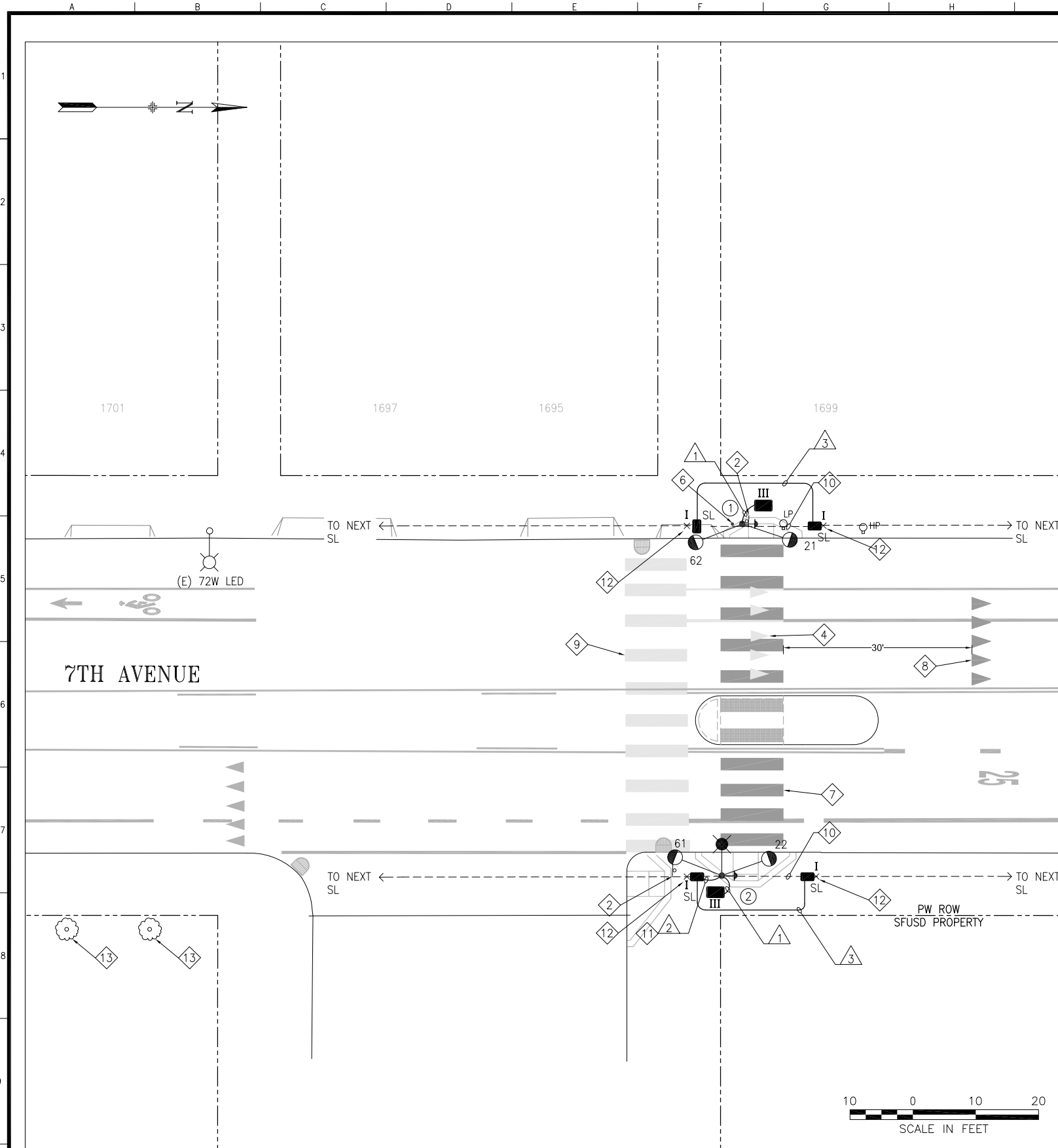
2. Allston Way and Claremont
Boulevard

3

3. Clarendon Avenue and
Palo Alto Avenue

(formerly Dellbrook Avenue)





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')		21 62	①	SIDE MOUNT SIDE MOUNT					TOP MOUNT SOLAR PANEL AND TRANSMITTER ③
②	OCTAGONAL CONCRETE STREETLIGHT WITH 6' LUMINAIRE ARM	A 108	22 61	①	SIDE MOUNT SIDE MOUNT					SIDE MOUNT SOLAR PANEL AND TRANSMITTER ③

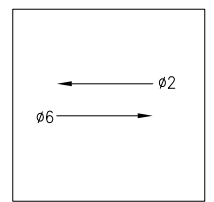
SHEET NOTES:

- ① F/I JSF TECHNOLOGIES AB-9407 SOLAR DUAL SIDED RECTANGULAR RAPID FLASHING BEACON ASSEMBLY OR ACCEPTED EQUAL.
- ② CITY FORCES TO RELOCATE SIGN POLE AND SIGN.
- ③ F/I ASSEMBLY R62E(CA) AND PEDESTRIAN PUSH BUTTON ON POLE.
- ④ CITY FORCES TO GRIND OUT SHARK TEETH YIELD MARKINGS.
- ⑤ CITY FORCES TO INSTALL ONLY THE NEW MUTCD SIGNS W11-2 AND W16-7P SO THAT THE SIGNS ARE INSTALLED ON BOTH SIDES OF POLE WITH ARROWS POINTING TOWARD CROSSWALK.
- ⑥ F/I BOLLARDS PER PUBLIC WORKS STANDARD PLAN NO. 87,178.
- ⑦ CITY FORCES TO INSTALL NEW CROSSWALK MARKINGS.
- ⑧ CITY FORCES TO PAINT NEW SHARK TEETH YIELD MARKINGS.
- ⑨ CITY FORCES TO GRIND OUT CROSSWALK MARKINGS.
- ⑩ ABANDON (E) CONDUIT PER GENERAL NOTE 21.
- ⑪ SPLICE TO (E) SL CIRCUIT.
- ⑫ INTERCEPT (E) SL CIRCUIT AND RE-ROUTE IN SIDEWALK. MAINTAIN (E) SL CIRCUIT.
- ⑬ TRIM TREES FOR SIGNAL VISIBILITY USING A CERTIFIED ARBORIST UNDER THE DIRECTION OF SFPW BUREAU OF URBAN FORESTRY AND SFPUC. PROVIDE FOURTEEN (14) CALENDAR DAYS NOTICE.

CONDUITS & WIRES:

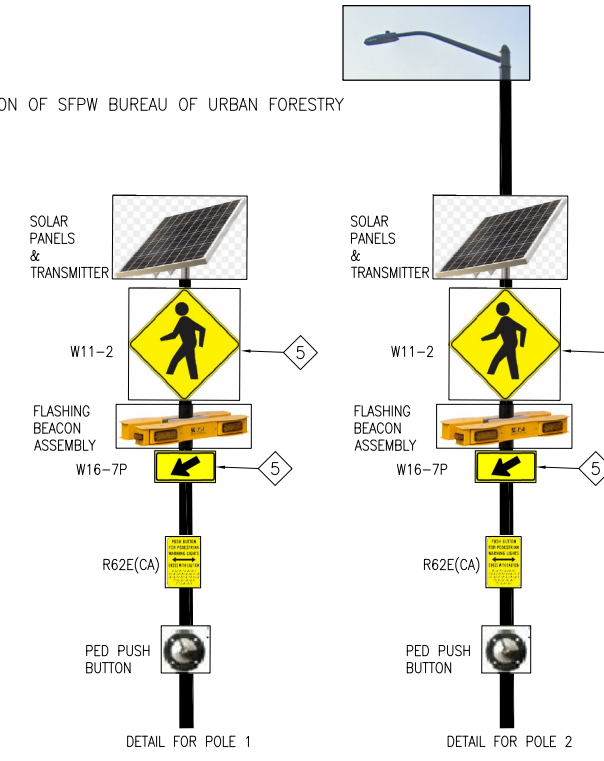
- ① F/I 1-2" PVC CONDUIT.
- ② F/I 1-1.5" GRS CONDUIT WITH 2#10 (STREETLIGHT).
- ③ F/I 1-1.5" GRS CONDUIT WITH 2#8 (STREETLIGHT).

PHASE DIAGRAM



PHASE SEQUENCE

FY	7TH AVE. (NB & SB) - ø6 & ø2
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95% REVIEW
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 12/22/22 16:33, BY: GLY				

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

Acting Section Mgr:	CHI IAO
Acting Deputy Bureau Mgr:	LESLEY WONG
Acting Bureau Mgr:	IQBAL DHAPA

DESIGNED:	DATE:
SS/GL	10/22
DRAWN:	DATE:
SS/GL	10/22
CHECKED:	DATE:
SR/MA	10/22



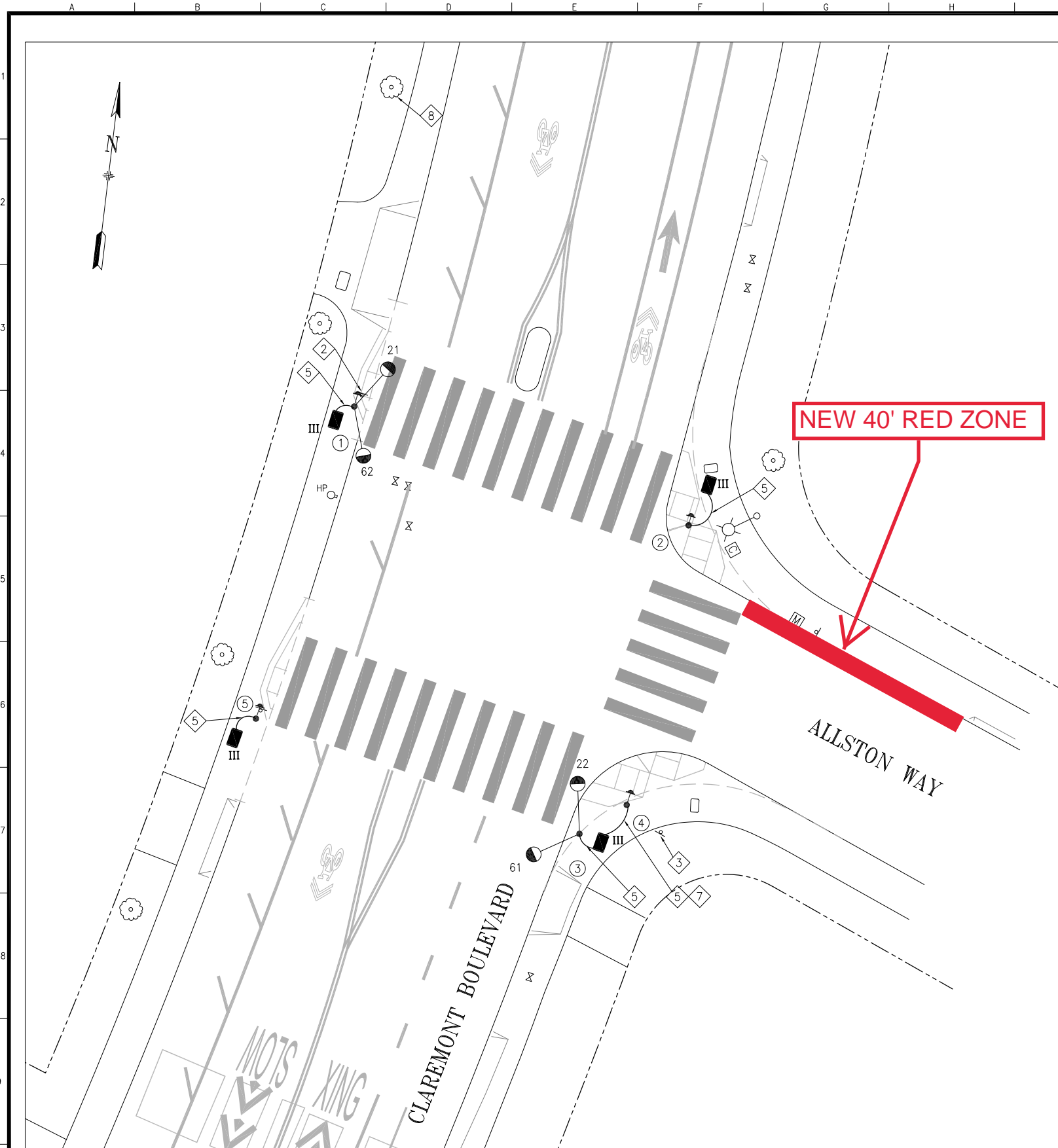
SCALE:
AS SHOWN
SHEET OF SHEETS
7 OF 20

DISTRICT 7 RECTANGULAR RAPID FLASHING BEACONS AND CURB RAMP IMPROVEMENTS

1697 7TH AVENUE
TRAFFIC SIGNAL PLAN

CONTRACT NO.	JOC
DRAWING NO.	E-1.0
FILE NO.	122,360
REV. NO.	0

Dimension Scale: 1
 Model Units: Undefined
 Drawing Path: V:\19241-PW-D7-RRFB & CR-Improvement-10037696\2_Design\Working_Drawings\LEL\Current\19241_D7_PB_RRFBs E-Sheets 12-22-2022.dwg, Login: gly
 Measurement Units are English
 Plot Time: Fri, 23 Dec 2022 - 11:31 am



