

## SFMTA - TASC SUMMARY SHEET

<b>PreStaff_Date:</b> 9/13/2022 <b>Requested_by:</b> SFMTA <b>Handled:</b> Jarrett Hornbostel, 646-2723 GD <b>Section Head :</b> BW	<input type="checkbox"/> <b>Public Hearing Consent</b> <input checked="" type="checkbox"/> <b>Public Hearing Regular</b> <input type="checkbox"/> <b>Informational / Other</b> PH - Regular	<b>No objections:</b> _____ <b>Item Held:</b> _____ <b>Other:</b> _____
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**Location:** Castro Street, Divisadero Street, and Waller Street

**Subject:** Contract 66 - New Traffic Signals

**PROPOSAL / REQUEST:**  
 ESTABLISH – TRAFFIC SIGNAL  
 Castro Street, Divisadero Street, and Waller Street

ESTABLISH – CROSSWALK CLOSURE  
 Crossing Castro Street, south side, at Divisadero Street  
 (substitute with new signalized south crosswalk at Waller Street)

ESTABLISH – TRAFFIC ISLAND  
 Castro Street center median island, from Waller Street to 70 feet southerly  
 (INFORMATION ONLY: reconstruct existing median island with 2" mountable curb and extend existing island north from its existing terminus to the new crosswalk at Waller Street)

ESTABLISH – NO PARKING ANY TIME  
 Divisadero Street, west side, from Waller Street to 60 feet southerly  
 (for 7-foot sidewalk widening)

(Continued - See Attached)

**BACKGROUND INFORMATION / COMMENTS**

Given the curvature of the roadway as it transitions from Castro Street to Divisadero Street, user awareness of right-of-way and adequate gap spacing can prove challenging. The SFMTA has received numerous requests from residents for signalization which have been strongly supported by Supervisor Mandelman’s Office. In response, the Agency has made interim improvements including new daylighting and pedestrian crossing warning signs. Signalizing this location will better clarify right-of-way and provide dedicated crossing time for pedestrians.

Construction of a bulb-out at the southwest corner, extension of the existing Castro Street median island to Waller Street, and realignment of the south crosswalk will create a more standard intersection geometry and greatly simplify operation of the proposed traffic signal.

This intersection is currently side-street STOP controlled.

The intersection is located on the Vision Zero High Injury Network with six reported injury collisions in the last five years. Of the six collisions, three were broadside collisions and two involved vehicles failing to yield to pedestrians crossing in the Castro Street crosswalk.

(Continued - See Attached)

<b>HEARING NOTIFICATION AND PROCESSING NOTES:</b>	<b>ENVIRONMENTAL CLEARANCE BY:</b> <input type="checkbox"/> SFMTA <input type="checkbox"/> Attached <input type="checkbox"/> Pending
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**CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:**

**Castro St / Divisadero St / Waller St**

**PROPOSAL / REQUEST:**

ESTABLISH – TRAFFIC SIGNAL

Castro Street, Divisadero Street, and Waller Street

ESTABLISH – CROSSWALK CLOSURE

Crossing Castro Street, south side, at Divisadero Street

(substitute with new signalized south crosswalk at Waller Street)

ESTABLISH – TRAFFIC ISLAND

Castro Street center median island, from Waller Street to 70 feet southerly

(INFORMATION ONLY: reconstruct existing median island with 2" mountable curb and extend existing island north from its existing terminus to the new crosswalk at Waller Street)

ESTABLISH – NO PARKING ANY TIME

Divisadero Street, west side, from Waller Street to 60 feet southerly

(for 7-foot sidewalk widening)

ESTABLISH – RED ZONE

Divisadero Street, west side, from Waller Street to 20 feet northerly

Waller Street, south side, from Castro Street to 10 feet easterly

Castro Street, west side, from Divisadero Street to 20 feet southerly

ESTABLISH – NO LEFT TURN

Castro Street, northbound, at Waller Street

Castro Street, northbound, at Divisadero Street (to southbound Divisadero Street)

ESTABLISH – RIGHT TURN ONLY

Divisadero Street, northbound at Waller Street

RESCIND – RIGHT TURN ONLY

Waller Street, westbound at Divisadero Street and Castro Street

(Supervisor Districts 5 and 8)

A new traffic signal is proposed as part of SFMTA's Contract 66 – New Traffic Signals project to improve right-of-way allocation. Along with signalization, the project proposes to construct a sidewalk extension (bulb-out) at the southwest corner and to realign the south crosswalk and the northbound Divisadero Street approach. The installation will include all necessary signal infrastructure such as poles, signals, lighting, pedestrian countdown signals (PCS), and accessible pedestrian signals (APS) in addition to standardized new signal treatments such as advance limit lines, visibility red zones, and ADA compliant curb ramps.

**BACKGROUND INFORMATION / COMMENTS:**

Given the curvature of the roadway as it transitions from Castro Street to Divisadero Street, user awareness of right-of-way and adequate gap spacing can prove challenging. The SFMTA has received numerous requests from residents for signalization which have been strongly supported by

Supervisor Mandelman's Office. In response, the Agency has made interim improvements including new daylighting and pedestrian crossing warning signs. Signalizing this location will better clarify right-of-way and provide dedicated crossing time for pedestrians.

Construction of a bulb-out at the southwest corner, extension of the existing Castro Street median island to Waller Street, and realignment of the south crosswalk will create a more standard intersection geometry and greatly simplify operation of the proposed traffic signal. Per the request of SFFD, the median island will be constructed with 2" mountable curb to reduce impacts to SFFD operations in the event of a fire or other emergency.

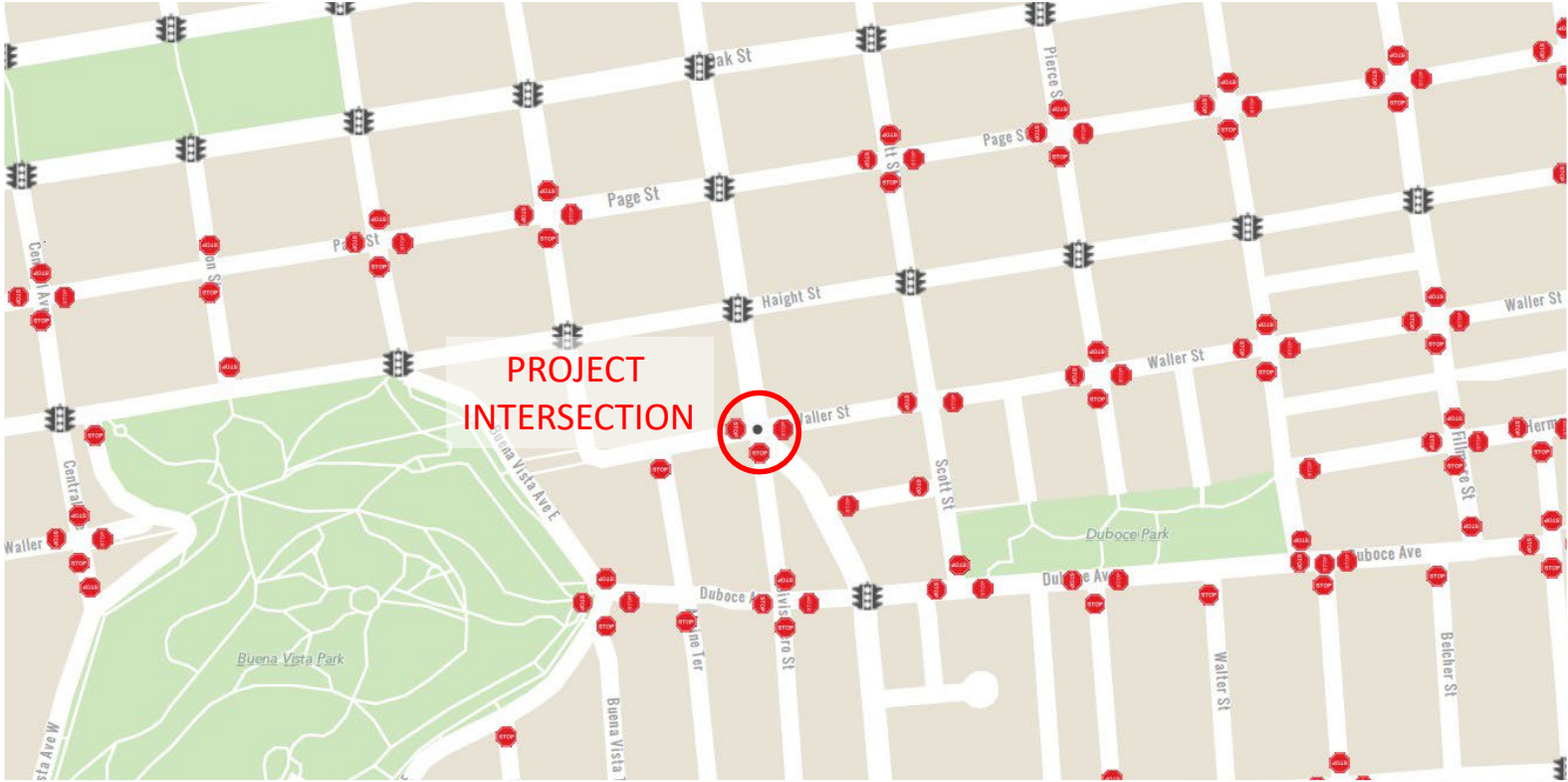
This intersection is currently side-street STOP controlled.

The intersection is located on the Vision Zero High Injury Network with six reported injury collisions in the last five years. Of the six collisions, three were broadside collisions and two involved vehicles failing to yield to pedestrians crossing in the Castro Street crosswalk.

Muni's 24-Divisadero route operates through this intersection.

