

File No. 220739

Committee Item No. 2

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Comm: Public Safety & Neighborhood Services

Date: July 28, 2022

Board of Supervisors Meeting:

Date: _____

Cmte Board

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- Youth Commission Report
- Introduction Form
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OTHER

- Mar Memorandum LOI Request 02/07/22
- Clerk of the Board Letter LOI Request 02/10/22
- SFMTA Response to LOI 03/17/22
- Vision Zero Traffic Fatality Protocol 112020
- Referral FYI 06/22/22
- YC Referral Memorandum 07/13/22

Prepared by: Jessica Perkinson

Date: July 22, 2022

Prepared by: _____

Date: _____

1 [Urging the Department of Public Health, Municipal Transportation Agency, and Police
2 Department to Amend the City’s Vision Zero Traffic Fatality Protocol]

3 **Resolution urging the Department of Public Health, Municipal Transportation Agency,**
4 **and Police Department to amend the City’s Vision Zero Traffic Fatality Protocol to**
5 **include a public town hall within two weeks of a traffic fatality, at which information**
6 **regarding the fatal incident is presented to the public and agency representatives are**
7 **available to answer questions.**

8
9 WHEREAS, The City and County of San Francisco adopted the Vision Zero policy in
10 2014, prioritizing safety for all road users through good road design; providing meaningful
11 education to the public and decision-makers on traffic safety, equitable enforcement of traffic
12 laws focused on dangerous behaviors and locations; and advancing policies that enhance
13 safety; and

14 WHEREAS, Vision Zero is San Francisco’s initiative to eliminate traffic fatalities and
15 reduce severe traffic-related injury on San Francisco’s streets; and

16 WHEREAS, in 2015, City agencies adopted a Vision Zero Traffic Fatality Protocol
17 which requires certain actions from Department of Public Health (DPH), Police Department
18 (SFPD), Municipal Transportation Agency (SFMTA), and OME following a traffic fatality; and

19 WHEREAS, The Vision Zero Traffic Fatality Protocol requires SFMTA to convene a
20 Rapid Response call with DPH and SFPD within a week of the incident, along with other
21 requirements, but the protocol does not include any public facing disclosures or information,
22 except for monthly reporting of the number and location of incidents on the Vision Zero
23 Website; and

24 WHEREAS, MTA follows a Vision Zero Rapid Response Protocol, dated July 19, 2019,
25 which requires close and timely coordination among the city’s agencies and within one hour of

1 the incident the SFMTA is notified by the SFPD and within 24 hours, the Rapid Response
2 team is on-site analyzing possible improvements; and

3 WHEREAS, the Rapid Response Protocol further requires that repairs should be
4 implemented within 72 hours of the crash and immediate-term safety improvements should be
5 installed within one month; and

6 WHEREAS, Any improvements will be in addition to longer-term efforts to improve
7 safety on the corridor and any questions or deficiencies regarding items outside the
8 jurisdiction of the SFMTA, such as street lighting or pavement conditions, are referred to their
9 respective agencies for follow up; and

10 WHEREAS, Upon finalization of traffic fatality counts, the monthly and year-to-date
11 reporting templates will be distributed to key Vision Zero Stakeholders at a number of
12 agencies via a list maintained by SFDPH; and

13 WHEREAS, Stakeholders include, Mayor, SFMTA Director, SFPD Police Chief,
14 SFDPH Director and Health Officer, Advocacy Groups, San Francisco Bicycle Coalition and
15 Walk San Francisco, and Vision Zero Traffic Fatality Reporting Team Representatives from
16 SFPD, SFMTA, and SFDPH; and

17 WHEREAS, On July 25, 2017, The Board of Supervisors passed [File Number 170692](#),
18 Ordinance amending the Transportation and Urban Design Elements of the General Plan to
19 implement the City's Vision Zero policy regarding pedestrian safety; making findings, including
20 findings of consistency with the General Plan, and the eight priority policies of Planning Code,
21 Section 101.1; and affirming the Planning Department's determination under the California
22 Environmental Quality Act; and

23 WHEREAS, A standardized case definition of traffic fatality across city agencies
24 ensures consistency, and is critical for data collection, analysis, and evaluation of the burden
25

1 of traffic mortality in the City and County of San Francisco, as well as tracking progress
2 towards Vision Zero; and

3 WHEREAS, Members of the public often seek details regarding the incidents, but there
4 is no established protocol to provide answers to the public's questions; and

5 WHEREAS, A town hall would provide an opportunity to share the latest information,
6 prevent the spread of misinformation, and give the public an opportunity to ask questions and
7 learn about traffic safety improvement plans; and

8 WHEREAS, A town hall would help raise awareness about traffic fatalities and tools
9 available to prevent such fatalities, thereby furthering the objectives of Vision Zero to eliminate
10 traffic fatalities and injuries; and

11 RESOLVED, The Board of Supervisors should be added to the SFDPH list of Vision
12 Zero stakeholders, Under Appendix B: VZ Stakeholders Receiving Memo Vision Zero Fatality
13 Reporting Upon finalization of traffic fatality counts, the monthly and year-to-date reporting
14 templates; and, be it

15 FURTHER RESOLVED, The Board of Supervisors urges SFMTA, DPH, and SFPD to
16 amend the City's Vision Zero Traffic Fatality Protocol to include a public town hall within two
17 weeks of a traffic fatality, at which information regarding a fatal incident is presented to the
18 public, and at which agency representatives are on hand to answer questions; and, be it

19 FURTHER RESOLVED, The Board of Supervisors urges SFMTA and SFDPH to
20 provide a written response back to the Board of Supervisors on the status of such an
21 amendment within 30 days of the date of this Resolution; and, be it

22 FURTHER RESOLVED, That the Clerk of the Board shall transmit a copy of this
23 Resolution to the San Francisco Municipal Transportation Agency, San Francisco Department
24 of Public Health and the San Francisco Police Department.

25



Member, Board of Supervisors
District 4

City and County of San Francisco

GORDON MAR

February 7th 2022

To: Jeff Tumlin, Director of Transportation, SFMTA
Tom Maguire, Director, Streets Division, SFMTA

CC:
SFMTA Board of Directors

RE: Traffic Engineering Decisions

Director Tumlin,

On October 21st 2020, we received a letter from a constituent concerned about traffic conditions at the intersection of Lincoln Way and 46th Avenue, and requesting immediate support for the installation of a 3-way stop and speed cushions. We shared these concerns and this letter with SFMTA staff on October 24th 2020, and communicated our strong support for these requests.

With SFMTA staff support, we were able to install speed cushions on 46th Avenue, providing important safety improvements to this residential street, as part of the comprehensive Great Highway and Outer Sunset Traffic Management Project. However, on December 29th 2020, the request for a three-way stop at 46th and Lincoln was denied. In the denial of this request, Sustainable Streets Senior Engineer Thomas Folks stated that "the present arrangement of traffic control is appropriate for this intersection," and that this opinion was "substantiated by the safety record of this intersection."

On January 29th, 2022, Sunset resident and community leader Barry McGrath was killed in a hit-and-run collision while riding in an Uber making the unprotected left turn from Lincoln onto 46th Avenue. Every traffic death is preventable, and preventing a collision like this one was the reason we requested additional stop signs. The safety record of this intersection no longer substantiates inaction, but we cannot reach Vision Zero by waiting for every intersection to count enough collisions to justify design improvements. Preventing collisions before they happen and saving lives before they're lost must be justification enough.

City Hall ♦ 1 Dr. Carlton B. Goodlett Place ♦ Room 244 ♦ San Francisco, California 94102-4689 ♦
Phone: (415) 554-7460 ♦ Fax: (415) 554-5163 ♦ TDD/TTY: (415) 554-5227 ♦ Email:

Board.of.Supervisors@sfgov.org

This is not the only traffic control or traffic calming request our office has made that has been denied citing the safety record of an intersection, even while residents express concern about their lived experiences of a clear lack of safety and need for design improvements — 32nd Avenue at Noriega and 24th Avenue at Judah are additional examples. It is simply the first fatality that has followed these requests being denied.

In hopes that it is the last, I am hereby requesting the following information be submitted by end of day Tuesday, February 15th 2022:

- Any and all records from the traffic engineering review of 46th Avenue and Lincoln
- And and all records from the traffic engineering review of 32nd Avenue and Noriega
- Any and all records from the traffic engineering review of 24th Avenue and Judah
- A description in writing of SFMTA protocols following traffic fatalities
- The criteria or metrics that must be met for a four way stop request to be approved
- The criteria or metrics that must be met for signalization to be approved
- The number of application based traffic calming requests by year and Supervisorial District over the past five years and the number of requests approved and denied

I look forward to reviewing these records, and working in partnership with the SFMTA to prevent traffic fatalities and realize our shared commitment to Vision Zero.

Sincerely,

A handwritten signature in black ink, appearing to be 'GM' with a stylized flourish.

Gordon Mar
Supervisor, District 4

BOARD OF SUPERVISORS

CITY & COUNTY OF SAN FRANCISCO



OFFICE OF THE CLERK OF THE BOARD

Phone: (415) 554-5184

Email: Angela.Calvillo@sfgov.org

February 10, 2022

Jeffrey Tumlin, Director of Transportation
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue
San Francisco, CA 94103

Via Email: Jeffrey.Tumlin@sfmta.com

Dear Director Tumlin,

At the February 8, 2022, Board of Supervisors meeting, Supervisor Mar issued the attached inquiry to the San Francisco Municipal Transportation Agency (SFMTA). Please review the attached introduction form and Letter of Inquiry, which provides the Supervisor's specific request.

Please contact Edward Wright, Legislative Aide to Supervisor Mar, at Edward.W.Wright@sfgov.org for response and/or questions related to this request, and copy BOS@sfgov.org on all communications to enable my office to track and close out this inquiry. Please provide your response no later than February 15, 2022.

For questions pertaining to the administration of this inquiry, do not hesitate to contact me in the Office of the Clerk of the Board at (415) 554-5184.

Very Truly Yours,

A handwritten signature in blue ink that reads "Angela Calvillo".

Angela Calvillo
Clerk of the Board
San Francisco Board of Supervisors
WN/JA

c: Tom McGuire - Director of Streets Division
SFMTA Board of Directors

Attachment(s):

- Introduction Form
- Letter of Inquiry



London Breed, Mayor

Gwyneth Borden, Chair
Amanda Eaken, Vice Chair
Stephanie Cajina, Director
Steve Heminger, Director

Fiona Hinze, Director
Sharon Lai, Director
Manny Yekutieli, Director

Jeffrey Tumlin, Director of Transportation

March 17, 2022

Supervisor Gordon Mar
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689

Dear Supervisor Mar:

Thank you for your letter of inquiry dated February 7th, 2022.

The SFMTA has a strong commitment to improve traffic safety. We engage with over 2,000 constituent suggestions for changes to our streets each year. These requests come from individual residents and travelers, civic organizations, and elected officials like yourself. Each time we receive a request to modify a street's parking and traffic operations we weigh an array of factors. Our primary concern is always the safety of all street users - pedestrians, drivers, transit riders, and cyclists. We also consider the impact of the request on Muni operating efficiency, access to local businesses, social equity, and circulation of traffic.

When deciding whether to install a specific change, such as a stop sign or speed hump, we apply evaluation guidelines based on San Francisco's context and consider broader City policies like Vision Zero and Transit First. We accomplish this with data collection, observations, and professional judgement. In the case of high-cost street improvements, we prioritize SFMTA's limited capital resources based on citywide needs and crash patterns, for example as documented in the Vision Zero High Injury Network map.

In some cases, our analysis and professional judgment lead us to conclude that the requested street changes are not recommended to avoid other negative or unintended consequences. For example, speed humps are effective at reducing high speeds on residential streets, but on streets with steep grades they may increase hazards. Similarly, stop signs are effective at assigning the right of way at some intersections, but installing stop signs indiscriminately can result in less consistent compliance. Physical barriers can reduce traffic on one street but can simultaneously divert it in ways that slow down Muni operations or increase traffic burdens on parallel streets.

It is frustrating for constituents to hear our staff say no to specific requests. We are often able to recommend alternatives - such as signage, traffic paint, or daylighting of intersections - that increase street safety. We are grateful to your office, and to your constituents who have worked with us, and held us accountable to find such creative solutions to traffic safety problems.



Overall crash trends in District 4 have been positive in the past decade (table) thanks to past actions and investments. District 4 had four consecutive years without fatalities from 2018 to 2021. SFPD reported injury collisions in District 4 have shown a general decrease, with 2020 and 2021 recording the lowest overall injury totals for the area. Injury collision totals in 2021 were almost half of those recorded in 2013, a remarkable decrease in crash frequency. SFPD reported injury pedestrian collisions in District 4 have also reached new lows since 2019. While some of these decreases in crashes could be related to shifts in travel caused by the pandemic, there are also encouraging signs that previous safety projects have been effective. On Sunset Boulevard, for example, the SFMTA installed several new traffic signals, upgraded existing signals to improve safety, and retimed signals to provide additional time for pedestrians to cross streets. Sunset Boulevard crash totals have been lower since 2018, including in the pre-pandemic year of 2019.

District 4	2016	2017	2018	2019	2020	2021
Fatal Crashes	3	1	0	0	0	0
Injury Crashes	123	111	118	106	79	75
Pedestrian Crashes	34	33	31	28	20	26
Bicycle Crashes	18	8	7	12	16	7
Sunset Blvd Crashes	11	14	15	7	8	7

On your request for specific documents, we have included these in the attachments. These include the items listed below as noted in your letter.

46th Avenue and Lincoln Way. We share your sadness over the death of Barry McGrath at 46th Avenue and Lincoln Way. The victim was a passenger on a vehicle making a westbound left turn that was struck by a person speeding on a stolen vehicle on eastbound Lincoln Way. It is the case that there had been prior requests for all-way stop, which we have attached, including one forwarded by your office in 2020. During past reviews collision totals have been determined to be low, with no pattern of crashes that would indicate a systematic likelihood of repeated similar events, and alternatives to stop signs (red zones) had been installed. Our staff will arrange a site visit with the Supervisor to discuss options at this intersection, including stop signs.

SFPD Reported Collisions	2017	2018	2019	2020	2021
46 th Avenue and Lincoln Way	0	0	0	0	0
32 nd Avenue and Noriega St	0	0	0	0	1
24 th Avenue and Judah ST	1	0	1	0	1

32nd Avenue and Noriega Street. We have included past correspondence for this intersection. 32nd Avenue and Noriega Street is in a commercially active area. Past reviews have looked at conditions and determined the intersection to be operating relatively safely. Per the city's policies we consider whether a new stop sign would add additional delay to a transit route. In this case the 7 Muni route operates along Noriega Street. We understand that an additional



STOP sign in the larger scheme is only a few seconds, but when looking at decisions from a larger system and citywide perspective seconds add up and create delays that degrade service to customers.

24th Avenue and Judah Street. This intersection is in a residential area. Past reviews (attached) have not recommended STOP signs but have sought to improve sight distances at the intersection with red zones. While this location has the most crashes of the three discussed in your letter (table), a stop sign here also has the most significant impacts to the transit system. Light rail is some of the most important service that we provide to the public and thus a reason we try to minimize unnecessary stopping and traffic delay. Our capital program is focused on making improvements to our rail routes, including the N. The agency will be starting a comprehensive look at the operation of the N Judah starting later this year as part of the N Judah Transit Priority Project. This project will review conditions along the entire N Judah line, including intersections such as 24th Avenue and Judah Street, and propose safety improvements that also support transit reliability.

SFMTA protocols following traffic fatalities. The SFMTA and its city partners have a codified and coordinated response after a traffic fatality. The Vision Zero Rapid Response Protocol (attached) includes several elements:

- Rapid Response: SFMTA's engineering response to identify immediate traffic safety fixes
- Crisis Response: San Francisco Department of Public Health (SFDPH), the District Attorney's (DA) office, and the San Francisco Police Department (SFPD) outreach to victims and their families and loved ones, to provide information, counseling, and navigation through city services
- Post Fatality Street Team Response: SFMTA's public outreach to acknowledge the traffic fatality

For traffic crashes with fatalities or severe injuries that will likely lead to fatalities, the SFMTA has been conducting a Rapid Response program. Rapid Response means SFMTA staff visit the site of the crash generally within 24 hours to determine if any immediate-term repairs or site-specific improvements can be implemented. The Rapid Response program is not intended to supersede the SFPD's crash investigation, rather we work with SFPD to obtain as much information about the details of the incident. Any immediate actions taken by the Rapid Response will be in addition to longer-term efforts to improve safety on the corridor, which may require additional capital funds, outreach, or other approvals. Issues regarding items outside the jurisdiction of the SFMTA, such as street lighting or pavement conditions, are referred to their respective agencies for follow up.

All-way STOP and traffic signal installation criteria. We have attached a 2009 SFMTA memo that summarizes the considerations that typically go into the decision to install stop signs and traffic signals. San Francisco generally uses a lower threshold of four reported crashes in a five-year period to justify stop and signal controls. Of course this is just a guide and we will sometimes install additional controls even if crash totals are low if there are other overriding safety



concerns. Since a fatal crash is possible at any intersection at any time, we try to determine the degree of risk of a specific location looking at past crash history, intersection conditions, and area patterns. Over time the city has installed stop sign and traffic signals at most high crash locations. As noted above, major signalization initiatives in District 4 have included signalizing all cross streets to Sunset Boulevard in District 4, intersections which at some point used to have high crash rate totals. Currently one area of capital focus is Lincoln Way, with new signals funded for the higher crash locations of 3rd Avenue, 10th Avenue, and 41st Avenues. The city also invests in other devices such as pedestrian flashing beacons where appropriate.

Traffic calming by districts. We have included an attachment summarizing the past several years of data for our application-based traffic calming program, including a summary of total applications, applications accepted, and devices installed by Supervisorial District. As this document shows, most districts apply for and receive traffic calming devices at similar rates. The primary exceptions are Districts 3 and 6, where a smaller proportion of streets qualify for the program. In District 4, 52 applications were received over the previous 5 years, 20 of which were accepted, 7 of which were rejected, and 25 of which are still pending as we are still collecting data for this year's cycle.

Importantly, the SFMTA routinely installs traffic calming outside of the application program, recognizing the distribution of applications may not fully reflect the need for traffic calming. Notable examples include:

- Special Traffic Calming projects pursued in collaboration with Supervisors and stakeholders - When major traffic changes happen, such as the recent closure of the Upper Great Highway to vehicle traffic on weekends, SFMTA can install traffic calming devices on parallel streets to minimize negative impact of diverted traffic. In the case of the Upper Great Highway, SFMTA collaborated with your office and the SFCTA to install 24 speed humps and four new stop signs on the Lower Great Highway and other parallel streets. Similarly, SFMTA is working with your office to install comprehensive traffic calming along the length of 20th Avenue as part of your signature District 4 Neighborways initiative. Neighborhood Transportation Improvement Program (NTIP) or other discretionary or "add-back" funds can be used to supplement SFMTA traffic calming efforts.
- *Pro-active Traffic Calming Program* – SFMTA and SFCTA have a dedicated program to install traffic calming in locations with high concentrations of seniors, people with disabilities, children and other vulnerable populations, with a focus on disadvantaged communities. In recent years, this program has installed traffic calming devices at a neighborhood scale in the Central Richmond, Excelsior, and Ingleside, and is currently conducting planning in Visitacion Valley for the next set of traffic calming.



- *Schools Engineering* – SFMTA proactively installs traffic calming approximately at 20 school loading zones per year.

If you have any questions about the transmitted materials, please contact Tom Maguire (tom.maguire@sfmta.com) of my staff.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeffrey Tumlin'.

Jeffrey Tumlin
Director of Transportation

Attachments

**CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
TRAFFIC ENGINEERING
CITIZEN REQUEST CORRESPONDENCE**



Request No. 17-0661	Section OPS
TSC No.	Staff Assigned Skerrit, Corbin
Director's No.	Due Date
Mayor's No.	Neighborhood
Requested Date 3/28/2017	School Name
Received Date 3/29/2017	Organization

Firm	
Requested By Songwut Kochaphum	
Address	
City/State/Zip San Francisco, CA	

Letter Subject R1

Subject Location	Work Description
Lincoln Way at 46th Avenue	

Additional Correspondence		Legislation	Action	Date
From/To	Date			
CS2 to Songwut explaining conclusion (left message)	04.27.2017	TASC		
		Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment
WO 17-3535 installs 15' red curb on SW corner for visibility. All-way STOP not recommended at this time. CS2, 04.27.2017

Remarks

Wong, Arland

From: Olea, Ricardo
Sent: Wednesday, March 29, 2017 12:08 PM
To: Wong, Arland
Subject: 311: Lincoln and 46th Ave

Top of Form

Date / Time: 2017-03-28 14:00:14.68

Service Request Number: 6985122

Request for City Services

CUSTOMER CONTACT INFORMATION:

Name: Songwut Kochaphum
Phone: 415-682-9908
Address:
Email: art_380@yahoo.com

DEPARTMENTS:

Department: * Municipal Transportation Agency (SFMTA)
Sub-Division: * Parking and Traffic - Other

Department Service Levels:

The City's goal is to respond to these types of requests within 7-21 calendar days; 21 days for request for service; 7 days for all other categories.

PROPERTY ADDRESS:

Point of Interest:
Street Number: INTERSECTION
Street Name: LINCOLN WAY
Street Name 2: 46TH AVE
City: SAN FRANCISCO
ZIP Code: 94122
X coordinate:
Y coordinate:
Latitude:
Longitude:
CNN:

Unverified Address:

ADDITIONAL LOCATION INFORMATION:

Location Description: On Lincoln Way and cross street 46th avenue
(e.g. 600-block of Market St. or in front of Main Library entrance)

REQUEST DETAILS:

Nature of Request: * Request for Service

ADDITIONAL REQUEST DETAILS:

Additional Request Details: * Caller requesting for a Stop sign to be installed on Lincoln Way (eastbound direction). Stated the sign will slow down the cars. They are driving so fast at location without the Stop sign. Added that you also don't see the cars coming on the left side.