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')		21 62	①	SIDE MOUNT SIDE MOUNT					TOP MOUNT SOLAR PANEL AND TRANSMITTER ④
②	1-A (15')									TOP MOUNT SOLAR PANEL AND TRANSMITTER ④
③	1-A (15')		22 61	①	SIDE MOUNT SIDE MOUNT					TOP MOUNT SOLAR PANEL AND TRANSMITTER
④	PPB POST									④
⑤	1-A (15')									TOP MOUNT SOLAR PANEL AND TRANSMITTER ④

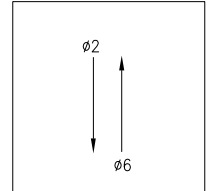
SHEET NOTES:

- ① F/I JSF TECHNOLOGIES AB-9407 SOLAR DUAL SIDED RECTANGULAR RAPID FLASHING BEACON ASSEMBLY OR ACCEPTED EQUAL.
- ② CITY FORCES TO REMOVE SIGN POLE AND TRANSFER SIGNS ONTO POLE 1.
- ③ CITY FORCES TO REMOVE SCHOOL SIGNS AND TRANSFER THEM ONTO POLE 3.
- ④ F/I ASSEMBLY R62E(CA) AND PEDESTRIAN PUSH BUTTON ON POLE.
- ⑤ F/I 1-2" PVC CONDUIT.
- ⑥ CITY FORCES TO INSTALL ONLY THE NEW MUTCD SIGNS S1-2 AND W16-7P SO THAT THE SIGNS ARE INSTALLED ON BOTH SIDES OF POLE WITH ARROWS POINTING TOWARD CROSSWALK.
- ⑦ F/I WIRING USING POWER FROM THE SOLAR PANELS ON POLE 3 TO POWER THE PUSH BUTTON ON POLE 4.
- ⑧ TRIM TREE FOR SIGNAL VISIBILITY USING A CERTIFIED ARBORIST UNDER THE DIRECTION OF SFPW BUREAU OF URBAN FORESTRY AT (628) 652-8733.

GENERAL NOTES:

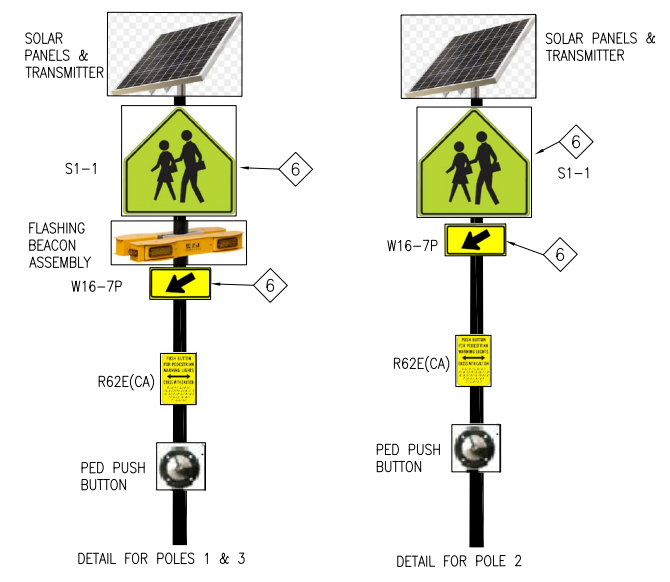
- 1. STREETLIGHT UPGRADES ARE NOT PART OF THIS LOCATION.

PHASE DIAGRAM



PHASE SEQUENCE

FY	CLAREMONT BLVD. (NB & SB) - ∅6 & ∅2
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TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 11/01/22 13:18, BY: GLY				

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

Acting Section Mgr:	CHI IAO
Acting Deputy Bureau Mgr:	LESLEY WONG
Acting Bureau Mgr:	IQBAL DHAPA

Date:	DESIGNED: DATE:
	SS 10/22
	DRAWN: DATE:
	SS/GL 10/22
	CHECKED: DATE:
	SR 10/22

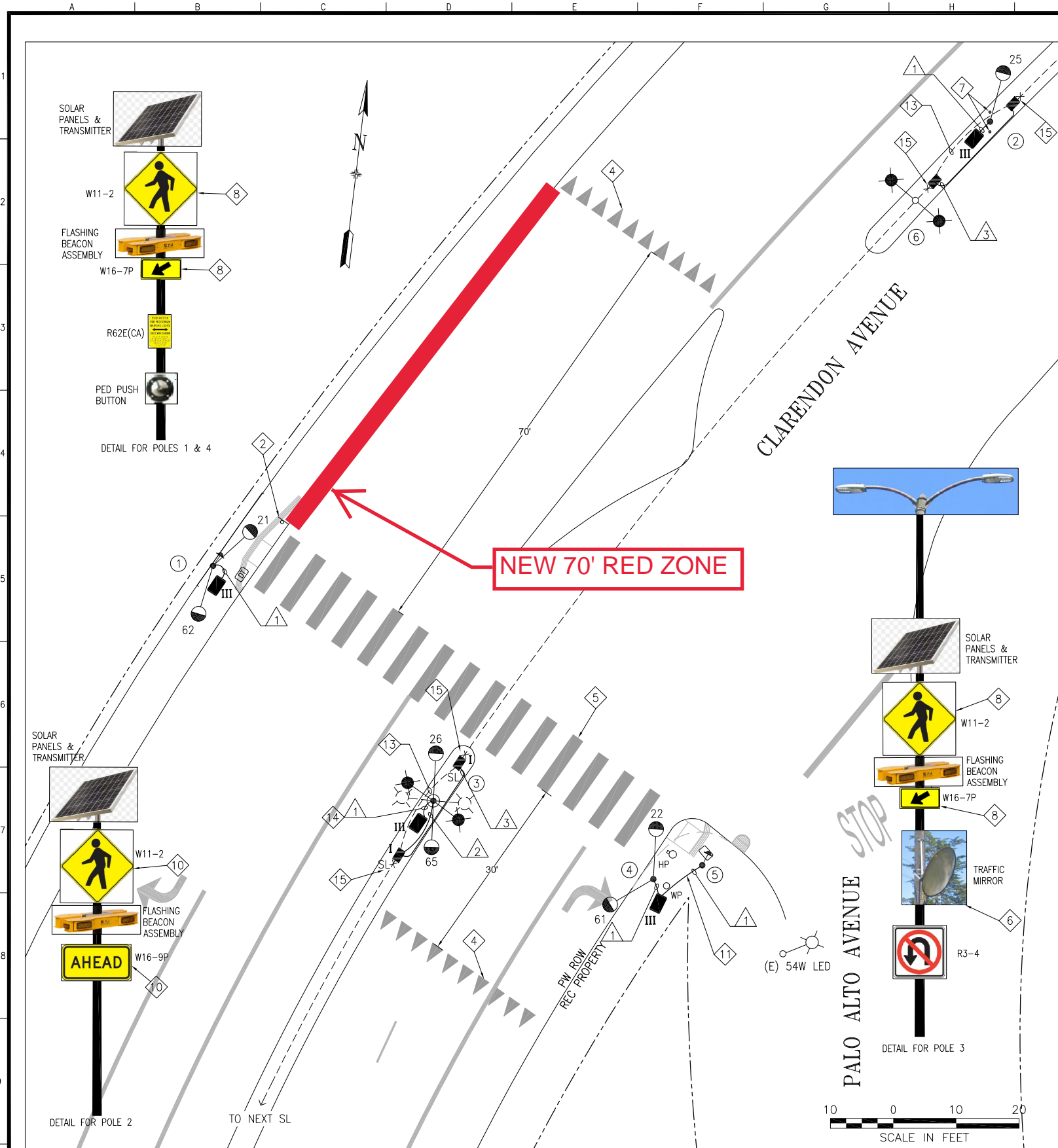


SCALE:
AS SHOWN
SHEET OF SHEETS
8 OF 20

DISTRICT 7 RECTANGULAR RAPID FLASHING BEACONS AND CURB RAMP IMPROVEMENTS
ALLSTON WAY AND CLAREMONT BOULEVARD TRAFFIC SIGNAL PLAN

SOURCING EVENT ID NO.	000000XXXX
DRAWING NO.	E-2.0
FILE NO.	122,361
REV. NO.	0

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Model Units: Undefined
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Measurement Units are English
Plot Time: Wed, 02 Nov 2022, 3:46pm



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')		21 62	①	SIDE MOUNT SIDE MOUNT					TOP MOUNT SOLAR PANEL AND TRANSMITTER ③
②	1-A (15')		25	⑨	SIDE MOUNT					TOP MOUNT SOLAR PANEL AND TRANSMITTER
③	OCTAGONAL CONCRETE STREETLIGHT WITH DUAL 6' LUMINAIRE ARMS	A1 108	26 65	①	SIDE MOUNT SIDE MOUNT					SIDE MOUNT SOLAR PANEL AND TRANSMITTER ⑫
④	1-A (15')		22 61	①	SIDE MOUNT SIDE MOUNT					TOP MOUNT SOLAR PANEL AND TRANSMITTER
⑤	PPB POST									③
⑥	(E) OCTAGONAL CONCRETE STREETLIGHT WITH DUAL 6' LUMINAIRE ARMS	A1 108								REPLACE (E) FIXTURES WITH (N) FIXTURES R/C (E) FIXTURES

SHEET NOTES:

- ① F/I JSF TECHNOLOGIES AB-9407 SOLAR DUAL SIDED RECTANGULAR RAPID FLASHING BEACON ASSEMBLY OR ACCEPTED EQUAL.
- ② CITY FORCES TO REMOVE SIGN POLE AND TRANSFER SIGNS ONTO POLE 1.
- ③ F/I ASSEMBLY R62E(CA) AND PEDESTRIAN PUSH BUTTON ON POLE.
- ④ CITY FORCES TO INSTALL (N) SHARK TEETH YIELD MARKINGS.
- ⑤ CITY FORCES TO INSTALL (N) CROSSWALK MARKINGS.
- ⑥ REMOVE THE (E) TRAFFIC MIRROR FROM (E) STREETLIGHT AND REINSTALL ON (N) STREETLIGHT POLE 3.
- ⑦ F/I BOLLARDS PER PUBLIC WORKS STANDARD PLAN NO. 87,178.
- ⑧ CITY FORCES TO INSTALL ONLY THE (N) MUTCD SIGNS W11-2 AND W16-7P SO THAT THE SIGNS ARE INSTALLED ON BOTH SIDES OF POLE WITH ARROWS POINTING TOWARD CROSSWALK.
- ⑨ F/I JSF TECHNOLOGIES AB-9407 SOLAR ONE SIDED RECTANGULAR RAPID FLASHING BEACON ASSEMBLY OR ACCEPTED EQUAL.
- ⑩ CITY FORCES TO INSTALL ONLY THE (N) MUTCD SIGNS W11-2 AND W16-9P SO THAT THE SIGNS ARE INSTALLED ON ONE SIDE OF THE POLE.
- ⑪ F/I WIRING USING POWER FROM THE SOLAR PANELS ON POLE 4 TO POWER THE PUSH BUTTON ON POLE 5.
- ⑫ POLE IN PLACE OF POLE. PROVIDE TEMPORARY LIGHTING AS REQUIRED.
- ⑬ ABANDON (E) CONDUIT PER GENERAL NOTE 21.
- ⑭ SPLICE TO (E) SL CIRCUIT.
- ⑮ INTERCEPT (E) SL CIRCUIT AND RE-ROUTE IN MEDIAN. MAINTAIN (E) SL CIRCUIT.

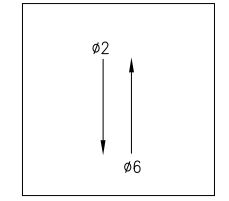
CONDUITS & WIRES:

- ① F/I 1-2" PVC CONDUIT.
- ② F/I 1-1.5" GRS CONDUIT WITH 2#10 (STREETLIGHT).
- ③ F/I 1-1.5" GRS CONDUIT WITH 2#8 (STREETLIGHT).