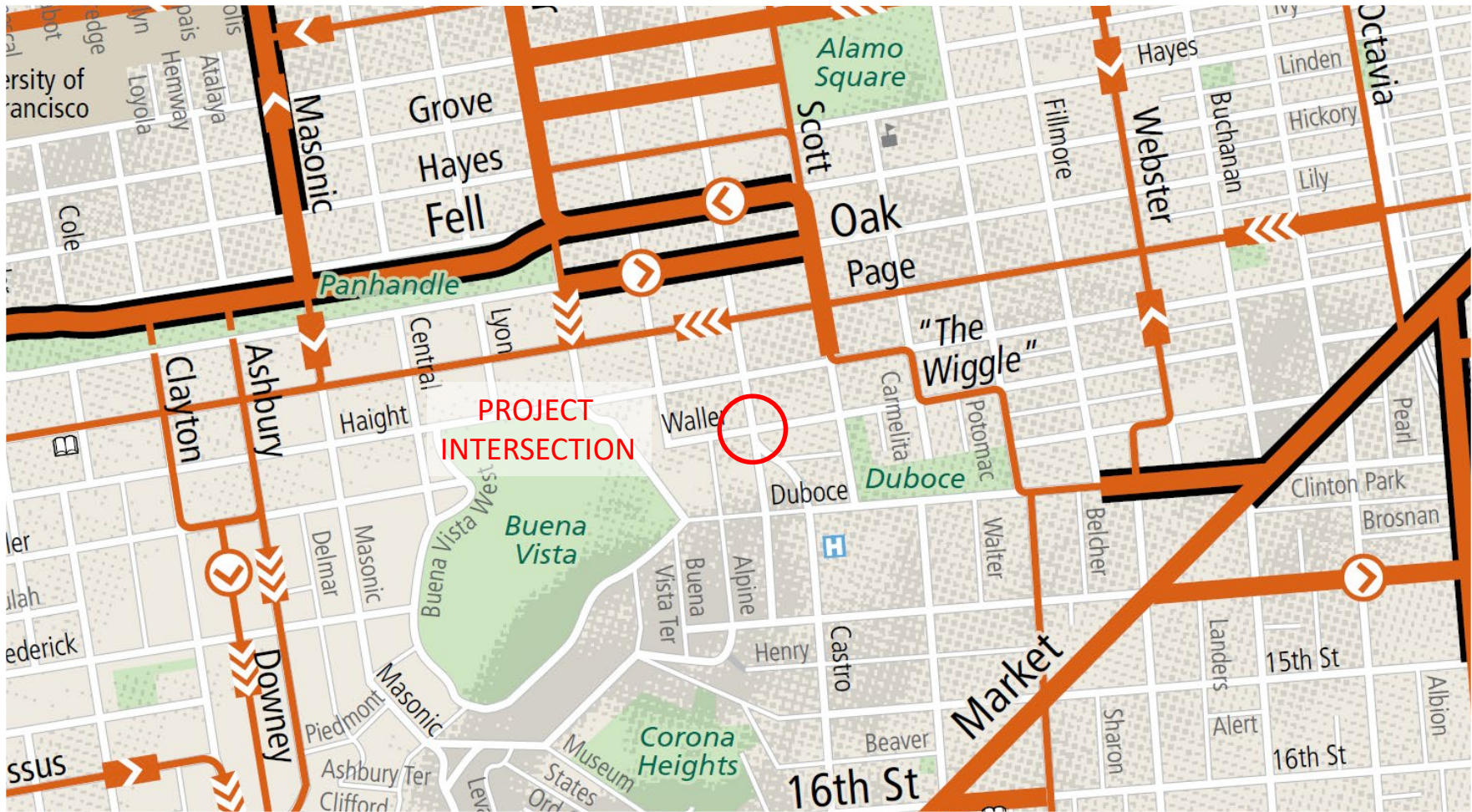
The proposed traffic signal is funded by Proposition K Sales Tax funds.

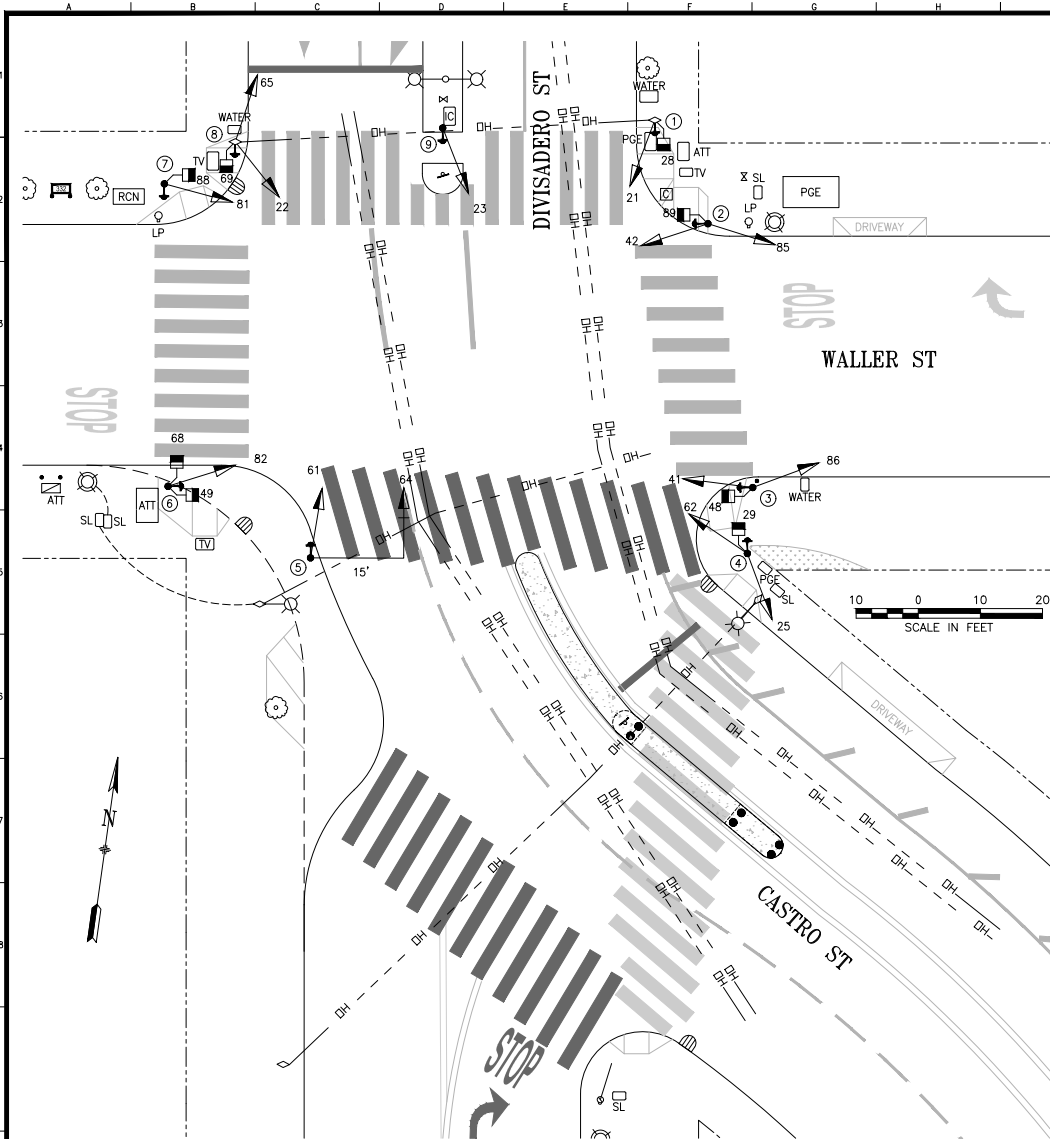
# Castro Street, Divisadero Street, and Waller Street Network Map





# Castro Street, Divisadero Street, and Waller Street Bicycle Network



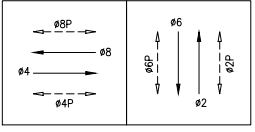


POLE No.	TYPE OF POLE	LUMINAIRE TYPE	VEHICLE SIGNAL				PEDESTRIAN SIGNAL			REMARKS	
			No.	TYPE	MOUNTING	VISORS	LOUVERS/BP	No.	TYPE		MOUNTING
			①	(E) MUNI POLE	21	3S12"	TV-1-T	T			28
②	1-A (10')	42 85	3S12" 3S12"	TV-2-T	T T		89	1S-COUNT	SP-1	APS-2W	
③	1-A (10')	41 86	3S12" 3S12"	TV-2-T	T T		48	1S-COUNT	SP-1	APS-2W	
④	1-A (10')	25 62	3S12" 3S12"	TV-2-T	T T		29	1S-COUNT	SP-1	APS-2W	
⑤	16-2-100 W/ 15' MA	61 64	3S12" 3S12"	SV-1-T MAC	T T	BP ①				APS-2W	
⑥	1-A (13')	82	3S12"	TV-1-T	T		49 68	1S-COUNT 1S-COUNT	SP-1 SP-1	APS-2W	
⑦	1-A (13')	81	3S12"	TV-1-T	T		88	1S-COUNT	SP-1	APS-2W	
⑧	(E) MUNI POLE	22 65	3S12" 3S12"	TV-2-T	T T		69	1S-COUNT	SP-1	APS-2W EXTERNAL CONDUIT (X-X-Y)	
⑨	1-A (10')	23	3S12"	TV-1-T	T						

**SHEET NOTES:**

① F/I HORIZONTAL LOUVERS ON GREEN SECTION OF SIGNAL 64

**PHASE DIAGRAM**



**30% SUBMITTAL  
NOT FOR CONSTRUCTION**

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 05/10/22 11:41, BY: bhr1				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



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

Acting Section Mgr: KENNY CHIN  
Acting Deputy Bureau Mgr: LESLEY WONG  
Acting Bureau Mgr: IGBAL DHAPA

DESIGNED: DATE: 3/2022  
JH  
DRAWN: DATE: 3/2022  
BL  
CHECKED: DATE: 3/2022  
SD



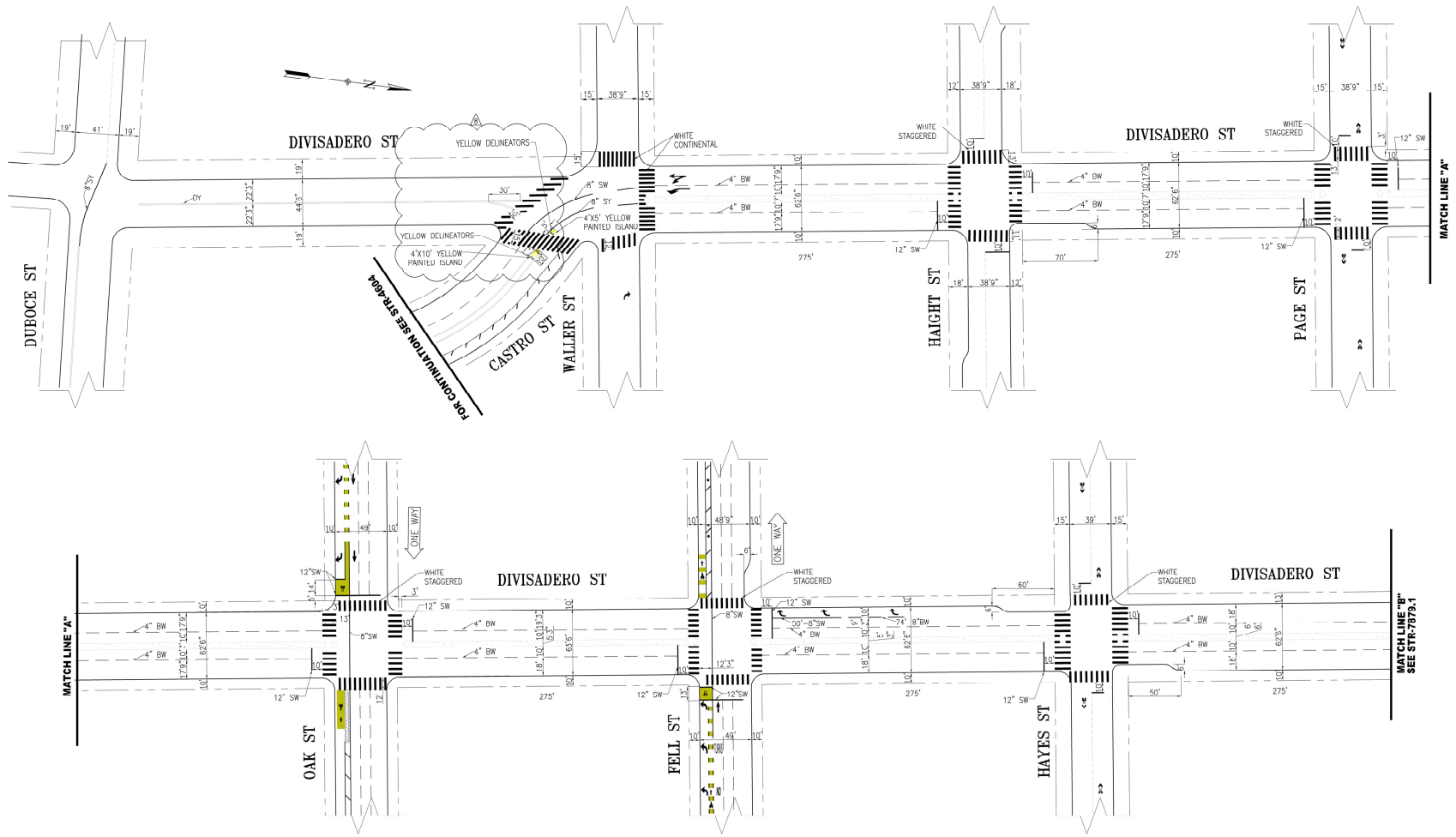
SCALE: AS SHOWN  
SHEET OF SHEETS: X OF X