BACK OFFICE USE ONLY *****

Source Agency Request

Number:

Responsible Agency Request

Number:

Service Request Work Status:

Work Status Updated:

Media URL:

Submit Cancel

Bottom of Form

**City and County of San Francisco
San Francisco Municipal Transportation Agency**

From 7/1/2011 to 6/30/2016

Total Collisions: 2

Injury Collisions: 2

Fatal Collisions: 0

Collision Summary Report

4/17/17

LINCOLN WAY & 46TH AVE

Page 1 of 1

Case #	Date	Time	Day	Location	Vehicle	Direction	Light	Complaint	Injury	Fault
5550255	12/29/2011	21:58	Thursday	LINCOLN WAY & 46TH AVE	Other Motor Vehicle	0'	Dark - Street Light	Cloudy	# Inj: 2	Pty at Fault: 1
					Auto R/W Violation	21802A		Complaint of Pain	# Killed: 0	
Party 1	Driver				Proceeding Straight	Female		Not Stated		
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor:	Not Stated	Air Bag Deployed				
Party 2	Driver				Proceeding Straight	Male		Not Stated		
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor:	Violation	Air Bag Deployed				
140782263	9/16/2014	20:46	Tuesday	LINCOLN WAY & 46TH AVE	Parked Motor Vehicle	0'	Dark - Street Light	Clear	# Inj: 1	Pty at Fault: 1
					Other Hazardous Movement	22517		Complaint of Pain	# Killed: 0	
Party 1	Driver				Stopped In Road	Female		Cell Phone Not In Use		
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor:	Violation	Lap/Shoulder Harness Used				
Party 2	Driver				Proceeding Straight	Male		Cell Phone Not In Use		
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor:	None Apparent	Lap/Shoulder Harness Used				
Party 3	Parked Vehicle				Not Stated	Not Stated		Not Stated		
Veh Type:	Passenger Car	Sobriety:	Not Stated	Assoc Factor:	Not Stated					

Settings for Query:

1 EBR sideswipe reported in TransitSafe database concerning all incidents in the past 5 years for the 18 46th Avenue.
CS2, 04.17.2017

**Street: LINCOLN WAY
Cross Street: 46TH AVE
Intersection Related: True
Sorted By: Date and Time**

SFMTA TRAFFIC ENGINEERING STOP SIGN CHECKLIST

STREET A: Lincoln Way **BY:** CS2
STREET B: 46th Avenue
REQUESTED STREET(S) TO BE STOPPED: Lincoln Way
DATE OF FIELD OBSERVATIONS: Wednesday, April 19, 2017

1. PREVIOUS CORRESPONDENCE

· Number of related letters within last five years: 0

2. TRAFFIC VOLUMES

· Previous 24-hour machine traffic counts? Yes No
· Street A ten minute ADT estimate (10 min. off-peak volume x 6 x 20): 7,920
· Street B ten minute ADT estimate (10 min. off-peak volume x 6 x 20): 960
· Time of ten minute count: 1:25 to 1:35 PM

3. INTERSECTION COLLISIONS

· Five-year intersection reported collision total: Total 3 Rate 0.19
· Five-year intersection collisions correctable by STOP: Total 1 Injury 1
· Three or more injury correctable collisions in a 12 month period? Yes No
(“Correctable” includes right-angle, right turn, left turn, and pedestrian collisions)

4. FIELD CONDITIONS

· Sketch of intersection with street widths, striping, grades, parking, obstructions, etc.
· Check for adequate stopping sight distances
· Check condition of striping, STOP pavement markings, STOP signs, red curbs, etc.

5. AREA CONDITIONS

· Attach map with approaching traffic controls or STOP sign patterns
· Speed limit of street to be stopped: 35 MPH
· Area type: Residential Commercial Industrial
· Is the street to be stopped a designated major or minor arterial? Yes No
· Does the street to be stopped carry a bus or rail transit route? Yes No
If Yes, affected transit route(s): 18 46th Avenue

6. PEDESTRIANS

· Estimated 10 minute pedestrian volume crossing street to be stopped: 0
· Check for adequate traffic gaps for pedestrians to cross
· Check for potential pedestrian traffic generators in the area
· Five-year intersection collisions involving pedestrians Total 0

7. SCHOOLS

· Is the intersection a designated school crossing (yellow crosswalk)? Yes No
If Yes, Name _____ Type _____

8. ALTERNATIVES TO STOP SIGNS

· Check for possible red curbs, tall vehicle restrictions, additional signs, etc.
· If the street to be stopped is a major traffic street, consider traffic signals review

STOP SIGN INSTALLATION FIELD CHECKLIST (If recommended only)

· Will tree trimming be necessary for new STOP sign visibility? Yes No
· Will “STOP Ahead” signs be necessary for new STOP signs? Yes No
· Any parking and height restrictions that should be modified? Yes No
· “SLOW SCHOOL XING” markings or warning signs to be removed? Yes No

NOTE: Every intersection is unique. This list is not intended to take the place of independent observation and analysis. (Form Revised 3/2009)

Area Conditions

Street Classification

Lincoln Way – Minor Arterial

46th Ave – Major Collector



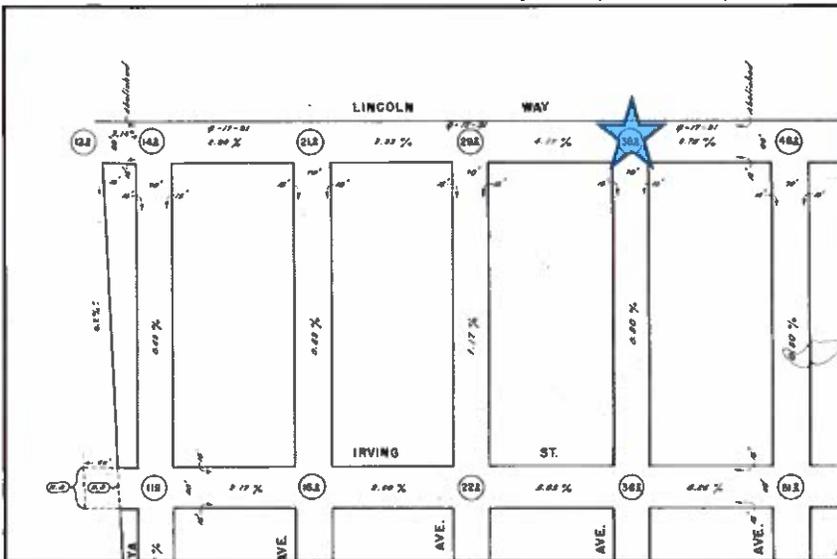
FUNCTIONAL CLASSIFICATION SYSTEM

INTERSTATE	1	
OTHER FWY OR EXPWY	2	
OTHER PRINCIPAL ARTERIAL	3	
MINOR ARTERIAL	4	
MAJOR COLLECTOR	5	
MINOR COLLECTOR	6	
LOCAL	7	

Grades and Widths

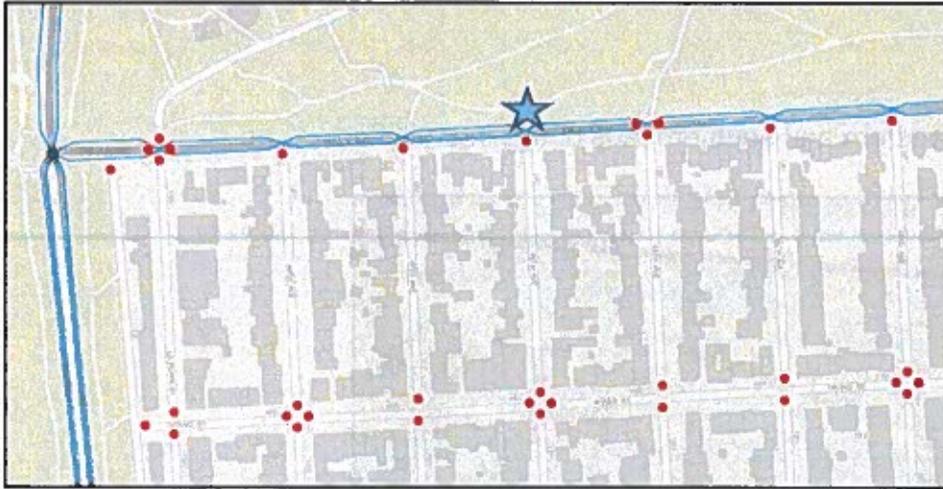
Lincoln Way – 80' ROW – Grades relatively flat (i.e., <5%)

46th Ave – 70' ROW – Grades relatively flat (i.e., <5%)



Existing Traffic Control

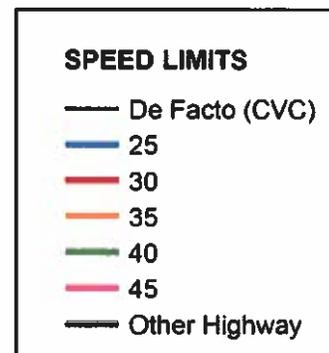
Currently side-street stop-controlled along 46th Ave.



Speed Limits

Lincoln Way – 35 MPH

46th Ave – 25 MPH (De Facto)



Land Uses

Residential and recreational.

Transit Lines

The 18 46th Avenue runs on the western and southern legs of this intersection.



Lincoln Wy / 46th Ave

Request No.: 17-0661

4/19/17 Day: Wednesday Time: 1:25-1:35p By: CSZ Weather: Sunny

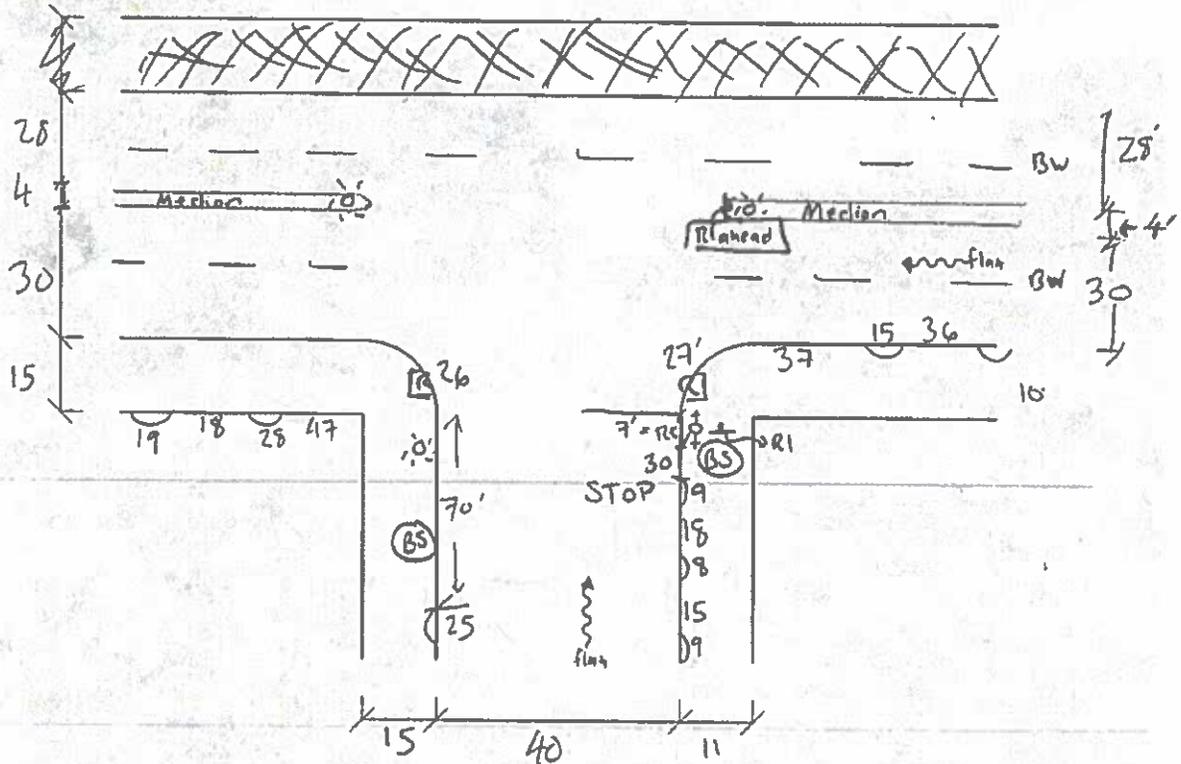
46 th Ave	Lincoln Wy		Pedestrians Crossing
Northbound	Eastbound	Westbound	
Total: 8	Total: 33	Total: 33	Total: 1
ADT: 960	ADT: 7,920		

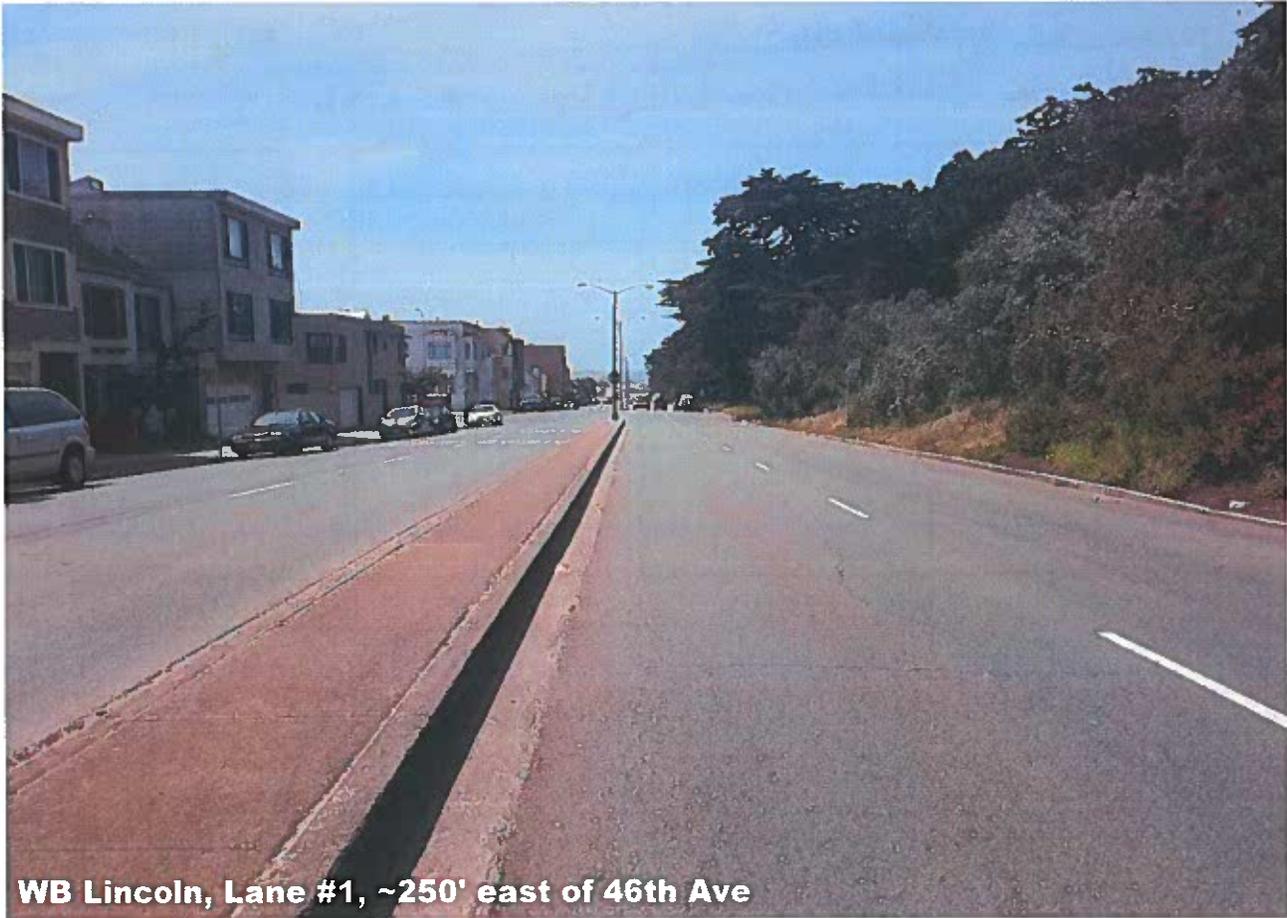
Field Notes:

Adequate gaps
Mini turns

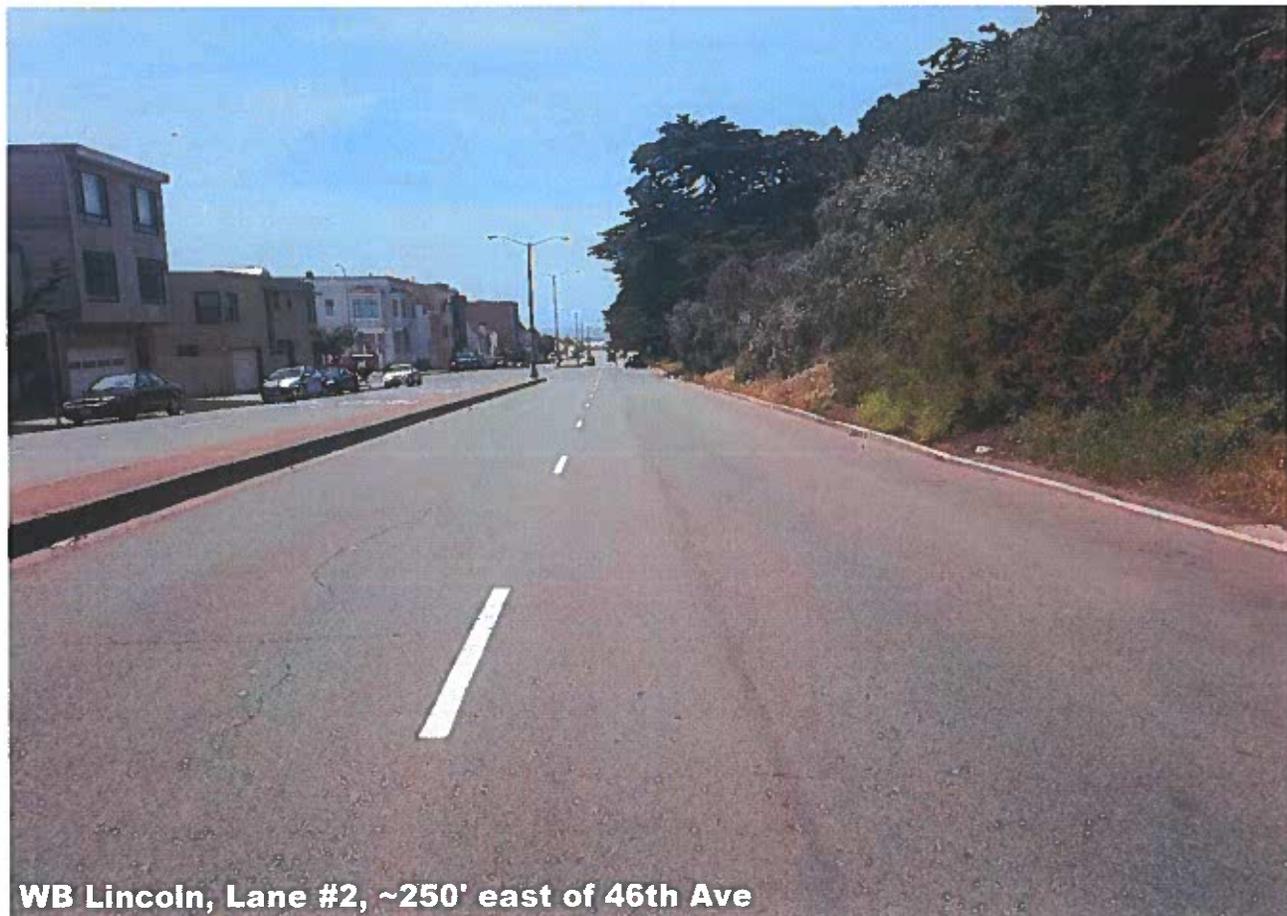
Legend:

- RC = Red Curb
- YC = Yellow Curb
- R1 = Stop Sign
- PP = Parallel Parking
- AP = Angled Parking
- BS = Bus Stop
- NP = No Parking Allowed
- CR = Curb Ramp
- R1-2 = Yield Sign
- CW = Crosswalk
- +O+ = Fire Hydrant
- = Driveway
- = Painted Curb
- = Grade (Average)
- = STOP Sign