PHASE SEQUENCE

FY	CLARENDON AVE. (NB & SB) - Ø6 & Ø2
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PHASE DIAGRAM



95% REVIEW
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 12/22/22 16:33, BY: GLY				

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

Acting Section Mgr:	CHI IAO
Acting Deputy Bureau Mgr:	LESLEY WONG
Acting Bureau Mgr:	IQBAL DHAPA

DESIGNED:	DATE:
SS/GL	10/22
DRAWN:	DATE:
SS/GL	10/22
CHECKED:	DATE:
SR/MA	10/22

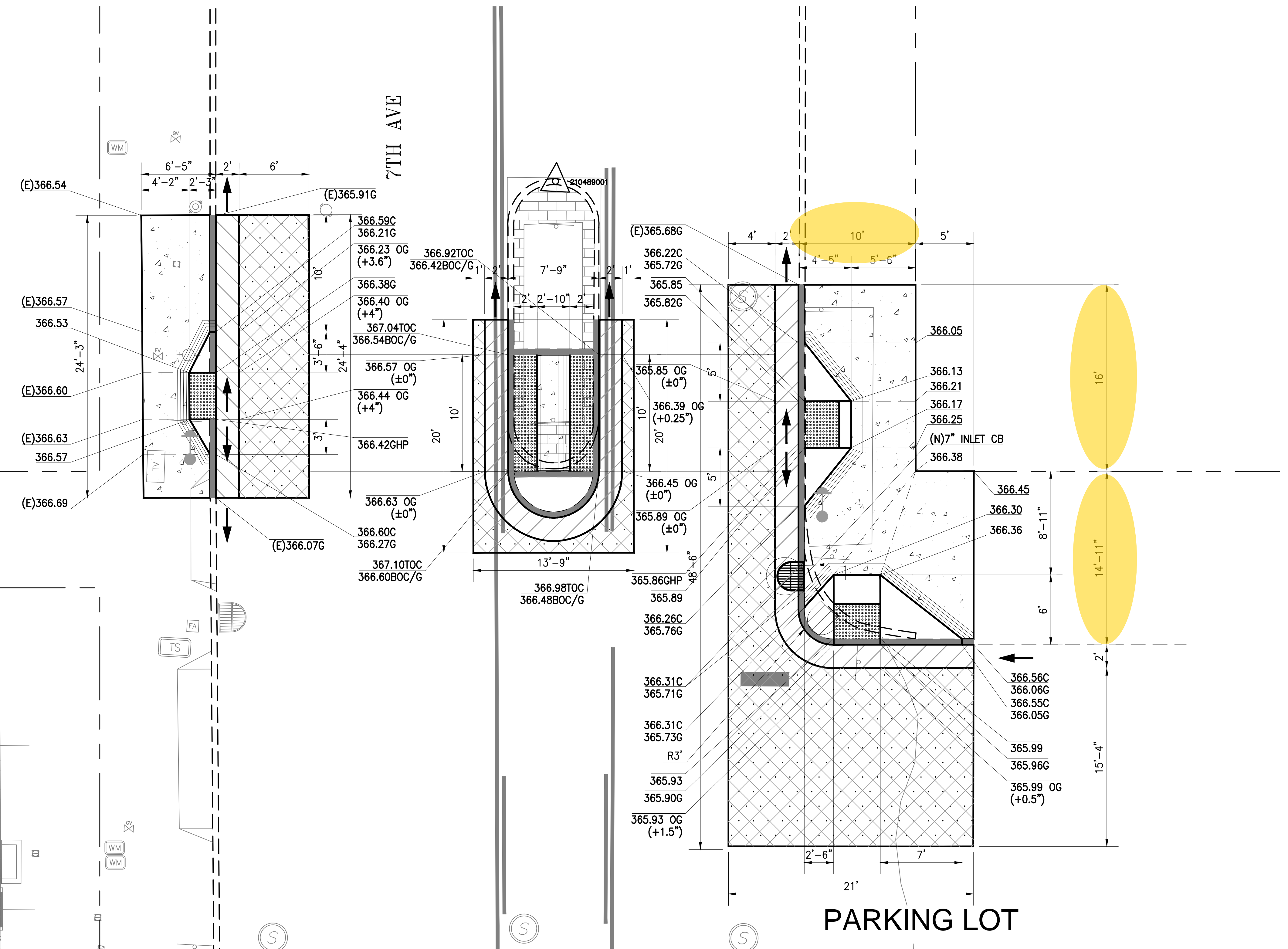
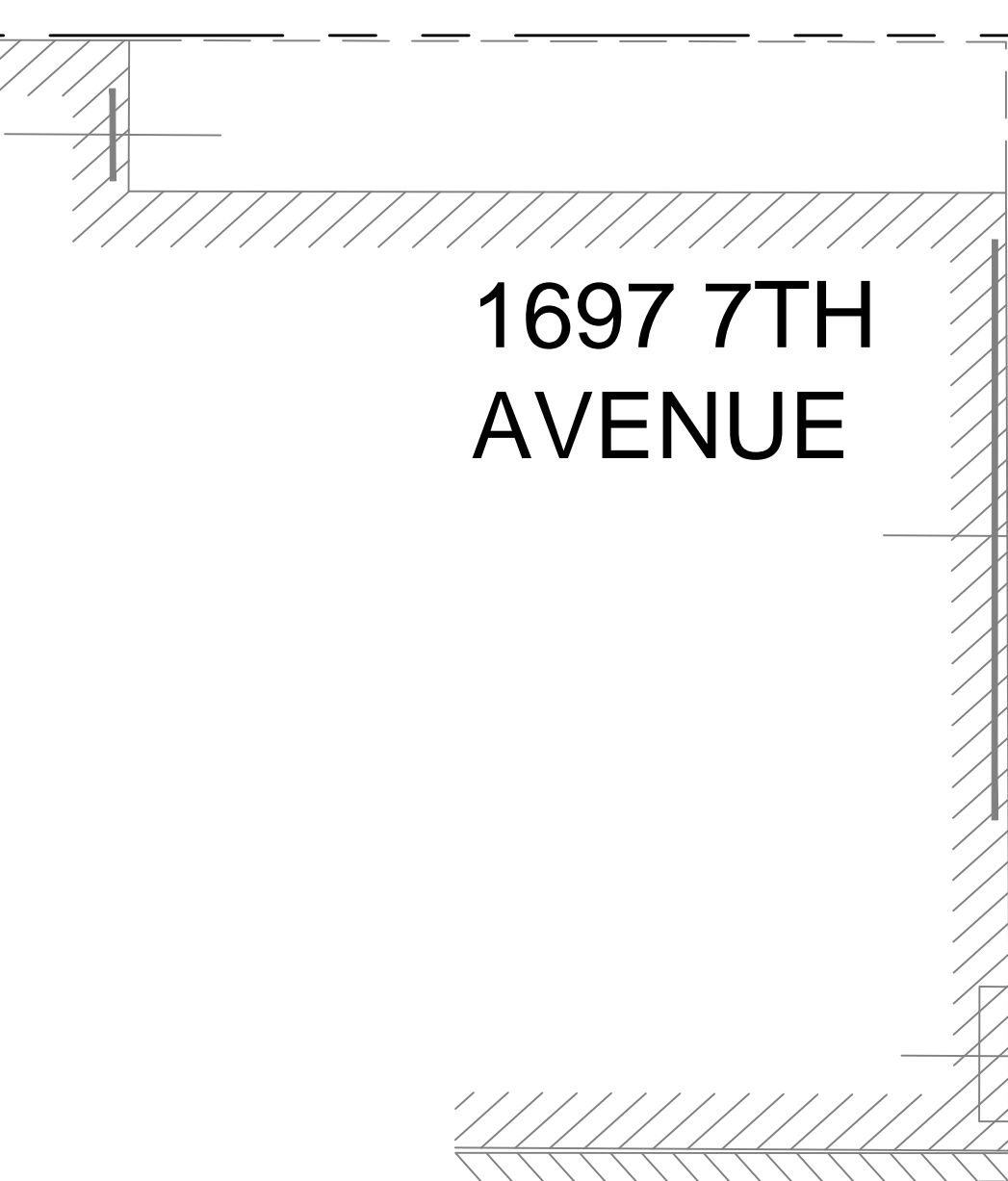
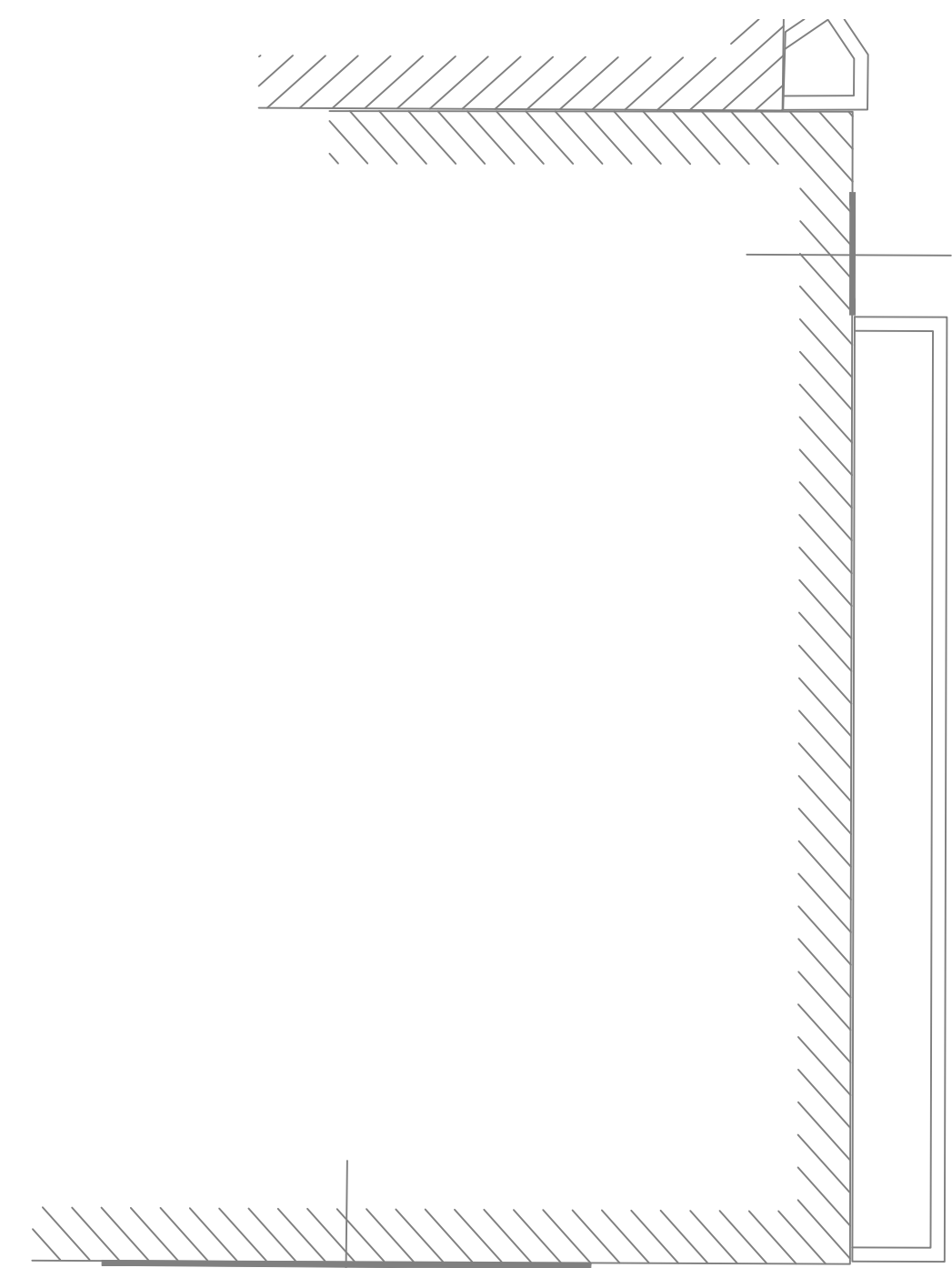
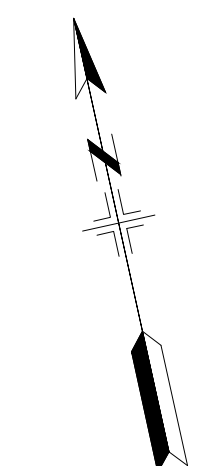