CONTRACT NO. XXXXXXXX  
DRAWING NO. E-9.0  
FILE NO.  
REV. NO. 0

**CASTRO STREET, DIVISADERO STREET,  
AND WALLER STREET  
TRAFFIC SIGNAL PLAN**

CONTRACT NO. XXXXXXXX  
DRAWING NO. E-9.0  
FILE NO.  
REV. NO. 0

Project: P:\E-9.0\Submittal\Projects & Street Use\Signal Projects\Castro CT 06\01\_Design\CAD\CT 06 Title Block.dwg  
 User: bhr1  
 Date: 10 May 2022 11:41 AM  
 Plot Time: 10 May 2022 11:41 AM  
 Scale: 1/8" = 1'-0"  
 Units: Feet  
 Orientation: North  
 Color: Black  
 Line Weight: 0.5  
 Font: Arial, 10pt  
 Plot Style: Default.ctb  
 Plot Device: HP DesignJet T1100e



NO.	DATE	DESCRIPTION	BY	APP
1	01/20/11	ADDED YELLOW DELINEATORS @ WALLER/CASTRO	E.CHEN	M.SALLABERRY
2	01/20/11	ADDED YELLOW PAINTED ISLANDS @ WALLER/CASTRO	E.CHEN	M.SALLABERRY
3	01/21/11	PER FIELD, UPDATED MARKS @ WALLER/CASTRO, CONDS & ADV LIMIT LINES @ HAYES, HAYS, DUBOIS @ HAYES, 8" SW @ SW	E.CHEN	M.SALLABERRY
4	05/17/19	REDUCED LENGTH OF LEFT TURN LANE @ FELL	S.SHARATI	M.CROWNEY
5	10/27/17	PER FIELD, UPDATED 8" SW AT DUBOIS	P.LOUIE	M.SALLABERRY

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



SFMTA



SUPERSEDES: STR-1567 REV17  
DRAWN: T.ABDALLAH 06/30/11  
CHECKED: M.VELASCO 06/30/11

APPROVED  
MANTO VELASCO FOR THOMAS P FOLKS 08/25/11  
SENIOR ENGINEER  
RICARDO OLEA 08/26/11  
CITY TRAFFIC ENGINEER

SCALE: 1" = 50'  
SHEET/SHEETS: 01 OF 05

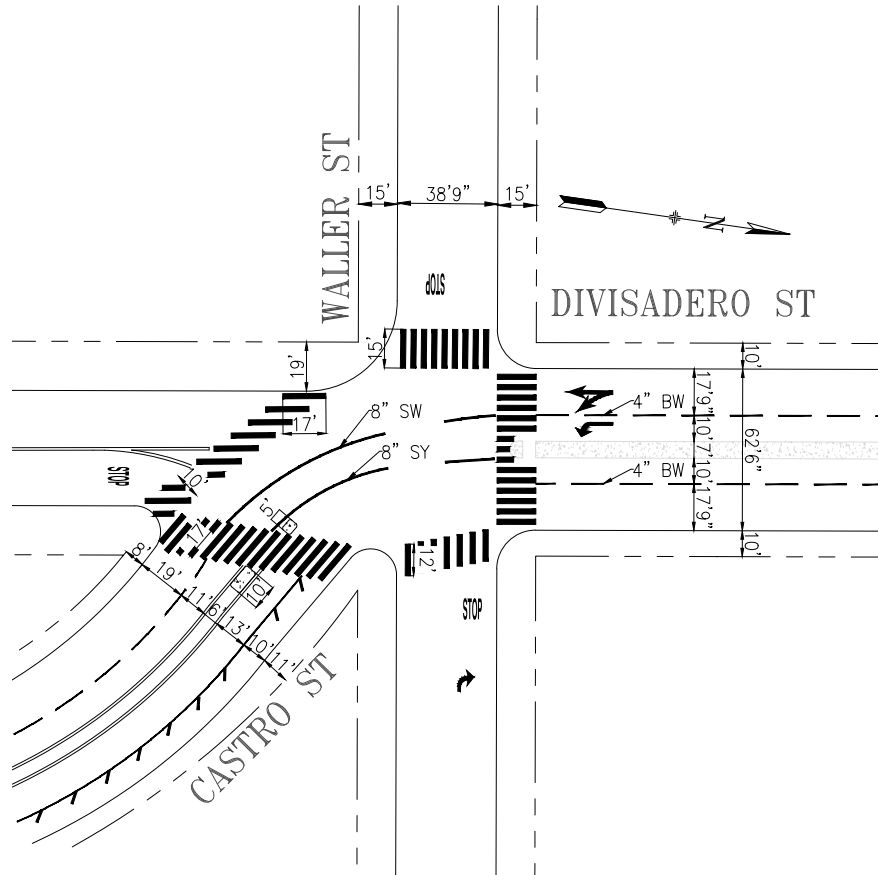
TRAFFIC STRIPING  
DIVISADERO STREET  
DUBOIS STREET TO GROVE STREET

CONTRACT NO.  
DRAWING NO. STR-7879  
FILE NO.  
REV. NO. 8

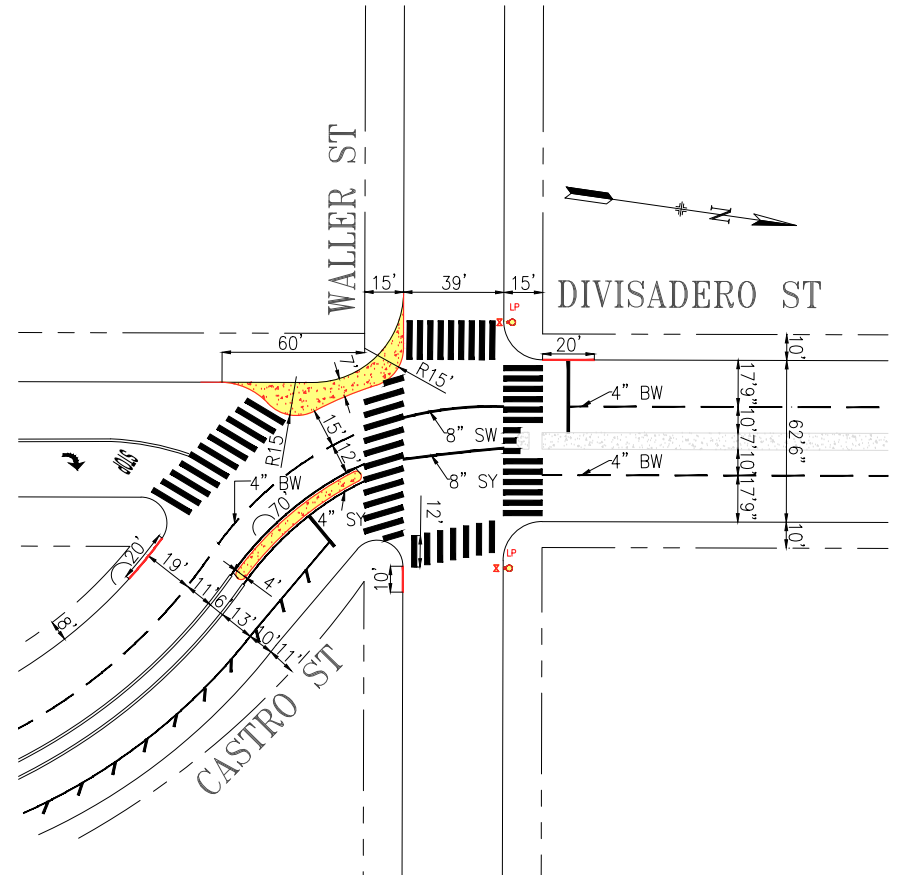
FILE NAME: 7879-1-11



# EXISTING



# PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



**SFMTA**



DRAWN:	DATE:	SENIOR ENGINEER:	DATE:
CHECKED:	DATE:	CITY TRAFFIC ENGINEER:	DATE:

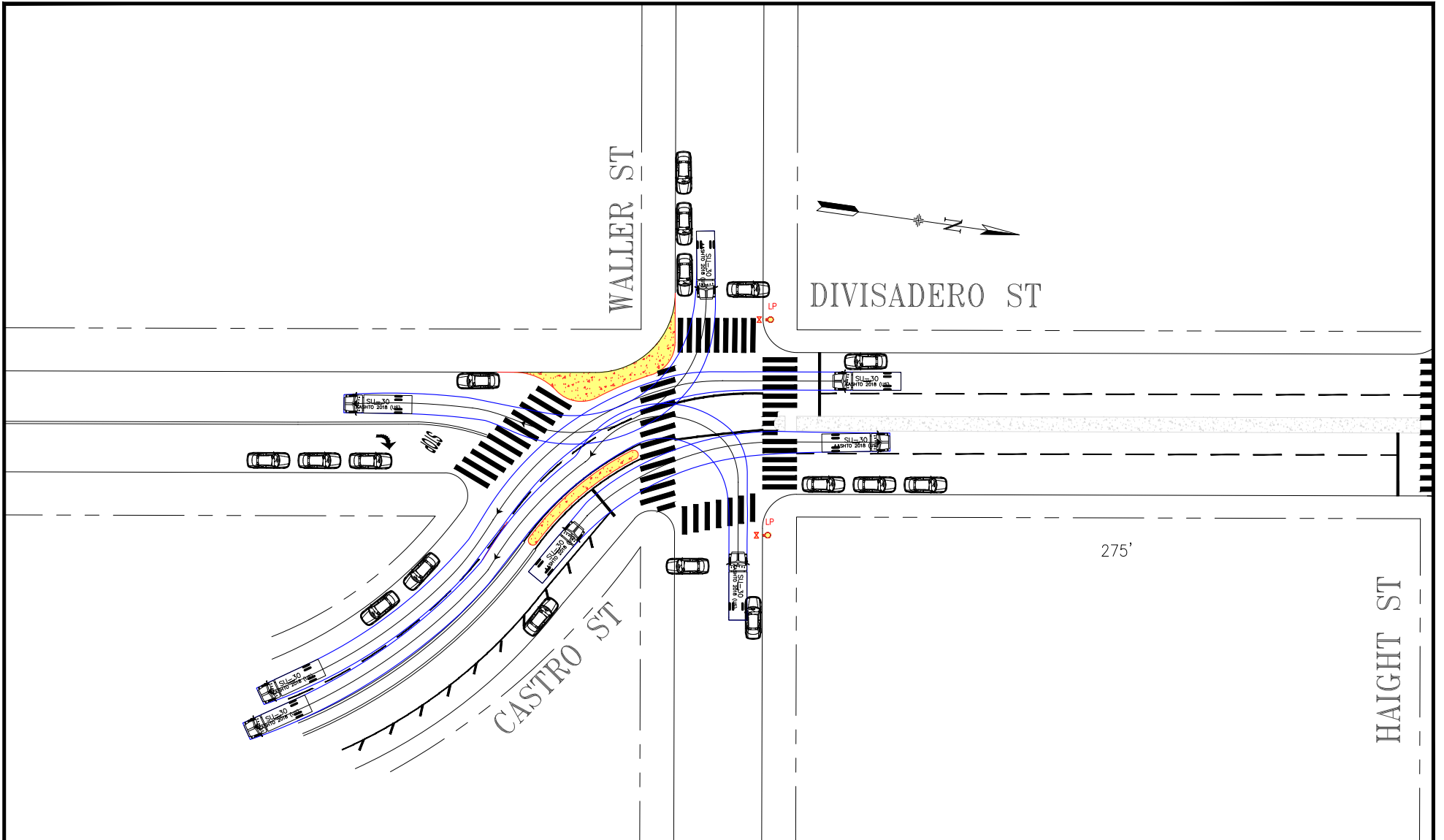
APPROVED:	SCALE:
DATE:	1" = 24'
SHEET/SHEETS:	

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

**CONTRACT 66  
TRAFFIC SIGNAL MODIFICATIONS**

**28TH ST & GUERRERO  
EXISTING & PROPOSED**

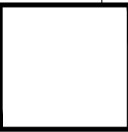
FILE NAME: 28-7-17-17  
DATE: 11/17/17



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



**SFMTA**



SUPERSEDES:	STR-1647 REV13
DRAWN:	DATE:
CHECKED:	DATE:

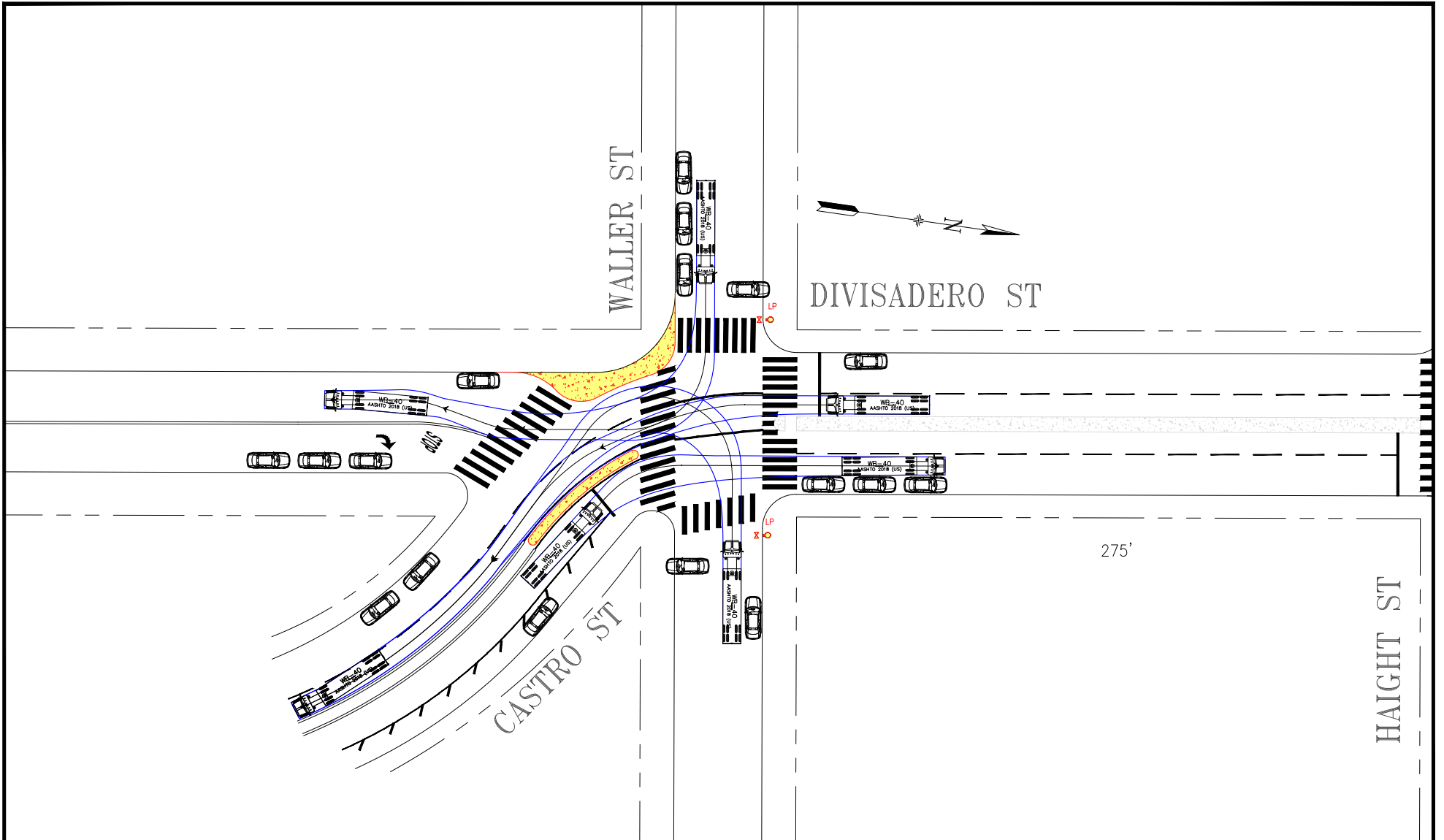
APPROVED	SCALE:
SENIOR ENGINEER	1" = 20'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

**CONTRACT 66**  
**TRAFFIC SIGNAL MODIFICATIONS**  
**28TH ST & GUERRERO**  
**SU-30 TURN TEMPLATES**

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

DATE: 11/1/13



NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS

CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



**SFMTA**



DRAWN: \_\_\_\_\_ DATE: \_\_\_\_\_

CHECKED: \_\_\_\_\_ DATE: \_\_\_\_\_

APPROVED

SENIOR ENGINEER DATE: \_\_\_\_\_

CITY TRAFFIC ENGINEER DATE: \_\_\_\_\_

SCALE:  
1" = 20'

SHEET/SHEETS

CONTRACT 66  
TRAFFIC SIGNAL MODIFICATIONS

28TH ST & GUERRERO  
WB-40 TURN TEMPLATES

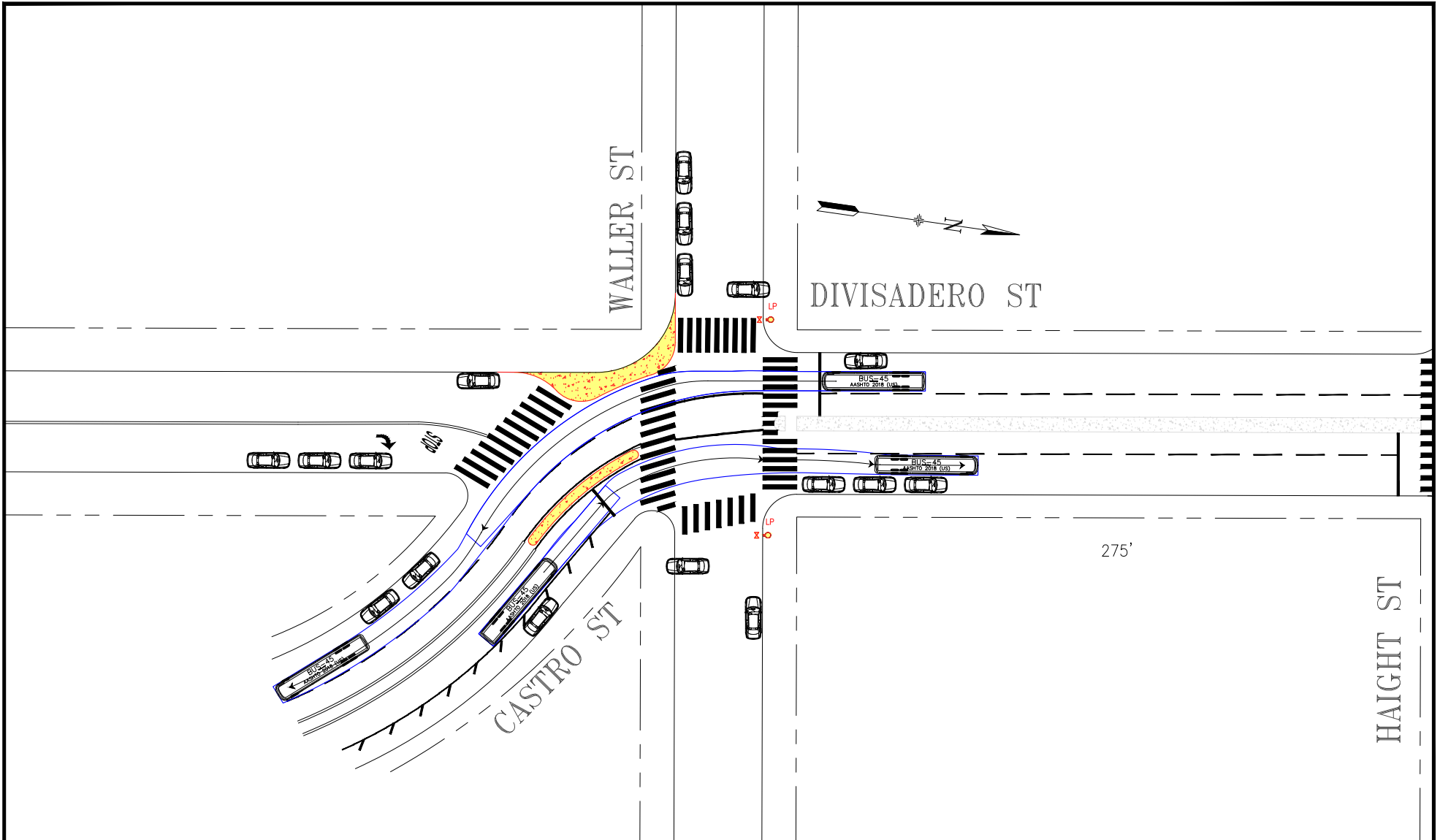
CONTRACT NO. \_\_\_\_\_

DRAWING NO. \_\_\_\_\_

FILE NO. \_\_\_\_\_

REV. NO. \_\_\_\_\_

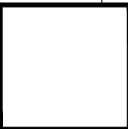
FILE NAME: 28th St & Guerrero - 1-1-18.dwg  
DATE: 1/1/2018