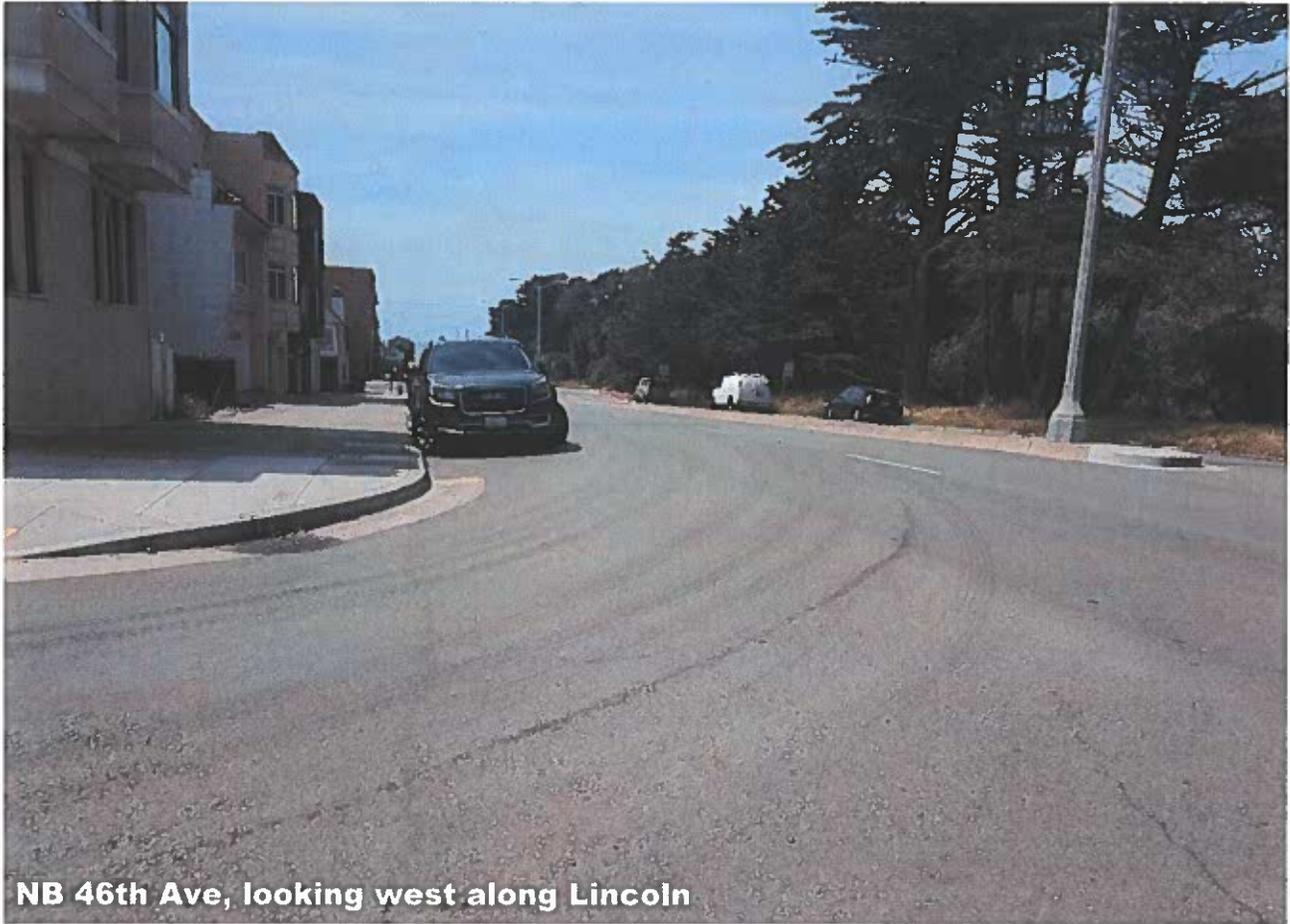


WB Lincoln, Lane #1, ~250' east of 46th Ave

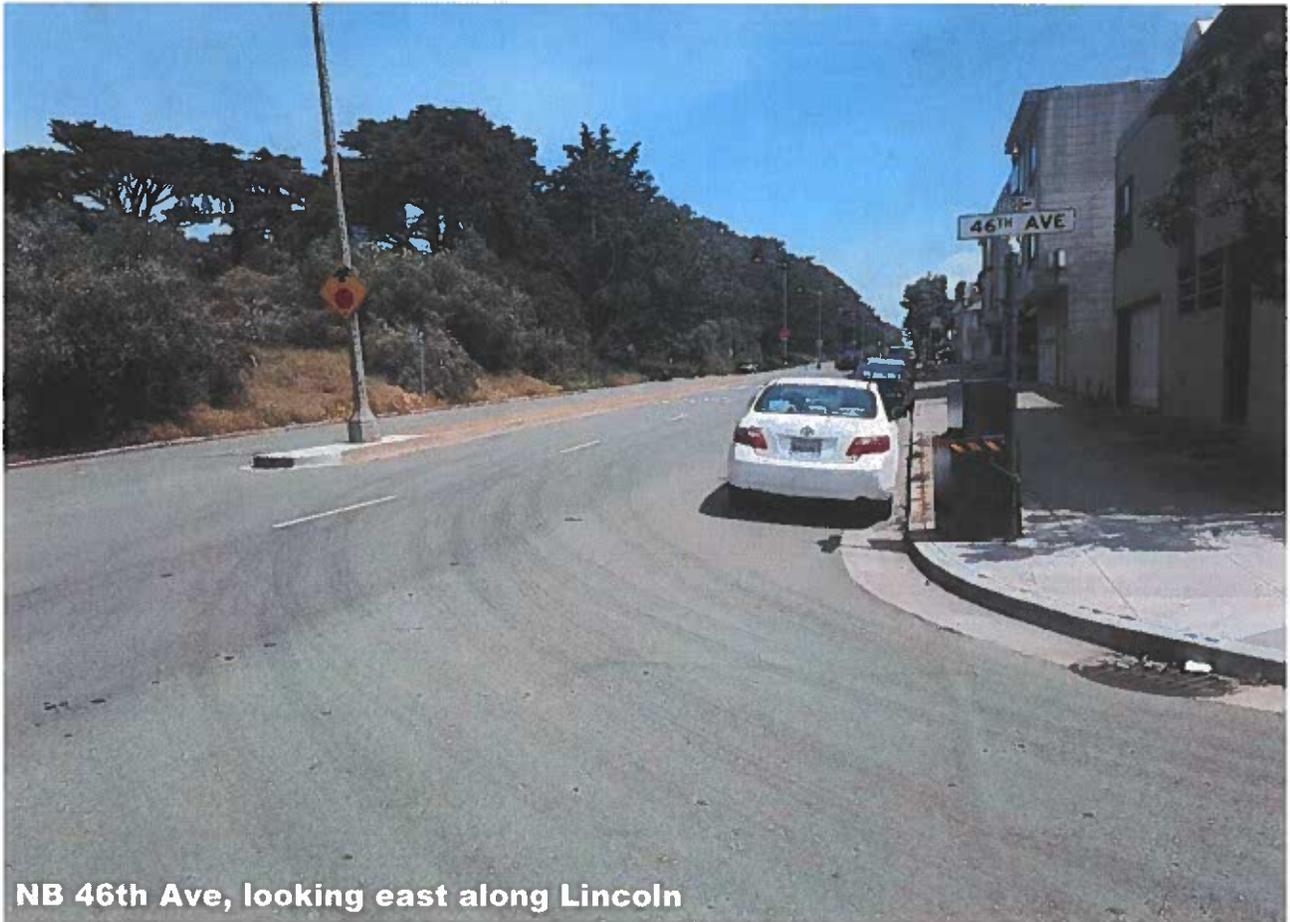


WB Lincoln, Lane #2, ~250' east of 46th Ave

Photos taken by CS2 on Wednesday, April 19, 2017 at 1:20 PM



NB 46th Ave, looking west along Lincoln

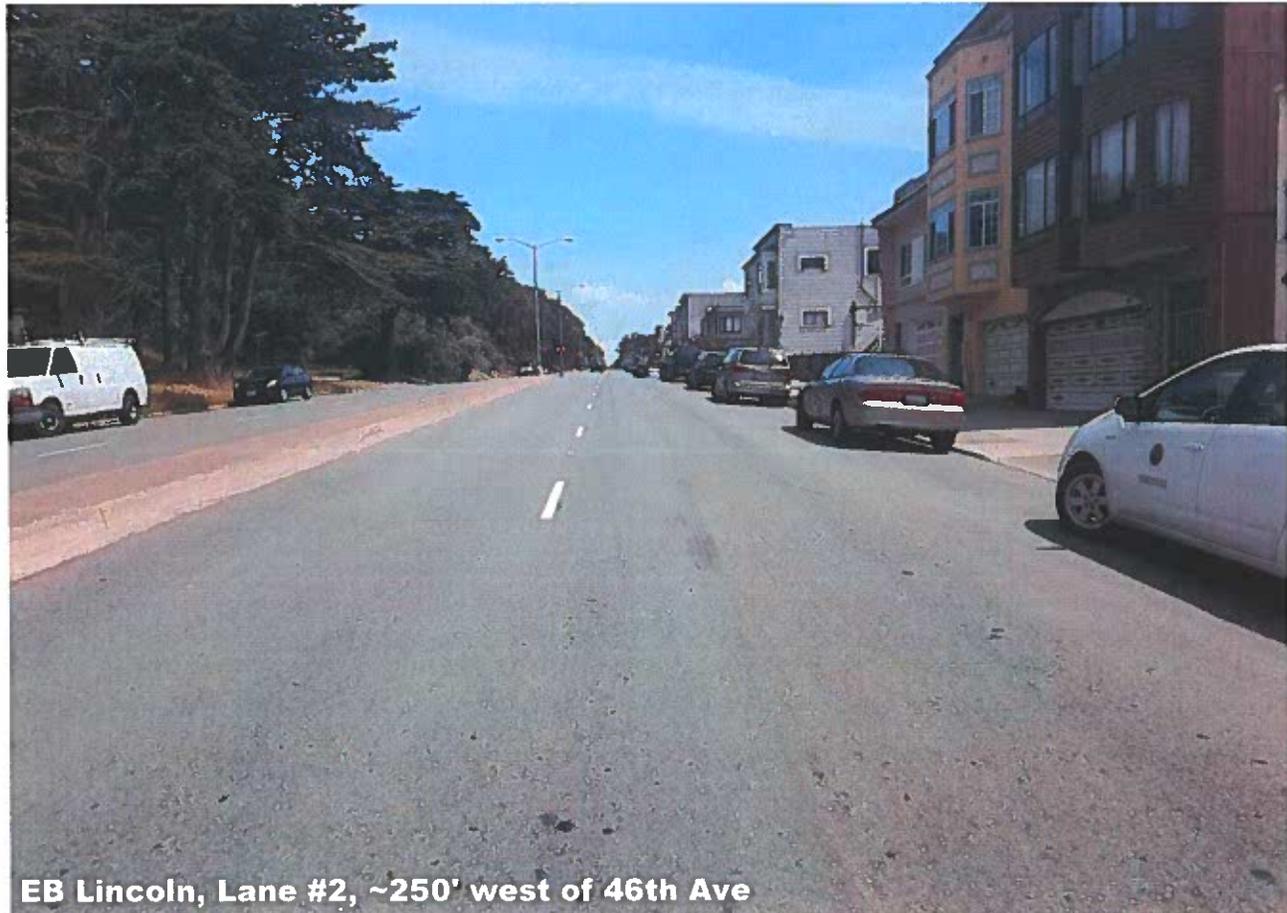


NB 46th Ave, looking east along Lincoln

Photos taken by CS2 on Wednesday, April 19, 2017 at 1:20 PM

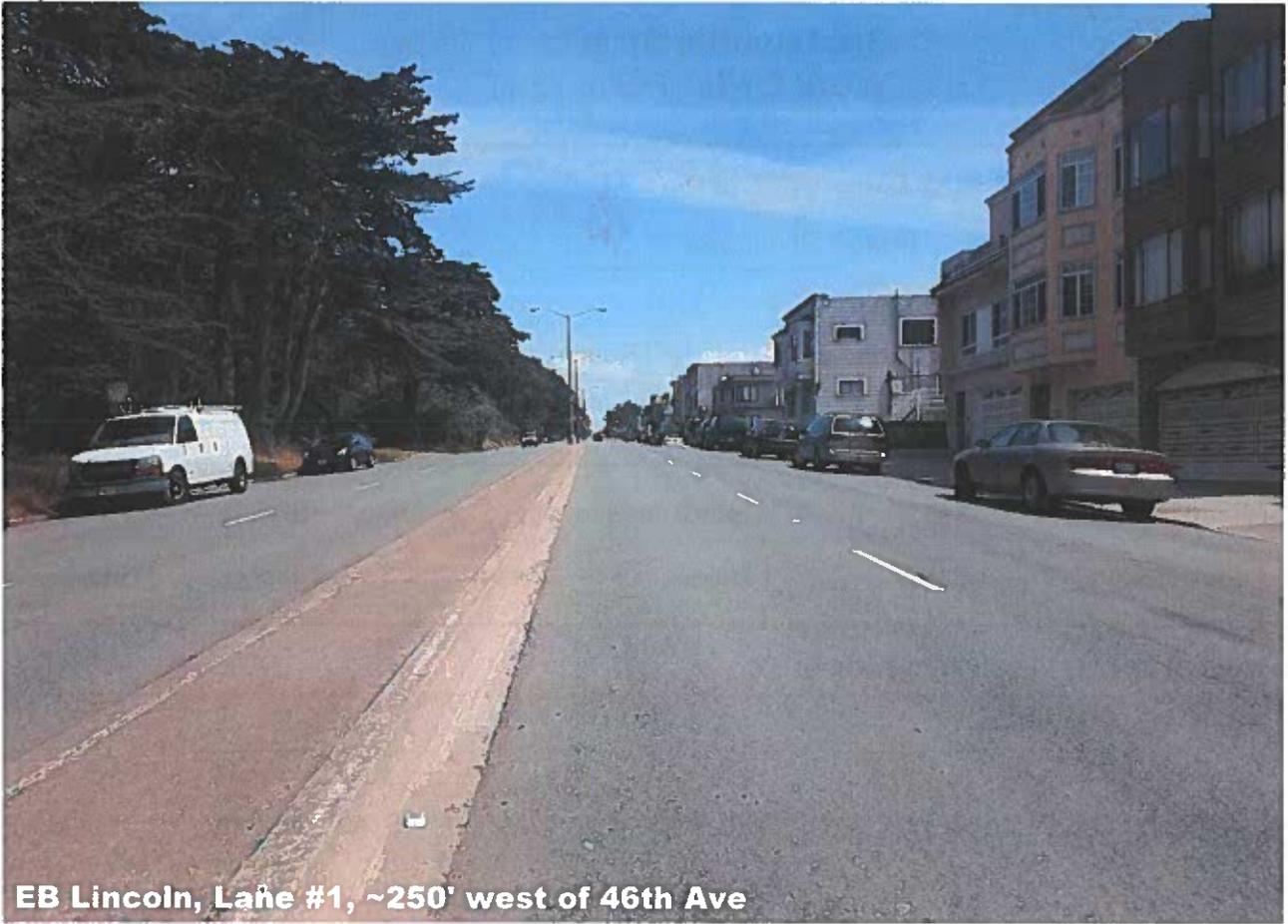


NB 46th Ave, ~150' south of Lincoln



EB Lincoln, Lane #2, ~250' west of 46th Ave

Photos taken by CS2 on Wednesday, April 19, 2017 at 1:20 PM



EB Lincoln, Lane #1, ~250' west of 46th Ave

Photo taken by CS2 on Wednesday, April 19, 2017 at 1:20 PM



SFMTA
Municipal
Transportation
Agency

**Sustainable Streets
Work Order Form (8/15)**

Log No. 17-3535

- To: Curb Painting
 Meter Shop
 Paint Shop
 Sign Shop

Date: 04.27.2017
From: Corbin Skerrit
Section: OPS
Priority: Routine

Vision Zero

Phone: 646-2450

Section Head: Tom Folks

Other: _____

Index Code 686019

for \$ 359

Exp. Date _____

Res/Dir # _____

Coordination required? Yes

If coordinated with the Signal Shop: SRC No. _____

Lead coordinator:

Curbs

Meters

Paint

Signs

Engineering

Location: Lincoln Way at 46th Avenue

Subject: Install red curb

Install red curb along Lincoln Way, south side, from 46th Avenue to 15 feet westerly.

Attachments: _____

When completed notify: _____

For Shop Use:

Completed by: _____ Date completed: _____

Field checked by: _____ Date field checked: _____

CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
TRAFFIC ENGINEERING
CITIZEN REQUEST CORRESPONDENCE



Request No.	20-1849	Section	OPS
TSC No.		Staff Assigned	J. Tom
Director's No.		Due Date	
Mayor's No.		Neighborhood	
Requested Date	10/26/2020	School Name	
Received Date	10/30/2020	Organization	

Firm	Supervisor Gordon Mar
Requested By	Andres Chavez
Address	
City/State/Zip	San Francisco, CA

Letter Subject	R1
-----------------------	----

Subject Location	Work Description
46th Avenue at Lincoln Way	

Additional Correspondence		Legislation	Action	Date
From/To	Date			
		TASC		
		Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment

WO 20-01615 to extend daylighting and add red zone. Checked with Livable Streets: no changes or turn restrictions currently planned at this intersection. (J. Tom 12/15/2020)

Remarks

--

From: [Olea, Ricardo](#)
To: [de la Fuente, Nicole](#); [Folks, Tom](#); [Woo, Bryant](#)
Cc: [Curtis, Damon](#)
Subject: FW: Traffic Calming Proposal - 46th Avenue
Date: Friday, October 30, 2020 3:33:16 PM
Attachments: [Proposal for 46th Avenue and Lincoln Way Traffic Safety Issues.docx](#)
[image006.png](#)
[image007.png](#)
[image011.png](#)

Nicole – Please log in for Ops. Thanks, Ricardo

- Issue #1: Stop signs on Lincoln Avenue and 46th Avenue:

At present it's challenging and dangerous for pedestrians who want to cross Lincoln Way from 46th Avenue and drivers who want to turn onto Lincoln from 46th Avenue. Pedestrians attempting to cross Lincoln at 46th Avenue to go to the 45th Avenue playground are especially at risk of being hit by west bound cars speeding away from the 45th Avenue stop sign or east bound cars failing to slow down early enough as they approach the 45th Avenue stop sign. In order to create a safer environment for pedestrians and vehicles alike, we propose to have additional stop signs installed on the west and east bound throughway at the intersection of 46th Avenue and Lincoln Way.

From: Curtis, Damon <Damon.Curtis@sfmta.com>
Sent: Monday, October 26, 2020 2:06 PM
To: Wright, Edward (BOS) <edward.w.wright@sfgov.org>; Sallaberry, Mike <Mike.Sallaberry@sfmta.com>; Ramos, Joel <Joel.Ramos@sfmta.com>; Martinsen, Janet <Janet.Martinsen@sfmta.com>
Cc: Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Marstaff (BOS) <marstaff@sfgov.org>; Maguire, Tom <Tom.Maguire@sfmta.com>; Wise, Viktoriya <Viktoriya.A.Wise@sfmta.com>; Olea, Ricardo <Ricardo.Olea@sfmta.com>; Parks, Jamie <Jamie.Parks@sfmta.com>
Subject: RE: Traffic Calming Proposal - 46th Avenue

Thank you, Edward. We will review the resident's proposal and get back to you as soon as possible, and I've looped in Ricardo Olea since it mentions stop signs as well as traffic calming.

In the meantime, I want to clarify what it means to expedite a traffic calming request by using CRT or any other alternate fund source. The traffic calming program tries very hard to maintain a high level of integrity, equity and transparency, and for that reason we do not have an official fast-track process. The traffic calming program fields hundreds of inquiries each year, which includes resident submittals to the standard application-based process, direct requests by elected officials, project-related requests, and emergency responses to specific incidents. In every case, the process is effectively the same in that requests are evaluated against our guidelines and standards, then requests that meet the criteria must be vetted with

our partner agencies (particularly Muni and Fire) before being legislated and constructed. There are no clear shortcuts, except for example, the occasional instance when we may bypass data collection or the balloting stage due to overwhelming community support or due to an overriding need based on engineering judgment.

That said, one area where the timeline between request and installation can be shortened relates to funding. Funding for the standard application-based process, which accounts for the overwhelming majority of all traffic calming requests, is bundled together each fiscal year to support the entire cohort of applications received during that annual program cycle. Alternatively, using a separate fund source like CRT allows us to fund specific requests on the fly, so to speak, resulting in some time savings. However, these one-off requests also must be separately evaluated, designed and legislated, which effectively siphons resources away from the larger application-based process. Also, one-off requests must be prioritized for construction, which delays construction of all other requests in the queue that have gone through the standard application-based process. The exact time savings is impossible to quantify since each case is unique and involves many, many variables, but generally speaking, a CRT-funded speed hump could be installed in 6-12 months. Conversely, the typical timeline to install a speed hump through the standard application-based process is typically 2-3 years. Lastly, I should emphasize these timelines are highly variable and can increase significantly if the volume of “expedited” requests continues to increase.

Thank you,
Damon

NOTE: I have been temporarily assigned to the SFMTA COVID-19 response team and may be delayed in responding to messages. If you need immediate assistance, please call or text me at (510) 708-6911.

Damon R. Curtis

Traffic Calming Program Manager
Traffic Engineer | Team Leader
Sustainable Streets | Livable Streets
Office 415.701.4674
Mobile 510.708.6911



From: Wright, Edward (BOS) <edward.w.wright@sfgov.org>

Sent: Monday, October 26, 2020 1:03 PM

To: Sallaberry, Mike <Mike.Sallaberry@sfmta.com>; Ramos, Joel <Joel.Ramos@sfmta.com>;
Martinsen, Janet <Janet.Martinsen@sfmta.com>

Cc: Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Marstaff (BOS) <marstaff@sfgov.org>; Curtis, Damon <Damon.Curtis@sfmta.com>; Maguire, Tom <Tom.Maguire@sfmta.com>; Wise, Viktoriya <Viktoriya.A.Wise@sfmta.com>

Subject: Re: Traffic Calming Proposal - 46th Avenue

Hi Mike!

The original request/proposal is attached -- thank you!

Edward Wright

Legislative Aide

Office of Supervisor Gordon Mar, District 4

(415) 554-7464

-

From: Sallaberry, Mike <Mike.Sallaberry@sfmta.com>

Sent: Monday, October 26, 2020 12:58 PM

To: Ramos, Joel (MTA) <Joel.Ramos@sfmta.com>; Wright, Edward (BOS) <edward.w.wright@sfgov.org>; Martinsen, Janet (MTA) <Janet.Martinsen@sfmta.com>

Cc: Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Marstaff (BOS) <marstaff@sfgov.org>; Curtis, Damon (MTA) <Damon.Curtis@sfmta.com>; Maguire, Tom (MTA) <Tom.Maguire@sfmta.com>; Wise, Viktoriya (MTA) <Viktoriya.A.Wise@sfmta.com>

Subject: RE: Traffic Calming Proposal - 46th Avenue

No problem to use CRT funds for this. Let me talk to folks working on the D4 traffic calming effort near the Great Highway and we'll determine how best to expedite this.

Were particular blocks along 46th Ave mentioned as part of the request? If the original request can be forwarded, that will help guide us.

Thanks,
Mike

Mike Sallaberry
Senior Engineer, Livable Streets
Sustainable Streets Division



Office (415) 701-4563

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



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

Sent: Sunday, October 25, 2020 6:20 PM

To: Wright, Edward (BOS) <edward.w.wright@sfgov.org>; Martinsen, Janet <Janet.Martinsen@sfmta.com>

Cc: Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Marstaff (BOS) <marstaff@sfgov.org>; Sallaberry, Mike <Mike.Sallaberry@sfmta.com>; Curtis, Damon <Damon.Curtis@sfmta.com>; Maguire, Tom <Tom.Maguire@sfmta.com>; Wise, Viktoriya <Viktoriya.A.Wise@sfmta.com>

Subject: Re: Traffic Calming Proposal - 46th Avenue

Hi Edward,

I am CC'ing our CRT manager, Mike Sallaberry and our traffic calming team to look into this for you.

We'll be back in touch ASAP.

Best

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

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

From: Wright, Edward (BOS) <edward.w.wright@sfgov.org>

Sent: Saturday, October 24, 2020 2:36:43 PM

To: Martinsen, Janet <Janet.Martinsen@sfmta.com>

Cc: Ramos, Joel <Joel.Ramos@sfmta.com>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Marstaff (BOS) <marstaff@sfgov.org>

Subject: Traffic Calming Proposal - 46th Avenue

Hi Janet!

We're very supportive of this thoughtful proposal we received from a constituent, and in particular the request for speed bumps on 46th Avenue. We'd be interested in supporting expedited installation of speed bumps or speed tables on this section of 46th Avenue with our CRT funds.

If you could let us know the best next step to pursue this it would be much appreciated.

Thank you,

Edward Wright
Legislative Aide to Supervisor Gordon Mar
(415) 554-7464

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From:

Andres Chavez
1219 46th Avenue
San Francisco, CA 94122
chavja@aol.com

To:

Supervisor Gordon Mars
1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689
marstaff@sfgov.org

Proposal to Remedy for 46th Avenue and Lincoln Way Traffic Safety Issues

- Issue #1: Stop signs on Lincoln Avenue and 46th Avenue:

At present it's challenging and dangerous for pedestrians who want to cross Lincoln Way from 46th Avenue and drivers who want to turn onto Lincoln from 46th Avenue. Pedestrians attempting to cross Lincoln at 46th Avenue to go to the 45th Avenue playground are especially at risk of being hit by west bound cars speeding away from the 45th Avenue stop sign or east bound cars failing to slow down early enough as they approach the 45th Avenue stop sign. In order to create a safer environment for pedestrians and vehicles alike, we propose to have additional stop signs installed on the west and east bound throughway at the intersection of 46th Avenue and Lincoln Way.

- Issue #2: Speed Bumps on 46th Avenue between Lincoln Way and Irving St.

We propose installing 3 speed bumps on 46th Avenue between Lincoln Way and Irving St. Cars have been observed driving as fast as 45 mph on this residential street where families with children and senior citizens live. As recently as the morning of October 15, 2020 there was a collision on the corner of Lincoln and 46th involving 3 vehicles (pictures attached). Fortunately, nobody was hurt in this recent collision, but next time we may not be so lucky. And San Francisco traffic records will no doubt show the preponderance of speeders on Lincoln Way.

Thank you very much for your time and consideration.