SCALE:
AS SHOWN
SHEET OF SHEETS
9 OF 20

DISTRICT 7 RECTANGULAR RAPID FLASHING BEACONS AND CURB RAMP IMPROVEMENTS
CLARENDON AVENUE AND PALO ALTO AVENUE (FORMERLY DELLBROOK AVENUE) TRAFFIC SIGNAL PLAN

CONTRACT NO.	JOC
DRAWING NO.	E-3.0
FILE NO.	122,362
REV. NO.	0

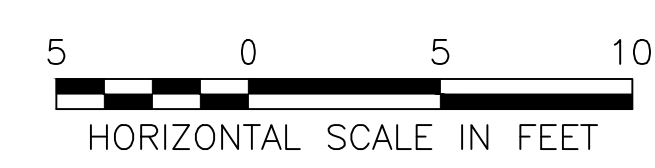
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 Plot Time: Fri, 23 Dec 2022 - 11:31 am



1697 7TH AVENUE

7TH AVE

PARKING LOT



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 07/18/22 07:41, BY: MBautista				

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& 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
Deputy Bureau Mgr: FERNANDO CISNEROS
Acting Bureau Mgr: IQBAL DHAPA

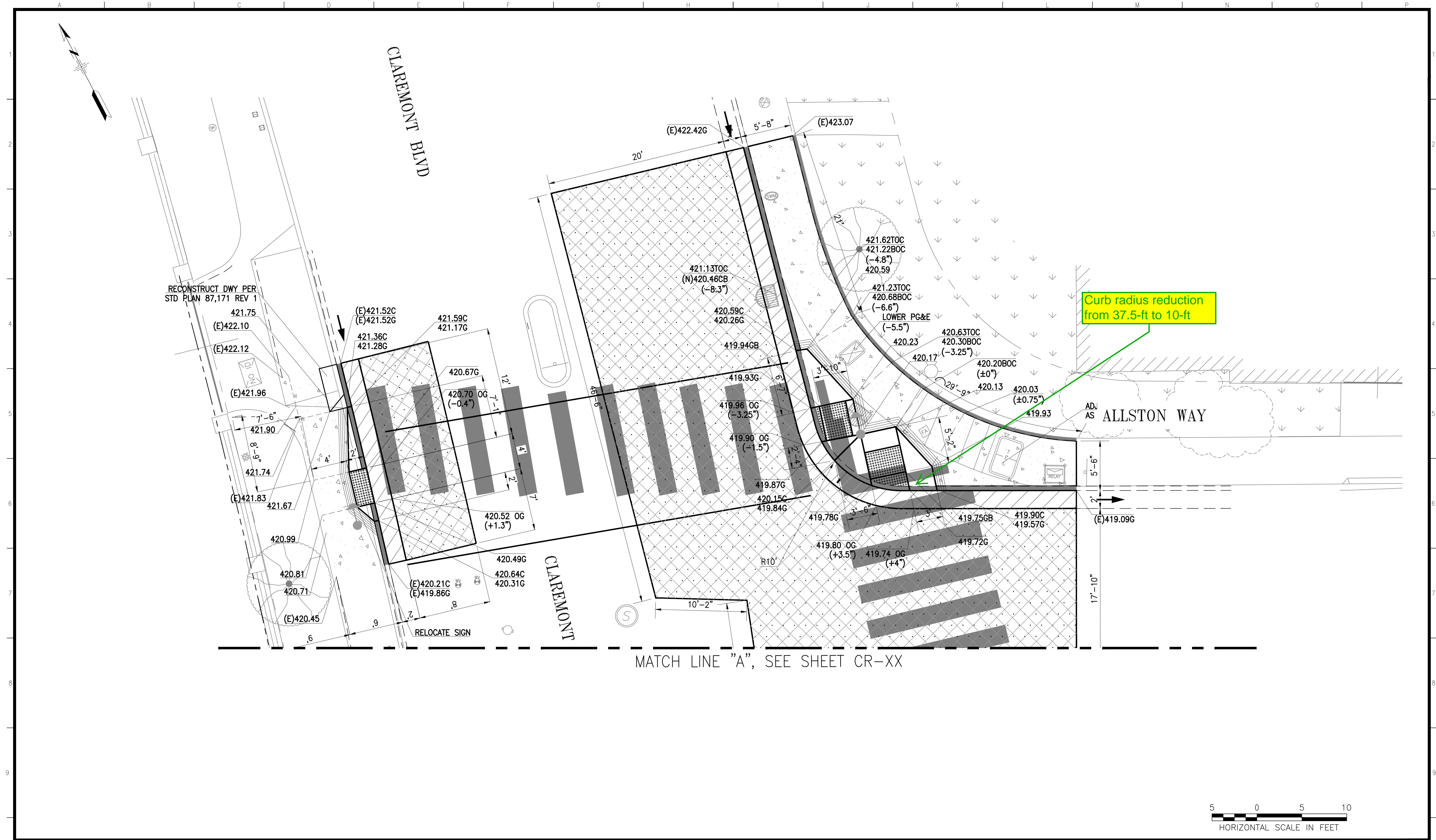
DESIGNED: DATE: D.STAVRAKIS 05/22
DRAWN: DATE: M.BAUTISTA 05/22
CHECKED: DATE: R.CHIRROP 05/22

SCALE:
1" = 5'
SHEET OF SHEETS
XX OF XX

DISTRICT 7
RECTANGULAR RAPID FLASHING BEACONS
7TH AVENUE **MIDBLOCK**
CURB RAMP
DETAILS

CONTRACT NO. 10037696
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

Dimension Scale: 1
Model Units: Feet
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Plot Time: Mon, 18 Jul 2022 9:25am
Measurement Units are English



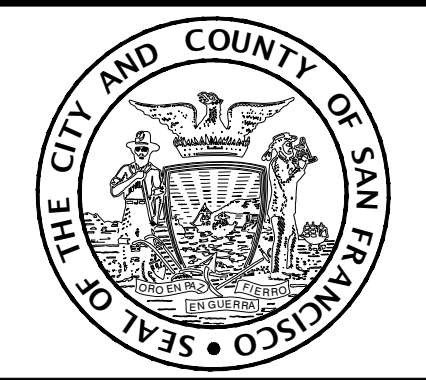
Curb radius reduction from 37.5-ft to 10-ft

MATCH LINE "A", SEE SHEET CR-XX



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 07/18/22 08:01, BY: MBautista				

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

Acting Section Mgr:	DEANNA CALLEROS	Date:	xxx/xxx/xx
Deputy Bureau Mgr:	FERNANDO CISNEROS	DESIGNED:	D.STAVRAKIS 03/22
Acting Bureau Mgr:	IQBAL DHAPA	DRAWN:	M.BAUTISTA 03/22
		CHECKED:	R.CHIRROP 03/22

DESIGNED:	DATE:
D.STAVRAKIS	03/22
DRAWN:	DATE:
M.BAUTISTA	03/22
CHECKED:	DATE:
R.CHIRROP	03/22

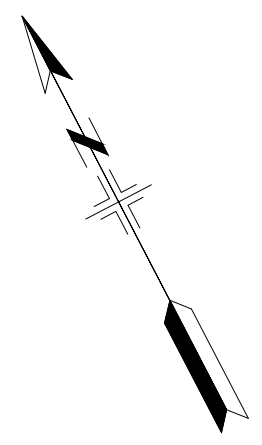
SCALE:
1" = 5'
SHEET OF SHEETS
XX OF XX

DISTRICT 7
RECTANGULAR RAPID FLASHING BEACONS
CLAREMONT BOULEVARD AND ALLSTON WAY
(NORTH)
CURB RAMP DETAILS

CONTRACT NO.	10037696
DRAWING NO.	DWGNO
FILE NO.	XXXXX
REV. NO.	XX

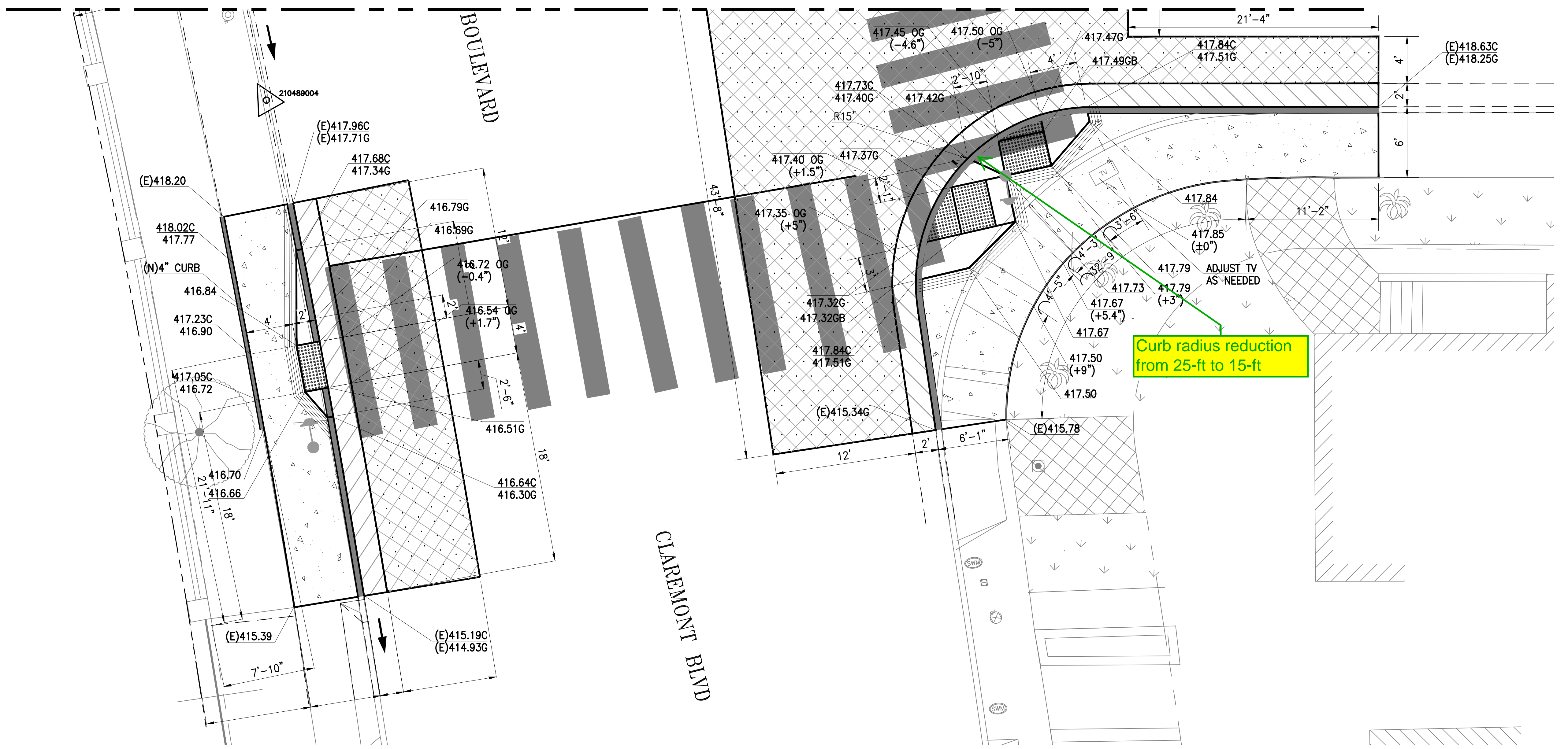
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 Plot Time: Mon, 18 Jul 2022 - 9:42am
 Measurement Units are English

A B C D E F G H I J K L M N O P



MATCH LINE "A", SEE SHEET CR-XX

ALLSTON WAY

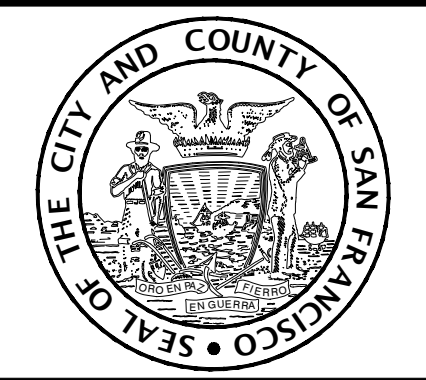


Curb radius reduction from 25-ft to 15-ft



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 07/18/22 08:01, BY: MBautista				

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& 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

Acting Section Mgr: DEANNA CALLEROS
Deputy Bureau Mgr: FERNANDO CISNEROS
Acting Bureau Mgr: IQBAL DHAPA