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



**SFMTA**



DRAWN:	DATE:	SENIOR ENGINEER:	DATE:
CHECKED:	DATE:	CITY TRAFFIC ENGINEER:	DATE:

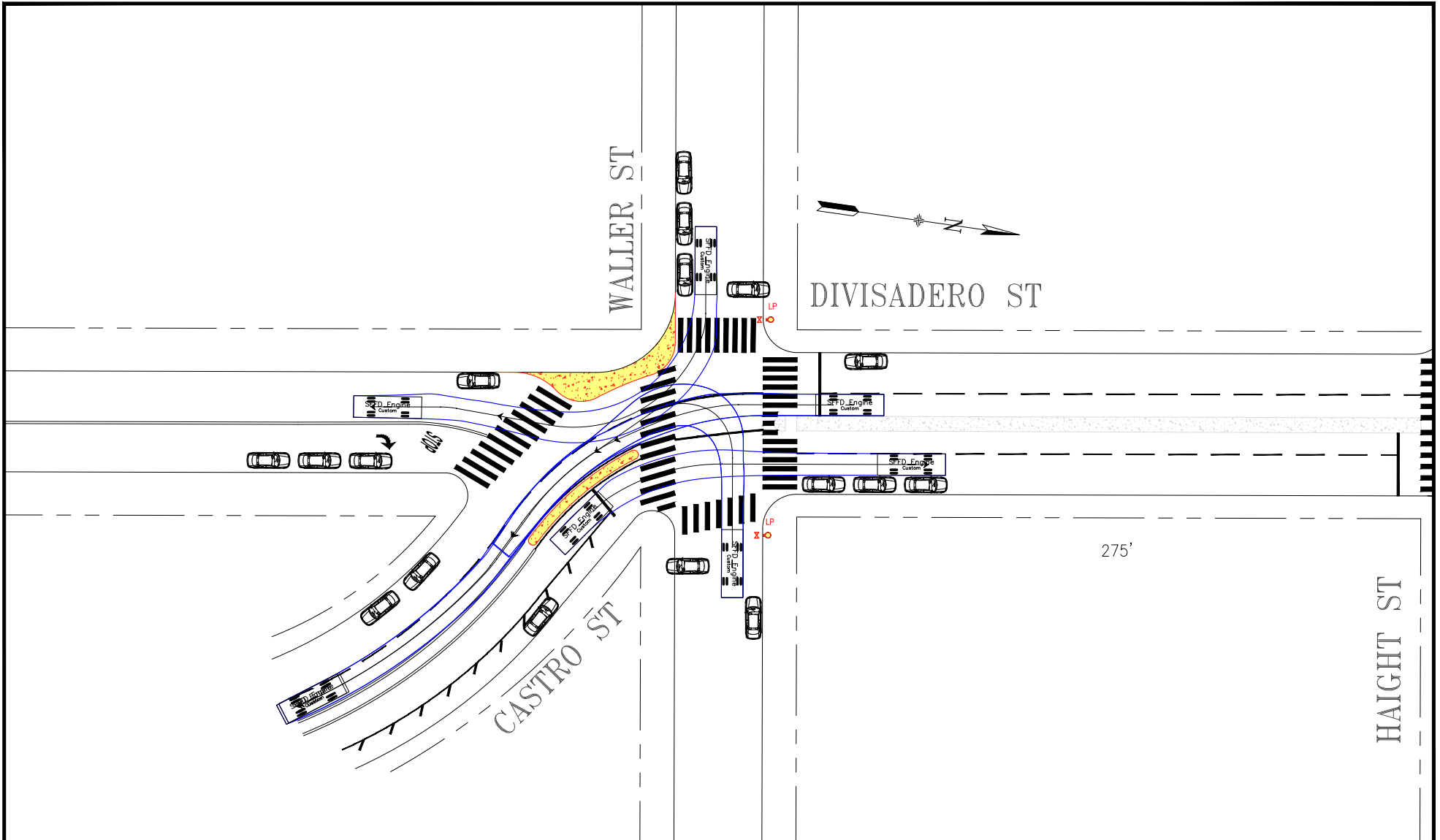
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DATE:	1" = 20'
DATE:	SHEET/SHEETS:
DATE:	

CONTRACT NO.  
DRAWING NO.  
FILE NO.  
REV. NO.

**CONTRACT 66**  
**TRAFFIC SIGNAL MODIFICATIONS**  
**CASTRO & DIVISADERO & WALLER**  
**BUS-45 TURN TEMPLATES**

DATE: 11/17/11

FILE NAME: 11-17-11



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



SUPERSEDES:	STR-1647 REV13
DRAWN:	DATE:
CHECKED:	DATE:

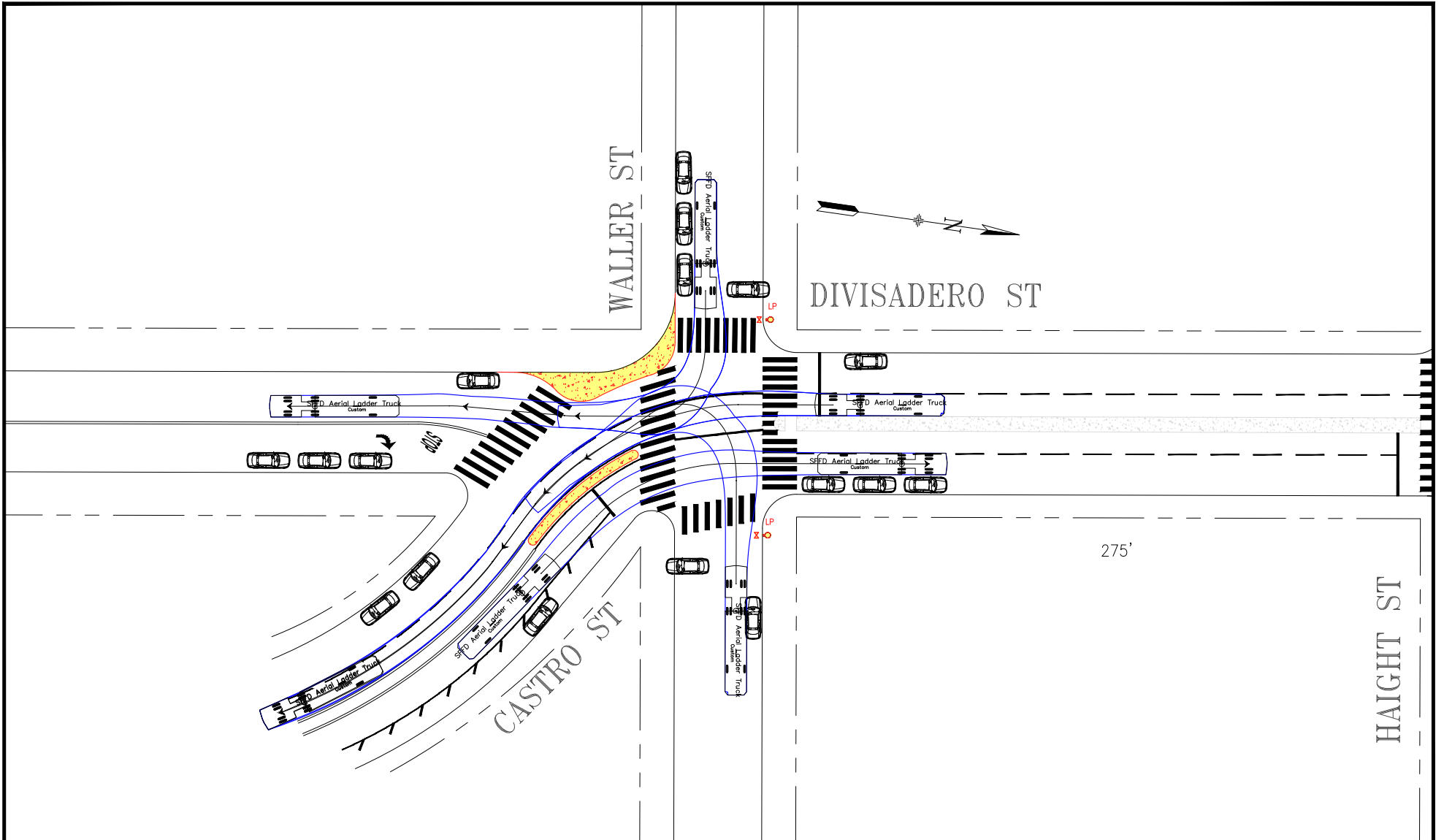
APPROVED	DATE:
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE:	1" = 20'
SHEET/SHEETS:	

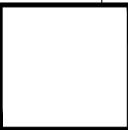
CONTRACT 66  
 TRAFFIC SIGNAL MODIFICATIONS  
 28TH ST & GUERRERO  
 SFFD ENGINE TURN TEMPLATES

CONTRACT NO.	
DRAWING NO.	
FILE NO.	
REV. NO.	