Sincerely,
Andres Chaves



Sustainable Streets Work Order Form (7/2020)

Log No. 20-01615

Date: 12/15/2020

From: Jeffrey Tom

Phone: 415-646-4315

Res/Dir#: _____

Section: Operations *ET*

Section Head: Tom Folks *TF*

Priority: Routine

Proj. ID: Operating Fund. Source _____ Expiration Date: _____ Vision Zero

To:	Fund	Dept	Authority	Activity	Combo	
<input checked="" type="checkbox"/> Curb Painting						for \$ _____
<input type="checkbox"/> Meter Shop						for \$ _____
<input type="checkbox"/> Paint Shop						for \$ _____
<input type="checkbox"/> Sign Shop						for \$ _____

Lead Coordinator: Curbs Meters Paint Signs Engineering Signal (SRC): _____

Location: Lincoln Way at 46th Avenue

Subject: Paint Red Zones

Paint red zones as shown.



Attachments: None

When completed notify: Jeffrey Tom 646-4315

For Shop Use:

Completed by: _____ Date completed: _____

Field checked by: _____ Date field checked: _____



London Breed, Mayor

Gwyneth Borden, Vice Chair
Cheryl Brinkman, Director
Amanda Eaken, Director

Steve Heminger, Director
Cristina Rubke, Director
Art Torres, Director

Jeffrey Tumlin, Director of Transportation

To: Andres Chavez <chavja@aol.com>
Cc: Wright, Edward (BOS) <edward.w.wright@sfgov.org>; Mar, Gordon (BOS) <gordon.mar@sfgov.org>;
Marstaff (BOS) <marstaff@sfgov.org>; Curtis, Damon <Damon.Curtis@sfmta.com>; Sallaberry, Mike
<Mike.Sallaberry@sfmta.com>; Ramos, Joel <Joel.Ramos@sfmta.com>

Dear Mr. Chavez,

Thank you for your request to install additional STOP signs on Lincoln Way at 46th Avenue and speed bumps along 46th Avenue between Lincoln Way and Irving Street. We share your concern about traffic and pedestrian safety and have conducted an investigation into the possibility of installing additional STOP signs at the intersection. Your request for speed bumps has been forwarded to our Traffic Calming Program, which will review your request, conduct a separate evaluation, and inform you of the results.

Upon receiving a request to evaluate an intersection for additional STOP signs, we complete a study of intersection conditions such as sight lines and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

Based on our investigation, we do not recommend installing additional STOP signs to stop Lincoln Way at 46th Avenue at this time. STOP signs are primarily used to designate the right-of-way at intersections where right-of-way may be unclear. This intersection is presently controlled by the STOP sign on 46th Avenue, thus vehicles on this street must stop and yield the right-of-way to traffic on Lincoln Way. Because Lincoln Way carries the predominate flow of traffic, the present arrangement of traffic control is appropriate for this intersection. Our observations indicate that the vast majority of drivers comply with the right-of-way rules. These observations are further substantiated by the safety record of this intersection over the last five years, according to San Francisco Police Department reports. Furthermore, there is no official entrance to Golden Gate Park at 46th Avenue. Pedestrians are encouraged to cross Lincoln Way and enter the park at 45th Avenue, where there are all-way STOP signs, high visibility crosswalks, and painted safety zone.

However, we recommend extending the daylighting red zone on Lincoln Way at the southwest corner to further improve intersection visibility for traffic and pedestrians. This work will be completed by our Paint Shop as soon as their scheduling allows.

Although we are unable to comply with your request, we appreciate your concern and interest in traffic safety. If you have any other questions, please contact Jeffrey Tom of my staff at 415-646-4315.

Sincerely,

Thomas Folks
Senior Engineer

TF:BW:jt
20-1849

SFMTA TRAFFIC ENGINEERING STOP SIGN CHECKLIST

STREET A: 46th Avenue **BY:** J. Tom
STREET B: Lincoln Way
REQUESTED STREET(S) TO BE STOPPED: Lincoln Way
DATE OF FIELD OBSERVATIONS: 12/11/2020

1. PREVIOUS CORRESPONDENCE

· Number of related letters within last five years: 0

2. TRAFFIC VOLUMES

· Previous 24-hour machine traffic counts? Yes No
· Street A ten minute ADT estimate (10 min. off-peak volume x 6 x 20): -
· Street B ten minute ADT estimate (10 min. off-peak volume x 6 x 20): -
· Time of ten minute count: None taken due to COVID

3. INTERSECTION COLLISIONS

· Five-year intersection reported collision total: Total 2 Rate -
· Five-year intersection collisions correctable by STOP: Total 1 Injury 1
· Three or more injury correctable collisions in a 12 month period? Yes No
("Correctable" includes right-angle, right turn, left turn, and pedestrian collisions)

4. FIELD CONDITIONS

· Sketch of intersection with street widths, striping, grades, parking, obstructions, etc.
· Check for adequate stopping sight distances
· Check condition of striping, STOP pavement markings, STOP signs, red curbs, etc.

5. AREA CONDITIONS

· Attach map with approaching traffic controls or STOP sign patterns
· Speed limit of street to be stopped: 35 MPH
· Area type: Residential Commercial Industrial
· Is the street to be stopped a designated major or minor arterial? Yes No
· Does the street to be stopped carry a bus or rail transit route? Yes No
If Yes, affected transit route(s): #18

6. PEDESTRIANS

· Estimated 10 minute pedestrian volume crossing street to be stopped: -
· Check for adequate traffic gaps for pedestrians to cross
· Check for potential pedestrian traffic generators in the area
· Five-year intersection collisions involving pedestrians Total 0

7. SCHOOLS

· Is the intersection a designated school crossing (yellow crosswalk)? Yes No
If Yes, Name - Type -

8. ALTERNATIVES TO STOP SIGNS

· Check for possible red curbs, tall vehicle restrictions, additional signs, etc.
· If the street to be stopped is a major traffic street, consider traffic signals review

STOP SIGN INSTALLATION FIELD CHECKLIST (If recommended only)

· Will tree trimming be necessary for new STOP sign visibility? Yes No
· Will "STOP Ahead" signs be necessary for new STOP signs? Yes No
· Any parking and height restrictions that should be modified? Yes No
· "SLOW SCHOOL XING" markings or warning signs to be removed? Yes No

NOTE: Every intersection is unique. This list is not intended to take the place of independent observation and analysis. (Form Revised 3/2009)

Curb Survey

Intersection: 46th Avenue at Lincoln Way Request No.: 20-1849

Date: 12/11/2020 Day: Fri Time: 4:00 PM By: J. Tom Weather: cloudy

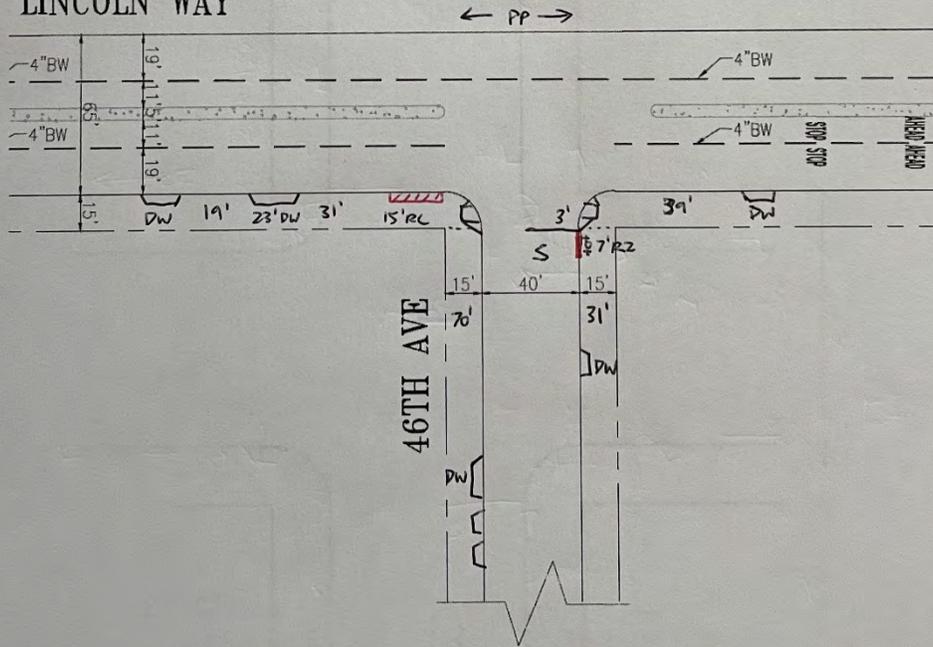
Northbound	Eastbound	Westbound	Pedestrians Crossing
Total:	Total:	Total:	Total:
ADT:	ADT:		

Field Notes:

- Legend:
- RC = Red Curb
 - YC = Yellow Curb
 - R1 = Stop Sign
 - PP = Parallel Parking
 - AP = Angled Parking
 - BS = Bus Stop
 - NP = No Parking Allowed
 - CR = Curb Ramp
 - R1-2 = Yield Sign
 - CW = Crosswalk
 - +O+ = Fire Hydrant
 - = Driveway
 - = Painted Curb
 - = Grade (Average)
 - = STOP Sign



LINCOLN WAY



Not to Scale

Log 20-1849 – 46th Avenue and Lincoln Way

Lincoln Way, westbound, approaching 46th Avenue (J. Tom 12/11/2020)



Lincoln Way, eastbound, approaching 46th Avenue (J. Tom 12/11/2020)



46th Avenue, northbound, approaching Lincoln Way (J. Tom 12/11/2020)



Log 20-1849 – 46th Avenue and Lincoln Way

46th Avenue, northbound, facing left at Lincoln Way (J. Tom 12/11/2020)



46th Avenue, northbound, facing right at Lincoln Way (J. Tom 12/11/2020)



TransBASE Internal Dashboard

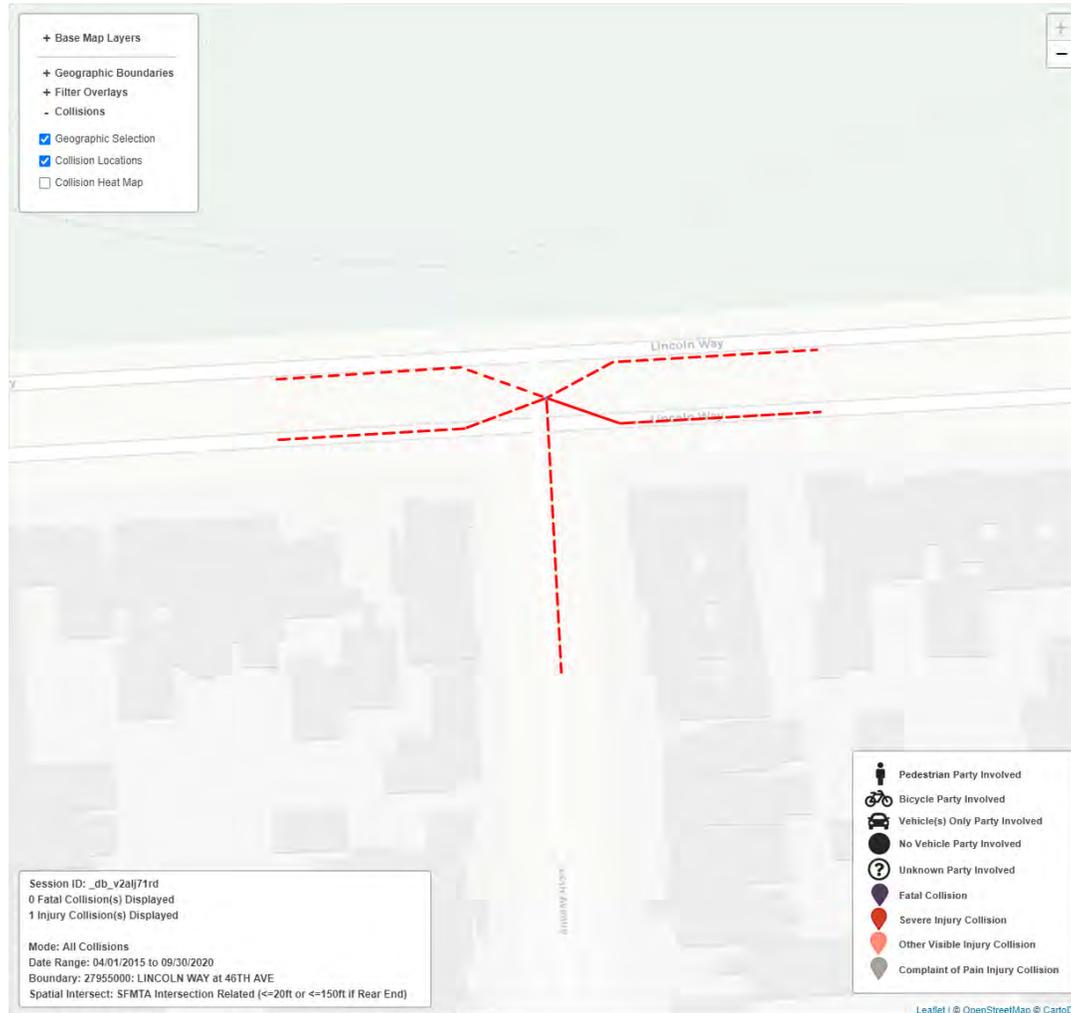
Geographic Extent: 27955000: LINCOLN WAY at 46TH AVE

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

Data Range: 04/01/2015 to 09/30/2020

Pull Date: 12/11/2020

Geographic Extent



TransBASE Internal Dashboard

Geographic Extent: 27955000: LINCOLN WAY at 46TH AVE
 Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
 Data Range: 04/01/2015 to 09/30/2020
 Pull Date: 12/11/2020

Collision Summary:
 09/20/2016: Veh making NBLT broadside EB veh.

Transit Collision Summary:
 10/12/2017: OB #18 making EBRT struck parked car.

Checked by J. Tom 12/14/2020

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

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

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
160759076	09/18/2016	19:04	Sunday	LINCOLN WAY	46TH AVE	0	Not Stated	Driver	North	Entering Traffic	Driver	East	Proceeding Straight	CVC 21802(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	Clear	Dusk - Dawn

TransBASE Internal Dashboard

Geographic Extent: 27955000: LINCOLN WAY at 46TH AVE

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

Data Range: 04/01/2015 to 09/30/2020

Pull Date: 12/11/2020

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 12/11/2020
Collision Level: Injury Collisions
Boundary: 27955000: LINCOLN WAY at 46TH AVE
Collision Dates: 04/01/2015 to 09/30/2020
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

View Data

- Summary
- Full Data

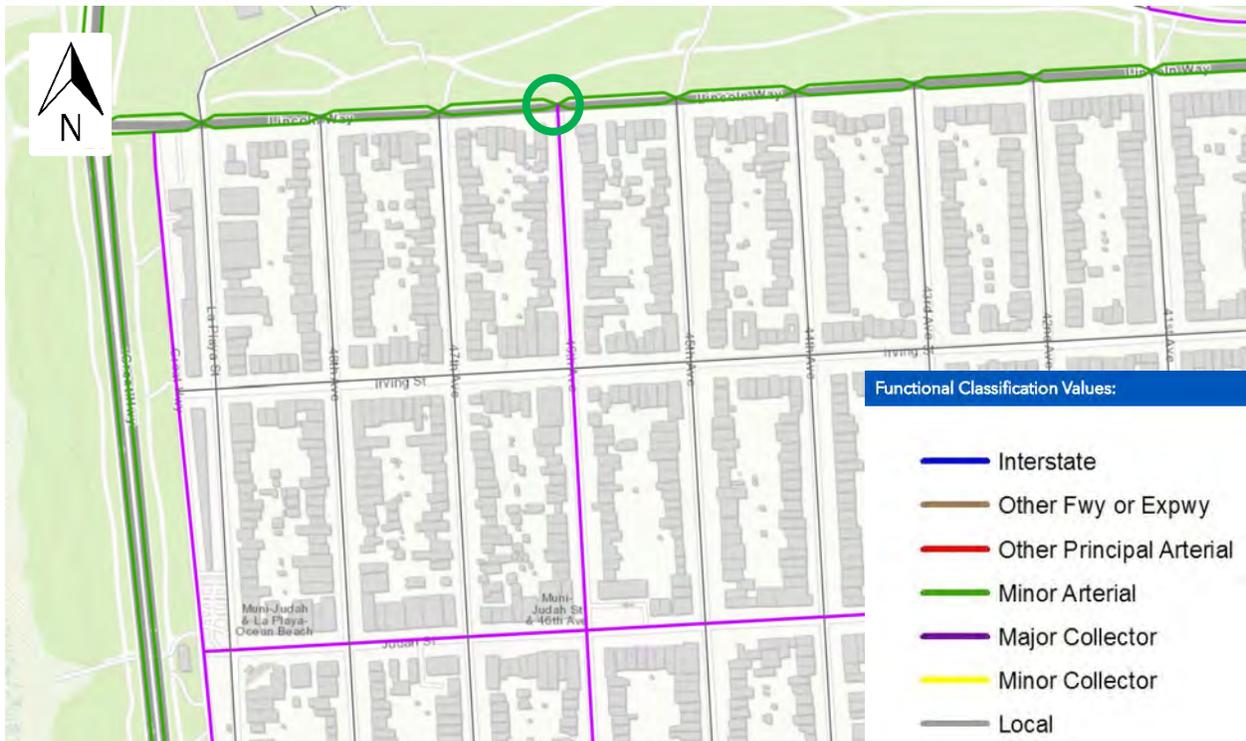
Showing first 1 rows.
[Download all rows as a text file](#)
 Show all columns

Latitude	Longitude	Intersection	Corridor	Date	Incident Type	Line	Mode Updated	ARB Charge	ARB_DL_DECISION	At Street	Blank	Capid	Collision Type	Collision Type (group)	Collision With (Operator)	Collision With (Operator) (group)	Direction	Division	IE_DESC	Incident Narrative	Incident Number	Injury Involved	MTA Vehicle Action	MTA Vehicle Action (group)	On Street	Operator Narrative	Safety Analysis	Time of Day	Time Parse	Time Parse (Hours)	Time Parse (Hours) (group)	% Avoidable	ARB Charge Number	Number of Records	
37.7642	-122.506	46th Ave & Lincoln Way	Other	10/12/2017	Collision	18 Avenue	Motor Coach	Avoidable	Null	46th Ave		1584	Right Sideswipe	Right Sideswipe	Auto/Van	Auto/Van	outbound	Woods	Coach approach 46th Ave on Lincoln Way. I so award of a tide turn and move forward more to opposite direction and start my right turn. I accidentally side wide a parked car with the rear passenger door. I miss Judge my turn. TMC was call right after.	Restricted	FY18-02054	No	Turning Right	Turning Right	Lincoln Way	Restricted	Null	03:00 PM	14 & 15	1/1/1900 3:00:00 PM	15	14 & 15	1.00000	1	1

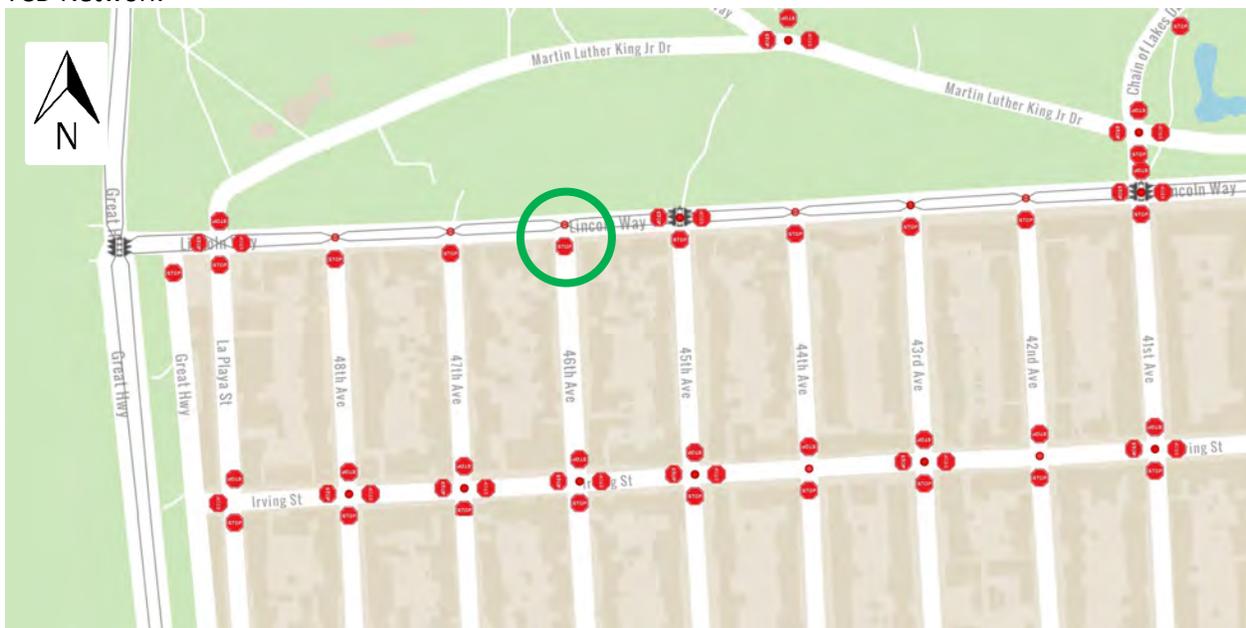
Showing first 1 rows.
[Download all rows as a text file](#)