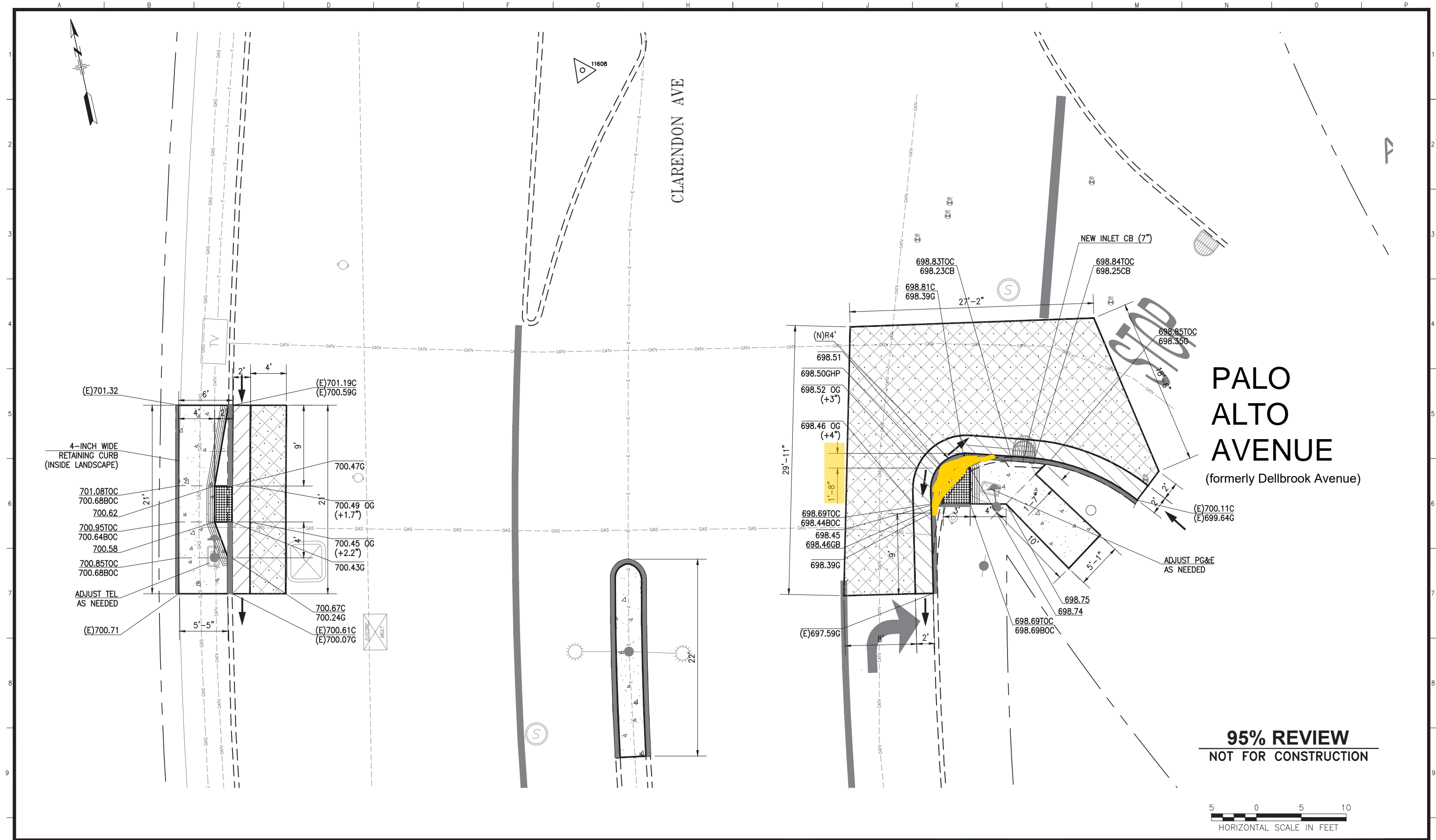
Date: xxx/xxx/xx
DESIGNED: D.STAVRAKIS 03/22
DRAWN: M.BAUTISTA 03/22
CHECKED: R.CHIRCOP 03/22

SCALE:
1" = 5'
SHEET OF SHEETS
XX OF XX

DISTRICT 7
RECTANGULAR RAPID FLASHING BEACONS
CLAREMONT BOULEVARD AND ALLSTON WAY
(SOUTH)
CURB RAMP DETAILS

CONTRACT NO. 10037696
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

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Plot Time: Mon, 18 Jul 2022 - 9:50am
Measurement Units are English



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 11/08/22 17:18, BY: EHADDAD				

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
 Deputy Bureau Mgr: FERNANDO CISNEROS
 Acting Bureau Mgr: IQBAL DHAPA

DESIGNED: DATE: D.STAVRAKIS 05/22
 DRAWN: DATE: M.BAUTISTA 05/22
 CHECKED: DATE: R.CHIRCOP 05/22



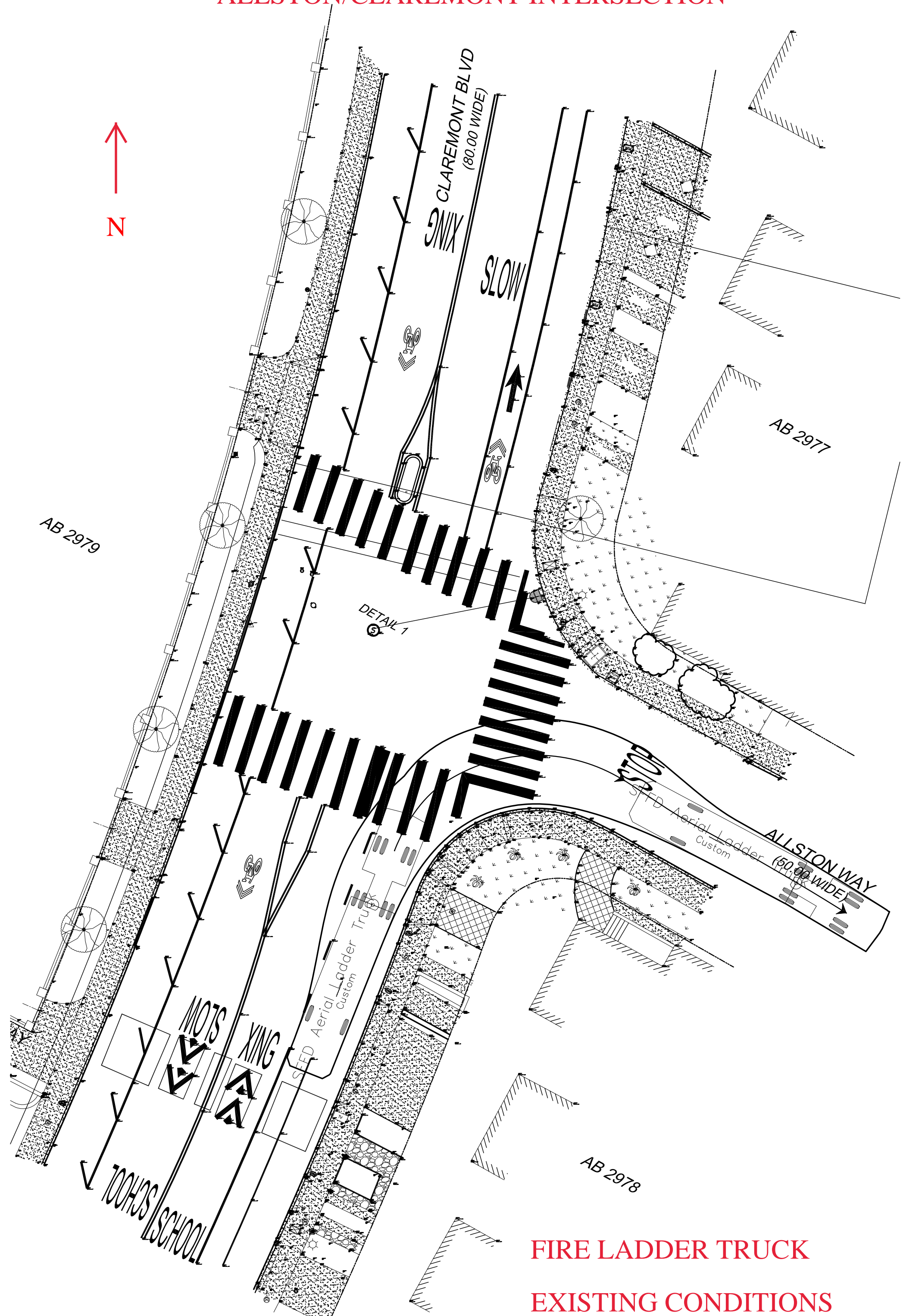
SCALE:
 1" = 5'
 SHEET OF SHEETS
 15 OF 20

DISTRICT 7 RECTANGULAR RAPID FLASHING BEACONS AND CURB RAMP IMPROVEMENTS
CLARENDON AVENUE AND PALO ALTO AVENUE CURB RAMP DETAILS

CONTRACT NO. 10037696
 DRAWING NO. CR-4
 FILE NO. 122,368
 REV. NO. 0

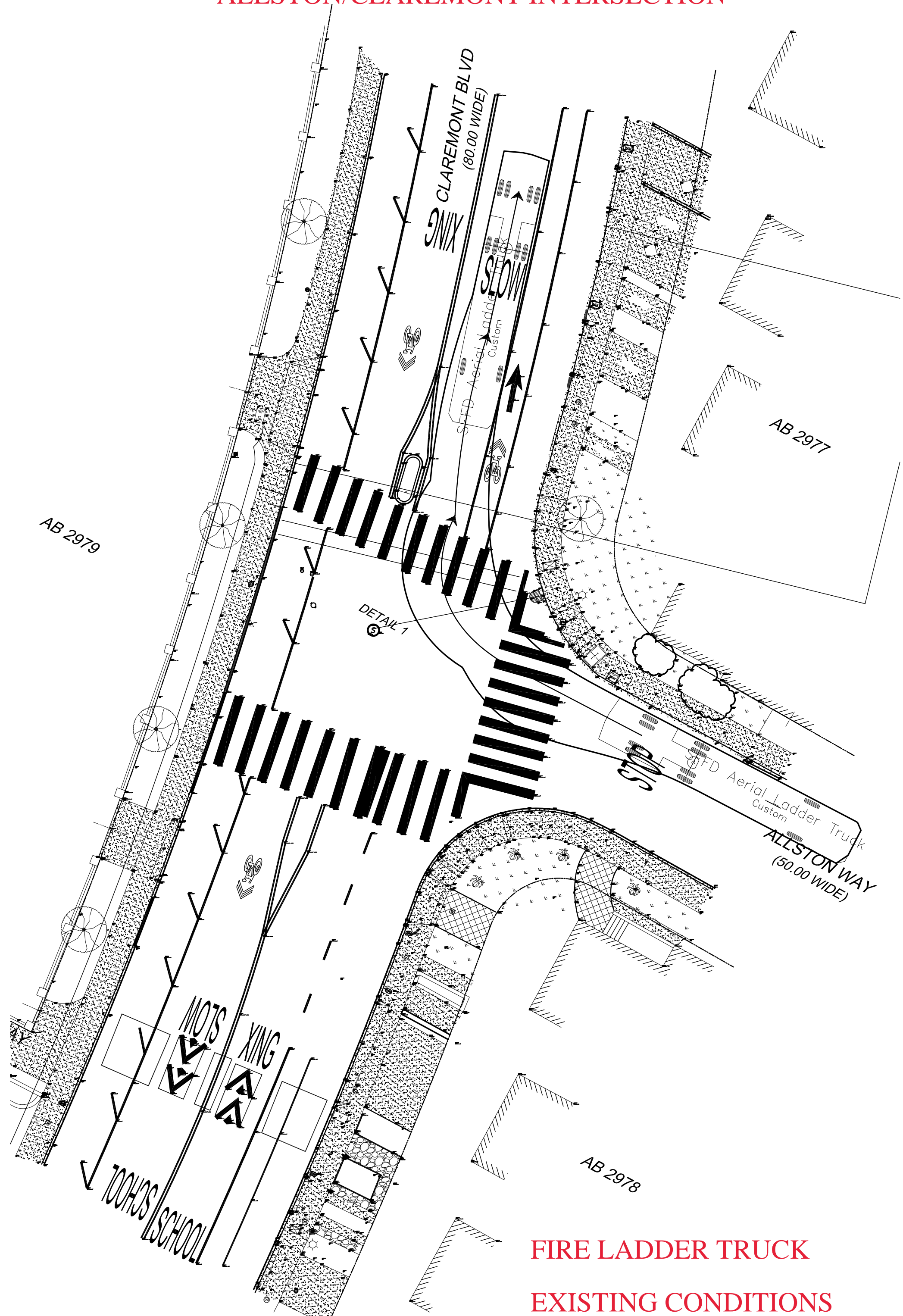
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 Plot Time: Thu, 10 Nov 2022 11:21:01 AM
 Measurement Units are English