FILE NAME: 28th St - 7-1-17  
 DATE: 7/1/17



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



SUPERSEDES:	STR-1647 REV13
DRAWN:	DATE:
CHECKED:	DATE:

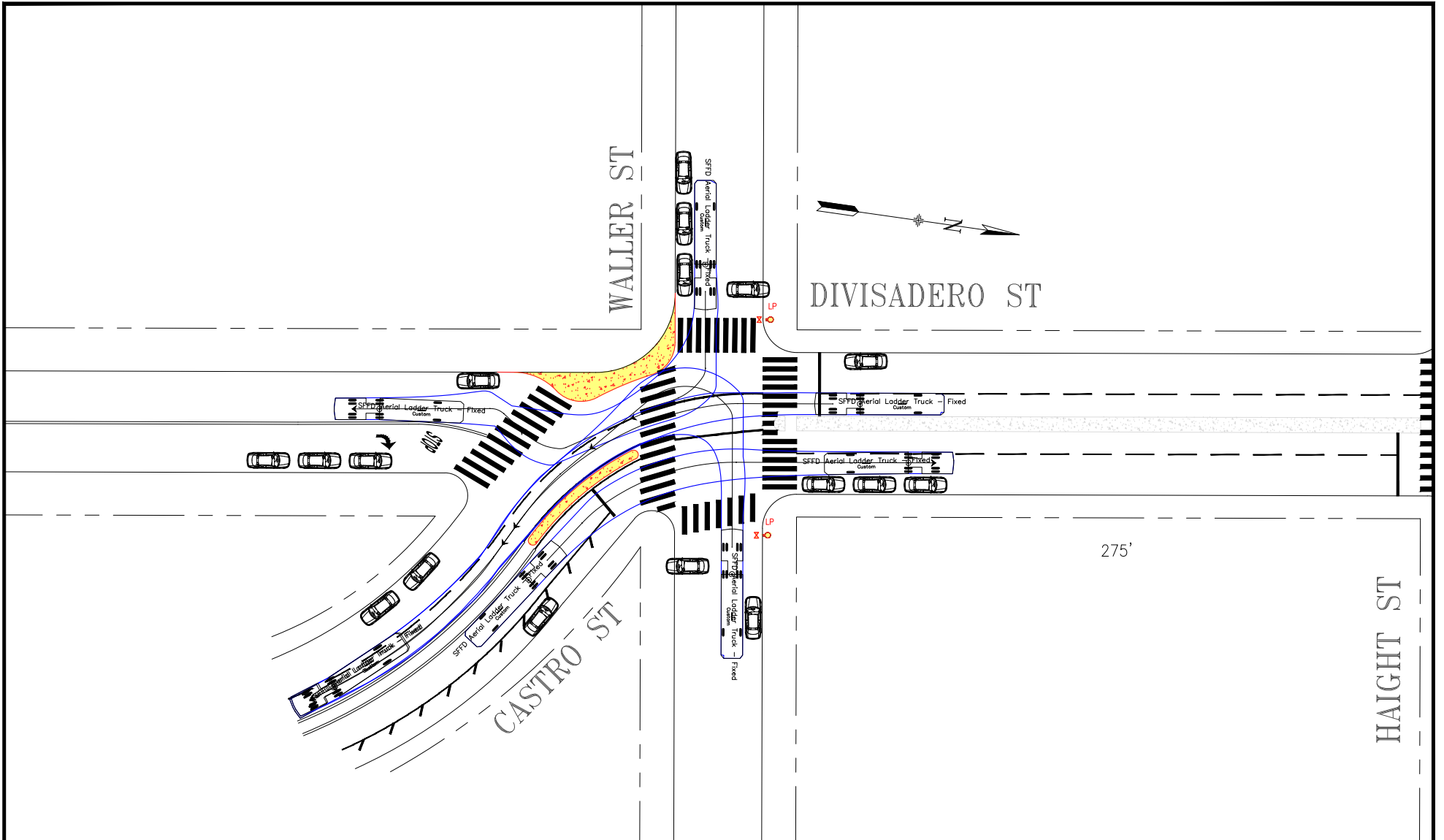
APPROVED	SCALE:
SENIOR ENGINEER	1" = 20'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

**CONTRACT 66**  
**TRAFFIC SIGNAL MODIFICATIONS**  
**28TH ST & GUERRERO**  
**SFPD LADDER TURN TEMPLATES**  
**REAR STEERING UNLOCKED**

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

DATE: 11/17/11



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:	DATE:	SENIOR ENGINEER:	DATE:
CHECKED:	DATE:	CITY TRAFFIC ENGINEER:	DATE:

APPROVED:	SCALE:
DATE:	1" = 20'
SHEET/SHEETS:	

CONTRACT 66  
 TRAFFIC SIGNAL MODIFICATIONS  
 28TH ST & GUERRERO  
 SFPD LADDER TURN TEMPLATES  
 REAR STEERING LOCKED

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME: 28th St - 7-1-17  
 DATE: 7/1/17

# TransBASE Internal Dashboard

Geographic Extent: 26011000: WALLER ST at DIVISADERO ST  
 Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)  
 Data Range: 01/01/2017 to 12/31/2021  
 Pull Date: 4/13/2022

## Collision/Party/Victim Table Showing 1 to 6 of 6 entries

Count of Fatal Collisions: 0  
 Count of Non-Fatal Injury Collisions: 6  
 Total Count of Fatal/Non-Fatal Injury Collisions: 6

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	Lighting
210574017	09/06/2021	07:45	Monday	DIVISADERO ST	WALLER ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	South	Proceeding Straight	CVC 21804(a)	Injury (Severe)	Broadside	Other Motor Vehicle	Clear	Daylight
210531120	08/19/2021	17:12	Thursday	DIVISADERO ST	WALLER ST	0	Not Stated	Driver	North	Entering Traffic	Driver	East	Proceeding Straight		Injury (Complaint of Pain)	Other	Non-Collision	Clear	Daylight
										MOTORSCOOTER							SCOOTER LOWSIDE TO AVOID VEH #2		
200607747	10/08/2020	19:46	Thursday	CASTRO ST	DIVISADERO ST	0	Not Stated	Pedestrian	South	Other	Driver	South	Making Left Turn	CVC Unknown	Injury (Severe)	Vehicle/Pedestrian	Pedestrian	Clear	Dark - Street Lights
										CROSSING CASTRO			ON CASTRO						
200074657	01/31/2020	10:35	Friday	DIVISADERO ST	WALLER ST	0	Not Stated	Driver	West	Making Left Turn	Driver	East	Proceeding Straight	CVC 21461(a)	Injury (Complaint of Pain)	Head-On	Other Motor Vehicle	Cloudy	Daylight
180946786	12/16/2018	17:46	Sunday	CASTRO ST	DIVISADERO ST	0	Not Stated	Driver	North	Proceeding Straight	Pedestrian	East	Proceeding Straight	CVC 21950(a)	Injury (Other Visible)	Vehicle/Pedestrian	Pedestrian	Raining	Dark - Street Lights
										ON CASTRO			CROSSING CASTRO						
170634173	08/04/2017	15:52	Friday	DIVISADERO ST	WALLER ST	0	Not Stated	Driver	South	Changing Lanes	Driver	South	Proceeding Straight	CVC 21658(a)	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Cloudy	Daylight
										IMPROPER LANE CHANGE									



# TransBASE Internal Dashboard

Geographic Extent: 26011000: WALLER ST at DIVISADERO ST  
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)  
Data Range: 01/01/2017 to 12/31/2021  
Pull Date: 4/13/2022

## Metadata Information

### Collision Filters

Database Source: TransBASESF.org  
Database Pull Date: 4/13/2022  
Collision Level: Injury Collisions  
Boundary: 26011000: WALLER ST at DIVISADERO ST  
Collision Dates: 01/01/2017 to 12/31/2021  
Collision Month Filter(s): No Restrictions  
Collision Distance: Any Distance  
Collision Severity Filter(s): No Restrictions  
Primary Collision Factor Filter(s): No Restrictions  
Collision Type Filter(s): No Restrictions  
Intersection/ Midblock: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

### Party Filters

Party Involved Type: No Restrictions  
Party Involved Gender: No Restrictions  
Party Involved at Fault: No Restrictions  
Party Involved Age: No Restriction  
Party Involved Sobriety: No Restrictions  
Party Involved Condition: No Restrictions  
Party Involved Direction of Travel: No Restrictions  
Party Involved Safety Equipment 1: No Restrictions  
Party Involved Safety Equipment 2: No Restrictions  
Party Involved Insurance: No Restrictions  
Party Involved Other Associated Factors : No Restrictions  
Party Involved Movement Preceding Collision: No Restrictions  
Party Involved Vehicle Type: No Restrictions  
Party Involved Race: No Restrictions  
Party Involved Special Info: No Restrictions

### Victim Filters

Victim Involved Role: No Restrictions  
Victim Involved Degree of Injury: No Restrictions  
Victim Involved Age: No Restriction  
Victim Involved Seating Position: No Restrictions  
Victim Involved Safety Equipment: No Restrictions  
Victim Involved Ejected: No Restrictions

### Environmental Filters

Nearest Traffic Control: No Restriction  
Intersecting Speed Limit: No Restriction  
Intersecting Network: No Restriction  
Intersecting Street Class: No Restriction  
Weather Description: No Restrictions  
Lighting Description: No Restrictions

**Divisadero and Haight**

DESCRIPTION: Update W, FRH to ws3.0. Update all-red, min G, max G, splits, and custom transitions.

CHANGE: 21  
 CNN #: 26026000  
 ENGINEER: K. Kwong / E. Tang  
 Revision date: 5/12/2020  
 Programmed by: *DV*  
 Installed by: *DV/PA*  
 Date Completed: *9/16/20 1300*

NOTES:				Page 1 of 2			
PHASE	STREET	EmerFlash	ProgFlash	Controller:	2070		
2	Haight EB	R	--	Cabinet:	G		
4	Divisadero SB	R	--	Oper. Date:	8/31/1956		
6	Haight WB	R	--	System:	Fell-Oak		
8	Divisadero NB	R	--	Master:	TBC-GPS to Franklin / Oak		

Actuation       Transit Priority       Preemption

**Steady Demand Sequence**

X = YES	-- = NO	S	M	T	W	T	F	S	CYCLE	SPLIT	OFFSET	FLASH
		--	X	X	X	X	X	--	2	1	2	--
		--	X	X	X	X	X	--	3	1	3	--
		X	X	X	X	X	X	X	1	1	1	--

STREET	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Haight EB	2		G		Y												
Divisadero SB	4						R					G+G	Y	R			
Haight WB	6		G		Y												
Divisadero NB	8				R				G+G	Y			R				
Peds Xing Divisadero SS	2P				FRH												
Peds Xing Haight WS	4P																
Peds Xing Divisadero NS	6P				FRH												
Peds Xing Haight ES	8P																

CSO	CYCLE (seconds)	OFFSET (seconds)	SIGNAL INTERVALS (seconds)															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
111	75.0	21	5.0	2.0	14.0	4.0	2.0	9.5	9.0	4.0	1.5	9.5	9.0	4.0	1.5			
212	90.0	69	9.0	2.0	14.0	4.0	2.0	11.5	9.0	4.0	1.5	18.5	9.0	4.0	1.5			
313	90.0	57	9.0	2.0	14.0	4.0	2.0	13.5	9.0	4.0	1.5	16.5	9.0	4.0	1.5			

Divisadero and Haight

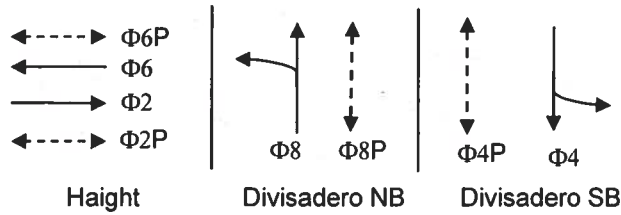
CHANGE 21

ws3.0

**PAGE 2: BASE TIMING, ACTUATION, COORDINATION SETTINGS**

**Divisadero and Haight**

**PHASE DIAGRAM**



Are there conflicting protected left turn phases? n/a

**BASE TIMINGS:**

Phase	1	2	3	4	5	6	7	8
Movement		EB		SB		WB		NB
Absolute Min Green (whole #)		16		9		14		9
Early Walk								
Yellow		4.0		4.0		4.0		4.0
Red Clearance		2.0		1.5		2.0		1.5
Absolute Min Walk (whole #)		5		7		5		7
FRH (whole #)		16		9		14		9