Logs 20-1849 – 46th Avenue and Lincoln Way

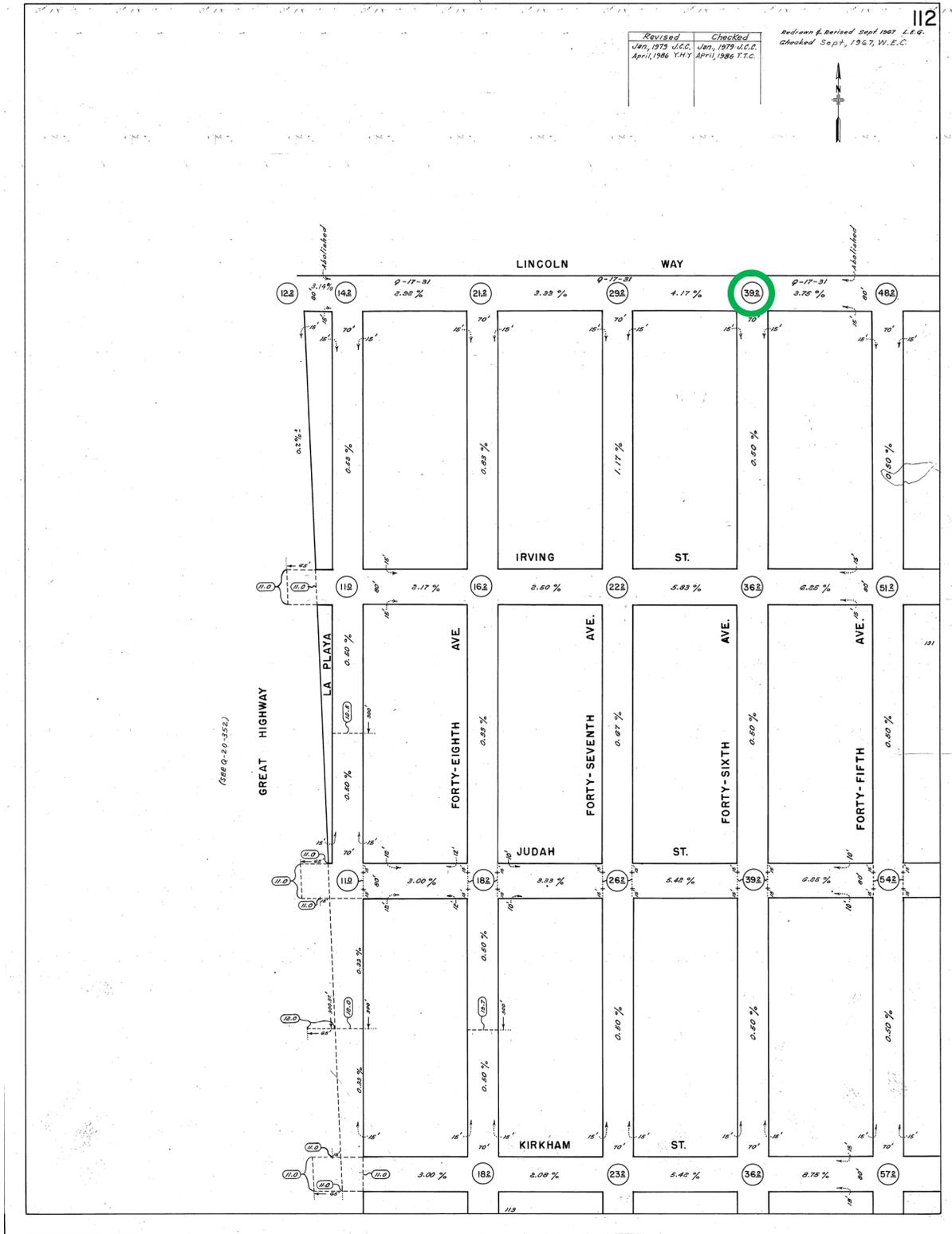
Street Classification



TCD Network



Grade Map





Request No.	21-2646	Section	OPS
TSC No.		Staff Assigned	J. Tom
Director's No.		Due Date	
Mayor's No.		Neighborhood	
Requested Date	11/18/2021	School Name	
Received Date	11/18/2021	Organization	

Firm	
Requested By	Anabel Arreola-Trigonis
Address	
City/State/Zip	San Francisco, CA

Letter Subject	R1
-----------------------	----

Subject Location	Work Description
46th Avenue at Lincoln Way	

Additional Correspondence		Legislation	Action	Date
From/To	Date			
		TASC		
		Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment

Remarks

From: [Olea, Ricardo](#)
To: [de la Fuente, Nicole](#)
Cc: [Tsu, Eddie](#)
Subject: 311: 46th and Lincoln
Date: Thursday, November 18, 2021 9:24:25 AM

Date / Time: 2021-11-18 08:56:29.64

**Service Request Number:
14629949**

Request for City Services

CUSTOMER CONTACT INFORMATION:

Name: Anabel Arreola-Trigonis
Phone: [415-265-8752](tel:415-265-8752)
Address: 1240 46TH AVE SAN FRANCISCO 94122
Email: Anabella_Arreola@hotmail.com

DEPARTMENTS:

Department: ([help me choose](#)) **Municipal Transportation Agency (SFMTA)**

Sub-Division:* **Transportation Engineering**

Department Service Levels: **The City's goal is to respond to these types of requests within 7-21 calendar days; 21 days for request for service; 7 days for all other categories.**

PROPERTY ADDRESS:

Point of Interest:
Street Number: INTERSECTION
Street Name: 46TH AVE
Street Name 2: LINCOLN WAY
City: SAN FRANCISCO
ZIP Code: 94122
X coordinate:
Y coordinate:
Latitude:
Longitude:
CNN:
Unverified Address:

ADDITIONAL LOCATION INFORMATION:

Location Description: **Intersection of Lincoln and 46th Ave**
(e.g. 600-block of Market St. or in front of Main Library entrance)

REQUEST DETAILS:

Nature of Request:* **Request for Service**

ADDITIONAL REQUEST DETAILS:

Additional Request
Details: * **Customer is requesting that a stop sign be installed on Lincoln at 46th Ave for eastbound traffic. The City has eliminated right turns on most of the avenues and 46th Ave is the only right turn they can make for a while when heading eastbound. There have been a lot of near-accidents with pedestrians and vehicles.**

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

Tom, Jeffrey

From: Tsui, Eddie
Sent: Wednesday, February 2, 2022 4:04 PM
To: Tom, Jeffrey
Subject: FW: Fatality notification: Lincoln and 46th Ave

FYI

From: Woo, Bryant <Bryant.Woo@sfmta.com>
Sent: Wednesday, February 2, 2022 3:44 PM
To: Tsui, Eddie <Eddie.Tsui@sfmta.com>
Subject: FW: Fatality notification: Lincoln and 46th Ave

FYI. I believe Jef Tom has a log here.

From: Woo, Bryant
Sent: Wednesday, February 2, 2022 3:37 PM
To: Olea, Ricardo <Ricardo.Olea@sfmta.com>
Cc: Reeves, Ryan <Ryan.Reeves@sfmta.com>; Maguire, Tom <Tom.Maguire@sfmta.com>; Tumlin, Jeffrey <Jeffrey.Tumlin@sfmta.com>; Parks, Jamie <Jamie.Parks@sfmta.com>; Sallaberry, Mike <Mike.Sallaberry@sfmta.com>; Ramos, Joel <Joel.Ramos@sfmta.com>; Ngo, Uyen <Uyen.Ngo@sfmta.com>; Kato, Erica <Erica.Kato@sfmta.com>; Holland, Kristen <Kristen.Holland@sfmta.com>; Jacobson, Michael <Michael.Jacobson@sfmta.com>; Doherty, Timothy <Timothy.Doherty@sfmta.com>; Growney, Maurice <Maurice.Growney@sfmta.com>; Ito, Darton <Darton.Ito@sfmta.com>
Subject: RE: Fatality notification: Lincoln and 46th Ave

I conducted a rapid response Monday evening and spoke with SFPD.

The Uber was traveling WB on Lincoln Way and was making a left-turn onto SB 46th Avenue, directly in the path of an EB stolen vehicle on Lincoln Way. The EB vehicle struck the right-hand side of the Uber vehicle, where the Uber passenger was seated (and belted), causing fatal injuries to the victim. The Uber driver sustained minor injuries, likely because they were seated furthest from the point of impact. The Uber vehicle came to rest at the SE corner after striking a tree. SFPD are continuing their investigation of the stolen vehicle driver who fled the scene, as well as determining if the stolen vehicle was traveling at excessive speed.

Regarding rapid response, I have no recommendations. The intersection has:

- 5 excellent LED streetlights (all functioning),
- daylighting at the SW corner
- speed cushions just south of the intersection along 46th Avenue
- Speed Limit 30 sign in the WB direction
- All-Way STOP at 45th Avenue and STOP AHEAD signs/pavement markings at 46th Avenue.

In a parallel effort, the Livable Streets team is evaluating traffic circulation in the area given the weekday opening of Upper Great Highway and the traffic calming efforts completed on Lower Great Highway.

Bryant

From: Olea, Ricardo <Ricardo.Olea@sfmta.com>

Sent: Sunday, January 30, 2022 9:01 AM

To: Woo, Bryant <Bryant.Woo@sfmta.com>

Cc: Reeves, Ryan <Ryan.Reeves@sfmta.com>; Maguire, Tom <Tom.Maguire@sfmta.com>; Tumlin, Jeffrey <Jeffrey.Tumlin@sfmta.com>; Parks, Jamie <Jamie.Parks@sfmta.com>; Sallaberry, Mike <Mike.Sallaberry@sfmta.com>; Ramos, Joel <Joel.Ramos@sfmta.com>; Ngo, Uyen <Uyen.Ngo@sfmta.com>; Kato, Erica <Erica.Kato@sfmta.com>; Holland, Kristen <Kristen.Holland@sfmta.com>; Jacobson, Michael <Michael.Jacobson@sfmta.com>; Doherty, Timothy <Timothy.Doherty@sfmta.com>; Grownney, Maurice <Maurice.Grownney@sfmta.com>; Ito, Darton <Darton.Ito@sfmta.com>

Subject: Fatality notification: Lincoln and 46th Ave

Bryant - See fatal for response. Copying Mo and Tim given location, and Darton (TNC involved).

Press mentions collision into building.

<https://www.nbcbayarea.com/news/local/1-dead-following-hit-and-run-crash-in-san-francisco/2794347/?amp>

Per SFPD text:

Preliminary Collision 519

Case#220065181

46th and Lincoln

As-of-now

Party 1 traveling WB on Lincoln making left turn to SB 46th , cut in-front of party#2 (Uber) traveling EB Lincoln.

Passenger/victim of party2 vehicle critical condition head trauma- CPR in-route SFGH. Pronounced at SFGH. Unfortunately the passenger passed.

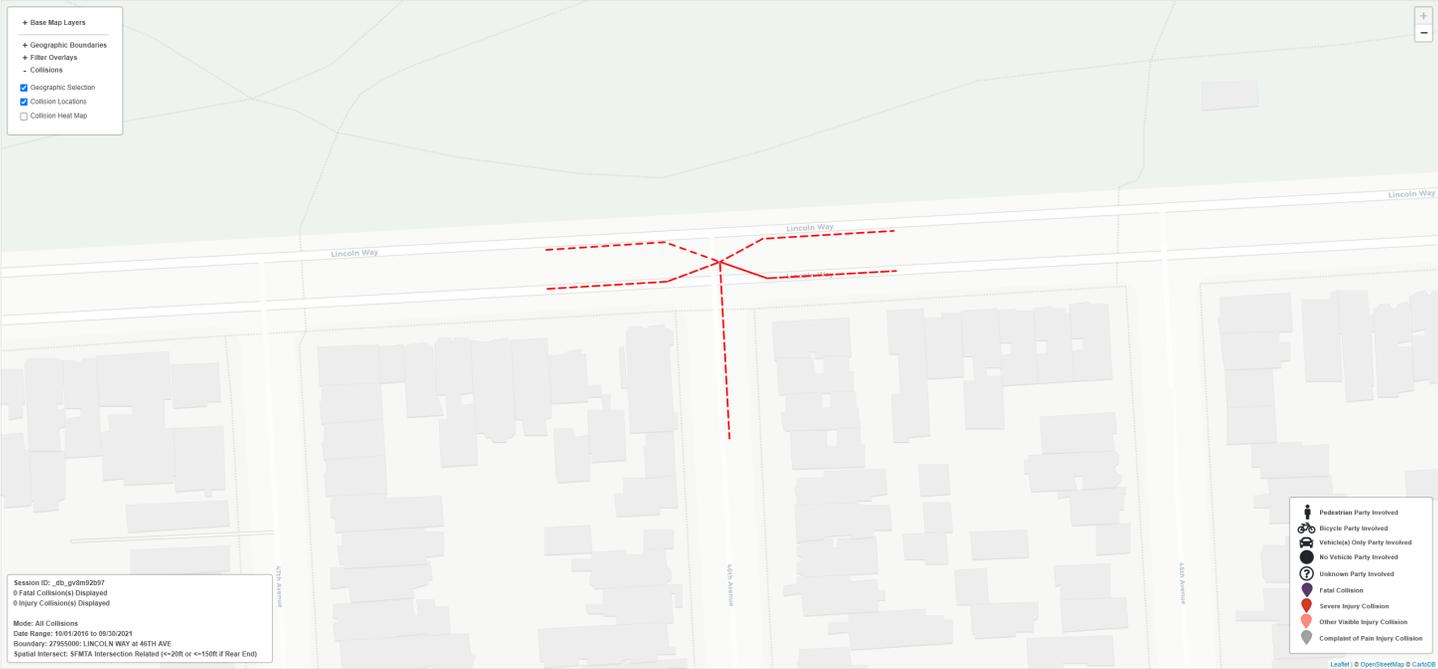
Driver/party 2 (Uber) transported Kaiser

Driver of Party1 fled on foot WB. Further info veh/party 1 vehicle reported stolen prior to collision.

TransBASE Internal Dashboard

Geographic Extent: 27955000: LINCOLN WAY at 46TH AVE
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 10/01/2016 to 09/30/2021
Pull Date: 1/12/2022

Geographic Extent



TransBASE Internal Dashboard

Geographic Extent: 27955000: LINCOLN WAY at 46TH AVE

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

Data Range: 10/01/2016 to 09/30/2021

Pull Date: 1/12/2022

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	Lighting
None																			

TransBASE Internal Dashboard

Geographic Extent: 27955000: LINCOLN WAY at 46TH AVE

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

Data Range: 10/01/2016 to 09/30/2021

Pull Date: 1/12/2022

Metadata Information

Collision Filters

Database Source: TransBASESF.org

Database Pull Date: 1/12/2022

Collision Level: Injury Collisions

Boundary: 27955000: LINCOLN WAY at 46TH AVE

Collision Dates: 10/01/2016 to 09/30/2021

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

View Data

- Summary
- Full Data

Showing first 1 rows.
[Download all rows as a text file](#)
 Show all columns

Latitude	Longitude	Intersection	Corridor	Date	Incident Type	Line	Mode Updated	ARB Charge	ARB_DL_DECISION	At Street	Blank Capid	Collision Type	Collision Type (group)	Collision With (Operator)	Collision With (Operator) (group)	Direction	Division	IE_DESC	Incident Narrative	Incident Number	Injury Involved	MTA Vehicle Action	MTA Vehicle Action (group)	On Street	Operator Narrative	Safety Analysis	Time of Day	Time Parse	Time Parse (Hours)	Time Parse (Hours) (group)	% Avoidable	ARB Charge Number	Number of Records	
37.7642	-122.506	46th Ave & Lincoln Way	Other	10/12/2017	Collision	18 Avenue	Motor Coach	Avoidable	Null	46th Ave	1584	Right Sideswipe	Right Sideswipe	Auto/Van	Auto/Van	outbound	Woods	Coach approach 46th Ave on Lincoln Way. I so award of a tide turn and move forward more to opposite direction and start my right turn. I accidentally side wide a parked car with the rear passenger door. I miss Judge my turn. TMC was call right after.	Restricted	FY18-02054	No	Turning Right	Turning Right	Lincoln Way	Restricted	Null	03:00 PM	14 & 15	1/1/1900 3:00:00 PM	15	14 & 15	1.00000	1	1

Showing first 1 rows.
[Download all rows as a text file](#)

CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
TRAFFIC ENGINEERING
CITIZEN REQUEST CORRESPONDENCE



Request No.	17-0786	Section	OPS
TSC No.		Staff Assigned	EL
Director's No.		Due Date	
Mayor's No.		Neighborhood	
Requested Date	4/9/2017	School Name	
Received Date	4/17/2017	Organization	

Firm	D4
Requested By	Hodaka Kajita
Address	
City/State/Zip	San Francisco, CA
Letter Subject	R1

Subject Location	Work Description
Noriega Street at 32nd Avenue	

Additional Correspondence		Legislation	Action	Date
From/To	Date			
Folks/Kajita	5.16.17	TASC		
		Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment
EL SEE LOG # 16-4583 FOR LATEST EVALUATION (1/24/17 FIELD CHECK). DO NOT RECOMMEND ANY 5/4/17 CHANGES.

Remarks

Wong, Arland

From: Folks, Tom
Sent: Monday, April 17, 2017 11:08 AM
To: Wong, Arland
Subject: FW: Request for Four-way Stop Sign at Noriega and 32nd Ave

Hi Arland--please log in for Ops.

Thomas Folks
Senior Engineer, Sustainable Streets Division San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Email: tom.folks@sfmta.com
Phone: 415.701.4688
www.sfmta.com

Find us on: Facebook Twitter YouTube

-----Original Message-----
From: Summers, Ashley (BOS) [<mailto:ashley.summers@sfgov.org>]
Sent: Tuesday, April 11, 2017 11:15 AM
To: Folks, Tom <Tom.Folks@sfmta.com>
Cc: Martinsen, Janet <Janet.Martinsen@sfmta.com>; Auyoung, Dillon <Dillon.Auyoung@sfmta.com>
Subject: FW: Request for Four-way Stop Sign at Noriega and 32nd Ave

Dear Tom,

Please log a request for STOP at Noriega and 32nd.

Ashley Summers

Legislative Aide
Office of Supervisor Katy Tang
1 Dr. Carlton B. Goodlett Place, Room 244 San Francisco, CA 94102
(415) 554-7460
www.sfbos.org/tang

-----Original Message-----

From: Hodaka Kajita [mailto:hkajita@gmail.com]

Sent: Sunday, April 09, 2017 6:08 PM

To: Tang, Katy (BOS) <katy.tang@sfgov.org>

Subject: Request for Four-way Stop Sign at Noriega and 32nd Ave

Dear Supervisor Tang,

I am a resident on 32nd Ave at Noriega / Ortega. Ever since moving here about three years ago, I have been noticing a traffic problem at the intersection of 32nd and Noriega where the Wells Fargo and ABC Bakery is located.

There are stop signs on 32nd Ave but not on Noriega. Despite the lack of stop signs on Noriega, the majority of cars stop there anyway because of a severe lack of visibility due to parked cars. Additionally, because it is a high-traffic location for both cars and pedestrians, cars driving both west and east directions on Noriega are very hesitant to drive through, even though they are legally allowed to (unless there are pedestrians).

There is simply not enough visibility for cars to safely drive through without slowing down significantly, often times to a complete stop.

This is dangerous to all cars and pedestrians moving in all directions. If you're driving on 32nd Ave, where there are stop signs, you have to creep forward quite a bit onto the intersection to see incoming traffic from Noriega. Those cars on Noriega then believe they need to stop, which they don't (unless there are pedestrians).

I would like you to please consider adding a four-way stop sign. This will avoid confusion and increase safety. In addition, because it is a high traffic area for pedestrians, I would like to request the addition of a cross-walk signal or lights that pedestrians enable to notify incoming traffic. I also believe this will decrease speeding through the area (also a problem).

Thank you
Hodaka Kajita
415-261-7574

Sent from my iPhone



SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Cheryl Brinkman, *Vice-Chairman*

Gwyneth Borden, *Director*

Edward D. Reiskin, *Director of Transportation*

Malcolm Heinicke, *Director*

Joél Ramos, *Director*

Cristina Rubke, *Director*

May 4, 2017

Hodaka Kajita
hkajita@gmail.com

Dear Mr. Kajita:

Thank you for your request to install additional STOP signs at the intersection of Noriega Street and 32nd Avenue. We share your concern about traffic safety, and have conducted an investigation into the possibility of installing STOP signs at this intersection.

Upon receiving a request to evaluate an intersection for additional STOP signs, we complete a study of intersection conditions such as vehicle volumes, pedestrian volumes, sight lines, and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

Based on our investigation, we do not recommend installing STOP signs to stop Noriega Street at 32nd Avenue at this time. STOP signs are primarily used to designate the right-of-way at intersections where it may be unclear. The right-of-way of these intersections are clearly defined, as vehicles on 32nd Avenue must STOP and yield the right-of-way to vehicles on Noriega Street as it is the major vehicular approach. Our observations indicate that the vast majority of drivers comply with these right-of-way rules. These observations are further substantiated by the overall safety record of these intersections over the last five years, according to San Francisco Police Department reports.

A factor influencing our recommendation about additional STOP signs is the routing of the 7/Haight-Noriega and 7X-Noriega on Noriega Street. While the effect of one additional STOP sign may have only a small impact on delay, the cumulative effect of additional STOP signs at other intersections can degrade Muni service. The City's Transit First policy requires that we pay particular attention to Muni's service requirements, especially when an intersection operates relatively safely.

Although we cannot comply with your request for STOP signs at this time, we appreciate your concern and interest in traffic safety. If you have any other questions about this request, please contact Elizabeth Chen of my staff at (415) 646-2328.

Sincerely,

Thomas P. Folks
Senior Engineer

TF:BW:ec
17-0780

A red handwritten signature, likely of Thomas P. Folks, is written over the typed name and title.

Folks, Tom

From: Folks, Tom
Sent: Tuesday, May 16, 2017 3:09 PM
To: 'hkajita@gmail.com'
Cc: Chen, Elizabeth; Jefferis, Richard Scott; Summers, Ashley
Subject: Noriega Street and 32nd Avenue



Dear Mr. Kajita:

Thank you for your request to install additional STOP signs at the intersection of Noriega Street and 32nd Avenue. We share your concern about traffic safety, and have conducted an investigation into the possibility of installing STOP signs at this intersection.

Upon receiving a request to evaluate an intersection for additional STOP signs, we complete a study of intersection conditions such as vehicle volumes, pedestrian volumes, sight lines, and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

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Sincerely,

Thomas Folks
Senior Engineer, Sustainable Streets Division
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Email: tom.folks@sfmta.com

Phone: 415.701.4688

www.sfmta.com



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CITY AND COUNTY OF SAN FRANCISCO
 MUNICIPAL TRANSPORTATION AGENCY
TRAFFIC ENGINEERING
CITIZEN REQUEST CORRESPONDENCE



Request No.	18-1885	Section	OPS
TSC No.		Staff Assigned	EU
Director's No.		Due Date	
Mayor's No.		Neighborhood	
Requested Date	10/12/2018	School Name	
Received Date	10/16/2018	Organization	

Firm	
Requested By	Anonymous
Address	
City/State/Zip	San Francisco, CA

Letter Subject	R1
-----------------------	----

Subject Location	Work Description
32nd Avenue at Noriega Street	

Additional Correspondence		Legislation	Action	Date
From/To	Date			
		TASC		
		Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment
EU SEE LOG #18-1899. 10/31/18

Remarks

de la Fuente, Nicole

From: Olea, Ricardo
Sent: Tuesday, October 16, 2018 8:35 AM
To: de la Fuente, Nicole
Cc: Giese, Monica
Subject: 311: 32nd and Noriega

9664718

Classification

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

Associated with

[Intersection of 32ND AVE and NORIEGA ST](#)

Title

Missing/Hanging

Description

Extremely busy intersection needs 4 way stop signs. Traffic assessment requested.

Status

Open

Due Date

19 Oct 18 16:10 (3 days and 7 hours from now)

Allocated To

SFMTA - Transportation Engineering Queue

Created Date

12 Oct 18 16:10 (3 days ago)

Created by

Spot Reporter Mobile

Raised by

[\(WAP\)](#)

Priority

Very High

Severity

Very High

Internal Only

eForms

[DPT_SignRepairReplaceHighPriority](#) [edit]

CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
TRAFFIC ENGINEERING
CITIZEN REQUEST CORRESPONDENCE



Request No.	18-1899	Section	OPS
TSC No.		Staff Assigned	EC
Director's No.		Due Date	
Mayor's No.		Neighborhood	
Requested Date	10/19/2018	School Name	
Received Date	10/19/2018	Organization	

Firm	
Requested By	Armin Foroughi
Address	
City/State/Zip	San Francisco, CA

Letter Subject	R1
-----------------------	----

Subject Location	Work Description
32nd Avenue at Noriega Street	

Additional Correspondence		Legislation	Action	Date
From/To	Date			
<i>Folks / Foroughi</i>	<i>12-4-18</i>	TASC		
		Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment
EC SEE LOG #10-4583 FOR LATEST FIELD EVALUATION (COMPLETED ON 1/24/17). *7/7X 10/31/18 RUNSON NORIEGA. NO ADDITIONAL COLLISIONS SINCE PAST EVALUATION.