ALLSTON/CLAREMONT INTERSECTION



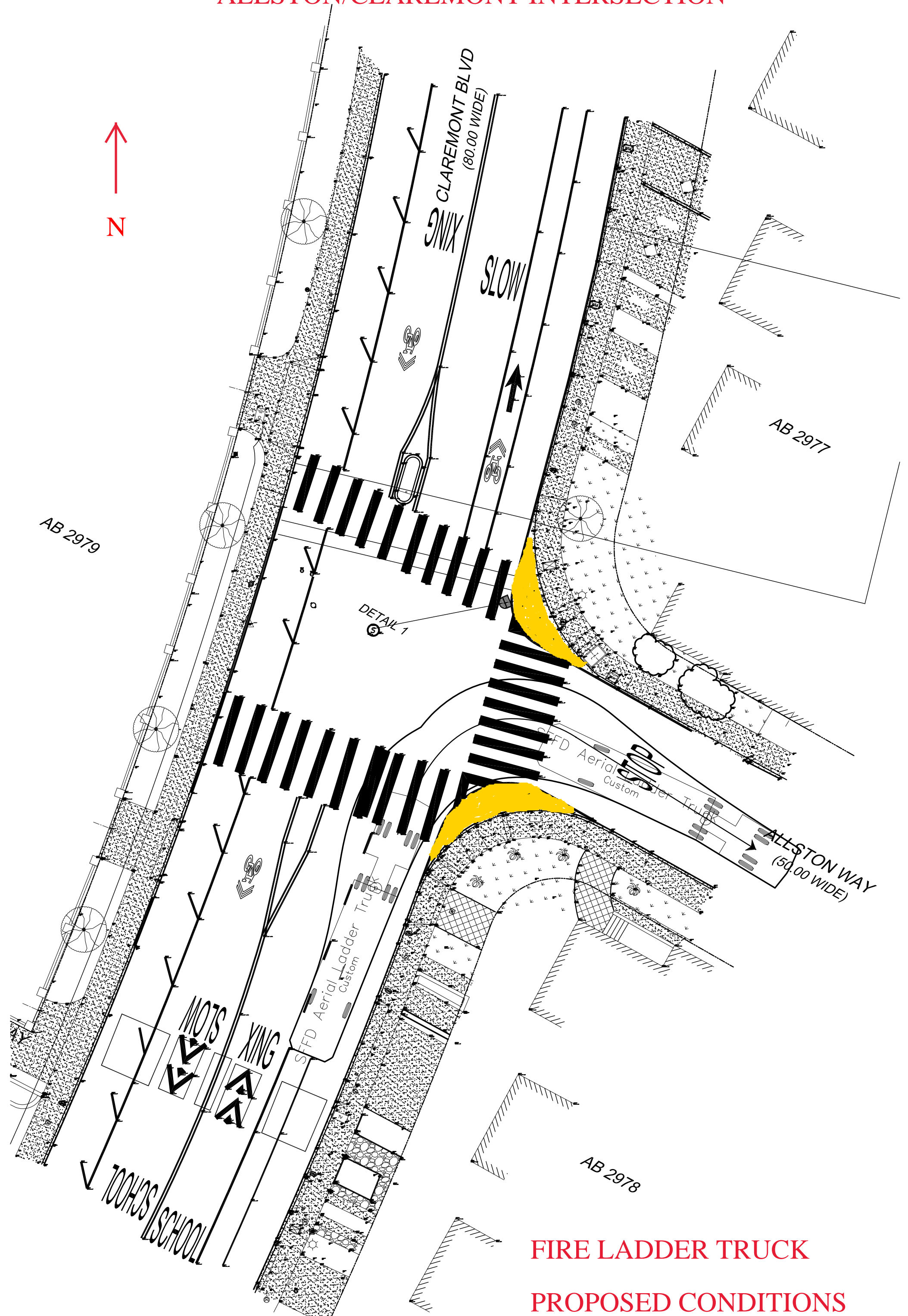
**FIRE LADDER TRUCK
EXISTING CONDITIONS**

ALLSTON/CLAREMONT INTERSECTION



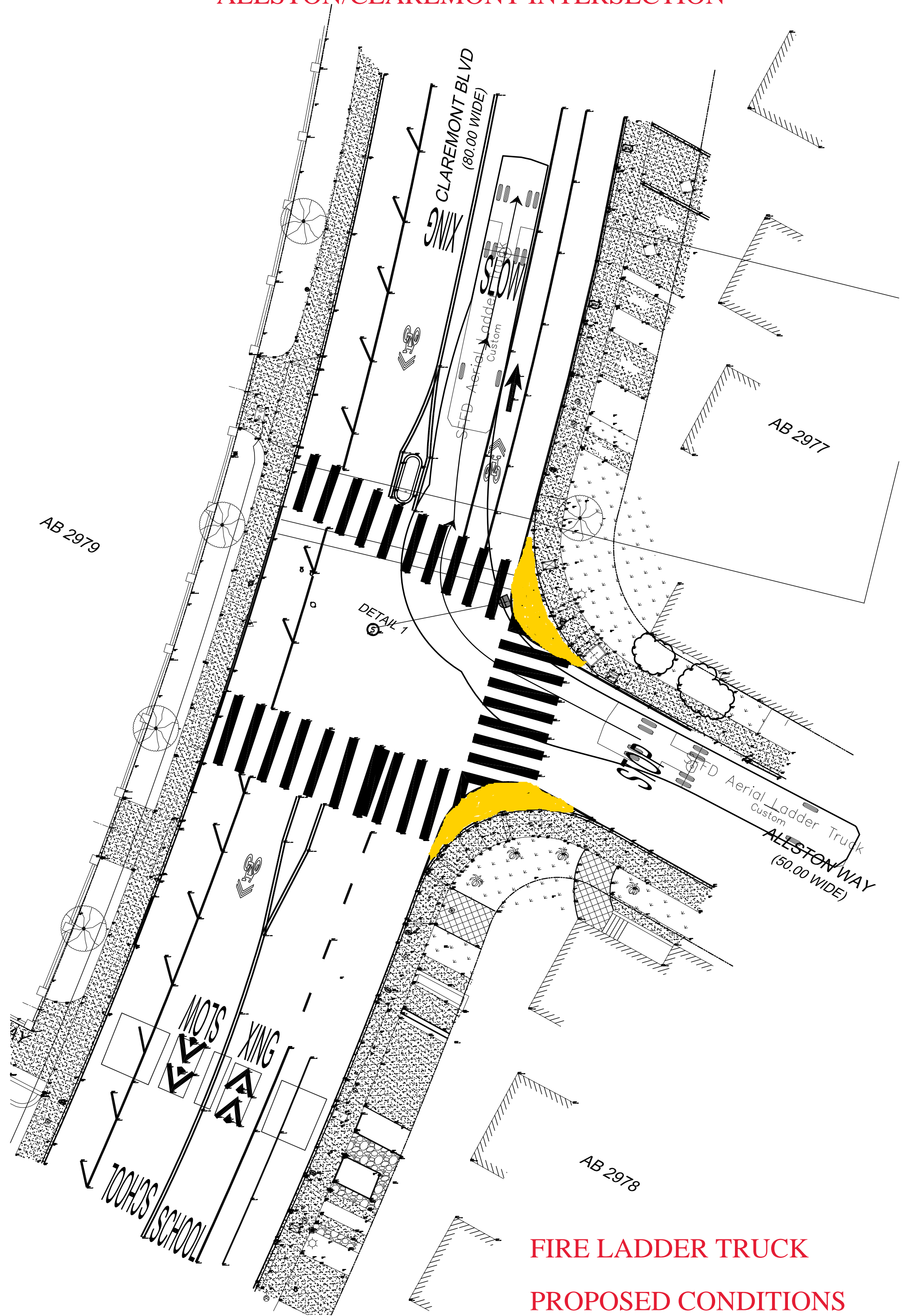
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EXISTING CONDITIONS**

ALLSTON/CLAREMONT INTERSECTION



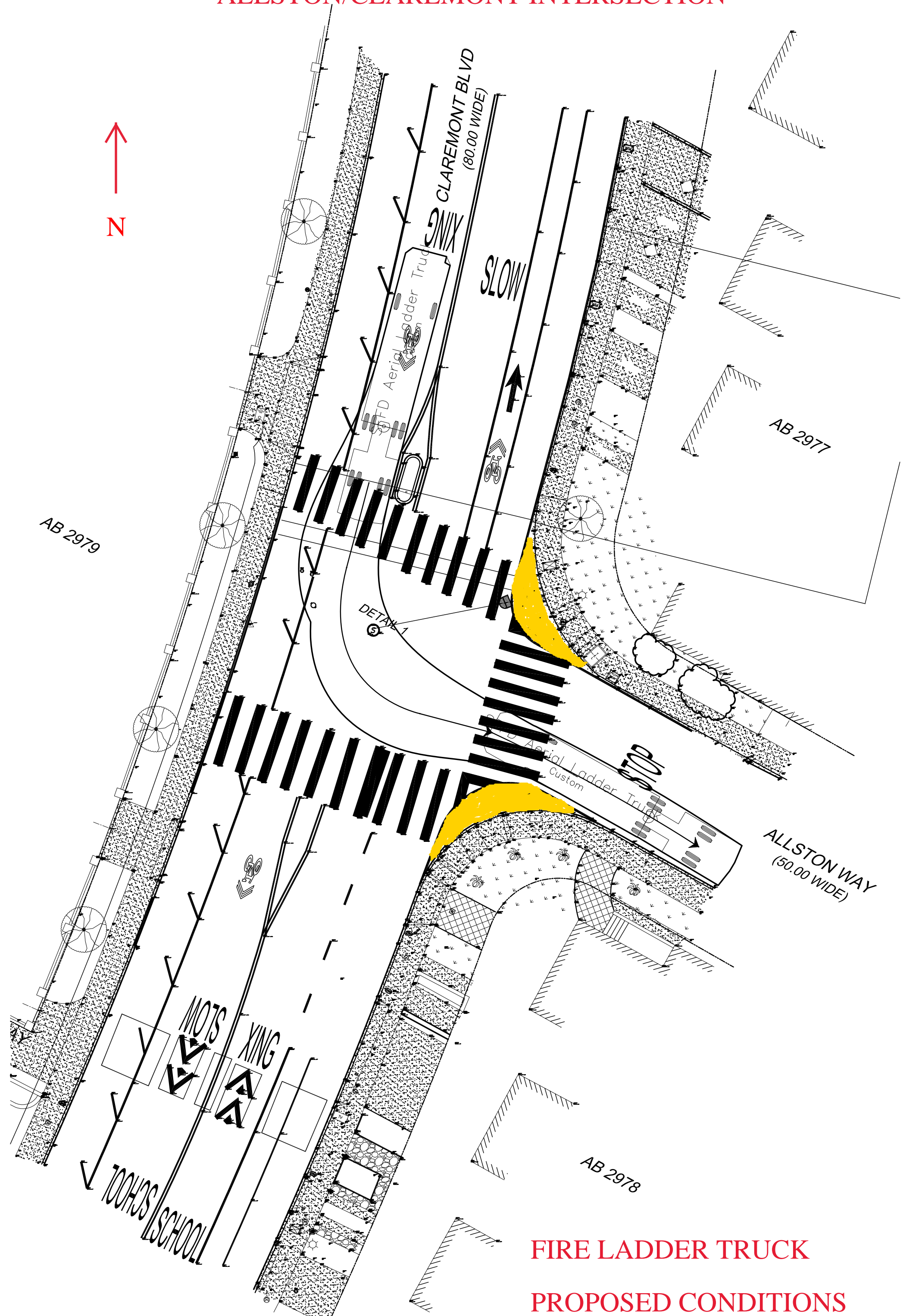
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PROPOSED CONDITIONS**