**ACTUATION: \*\* if Actuation setting vary by plan, use special comments.**

Phase	1	2	3	4	5	6	7	8
Vehicle Detection Type		NONE		NONE		NONE		NONE
Ped Detection Type		NONE		NONE		NONE		NONE
Vehicle Recall (Max, Min, Soft or None)		MAX		MAX		MAX		MAX
Absolute Min Green (same as above)		16		9		14		9
Vehicle Extension (seconds)								
Max Green (only used for FREE)		21		18		21		18
Pedestrian Recall (Yes or No)		YES		YES		YES		YES
Ped Recycle (Yes or No)		YES		YES		YES		YES
"WALK EXPAND" (Yes or No)		YES		YES		YES		YES

**COORDINATION (phase splits = Max G + Y + R Clearance)**

Phase	Cycle length	1	2	3	4	5	6	7	8	Onset (from page 1)
Dial 1 Splits	75		27		24		27		24	21
Min Transition	69		21		24		21		24	
Max Transition	101		33		34		33		34	
Dial 2 Splits	90		31		33		31		26	69
Min Transition	84		25		33		25		26	
Max Transition	121		42		43		42		36	
Dial 3 Splits	90		31		31		31		28	57
Min Transition	84		25		31		25		28	
Max Transition	121		42		41		42		38	
Coordinated Phases			X				X			

**Special Comments**

startup all-red = 6 seconds

Divisadero and Haight

Change

**Sent:** Monday, October 25, 2021 10:11 AM  
**To:** Maguire, Tom <[Tom.Maguire@sfmta.com](mailto:Tom.Maguire@sfmta.com)>  
**Cc:** Qin, Simon <[Simon.Qin@sfmta.com](mailto:Simon.Qin@sfmta.com)>  
**Subject:** Re: Divisadero Street, Castro Street, and Waller Street

Hi Tom and Simon,

We were hoping to get an update on the signalization of the Waller/Castro/Divisadero intersection, which you mentioned in earlier correspondence a year ago was now on the candidate list (#17 at the time).

With all of the "no left turn" signs that are coming as part of the 24 Divisadero Safety and Transit Project (which we are super supportive of - great work on that!), it seems quite likely that more northbound traffic on Castro will end up taking that left onto Waller and using the Waller / Broderick shortcut, making those blocks and the Waller / Castro / Divisadero intersection even less safe. The intersection is close to a blind left when traveling northbound given the gradients on Divisadero, and as a result drivers who are making that left onto Waller are very focused on trying to spot oncoming traffic as it quickly appears on the horizon rather than looking for pedestrians crossing Waller. We've had and seen so many close calls.

If signalizing the intersection is still years away, a much lower cost (and potentially even more effective) alternative could be **a no left turn sign at the Waller / Castro / Divisadero intersection for northbound traffic traveling on Castro**. It looks like you're already putting in a no left turn sign for Southbound traffic as part of the 24 project... so if you had no left turn signs for both directions, you could even use a median diverter to clean up the whole intersection. Let us know if that line of thinking could be a possibility, and how we can best help advocate for any of these potential solutions.

Thanks so much,



Hi [REDACTED],

I have the pleasure of sharing with you the good news that SFMTA has secured funding to construct new traffic signals at the intersection of Castro/Divisadero/Waller. The signal will be part of our Contract 66 New Traffic Signals project which will build new traffic signals at 10 intersections throughout San Francisco including this one.

We are just now beginning our design effort which will take about a year to complete. We expect construction to begin in 2023 with completion in 2024. We certainly understand that this schedule still involves lots of waiting before those new traffic signals will be operational, however, we believe the signals will be a significant benefit to the safety and operation of the intersection and are excited that we have been able to identify the funding needed to make these improvements a reality.

Please feel free to reach out to me with any further inquiries about the future traffic signals project. You can also expect a separate response from my colleagues regarding your request to prohibit left turns in the interim.

Best regards,  
-Jarrett

---

Jarrett Hornbostel  
Streets Division  
Street Use, Development, and Signals



Office 415.646.2723

San Francisco Municipal Transportation Agency  
One South Van Ness Ave, 7<sup>th</sup> Fl  
San Francisco, CA 94103

Case Details

Case Ref

14858073

Classification

PUC >> Electric Power >> Streetlights

Associated with

[Intersection of DIVISADERO ST and WALLER ST](#)

Title

Other - Request New Streetlight

Description

I had a request open, service request 10407408, requesting a traffic signal at the dangerous intersection of Castro st, divisadero and Waller. Tom folks informed me that a traffic study was done and that it was on the list of candidates for a new traffic signal. In 2021, a pedestrian crossing sign was put up and destroyed by a car within a couple weeks. It remains a dangerous intersection for cars and pedestrians. Is there an eta for it to be put in?

Status

Open

Due Date

Allocated To

SFMTA - Transportation Engineering Queue

Created Date

16 Jan 22 21:37 (1 day ago)

Created by

Spot Reporter Mobile

Raised by

Hi [REDACTED],

Thanks for reaching out to check in on the status of the proposed installation of traffic signals at the intersection of Castro, Divisadero and Waller streets.

I have the pleasure of sharing with you the good news that SFMTA has secured funding to construct new traffic signals at the intersection of Castro/Divisadero/Waller. The signal will be part of our Contract 66 New Traffic Signals project which will build new traffic signals at 10 intersections throughout San Francisco including this one.

We are just now beginning our design effort which will take about a year to complete. We expect construction to begin in 2023 with completion in 2024. We certainly understand that this schedule still involves lots of waiting before those new traffic signals will be operational, however, we believe the signals will be a significant benefit to the safety and operation of the intersection and are excited that we have been able to identify the funding needed to make these improvements a reality.

Regarding the damaged pedestrian crossing sign I have reported the missing sign to our maintenance crews who will replace the sign as soon as scheduling permits. In the future please feel free to report damaged or missing signs to SF311 by calling 311 or through the website at [www.sf311.org](http://www.sf311.org).

Please feel free to reach out to me with any further inquiries about the future traffic signals project.

Best,

**Jarrett Hornbostel, P.E.**

Associate Engineer

Street Use, Development, and Signals



Office 415.646.2723

San Francisco Municipal Transportation Agency

One South Van Ness Ave, 7<sup>th</sup> Fl

San Francisco, CA 94103

Sent: Tuesday, November 23, 2021 9:21 AM  
To: Alvarez, Ramses (DPW) <[ramses.alvarez@sfdpw.org](mailto:ramses.alvarez@sfdpw.org)>  
Subject: Contact for Traffic Light

Good morning, Ramses!

I hope all's well and you're not too busy.

There is something I wanted to ask you. We live close to the intersection of Castro/Divisadero/Waller, that most perilous of crossroads. Not too long ago, some markers and traffic islands were installed, but that has not made much of a difference. Motorists still don't stop; pedestrians still need to jump for safety; and about twice a month, I witness a near-collision.

Over the past year, a number of additional traffic lights went up around the area (on Haight & Scott, for example). I was wondering whom I should contact to see, if that three-way intersection could have one as well?

Thanksgiving is just a couple of days away, so I hope you will have a relaxed and happy long weekend with friends and family.

Be well and stay safe,

██████



Hi [REDACTED],

My apologies for the delay in responding to your below inquiry which Damon shared with us. It is my pleasure to share the good news with you that SFMTA does have plans to install a traffic signal at the intersection of Castro, Divisadero, and Waller streets.

We have recently secured funding to design and construct new traffic signals at the intersection of Castro, Divisadero, and Waller. These new signals will be constructed as part of our Contract 66 New Traffic Signals project which will build new traffic signals at 10 intersections throughout San Francisco including this one.

We are just now beginning our design effort which will take about a year to complete. We expect construction to begin in 2023 with completion in 2024. We certainly understand that this schedule still involves lots of waiting before those new traffic signals will be operational, however, we believe the signals will be a significant benefit to the safety and operation of the intersection and are excited that we have been able to identify the funding needed to make these improvements a reality.

Please feel free to reach out to me with any further inquiries about this future traffic signals project.

Best,

**Jarrett Hornbostel, P.E.**

Associate Engineer

Street Use, Development, and Signals



Office 415.646.2723

San Francisco Municipal Transportation Agency

One South Van Ness Ave, 7<sup>th</sup> Fl

San Francisco, CA 94103

Tracking Number is: 14976041

Feb 12 2022 8:47PM

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

### **Location Information:**

Location Description:

The 3-way intersection between Waller, Castro and Divisadero

### **Request Details:**

Category:

Request for Service

Department:

Municipal Transportation Agency (SFMTA)

Sub-Division:

Transportation Engineering

### **Additional Information:**

Additional Request Details:

Hi, can we get a traffic light installed at this intersection? It is very dangerous to cross. Cars are moving very fast, the road curves so it's not always possible to get a clear line of sight, and because of the split in the roadway between Divisadero and Castro many cars are distracted and don't pay any attention to pedestrians.

Hi [REDACTED],

Thank you for reaching out to share your experience with traffic at the intersection of Castro, Divisadero, and Waller streets and for your suggestion that a traffic signal be installed. It is my pleasure to share the good news with you that SFMTA does have plans to install a traffic signal at this intersection.

We recently secured funding to design and construct new traffic signals at the intersection of Castro, Divisadero, and Waller. These new signals will be constructed as part of our Contract 66 New Traffic Signals project which will build new traffic signals at 10 intersections throughout San Francisco including this one.

We are just now beginning our design effort which will take about a year to complete. We expect construction to begin in 2023 with completion in 2024. We certainly understand that this schedule still involves lots of waiting before those new traffic signals will be operational, however, we believe the signals will be a significant benefit to the safety and operation of the intersection and are excited that we have been able to identify the funding needed to make these improvements a reality.

Please feel free to contact me with any further inquiries about this future traffic signals project.

Best,

**Jarrett Hornbostel, P.E.**

Associate Engineer

Street Use, Development, and Signals



Office 415.646.2723

San Francisco Municipal Transportation Agency  
One South Van Ness Ave, 7<sup>th</sup> Fl  
San Francisco, CA 94103

Case Details

Case Ref

14723914

Classification

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

Associated with

[60 CASTRO ST, SAN FRANCISCO, CA, 94114](#)

Title

Crosswalk - Faded/Defaced

Description

Divisadero and Castro Streets at Waller: THANK YOU for the pedestrian islands here. Please add another where the street veers. It's super scary here for those on foot.

Status

Open

Due Date

20 Dec 21 08:30 (6 days and 21 hours from now)

Allocated To

SFMTA - Transportation Engineering Queue

Created Date

11 Dec 21 15:38 (1 day ago)

Created by

Spot Reporter Mobile

Raised by

Hi [REDACTED],

Thank you for contacting us to request that the traffic median island on Castro Street at Waller be extended and to share your experience as a pedestrian.

The SFMTA shares your concern for pedestrian safety and has proposed to install new traffic signals at the intersection of Castro, Divisadero, and Waller streets to improve intersection safety for all users. As part of our efforts to signalize the intersection we will consider improvements to the intersection geometry and the possibility of augmenting the recently installed traffic island.