Remarks

de la Fuente, Nicole

From: Olea, Ricardo
Sent: Friday, October 19, 2018 9:40 AM
To: de la Fuente, Nicole
Cc: Giese, Monica
Subject: 311: 32nd and Noriega

Tracking Number is: 9692111
Oct 19 2018 12:21AM
Please print a copy for your records. You may close your browser when done.

Location Information: [Intersection of 32ND AVE and NORIEGA ST](#)

Location Description:
at the intersection

Request Details:

Category:

Request for Service
Department:

Municipal Transportation Agency (SFMTA)
Sub-Division:

Transportation Engineering

Additional Information:

Additional Request Details:

stop signs at the intersection of Noriega St when it reaches 32nd ave. when cars reach the intersection, there is a lot of traffic with cars and pedestrian and the stop sign would help alot with the traffic. for example cars have alot of trouble turning left onto 32nd.

Customer Contact Information:

First Name:

armin

Last Name:

foroughi

Primary Phone:

8186209895

Alternate Phone:

Address Number:

1719

Street Name:

32nd ave

City, State:

san francisco , ca
ZIP Code:

94122
Email:

arminforoughi1376@yahoo.com

**City and County of San Francisco
San Francisco Municipal Transportation Agency**

From 1/1/2013 to 5/31/2018

Collision Summary Report

Total Collisions: 2
Injury Collisions: 1
Fatal Collisions: 0

11/1/18

Page 1 of 1

140241560	3/22/2014	08:07	Saturday	NORIEGA ST & 32ND AVE	Ped R/W Violation	21950A	0'	Direction: Not State	Daylight	Clear	# Inj: 1	# Killed: 0
Party 1	Driver		East	Proceeding Straight		Male	Age: 52					
Veh Type:	Passenger Car	Sobriety: HNBD		Assoc Factor: Vision Obscureme	Lap/Shoulder Harness Used							
Party 2	Pedestrian		North	Proceeding Straight		Female	Age: 53					
Veh Type:	Pedestrian	Sobriety: HNBD		Assoc Factor: None Apparent								
Party 3	Pedestrian		North	Proceeding Straight		Male	Age: 23					
Veh Type:	Pedestrian	Sobriety: HNBD		Assoc Factor: None Apparent								
140243914	3/23/2014	00:05	Sunday	NORIEGA ST & 32ND AVE	Unknown		0'	Direction: Not State	Dark - Street Light	Other	# Inj: 0	# Killed: 0
Party 1	Driver		Other	Other Motor Vehicle								
Veh Type:	Driver	Sobriety: HBD Impairment Un		Assoc Factor: None Apparent								
Party 2	Parked Vehicle		Not State	Parked								
Veh Type:	Parked Vehicle	Sobriety: HNBD		Assoc Factor: Not Stated								

NO ADDITIONAL COLLISIONS PER TRAVEL SAFE

Settings for Query:
Street: 32ND AVE
Cross Street: NORIEGA ST
Intersection Related: True
Sorted By: Date and Time



October 31, 2018

Armin Foroughi
arminforoughi1376@yahoo.com

Dear Mr. Foroughi:

Thank you for your request to install additional STOP signs at the intersection of Noriega Street and 32nd Avenue.

Upon receiving a request to evaluate an intersection for additional STOP signs, we complete a study of intersection conditions such as vehicle volumes, pedestrian volumes, sight lines, and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

Based on our investigation, we do not recommend installing STOP signs to stop Noriega Street at this time. STOP signs are primarily used to designate the right-of-way at intersections where it may be unclear. The right-of-way at this intersection is clearly defined, as vehicles on 32nd Avenue must STOP and yield the right-of-way to vehicles on Noriega Street, as it is the major vehicular approach. Our observations indicate that the vast majority of drivers comply with these right-of-way rules. These observations are further substantiated by the overall safety record of this intersection over the last five years, according to San Francisco Police Department reports.

A factor influencing our recommendation about additional STOP signs is the routing of the 7-Haight/Noriega & 7X on Noriega Street. While the effect of one additional STOP sign may have only a small impact on delay, the cumulative effect of additional STOP signs at other intersections can degrade Muni service. The City's Transit First policy requires that we pay particular attention to Muni's service requirements, especially when an intersection operates relatively safely.

Although we cannot comply with your request for STOP signs at this time, we appreciate your concern and interest in traffic safety. If you have any other questions about this request, please contact Elizabeth Chen of my staff at (415) 646-2328.

Sincerely,

Thomas Folks
Senior Engineer

TF:BW gw.ec

18-1899

Folks, Tom

From: Folks, Tom
Sent: Tuesday, December 04, 2018 10:42 AM
To: 'arminforoughi1376@yahoo.com'
Cc: Chen, Elizabeth; Jefferis, Richard Scott
Subject: Noriega Street and 32nd Avenue

Dear Mr. Foroughi:

Thank you for your request to install additional STOP signs at the intersection of Noriega Street and 32nd Avenue.

Upon receiving a request to evaluate an intersection for additional STOP signs, we complete a study of intersection conditions such as vehicle volumes, pedestrian volumes, sight lines, and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

Based on our investigation, we do not recommend installing STOP signs to stop Noriega Street at this time. STOP signs are primarily used to designate the right-of-way at intersections where it may be unclear. The right-of-way at this intersection is clearly defined, as vehicles on 32nd Avenue must STOP and yield the right-of-way to vehicles on Noriega Street, as it is the major vehicular approach. Our observations indicate that the vast majority of drivers comply with these right-of-way rules. These observations are further substantiated by the overall safety record of this intersection over the last five years, according to San Francisco Police Department reports.

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Although we cannot comply with your request for STOP signs at this time, we appreciate your concern and interest in traffic safety. If you have any other questions about this request, please contact Elizabeth Chen of my staff at (415) 646-2328.

Sincerely,

Thomas Folks
Senior Engineer
Sustainable Streets Division



Office 415.701.4688

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

CITY AND COUNTY OF SAN FRANCISCO
 MUNICIPAL TRANSPORTATION AGENCY
TRAFFIC ENGINEERING
 CITIZEN REQUEST CORRESPONDENCE



Request No.	19-0691	Section	OPS
TSC No.		Staff Assigned	SQ
Director's No.		Due Date	BOB 60 DAYS
Mayor's No.		Neighborhood	
Requested Date	7/10/2019	School Name	
Received Date	7/10/2019	Organization	

Firm	Office of Supervisor Gordon Mar, District 4
Requested By	Edward Wright
Address	
City/State/Zip	San Francisco, CA
Letter Subject	R1

Subject Location	Work Description
32nd Avenue at Noriega Street	

Additional Correspondence		Legislation	Action	Date
From/To	Date			
Folks/Wright	11.19.19	TASC		
		Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment
NO changes recommended at this time. (SQ 11/19/19) WO 19-0741 submitted to paint white seg on all crosswalks 311 submitted a refresh red zone

Remarks

de la Fuente, Nicole

From: Olea, Ricardo
Sent: Wednesday, July 10, 2019 12:48 PM
To: de la Fuente, Nicole
Cc: Martinsen, Janet; Wright, Edward (BOS); Woo, Bryant; Giese, Monica
Subject: RE: 4-Way Stop Request: 32nd Avenue & Noriega

Nicole – Please log in to Corlog and Salesforce (BW, D4). Thanks, Ricardo

From: Martinsen, Janet
Sent: Wednesday, July 10, 2019 12:42 PM
To: Wright, Edward (BOS) <edward.w.wright@sfgov.org>
Cc: Olea, Ricardo <Ricardo.Olea@sfmta.com>
Subject: RE: 4-Way Stop Request: 32nd Avenue & Noriega

Thanks for letting us know Edward. Ricardo Olea's team will review this request and reply with the outcome once the review is complete. The investigation can take up to 60 days.

Janet

Janet L. Martinsen
Local Government Affairs Liaison
Government Affairs Division



Office 415.646.2302
Mobile 415.994.3143

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



From: Wright, Edward (BOS) <edward.w.wright@sfgov.org>
Sent: Wednesday, July 10, 2019 12:15 PM
To: Martinsen, Janet <Janet.Martinsen@sfmta.com>
Subject: 4-Way Stop Request: 32nd Avenue & Noriega

Hi Janet,

We've received a constituent request for installing a 4-way stop at 32nd Avenue & Noriega. Given that this intersection is located on a commercial corridor, has high pedestrian foot traffic, and is frequented by many pedestrian children and seniors, we would like to support this request and see it move forward. If you could let us know if this is possible that would be much appreciated.

Thanks!

Edward Wright

Legislative Aide

Office of Supervisor Gordon Mar, District 4

(415) 554-7464



London Breed, Mayor

Cheryl Brinkman, Chairman

Malcolm Heinicke, Vice Chairman

Gwyneth Borden, Director

Lee Hsu, Director

Cristina Rubke, Director

Art Torres, Director

Edward D. Reiskin, Director of Transportation

November 19, 2019

Edward Wright

edward.w.wright@sfgov.org

cc: Bryant Woo, Janet Martinsen (janet.Martinsen@sfmta.com)

Dear Mr. Wright:

Thank you for your request to install additional STOP signs at the intersection of 32nd Avenue and Noriega Street.

Upon receiving a request to evaluate an intersection for additional STOP signs, we complete a study of intersection conditions such as vehicle volumes, pedestrian volumes, sight lines, and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

Based on our investigation, we do not recommend installing STOP signs to stop Noriega Street at this time. STOP signs are primarily used to designate the right-of-way at intersections where it may be unclear. The right-of-way at this intersection is clearly defined, as vehicles on 32nd Avenue must STOP and yield the right-of-way to vehicles on Noriega Street, as it is the major vehicular approach. Our observations indicate that the vast majority of drivers comply with these right-of-way rules. These observations are further substantiated by the overall safety record of this intersection over the last five years, according to San Francisco Police Department reports.

A factor influencing our recommendation about additional STOP signs is the routing of the 7-Haight/Noriega as well as the 7X-Noriega Express on Noriega Street. While the effect of one additional STOP sign may have only a small impact on delay, the cumulative effect of additional STOP signs at other intersections can degrade Muni services. The City's Transit First policy requires that we pay particular attention to Muni's service requirements, especially when an intersection operates relatively safely.

However, we will be updating all the crosswalks at 32nd Avenue and Noriega Street to new high-visibility continental crosswalks. We have asked our Paint Shop to install the changes as soon as their scheduling permits.



London Breed, Mayor

Cheryl Brinkman, Chairman

Malcolm Heinicke, Vice Chairman

Gwyneth Borden, Director

Lee Hsu, Director

Cristina Rubke, Director

Art Torres, Director

Edward D. Reiskin, Director of Transportation

We appreciate your concern and interest in traffic safety. If you have any other questions about this request, please contact Simon Qin of my staff at (415) 646-2339.

Sincerely,

Thomas Folks
Senior Engineer

TF.BW:al:sq
19-0691



SFMTA TRAFFIC ENGINEERING STOP SIGN CHECKLIST

STREET A: Noriega Street **BY:** SQ
STREET B: 32nd Avenue
REQUESTED STREET(S) TO BE STOPPED: Noriega Street
DATE OF FIELD OBSERVATIONS: 10/31/2019

1. PREVIOUS CORRESPONDENCE

· Number of related letters within last five years: 5

2. TRAFFIC VOLUMES

· Previous 24-hour machine traffic counts? Yes No
 · Street A ten minute ADT estimate (10 min. off-peak volume x 6 x 20): 8280
 · Street B ten minute ADT estimate (10 min. off-peak volume x 6 x 20): 720
 · Time of ten minute count: 2:27 PM

3. INTERSECTION COLLISIONS

· Five-year intersection reported collision total: Total 0 Rate 0
 · Five-year intersection collisions correctable by STOP: Total 0 Injury 0
 · Three or more injury correctable collisions in a 12 month period? Yes No
 (“Correctable” includes right-angle, right turn, left turn, and pedestrian collisions)

4. FIELD CONDITIONS

· Sketch of intersection with street widths, striping, grades, parking, obstructions, etc.
 · Check for adequate stopping sight distances
 · Check condition of striping, STOP pavement markings, STOP signs, red curbs, etc.

5. AREA CONDITIONS

· Attach map with approaching traffic controls or STOP sign patterns
 · Speed limit of street to be stopped: 25 MPH
 · Area type: Residential Commercial Industrial
 · Is the street to be stopped a designated major or minor arterial? Yes No
 · Does the street to be stopped carry a bus or rail transit route? Yes No
 If Yes, affected transit route(s): 7-Noriega, 7X-Noriega Express

6. PEDESTRIANS

· Estimated 10 minute pedestrian volume crossing street to be stopped: 31
 · Check for adequate traffic gaps for pedestrians to cross
 · Check for potential pedestrian traffic generators in the area
 · Five-year intersection collisions involving pedestrians Total 0

7. SCHOOLS

· Is the intersection a designated school crossing (yellow crosswalk)? Yes No
 If Yes, Name _____ Type _____

8. ALTERNATIVES TO STOP SIGNS

· Check for possible red curbs, tall vehicle restrictions, additional signs, etc.
 · If the street to be stopped is a major traffic street, consider traffic signals review

STOP SIGN INSTALLATION FIELD CHECKLIST (If recommended only)

· Will tree trimming be necessary for new STOP sign visibility? Yes No
 · Will “STOP Ahead” signs be necessary for new STOP signs? Yes No
 · Any parking and height restrictions that should be modified? Yes No
 · “SLOW SCHOOL XING” markings or warning signs to be removed? Yes No

NOTE: Every intersection is unique. This list is not intended to take the place of independent observation and analysis. (Form Revised 3/2009)

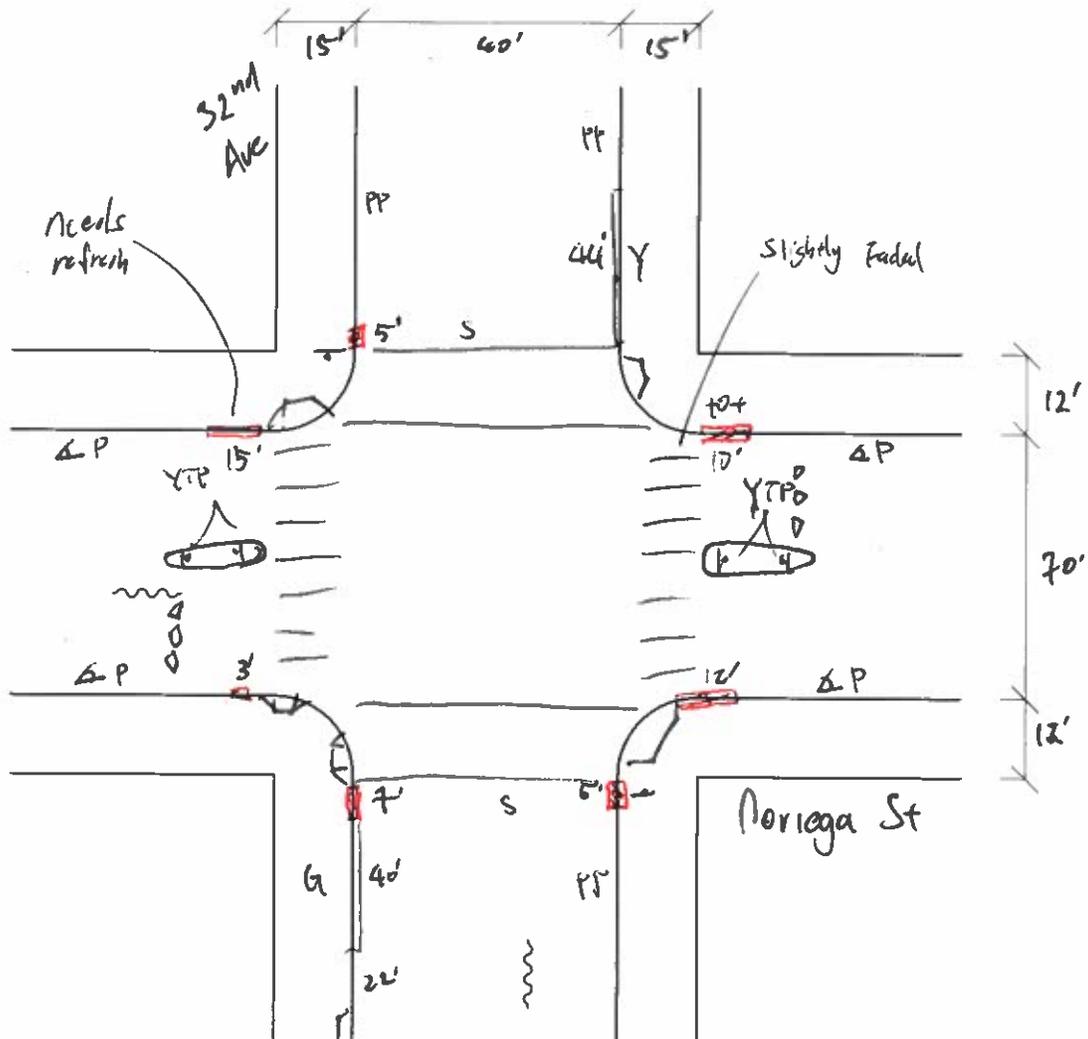
Intersection: 32nd Ave/Noriega St Request No.: 19-0691

Date: 10/31/19 Day: Th Time: 2:27 PM By: SC Weather: Clr

32nd Av		Noriega		Pedestrians Crossing
Southbound	Northbound	Eastbound	Westbound	
Total: <u>3</u>	Total: <u>3</u>	Total: <u>40</u>	Total: <u>29</u>	Total: <u>40</u>
ADT: <u>720</u>		ADT: <u>8280</u>		

Field Notes:
 - Slow moving veh
 - Adequate gaps

- Legend:**
- RC = Red Curb
 - YC = Yellow Curb
 - R1 = Stop Sign
 - PP = Parallel Parking
 - AP = Angled Parking
 - BS = Bus Stop
 - NP = No Parking Allowed
 - CR = Curb Ramp
 - R1-2 = Yield Sign
 - CW = Crosswalk
 - +O+ = Fire Hydrant
 - DW = Driveway
 - Painted Curb
 - Grade (Average)
 - STOP Sign



Not to Scale

Incident Number	Date of Incident	Incident Type	Division	Line Number	Location On	Location At	Charge
<input type="text"/>	<input type="text" value="9/1/2014"/> <input type="text" value="9/30/2019"/>	Collision	All	All	32	norlega	<input type="text"/>

Choose Displayed Columns

Incident Number	Date of Incident	Incident Type	Division	Line Number	Location On	Location At	Charge
<input type="text"/>	<input type="text" value="9/1/2014"/> <input type="text" value="9/30/2019"/>	Collision	All	All	norlega	32	<input type="text"/>

Choose Displayed Columns

TransBASE Internal Dashboard

Geographic Extent: 27679000: NORIEGA ST at 32ND AVE
 Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
 Data Range: 07/01/2014 to 06/30/2019
 Pull Date: 11/1/2019

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	Lighting
None																			

TransBASE Internal Dashboard

Geographic Extent: 27679000: NORIEGA ST at 32ND AVE

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

Data Range: 07/01/2014 to 06/30/2019

Pull Date: 11/1/2019

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 11/1/2019
Collision Level: Injury Collisions
Boundary: 27679000: NORIEGA ST at 32ND AVE
Collision Dates: 07/01/2014 to 06/30/2019
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