ALLSTON/CLAREMONT INTERSECTION



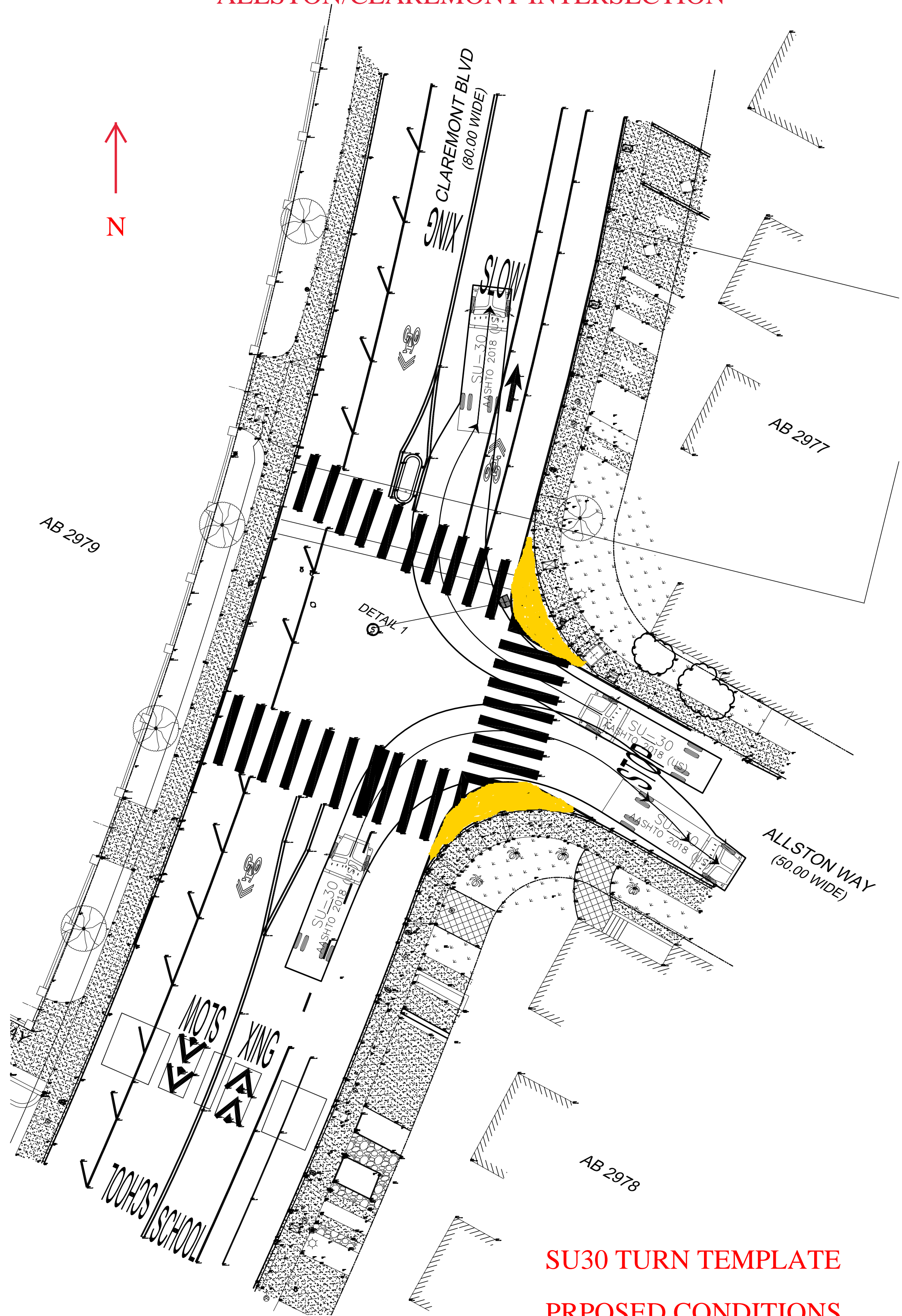
**FIRE LADDER TRUCK
PROPOSED CONDITIONS**