The signals will be constructed as part of our Contract 66 New Traffic Signals project which will build new traffic signals at 10 intersections throughout San Francisco including this one. We are just now beginning our design effort which will take about a year to complete. We expect construction to begin in 2023 with completion in 2024.

Happy Holidays!

**Jarrett Hornbostel, P.E.**

Associate Engineer

Street Use, Development, and Signals



Office 415.646.2723

San Francisco Municipal Transportation Agency  
One South Van Ness Ave, 7<sup>th</sup> Fl  
San Francisco, CA 94103

Hi Pranav,

Thank you for submitting a 311 request for stop signs at the intersection of Castro, Divisadero, and Waller streets. SFMTA staff have previously conducted an engineering analysis of the intersection and recommended the installation of traffic signals rather than stop signs at this location.

The SFMTA has secured funding to design and construct new traffic signals at the intersection. These new signals will be constructed as part of our Contract 66 New Traffic Signals project which will build new traffic signals at 10 intersections throughout San Francisco including this one.

We have begun our design effort which will take about a year to complete. We expect construction to begin in 2023 with completion in 2024. We believe the traffic signals will be a significant benefit to the safety and operation of the intersection and are excited that we have been able to identify the funding needed to make these improvements a reality.

Please feel free to contact me with any further inquiries about this future traffic signals project.

Best,

**Jarrett Hornbostel, P.E.**

Associate Engineer

Street Use, Development, and Signals



Office 415.646.2723

San Francisco Municipal Transportation Agency  
One South Van Ness Ave, 7<sup>th</sup> Fl  
San Francisco, CA 94103



## CEQA Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

<b>Project Address</b>		<b>Block/Lot(s)</b>
SFMTA_Contract 66: New Traffic Signals and Rectangular Rapid Flashing		
<b>Case No.</b>		<b>Permit No.</b>
2022-006667ENV		
<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 the installation of new traffic signals at ten intersections and a rectangular rapid flashing beacon (RRFB) at one intersection to improve traffic, pedestrian, bicycle safety, and traffic operations. All intersections are currently STOP-controlled. The scope of work would include the installation of new traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles), pedestrian countdown signals, and accessible (audible) pedestrian signals. Curb ramps would be upgraded at all intersections. A new rectangular rapid flashing beacon would be installed at the intersection of 4th Street and Mission Rock Street to improve safety. The project would implement the following San Francisco Public Works Standard Construction Measures as part of the project: (1) Seismic and Geotechnical Studies; (2) Air Quality; (3) Water Quality; (6) Hazardous Materials; and (9) Cultural Resources, Archeological Resources (Public Works Standard Archeological Measure I: Accidental Discovery).</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 San Francisco Property Information Map</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 San Francisco Property Information Map</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 San Francisco Property Information Map</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 San Francisco Property Information Map</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 San Francisco Property Information Map</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 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</i> (Analysis required):
<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 McKellar
		08/15/2022
<p>Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31of the Administrative Code.</p> <p>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.</p>		

## **Step 2: Environmental Screening Comments**

**AIR QUALITY:** The proposed project's construction would be subject to the Dust Control Ordinance (Article 22B of the Health Code). The following project intersections are located in an air pollutant exposure zone: 4th Ave/Fulton St; 10th Ave/Lincoln Way; 4th St/Long Bridge St; 4th St/Mission Rock St; 28th St/Guerrero St; Alemany Blvd/Cotter St; Cesar Chavez St/Florida St; and Mary St/Mint St/Mission St. If project construction at these locations would require 20 or more days of cumulative days of work, San Francisco Public Works Standard Construction Measure (2) Air Quality would be implemented at these locations as part of the project. Therefore, air quality impacts would be less than significant.

**HAZARDOUS MATERIALS:** Project construction, including excavation, would occur only in the public right of way. Excavation would result in the removal of between 0 and 100 cubic yards of soil at each intersection. None of the project intersections are listed on the GeoTracker database as a Cortese site (California Government Code Section 65962.5). The following intersections are on the Maher map: 4th St/Long Bridge St; 4th St/Mission Rock St; and Castro St/Divisadero St/Waller St; Mary St/Mint St/Mission St (south side of intersection only). San Francisco Public Works Standard Construction Measure (6) Hazardous Materials would be implemented as part of the project. Therefore, hazardous materials impacts would be less than significant.

**ARCHEOLOGICAL RESOURCES:** All project intersections, except for 4th St/Mission Rock St, would require excavation to a maximum depth of 12 feet below ground surface. Planning staff conducted preliminary archeological review of the project and determined on August 4, 2022, that the project would be required to implement San Francisco Public Works Standard Construction Measure (9) Cultural Resources, Standard Archeological Measures I (Accidental Discovery). Therefore, impacts on archeological resources would be less than significant.

**GEOLOGY & SOILS:** The following project intersections are within a liquefaction hazard zone: 4th St/Long Bridge St; 4th St/Mission Rock St (RRFB location); and Mary St/Mint St/Mission St. San Francisco Public Works Standard Construction Measure (1) Seismic and Geotechnical Studies would be implemented as applicable.

The project scope, the installation of new traffic signals at ten intersections and installation of a rectangular rapid flashing beacon (RRFB) at one intersection, is not large enough to combine with nearby land use or roadworks projects to result in a cumulative impact.

For the reasons above, none of the CEQA section 15300.2 exceptions apply to the proposed project.

## STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

### TO BE COMPLETED BY PROJECT PLANNER

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

### MODIFIED PROJECT DESCRIPTION

Modified Project Description:

### DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- |                          |  |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code;   |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312;  |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)?   |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

**If at least one of the above boxes is checked, further environmental review is required**

### DETERMINATION OF NO SUBSTANTIAL MODIFICATION

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

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

**Planner Name:**

**Date:**



Date: August 15, 2022  
 To: Jennifer McKellar, San Francisco Planning Department  
 From: Jarrett Hornbostel, San Francisco Municipal Transportation Agency  
 Through: Forrest Chamberlain, San Francisco Municipal Transportation Agency  
 Re: Contract 66: New Traffic Signals and Rectangular Rapid Flashing Beacon at Various Locations  
 Case No.: 2022-06667ENV

**Project Description**

The San Francisco Municipal Transportation Agency (SFMTA) proposes the installation of new traffic signals at ten intersections and a rectangular rapid flashing beacon (RRFB) at one intersection to improve traffic, pedestrian, bicycle safety, and traffic operations. All intersections are currently STOP-controlled. New traffic signals would be installed at the locations summarized in Table 1 below (see Attachment A for maps of locations):

*Table 1. Project Description Summary.*

#	Intersection	Maximum Excavation Depth (Feet)	Excavation (Cubic Yards)	Improvement Description	Historic Districts or Adjacent Historic Structures
1	4th Ave / Fulton St	12	100	New traffic signals, ADA compliant curb ramps.	None
2	10th Ave / Lincoln Way	12	100	New traffic signals, ADA compliant curb ramps, crosswalk changes	None
3	39th Ave / Fulton St	12	100	New traffic signals, ADA compliant curb ramps.	None
4	41st Ave / Lincoln Way	12	80	New traffic signals, ADA compliant curb ramps.	None
5	4th St / Long Bridge St	12	80	New traffic signals, ADA compliant curb ramps.	None
6	4th St / Mission Rock St	0	0	New rectangular rapid flashing beacons	None
7	28th St / Guerrero St	12	40	New traffic signals	None
8	Alemany Blvd / Cotter St	12	100	New traffic signals, turn	None

#	Intersection	Maximum Excavation Depth (Feet)	Excavation (Cubic Yards)	Improvement Description	Historic Districts or Adjacent Historic Structures
				restriction changes	
9	Castro St / Divisadero St / Waller St	12	60	New traffic signals, ADA compliant curb ramps, corner bulb-out, crosswalk changes, turn restriction changes	None
10	Cesar Chavez St / Florida St	12	60	New traffic signals, ADA compliant curb ramps.	None
11	Mary St / Mint St / Mission St	12	60	New traffic signals, ADA complaint curb ramps.	Not within a historic district.  <u>Adjacent historic resources:</u> <ul style="list-style-type: none"> <li>• 66-90 Mint St (Listed in Mint-Mission Conservation District)</li> <li>• 88 5<sup>th</sup> St (The Old Mint)</li> <li>• 901-925 Mission St</li> </ul>

The Mary Street/Mint Street/Mission Street intersection project location is not located within the Mint-Mission Conservation District but is adjacent to three historic buildings: 66-90 Mint St (listed in the Mint-Mission Conservation District); 88 5<sup>th</sup> St (The Old Mint); and 901-925 Mission St. All other project locations are not within any historic district and are not adjacent to any historic buildings.

The scope of work would include the installation of new traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles), pedestrian countdown signals, and accessible (audible) pedestrian signals. Curb ramps would be upgraded at all intersections. A new rectangular rapid flashing beacon would be installed at the intersection of 4th Street and Mission Rock Street to improve safety.

The project would also construct a corner bulbout at the southwest corner of Castro, Divisadero, and Waller streets. No-left turn restrictions would be implemented on Castro Street at Waller Street and on Castro Street at Divisadero Street in the northbound direction. A right-only lane would be established on Divisadero Street at the approach to Castro Street in the northbound direction (south of Waller Street). New turn restrictions would be marked with signage. An existing right-turn only

restriction would be rescinded on Waller Street at Divisadero Street and Castro Street in the westbound direction. Existing right-turn only restrictions would also be rescinded on Cotter Street at Alemany Boulevard.

At the intersection of 10<sup>th</sup> Avenue and Lincoln Way, the existing unmarked crosswalk crossing Lincoln Way on the eastern side of the intersection would be closed and a new crosswalk would be established crossing Lincoln Way along the western side of the intersection. At the intersection of Castro, Divisadero, and Waller streets, the existing crosswalk crossing Castro Street east of Divisadero Street would be closed and a new crosswalk would be established crossing Castro Street along the southern side of Waller Street. The proposed changes are shown in Attachment B: Traffic Signal Plans.

The maximum depth of excavation would be twelve (12) feet for pole foundations, eighteen (18) inches for the pull boxes, sixteen (16) inches for the cabinet foundation, and twenty-four (24) inches for the underground conduits. The installation of the rectangular rapid flashing beacon would not require excavation. All excavation would occur only within the public right-of-way. The project would not employ pile driving; all pole foundations would be cast in drilled holes. Concrete saws/jackhammers would be used to demolish the roadway during construction.

The proposed work would be carried out by a licensed contractor managed by San Francisco Public Works with funding/oversight from SFMTA. The project would implement the following San Francisco Public Works Standard Construction Measures as part of the project: (1) Seismic and Geotechnical Studies (as applicable); (2) Air Quality (as applicable); (3) Water Quality; (6) Hazardous Materials; and (9) Cultural Resources, Archeological Resources (Public Works Standard Archeological Measure I: Accidental Discovery).

### **Attachments:**

Attachment A: Maps of Locations  
Attachment B: Traffic Signal Plans

### **Approval Action:**

City Traffic Engineer's Directive

Attachment A - Maps of Contract 66 Traffic Signals