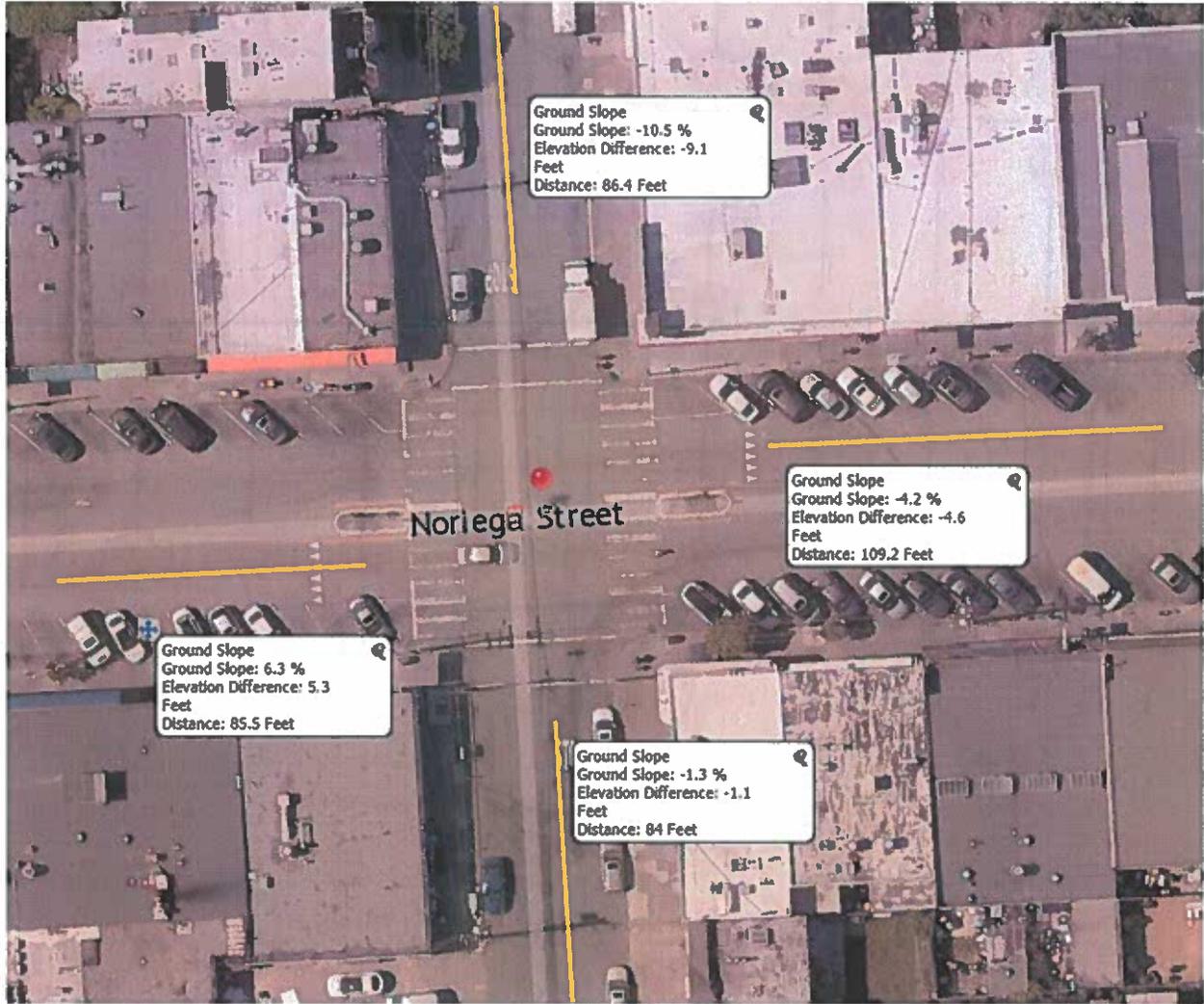
Victim Filters

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

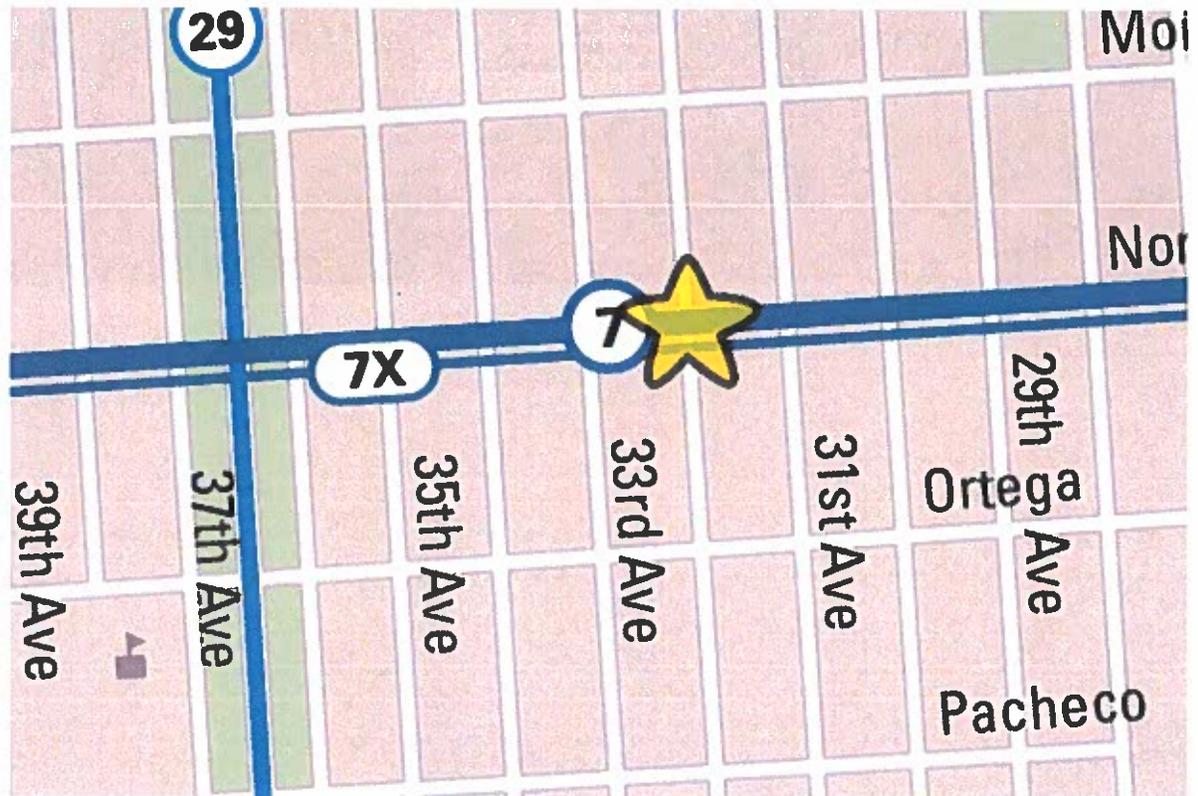
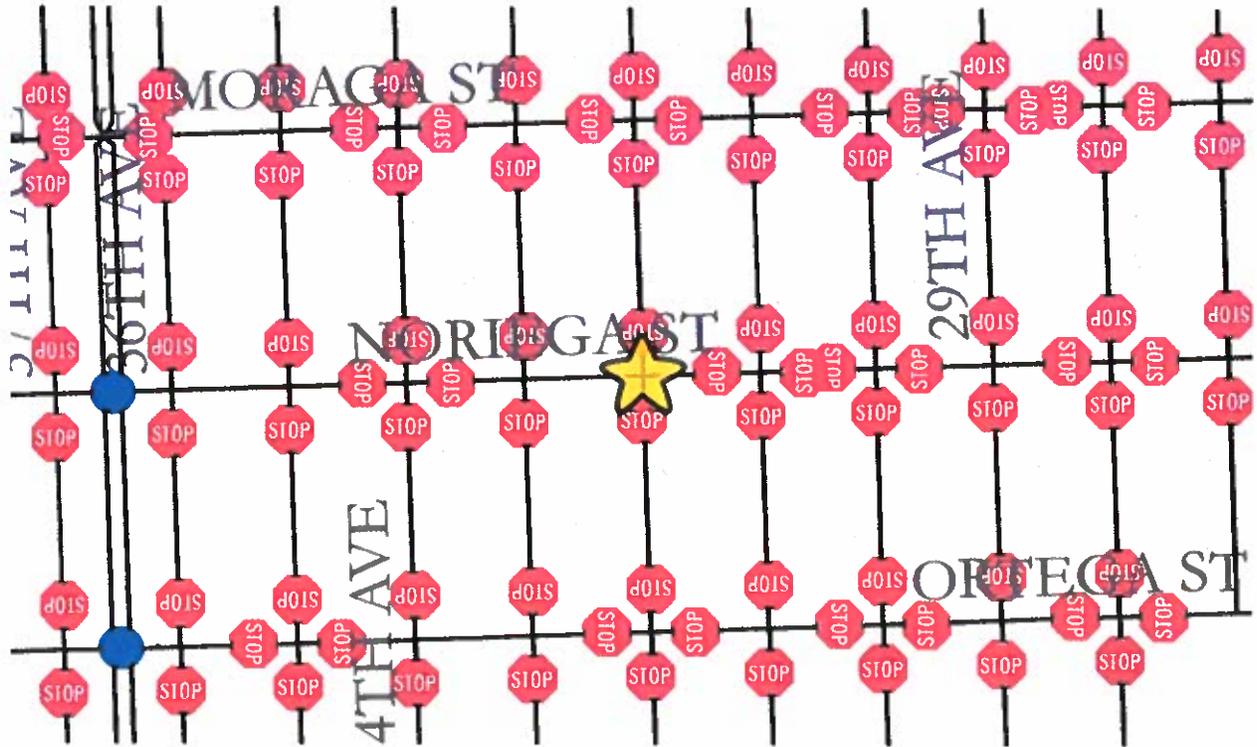
Environmental Filters

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

Log 19-0691 32nd Avenue and Noriega Street

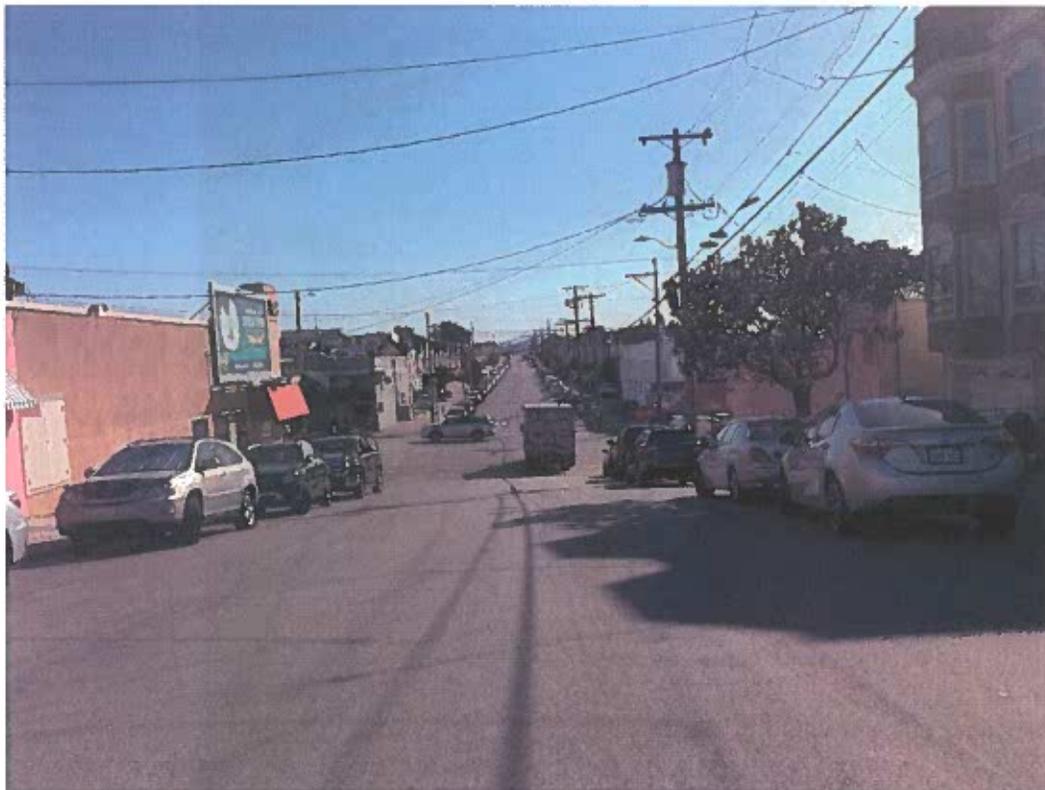


Log 19-0691 32nd Avenue and Noriega Street



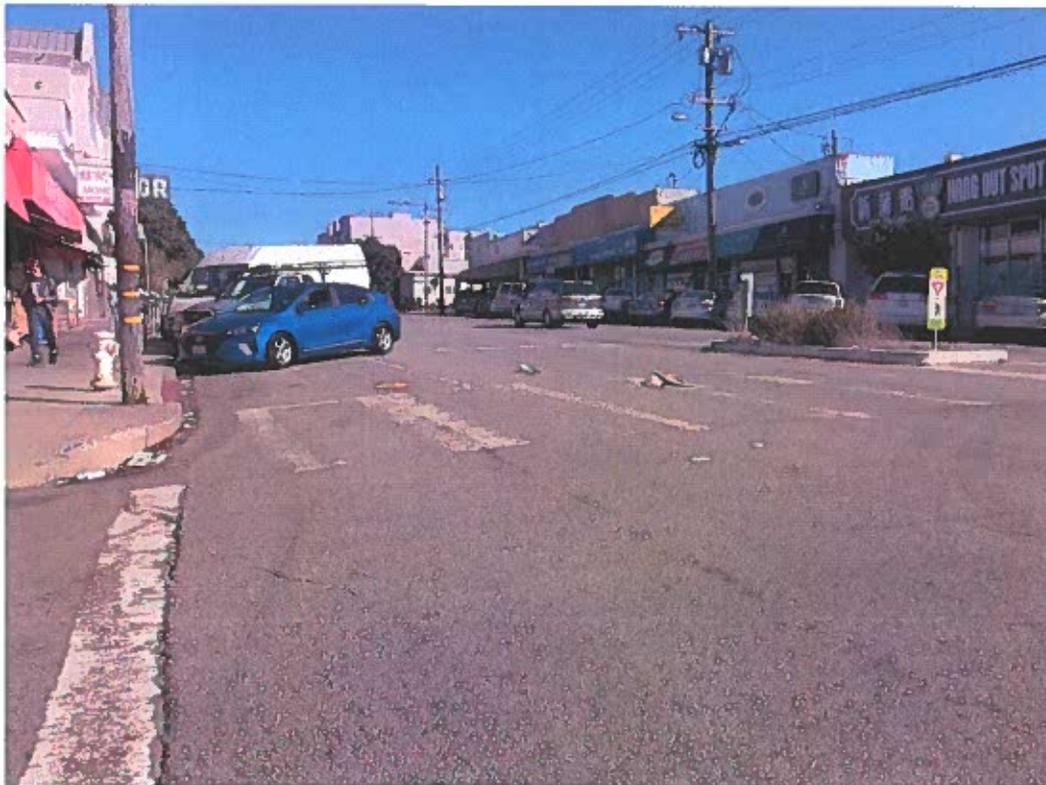


Eastbound Noriega Street 150' west of 32nd Avenue (Photo taken on 10/31/2019)

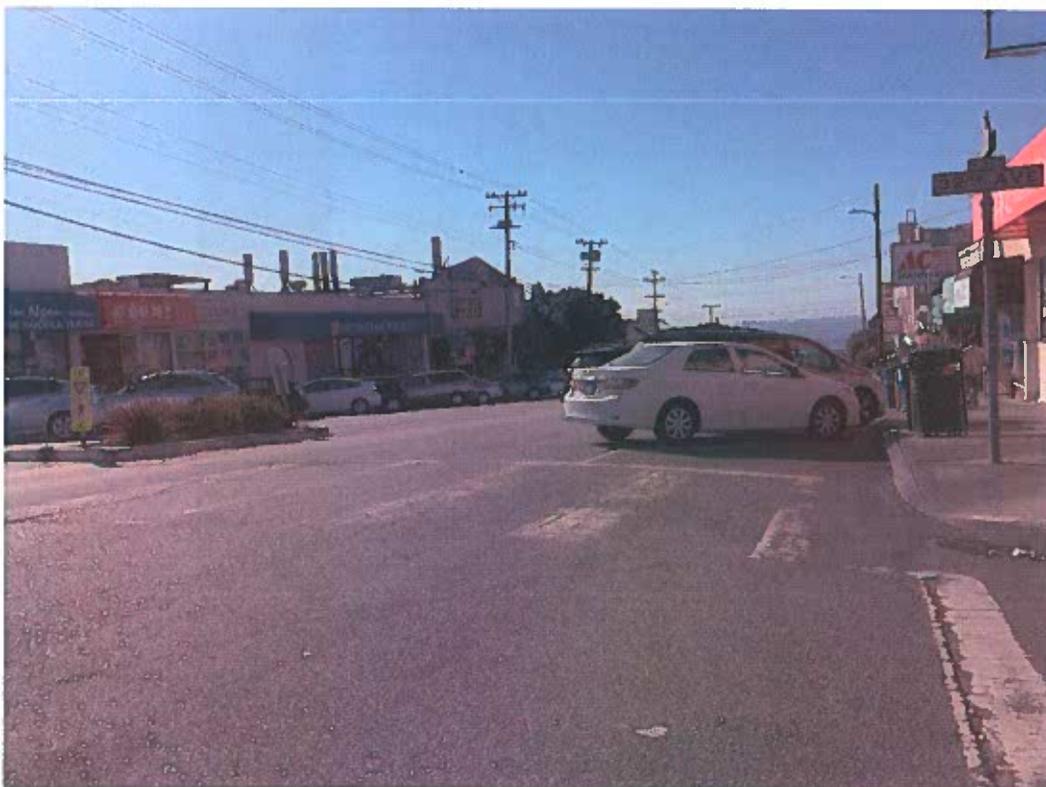


Southbound 32nd Avenue 150' north of Noriega Street (Photo taken on 10/31/2019)

Log 19-0691 32nd Avenue and Noriega Street



Southbound 32nd Avenue at Noriega Street looking east (Photo taken on 10/31/2019)

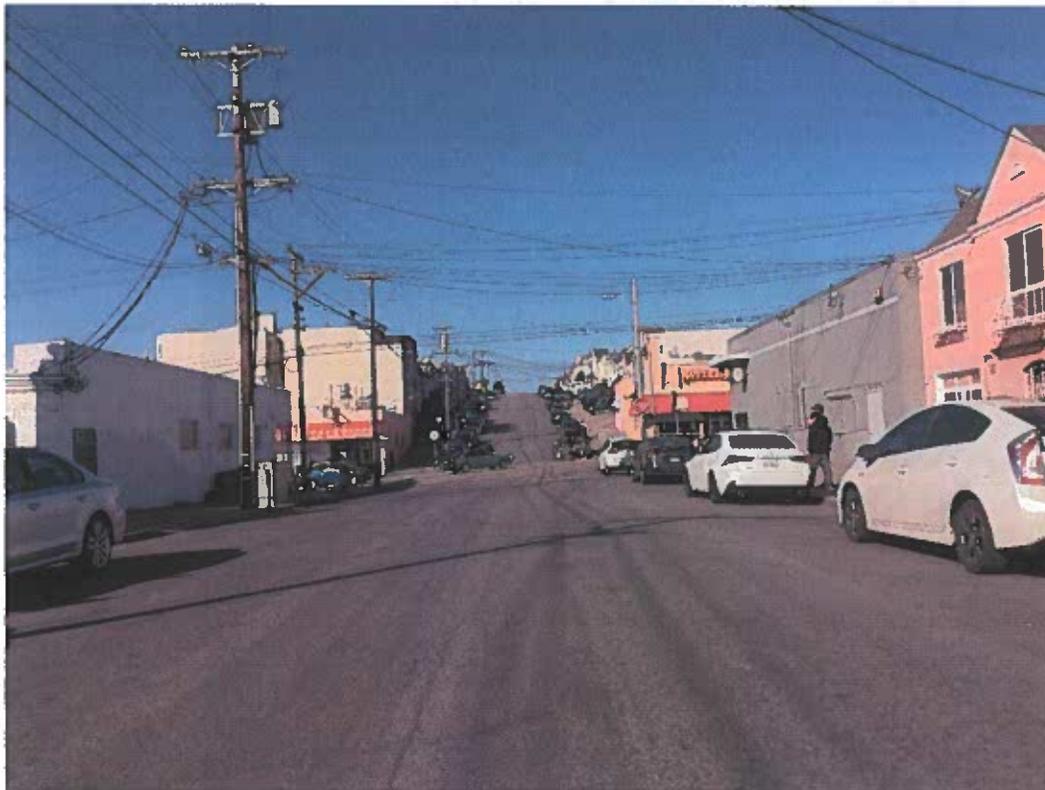


Southbound 32nd Avenue at Noriega Street looking west (Photo taken on 10/31/2019)

Log 19-0691 32nd Avenue and Noriega Street



Westbound Noriega Street 150' east of 32nd Avenue (Photo taken on 10/31/2019)

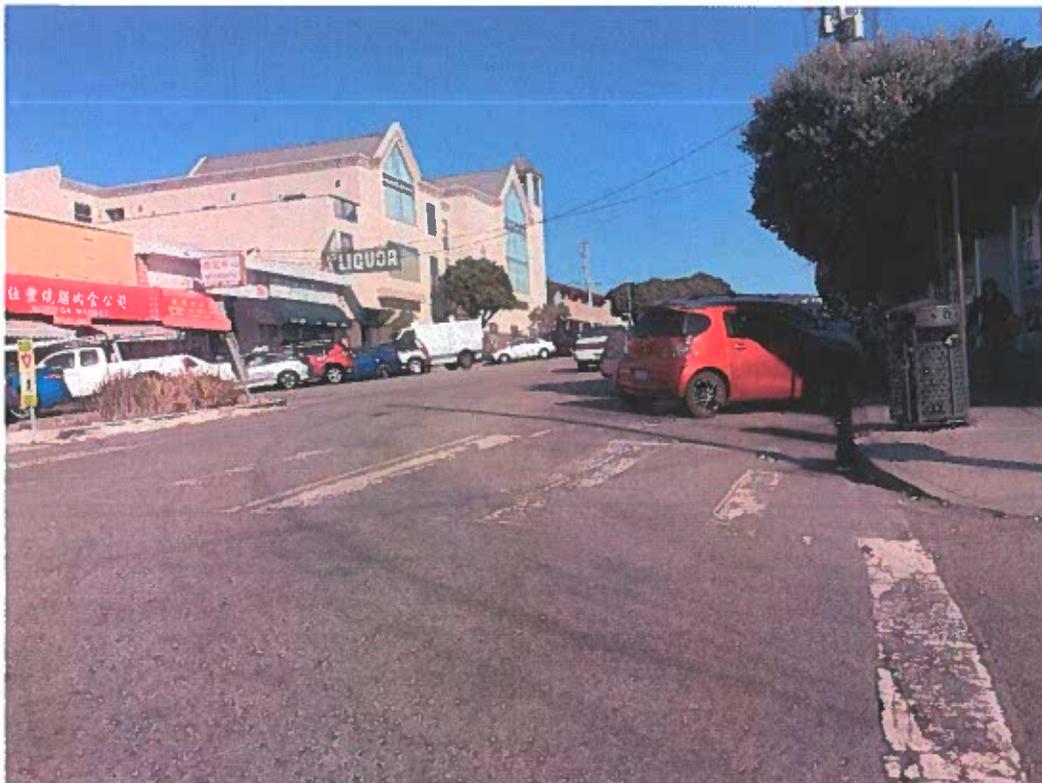


Northbound 32nd Avenue 150' south of Noriega Street (Photo taken on 10/31/2019)

Log 19-0691 32nd Avenue and Noriega Street



Northbound 32nd Avenue at Noriega Street looking west (Photo taken on 10/31/2019)



Northbound 32nd Avenue at Noriega Street Looking east (Photo taken on 10/31/2019)

Curb & Sidewalk Issues at 2500 Noriega St Outer Sunset

Report was submitted. x

SUBMITTED less than a minute ago

Please refresh 15' red zone fronting 2500 Noriega Street

Nature of Request: Color Curb - Faded/Defaced

Location	Notes
----------	-------



https://maps.google.com/maps?ll=37.7538495,-122.49066419999997&hl=en&gl=US&map_t=Map&sa=Q&oi=Map

address: 2500 Noriega St Outer Sunset

coordinates x,y: 5986201.655255659, 2103076.2423637686

coordinates lat,lng: 37.7538495, -122.49066419999997

(<https://www.google.com/maps/place/37.7538495,-122.49066419999997>)



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Sustainable Streets
Work Order Form (1/2018)

Log No. 19-8741
Date: 11/19/2019

PY

From: Simon Qin Phone: 415.646.2339 Res/Dir#:
Section: Operations Section Head: Tom Folks Priority: Routine

Project ID: Operating Expiration Date: Vision Zero
To: Curb Painting Activity ID Combo Code for \$
Meter Shop Activity ID Combo Code for \$
[X] Paint Shop Activity ID 686019 Combo Code for \$
Sign Shop Activity ID Combo Code for \$

Lead Coordinator: Curbs Meters Paint Signs Engineering Signal (SRC):