ALLSTON/CLAREMONT INTERSECTION



**FIRE LADDER TRUCK
PROPOSED CONDITIONS**

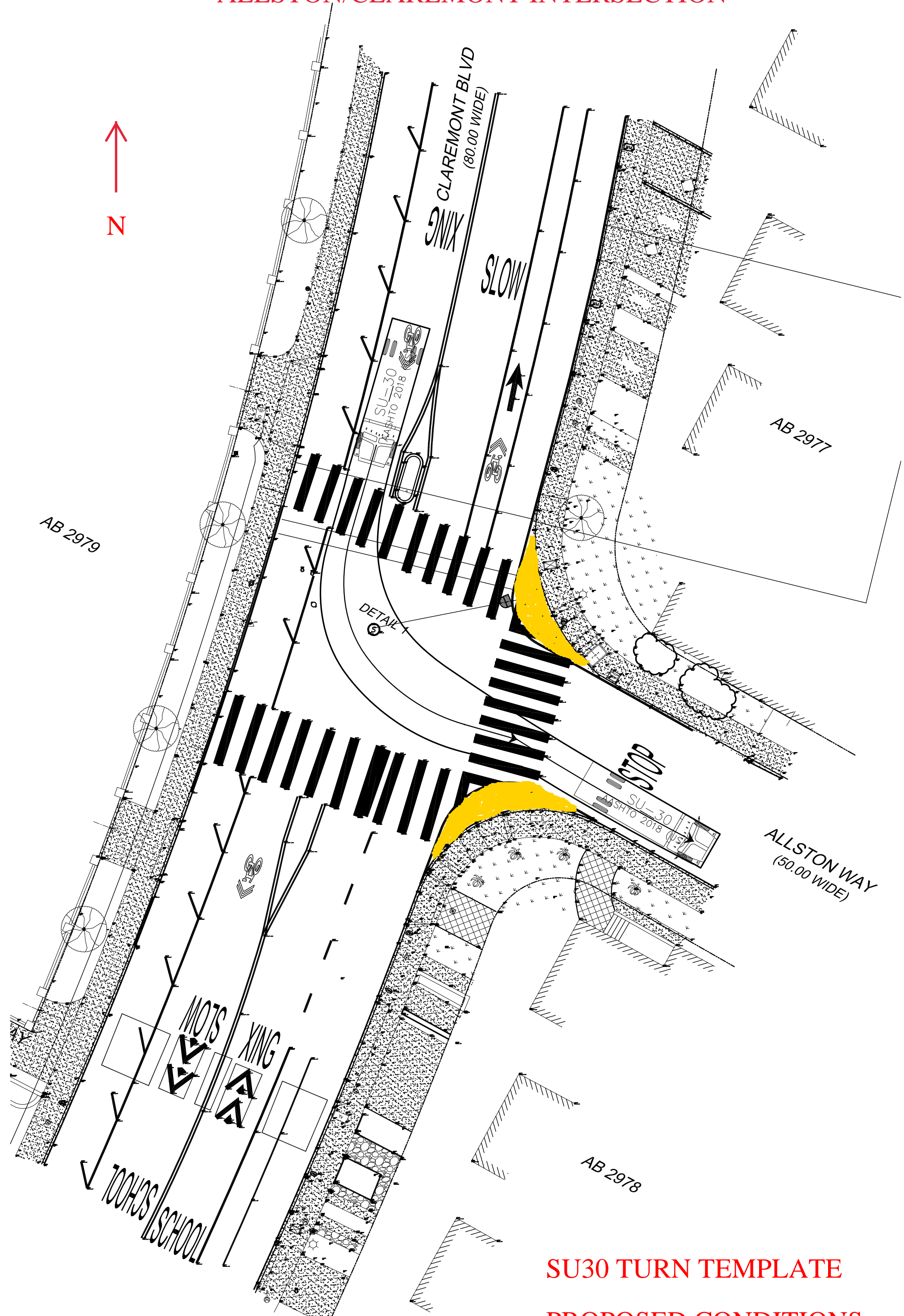
ALLSTON/CLAREMONT INTERSECTION



SU30 TURN TEMPLATE

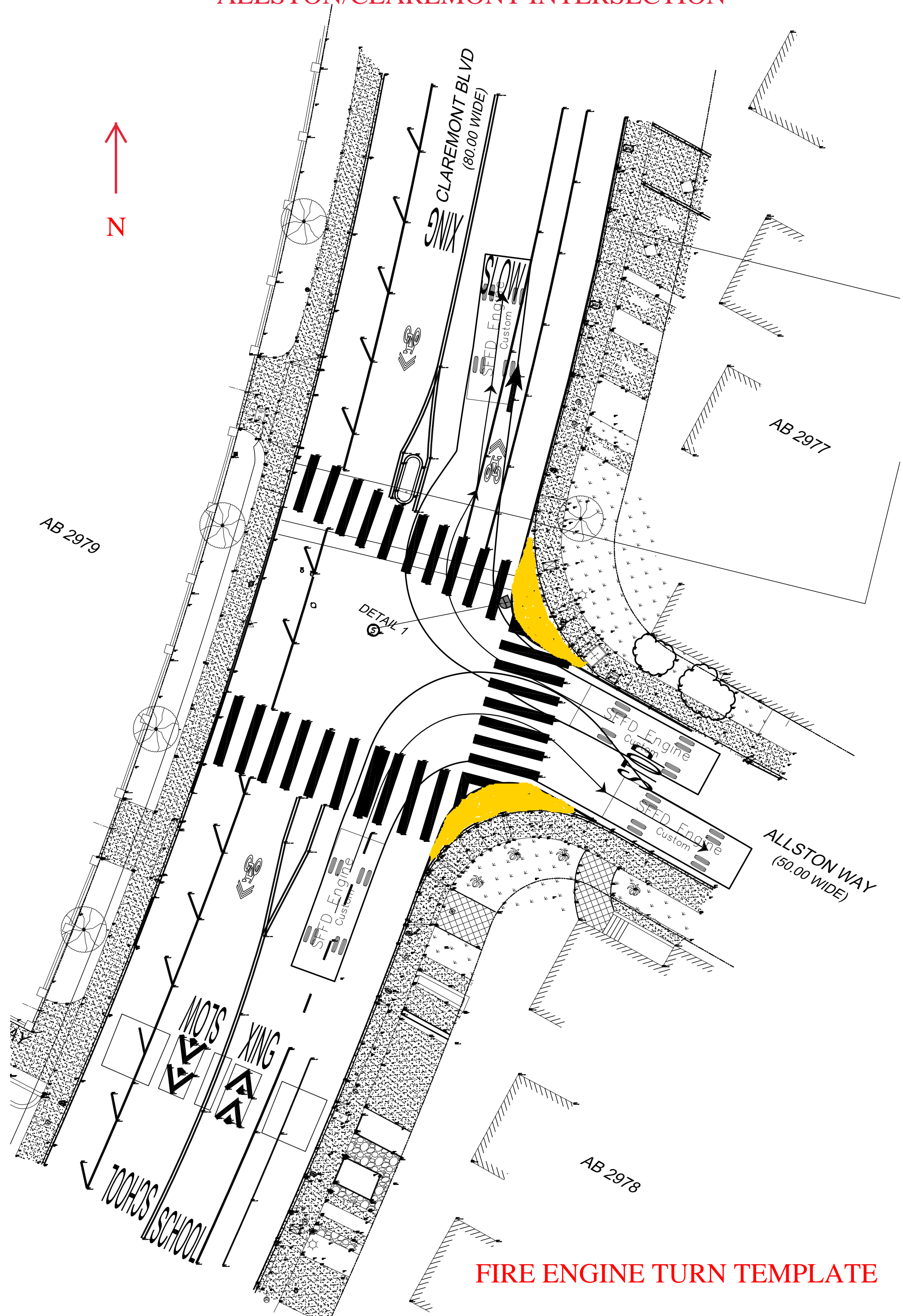
PROPOSED CONDITIONS

ALLSTON/CLAREMONT INTERSECTION



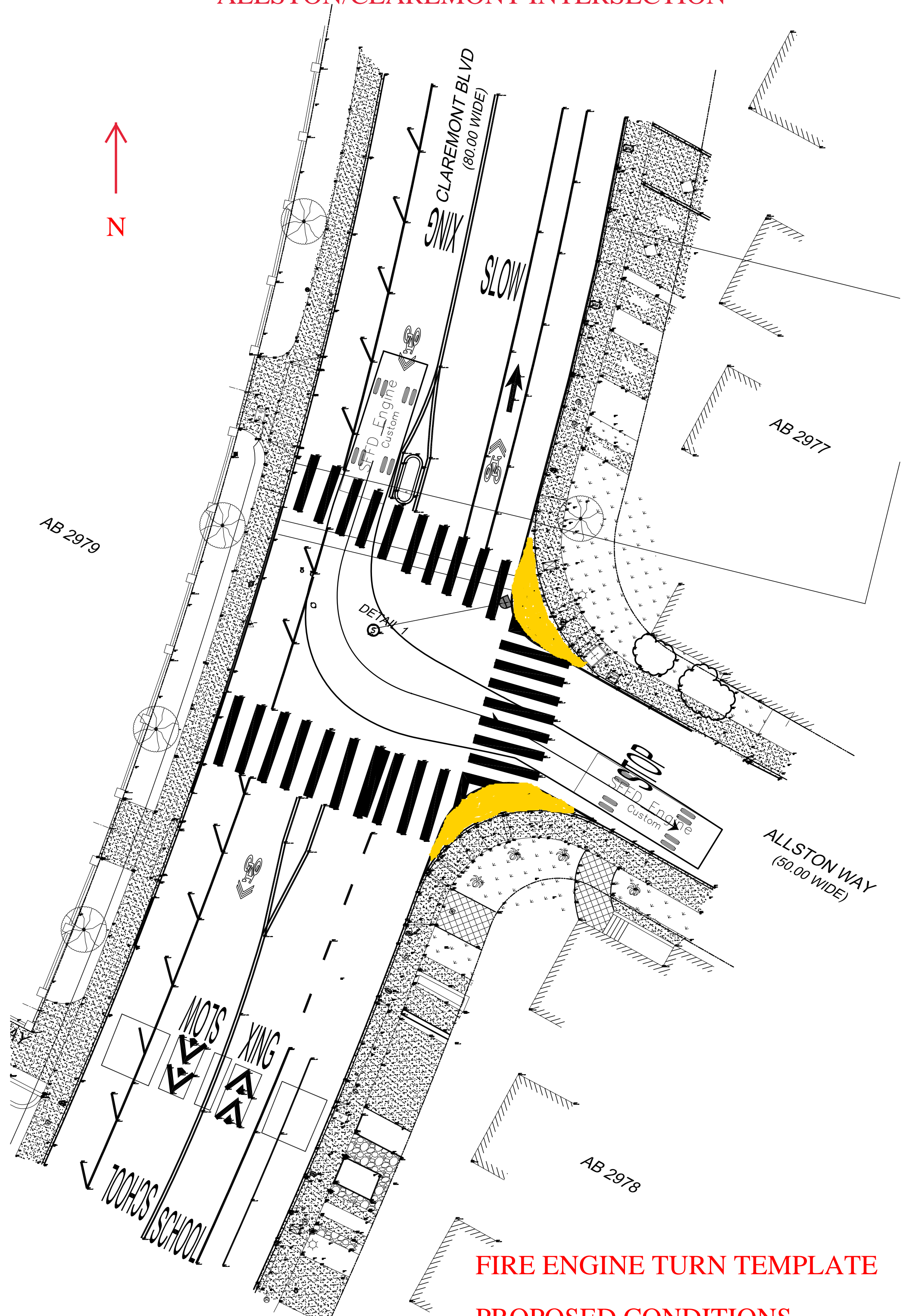
SU30 TURN TEMPLATE
PROPOSED CONDITIONS

ALLSTON/CLAREMONT INTERSECTION



**FIRE ENGINE TURN TEMPLATE
PROPOSED CONDITIONS**

ALLSTON/CLAREMONT INTERSECTION



**FIRE ENGINE TURN TEMPLATE
PROPOSED CONDITIONS**

7TH AVENUE MIDBLOCK ADJACENT TO 1697 7TH AVENUE



NORTHBOUND STREETVIEW

7TH AVENUE MIDBLOCK ADJACENT TO 1697 7TH AVENUE



SOUTHBOUND STREETVIEW

ALLSTON WAY/CLAREMONT BOULEVARD INTERSECTION



NORTHBOUND STREETVIEW

ALLSTON WAY/CLAREMONT BOULEVARD INTERSECTION



SOUTHBOUND STREETVIEW

ALLSTON WAY/CLAREMONT BOULEVARD INTERSECTION



WESTBOUND STREETVIEW

CLARENDON AVENUE/PALO ALTO AVENUE INTERSECTION



NORTHBOUND STREETVIEW

CLARENDON AVENUE/PALO ALTO AVENUE INTERSECTION



SOUTHBOUND STREETVIEW

CLARENDON AVENUE/PALO ALTO AVENUE INTERSECTION



WESTBOUND STREETVIEW

TransBASE Internal Dashboard

Geographic Extent: 27101000: MORAGA ST at 07TH AVE

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

Data Range: 07/01/2017 to 06/30/2022

Pull Date: 11/16/2022

Collision/Party/Victim Table

Showing 0 to 0 of 0 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 0

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

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	Weather	Road Condition	Lighting
None																				

TransBASE Internal Dashboard

Geographic Extent: 22958000: ALLSTON WAY at CLAREMONT BLVD
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 07/01/2017 to 06/30/2022
Pull Date: 11/16/2022

Collision/Party/Victim Table Showing 0 to 0 of 0 entries

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

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	Weather	Road Condition	Lighting
None																				



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA District 7 Rectangular Rapid Flashing Beacons		
Case No.		Permit No.
2022-010111ENV		
<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. The San Francisco Municipal Transportation Agency (SFMTA) proposes to install new Rectangular Rapid Flashing Beacons (RRFBs) at the intersections of 7th Avenue at Moraga Street, Allston Way at Claremont Boulevard, and Clarendon Avenue at Dellbrook Avenue to improve pedestrian safety. RRFBs would be installed at the intersections of 7th Avenue at Moraga Street, Allston Way at Claremont Boulevard, and Clarendon Avenue at Dellbrook Avenue. The project would involve the installation of new RRFB signal poles and foundations, pull boxes, and conduits. The project would also upgrade curb ramps and crosswalk markings at each intersection, in addition to new stormwater catch basins and culverts. In total, the project would install nine 1-A type pole foundations, two pedestrian push button pole foundations, one streetlight pole foundation, five catch basins, and two culverts (please see Table 1 in the attached project description for detailed excavation information per component). No turn restrictions or loading changes are proposed as part of this project, and no tree removal would be required. None of the proposed locations are within a designated or eligible Historic District.</p> <p>The proposed work would be carried out by 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. Public Works standard construction measures are part of the project including (8) Cultural Resources, Archeological Resources (Public Works Standard Archeological Measure I: Accidental Discovery). Contractors would use concrete saws and jackhammers but no pile-drivers.</p>		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input checked="" 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 San Francisco Property Information Map</i>)</p>
<input 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 San Francisco Property Information Map</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 San Francisco Property Information Map</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 San Francisco Property Information Map</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 San Francisco Property Information Map</i>) If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional):</p>	

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

PROPERTY IS ONE OF THE FOLLOWING: (refer to Property Information Map)	
<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. (Attach HRER Part I) <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other (specify): <input type="checkbox"/> Reclassify to Category C (No further historic review)
<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: Posting the date of City Traffic Engineer's Directive on Planning Department's web site	Signature: Lauren Bihl 11/09/2022
	Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.	

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: November 1, 2022
To: Lauren Bihl, San Francisco Planning Department
From: Soroush Roback, San Francisco Municipal Transportation Agency
Through: Forrest Chamberlain, San Francisco Municipal Transportation Agency
Re: District 7 Rectangular Rapid Flashing Beacons
Case No.: 2022-010111ENV

Project Description

The San Francisco Municipal Transportation Agency (SFMTA) proposes to install new Rectangular Rapid Flashing Beacons (RRFBs) at three intersections to improve pedestrian safety. RRFBs would be installed at the intersections of 7th Avenue at Moraga Street, Allston Way at Claremont Boulevard, and Clarendon Avenue at Dellbrook Avenue. The project would involve the installation of new RRFB signal poles and foundations, pull boxes, and conduits. The project would also upgrade curb ramps and crosswalk markings at each intersection, in addition to new stormwater catch basins and culverts.

At the intersection of 7th Avenue and Moraga Street, one new RRFB signal pole would be installed on the eastern and western side of 7th Avenue east of Moraga Street (two new poles in total). One new catch basin and culvert would be installed on the eastern side of 7th Avenue adjacent to the new RRFB, and existing curb ramps and crosswalk markings would be upgraded. One existing on-street perpendicular parking space would be removed at the northeast corner of the intersection to improve visibility of the new RRFBs.

At the intersection of Allston Way and Claremont Boulevard, one new RRFB signal pole would be installed at each side of the intersection (four new poles in total). The existing curb radii would be reduced along the northeastern and northwestern corners of Claremont Boulevard at Allston Way to accommodate the new RRFBs. New catch basins would be installed at the northwest, northeast, and southwest corners of the intersection, and existing crosswalk markings would be upgraded at all approaches.

At the intersection of Clarendon Avenue and Dellbrook Avenue, three new RRFB signal poles would be installed along the southern side of the intersection and one new RRFB signal pole would be installed on the northern side of the intersection. Of these new RRFB signal poles, two would be installed in the existing center median. One dual streetlight pole would be installed within the

median along the south side of the intersection. The existing curb radii at the southeastern corner of the intersection would be reduced to accommodate the new RRFB. One new catch basin would be installed at the southeast corner of the intersection adjacent to the new RRFB. Approximately 70 feet of existing on-street parking on the west side of Claremont Avenue, opposite of the T-intersection, would be removed to improve visibility of the new RRFBs.

In total, the project would install nine 1-A type pole foundations, two pedestrian push button pole foundations, one streetlight pole foundation, five catch basins, and two culverts (please see Table 1 for detailed excavation information per component). No turn restrictions or loading changes are proposed as part of this project, and no tree removal would be required. None of the proposed locations are within a designated or eligible Historic District.

Table 1 – Detailed Excavation Information Per Component

Component/Location	Excavation Depth - Feet	Excavation Diameter	Excavation Width/Length	Excavation - Cubic Yards
7th Avenue and Moraga Street Intersection				
One 1-A(15') signal pole adjacent to the crosswalk on the west side of 7th Avenue	6'	2'6"	N/A	2.62
One 1-A(15') signal pole adjacent to the crosswalk on the east side of 7th Avenue	6'	2'6"	N/A	2.62
One catch basin at the east side of 7th Avenue adjacent to the crosswalk	10'	4'	N/A	4.65
One culvert at the east side of 7 th Avenue adjacent to the catch basin	6'	N/A	2' x 21'	9.33
Allston Way and Claremont Boulevard Intersection				
One 1-A(15') signal pole at the northwest corner of	6'	2'6"	N/A	2.62

Component/Location	Excavation Depth - Feet	Excavation Diameter	Excavation Width/Length	Excavation - Cubic Yards
the intersection adjacent to the crosswalk				
One 1-A(15') signal pole at the northeast corner of the intersection adjacent to the crosswalk	6'	2'6"	N/A	2.62
One 1-A(15') signal pole at the southwest corner of the intersection adjacent to the crosswalk	6'	2'6"	N/A	2.62
One 1-A(15') signal pole at the southeast corner of the intersection adjacent to the crosswalk	6'	2'6"	N/A	2.62
One catch basin at the northwest corner of the intersection adjacent to the crosswalk	10'	4'	N/A	4.65
One catch basin at the northeast corner of the intersection adjacent to the crosswalk	10'	4'	N/A	4.65
One catch basin at the southwest corner of the intersection adjacent to the crosswalk	10'	4'	N/A	4.65
One pedestrian push button signal pole at the southeast corner of the intersection adjacent to the crosswalk	1'6"	1'6"	N/A	.10
One VCP culvert adjacent to the north side	10'	N/A	2' x 98'	72.59

Component/Location	Excavation Depth - Feet	Excavation Diameter	Excavation Width/Length	Excavation - Cubic Yards
crosswalk that is 2' wide x 98' long x 10' deep.				
Clarendon Avenue and Dellbrook Avenue Intersection				
One 1-A(15') signal pole within the slender median on the northeast side of the intersection	6'	2'6"	N/A	2.62
One 1-A(15') signal pole adjacent to the crosswalk on the west side of Clarendon Avenue adjacent to the crosswalk	6'	2'6"	N/A	2.62
One 1-A(15') signal pole adjacent to the crosswalk on the east side of Clarendon Avenue	6'	2'6"	N/A	2.62
One dual streetlight pole within the slender median on the south side of the intersection	9'	2'6"	N/A	1.64
One pedestrian push button signal pole adjacent to the crosswalk on the east side of Clarendon Avenue adjacent to the crosswalk	1'6"	1'6"	N/A	.10
One catch basin adjacent to the crosswalk on the east side of Clarendon Avenue	10'	4'	N/A	4.65

The proposed work would be carried out by 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; and (8) Cultural Resources, Archeological Resources (Public Works Standard Archeological Measure I: Accidental Discovery). Contractors would use concrete saws and jackhammers but no pile-drivers.

There are no planned projects within the vicinity of each site that would contribute to cumulative impacts.

Attachments:

Attachment A: District 7 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.