Location: 32nd Ave and Noriega St

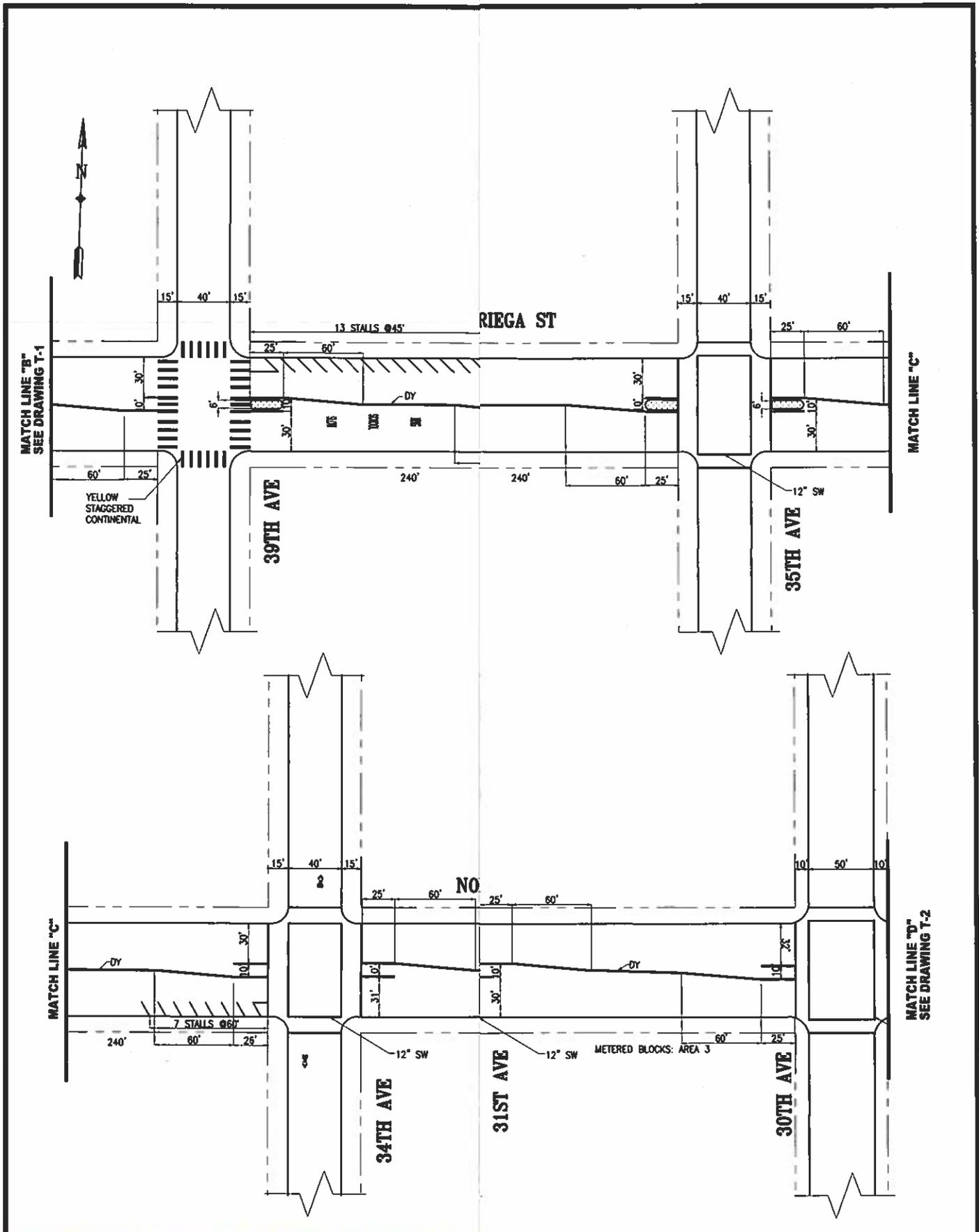
Subject: Paint Crosswalks

- 1. Paint White Staggered Continental Crosswalks
a. 32nd Ave and Noriega St, north and south side
2. Refresh White Staggered Continental Crosswalks
a. 32nd Ave and Noriega St, east and west side

Attachments: STR-7751.1

When completed notify:

For Shop Use:
Completed by: Date completed:
Field checked by: Date field checked:



NO.	DATE	DESCRIPTION	BY
1	06/18/09	ADDED PEDESTRIAN REFUGE ISLANDS	D PROVENCE
2	01/15/10	INSTALL ADDITIONAL ANGLE PARKING STALL AT 38TH AVE	T ABDALLAH
3	02/28/11	ADDED WHITE STAGGS, CONT'L. X-WALK & YIELD LINES @ 32ND	C REAM
4	12/13/10	CHANGED CL & X-WALKS TO YELL STAG. CONT'L @ 39TH & 38TH	C REAM
5	08/16/16	UPGRADED TO WHITE STAGGERED CONTINENTALS @ SUNSET	A UY
6	08/16/16	ADDED WHITE STAGG AT 32ND AVE, NORTH AND SOUTH SIDE	S QIN

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

TRAFFIC STRIPING

NORIEGA STREET
40TH AVENUE TO 30TH AVENUE

CONTRACT NO.
DRAWING NO. STR-7751.1
FILE NO.
REV. NO. 7

FILE NAME: B06-STD2.DWG
DATE: --/--/--
ORIGIN: SECTION
SCALE FACTOR: X0
PLOT SCALE: 1=1
EXTERNAL REFERENCES: XREFS
FONTS USED: FONTS

Folks, Tom

From: Folks, Tom
Sent: Tuesday, November 19, 2019 2:21 PM
To: Wright, Edward (BOS)
Cc: Woo, Bryant; Qin, Simon; Jefferis, Richard Scott; Martinsen, Janet
Subject: 32nd Avenue and Noriega Street

Dear Mr. Wright:

Thank you for your request to install additional STOP signs at the intersection of 32nd Avenue and Noriega Street.

Upon receiving a request to evaluate an intersection for additional STOP signs, we complete a study of intersection conditions such as vehicle volumes, pedestrian volumes, sight lines, and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

Based on our investigation, we do not recommend installing STOP signs to stop Noriega Street at this time. STOP signs are primarily used to designate the right-of-way at intersections where it may be unclear. The right-of-way at this intersection is clearly defined, as vehicles on 32nd Avenue must STOP and yield the right-of-way to vehicles on Noriega Street, as it is the major vehicular approach. Our observations indicate that the vast majority of drivers comply with these right-of-way rules. These observations are further substantiated by the overall safety record of this intersection over the last five years, according to San Francisco Police Department reports.

A factor influencing our recommendation about additional STOP signs is the routing of the 7-Haight/Noriega as well as the 7X-Noriega Express on Noriega Street. While the effect of one additional STOP sign may have only a small impact on delay, the cumulative effect of additional STOP signs at other intersections can degrade Muni services. The City's Transit First policy requires that we pay particular attention to Muni's service requirements, especially when an intersection operates relatively safely.

However, we will be updating all the crosswalks at 32nd Avenue and Noriega Street to new high-visibility continental crosswalks. We have asked our Paint Shop to install the changes as soon as their scheduling permits.

We appreciate your concern and interest in traffic safety. If you have any other questions about this request, please contact Simon Qin of my staff at (415) 646-2339.

Sincerely,

Thomas Folks
Senior Engineer
Sustainable Streets Division



Office 415.701.4688

San Francisco Municipal Transportation Agency

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



CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
TRAFFIC ENGINEERING
CITIZEN REQUEST CORRESPONDENCE



Request No.	20-1531	Section	OPS
TSC No.		Staff Assigned	ROBLES, FELIPE
Director's No.		Due Date	
Mayor's No.		Neighborhood	
Requested Date	4/5/2020	School Name	
Received Date	4/8/2020	Organization	

Firm	Supervisor Mar
Requested By	
Address	
City/State/Zip	San Francisco, CA
Letter Subject	R1 and Other

Subject Location	Work Description
32nd Avenue at Noriega Street	

Additional Correspondence		Legislation	Action	Date
From/To	Date			
		TASC		
		Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment

Remarks

From: [Tanner, Britt](#)
To: [de la Fuente, Nicole](#)
Cc: [Robles, Felipe](#); [Olea, Ricardo](#); [Velasco, Manito](#)
Subject: FW: stop sign / ped beacon request for 32nd/Noriega
Date: Wednesday, April 8, 2020 7:50:03 AM

Please log in stop sign / ped beacon request for 32nd/Noriega from Supervisor Mar and assign to Felipe Robles.

Thanks.

Britt

On Apr 5, 2020, at 6:24 PM, Angotti, Kathryn <Kathryn.Angotti@sfmta.com> wrote:

Hello,

I hope you enjoyed your weekends. Tom met with Supervisor Mar and Edward Wright last Thursday. He had several requests related pedestrian activated crossings, stop signs, and bike share.

Car Free Great Highway - The supervisor appreciates the guidance from the Health Officer. Tom advised that road closures may be something the City considers as tools in the future.

D4 Daylighting - Our paint shops are prioritizing safety projects and construction support. We have not worked on day-lighting projects for three weeks. We hope to resume this work in late April but we must wait and see. It will be a priority when we resume work.

Bay Wheels Expansion – Constituents complained that handicap parking was removed to place a dock near Geary and Kaiser Hospital and the Supervisor wanted to know whether this was true and why? When can we start bike share installation efforts again? **Adrian, can you please follow up on these two questions.**

Request for Stop Signs and Pedestrian Activated Crossings

Request for Stop Signs and Pedestrian Activated Crossings

The Supervisor thinks the pedestrian activated crossing on 20th and Judah is great

and wanted to see if they can also be installed on:

30th (or 32nd) & Noriega

20th & Taraval

The Supervisor receive a letter from a middle school student who reported they were almost run over twice at the 30th/32nd Noriega intersection. Edward said that they previously requested a stop sign at 32nd and Noriega and MTA staff advised that a four-way stop wasn't appropriate, the safety record wasn't sufficient and the 7 MUNI line ran down the street. MTA did update the crosswalks. They wanted us to look at the intersection again and see if a PAC was appropriate.

Tom explained that the PACs are more expensive and would require NTIP or CR funds. Ricardo – are these intersections viable candidates for PAB or would we need a to conduct a study? How do you suggest responding to this request?

The Supervisor wanted us to look at installing stop signs at the following locations.

He reported that collisions occurred at both intersections recently. Ricardo

41st & Rivera

38th & Rivera

Muni Fares – The Supervisor appreciated a recent discussion he had with Jeff who informed him of the looming budget hole. He didn't provide more information on his position on Sup. Preston's resolution. With respect to his resolution calling for a pause on fare collection during the shelter in place to protect drivers, Jeff informed the Supervisor advised that MTA allows drivers the discretion to not collect cash fares. He did not confirm whether he will change his position. FYI Joel/Viktoriya

Taxis – The Supervisor was very interested in how the MTA could integrate taxi's into MUNI transit systems to supplement MUNI service. He wanted to know if this had seriously considered and what we're doing about it. He asked about how we could create a single dispatch program. Tom stated that this would require the drivers to get involved but may be something we re-visit. Mar is interested in exploring these ideas. The Supervisor wasn't expecting a response but if there is anything you've been working on or plan to work on regarding this issue, we could consider sharing it with them. FYI Kate

Farmers Market on 37th between Ortega and Pacheco – The Supervisor wanted to

give staff a heads up that they plan to permanently close this block to vehicle traffic for a Sunday Farmer's Market and as a new location for Playland (currently sited on 43rd Ave). Playland needs to move by the end of the year before construction begins on the site for another project. The Supervisor plans to pursue a Places for People Permit and may also apply for a permit for a longer shutdown through ISCOTT. They will start closing the street for farmer's markets and then will likely pursue a longer shut down through ISCOTT. FYI

Best,
Katie



Request No.	21-2634	Section	OPS
TSC No.		Staff Assigned	
Director's No.		Due Date	
Mayor's No.		Neighborhood	
Requested Date	11/12/2021	School Name	
Received Date	11/15/2021	Organization	

Firm	
Requested By	Christine Lehn
Address	
City/State/Zip	San Francisco, CA

Letter Subject	R1
-----------------------	----

Subject Location	Work Description
32nd Avenue at Noriega Street	

Additional Correspondence		Legislation	Action	Date
From/To	Date			
		TASC		
		Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment

Remarks

From: [Olea, Ricardo](#)
To: [de la Fuente, Nicole](#)
Cc: [Tsui, Eddie](#)
Subject: 311: 32nd and Noriega
Date: Monday, November 15, 2021 2:39:28 PM

Ref	14607621
Classification	MTA >> DPT >> Sign Repair or Replace High Priority
Associated with	Intersection of 32ND AVE and NORIEGA ST
Title	Other
Description	Please make this a 4 way stop, It?s very busy with pedestrian and car traffic. It?s scary to cross either on foot or in a car .
Status	Open
Due Date	22 Nov 21 08:30 (6 days and 17 hours from now)
Allocated To	SFMTA - Transportation Engineering Queue
Created Date	12 Nov 21 22:11 (2 days ago)
Created by	Spot Reporter Mobile
Raised by	christine lehn (Web) chrissy.lehn@gmail.com
Priority	Very High

CITY AND COUNTY OF SAN FRANCISCO
 MUNICIPAL TRANSPORTATION AGENCY
TRAFFIC ENGINEERING
CITIZEN REQUEST CORRESPONDENCE



Request No.	17-0701	Section	OPS
TSC No.		Staff Assigned	SK
Director's No.		Due Date	
Mayor's No.		Neighborhood	

Requested Date	4/5/2017	School Name	
Received Date	4/5/2017	Organization	

Firm	
Requested By	Gordon Lee
Address	
City/State/Zip	San Francisco, CA

Letter Subject	R1
-----------------------	----

Subject Location	Work Description
24th Avenue at Judah Street	

Additional Correspondence		Legislation	Action	Date
From/To	Date			
Folks/Lee	5.16.17	TASC		
		Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment

4/28/17 - Do not recommend STOP signs. Recommend red zones at southwest and northeast corners of the intersection. SK

Remarks

Wong, Arland

From: Olea, Ricardo
Sent: Wednesday, April 05, 2017 2:24 PM
To: Wong, Arland
Subject: 311: Judah and 24th Ave

Top of Form

Date / Time: 2017-04-05 09:02:18.96

Service Request Number: 7011931

Request for City Services

CUSTOMER CONTACT INFORMATION:

Name: Gordon Lee
Phone: 415-279-3669
Address: 1406 24th Ave SF 94122
Email: gordon.lee@me.com

DEPARTMENTS:

Department: * Municipal Transportation Agency (SFMTA)
Sub-Division: * Parking and Traffic - Other

Department Service Levels:

The City's goal is to respond to these types of requests within 7-21 calendar days; 21 days for request for service; 7 days for all other categories.

PROPERTY ADDRESS:

Point of Interest: INTERSECTION
Street Number: 24TH AVE
Street Name: JUDAH ST
Street Name 2: SAN FRANCISCO
City: 94122
ZIP Code: 5988663
X coordinate: 2105797
Y coordinate: 37.7614634345717
Latitude: -122.482351733878
Longitude:
CNN:

Unverified Address:

ADDITIONAL LOCATION INFORMATION:

Location Description: **Westbound & Eastbound Judah & 24th Ave**
(e.g. 600-block of Market St. or in front of Main Library entrance)

REQUEST DETAILS:

Nature of Request:* **Request for Service**

ADDITIONAL REQUEST DETAILS:

Additional Request Details: * **Customer request new stop sign on the westbound & eastbound on Judah Street & 24th Avenue.**

BACK OFFICE USE ONLY

Source Agency Request Number:
Responsible Agency Request Number:
Service Request Work Status:
Work Status Updated:
Media URL:

Submit Cancel

Bottom of Form



SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Cheryl Brinkman, *Vice Chairman*

Gwyneth Borden, *Director*

Malcolm Heinicke, *Director*

Lee Hsu, *Director*

Joél Ramos, *Director*

Cristina Rubke, *Director*

Edward D. Reiskin, *Director of Transportation*

April 28, 2017

Gordon Lee, gordon.lee@me.com

Dear Mr. Lee:

Thank you for your request to install STOP signs at the intersection of Judah Street and 24th Avenue.

We share your concern about traffic and pedestrian safety and have conducted an investigation into the possibility of installing STOP signs at this intersection. Upon receiving a request to evaluate an intersection for additional STOP signs, we complete a study of intersection conditions such as vehicle volumes, sight lines, and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

Based on our investigation, we do not recommend installing STOP signs to stop Judah Street at 24th Avenue at this time. STOP signs are primarily used to designate the right-of-way at intersections where right-of-way may be unclear. This intersection is presently controlled by the STOP signs on 24th Avenue, thus vehicles on this street must stop and yield the right-of-way to traffic on the crossing street. To help to clarify the right-of-way, we recommend installing "Cross Traffic Does Not Stop" signs below the existing STOP signs on 24th Avenue. On your behalf, we have sent a work order to our Sign Shop to install these signs as soon as scheduling permits.

A factor influencing our recommendation about additional STOP signs is the routing of Muni's N Judah on Judah Street. While the effect of one additional STOP sign may have only a small impact on delay, the cumulative effect of additional STOP signs at other intersections can degrade Muni service. The City's Transit First policy requires that we pay particular attention to Muni's service requirements.

Additionally, because visibility may be limited somewhat by vehicles parked at the corners of Judah Street and 24th Avenue, we recommend installing two red zones at the northeast and southwest corners of the intersection. These red zones will set parked vehicles further back from the intersection improving both motorist's sight lines and visibility for pedestrians entering Judah Street.

Although we are unable to comply with your request, we appreciate your concern and interest in traffic safety. If you have any other questions, please contact Saranya Konala of my staff at 415-646-2125.

Sincerely,

Thomas P. Folks
Senior Engineer

TP:BW:sk
17-0701

A red handwritten mark, possibly initials or a signature, located below the typed name and contact information.

SFMTA TRAFFIC ENGINEERING STOP SIGN CHECKLIST

STREET A: JUDAH STREET **BY:** SK
STREET B: 24TH AVENUE
REQUESTED STREET(S) TO BE STOPPED: JUDAH STREET
DATE OF FIELD OBSERVATIONS: 4/19/2017

1. PREVIOUS CORRESPONDENCE

• Number of related letters within last five years: 0

2. TRAFFIC VOLUMES

• Previous 24-hour machine traffic counts? Yes No
 • Street A ten minute ADT estimate (10 min. off-peak volume x 6 x 20): 4800
 • Street B ten minute ADT estimate (10 min. off-peak volume x 6 x 20): 3360
 • Time of ten minute count: 1:26 PM

3. INTERSECTION COLLISIONS

• Five-year intersection reported collision total: Total 6 Rate 0.40 (0.33 correctable)
 • Five-year intersection collisions correctable by STOP: Total 5 Injury 5 correctable (6 total)
 • Three or more injury correctable collisions in a 12 month period? Yes No
 ("Correctable" includes right-angle, right turn, left turn, and pedestrian collisions)

4. FIELD CONDITIONS

• Sketch of intersection with street widths, striping, grades, parking, obstructions, etc.
 • Check for adequate stopping sight distances
 • Check condition of striping, STOP pavement markings, STOP signs, red curbs, etc.

5. AREA CONDITIONS

• Attach map with approaching traffic controls or STOP sign patterns
 • Speed limit of street to be stopped: 25 MPH
 • Area type: Residential Commercial Industrial
 • Is the street to be stopped a designated major or minor arterial? Yes No
 • Does the street to be stopped carry a bus or rail transit route? Yes No
 If Yes, affected transit route(s): N-JUDAH, NX-JUDAH EXPRESS

6. PEDESTRIANS

• Estimated 10 minute pedestrian volume crossing street to be stopped: 3
 • Check for adequate traffic gaps for pedestrians to cross
 • Check for potential pedestrian traffic generators in the area
 • Five-year intersection collisions involving pedestrians Total 0

7. SCHOOLS

• Is the intersection a designated school crossing (yellow crosswalk)? Yes No
 If Yes, Name _____ Type _____

8. ALTERNATIVES TO STOP SIGNS

• Check for possible red curbs, tall vehicle restrictions, additional signs, etc.
 • If the street to be stopped is a major traffic street, consider traffic signals review

STOP SIGN INSTALLATION FIELD CHECKLIST (If recommended only)

• Will tree trimming be necessary for new STOP sign visibility? Yes No
 • Will "STOP Ahead" signs be necessary for new STOP signs? Yes No
 • Any parking and height restrictions that should be modified? Yes No
 • "SLOW SCHOOL XING" markings or warning signs to be removed? Yes No

NOTE: Every intersection is unique. This list is not intended to take the place of independent observation and analysis. (Form Revised 3/2009)

Intersection: 24TH AVENUE AND JUDAH STREET

Request No.: 17-0701

Date: 4/19/17

Day: WEDNESDAY

Time: 1:26 PM

By: SK

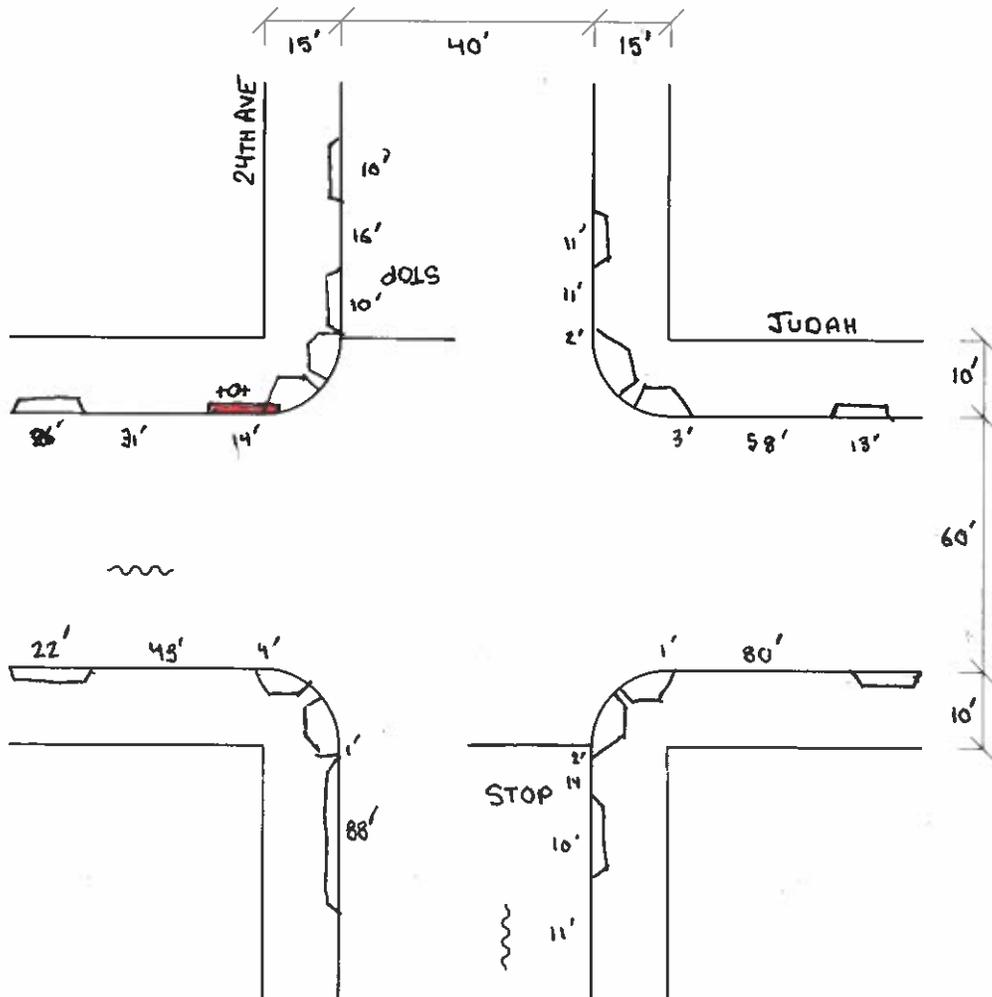
Weather: SUNNY/CLEAR

24TH AVENUE		JUDAH STREET		Pedestrians Crossing
Southbound	Northbound	Eastbound	Westbound	
Total: 23	Total: 5	Total: 18	Total: 22	Total: 8
ADT: 3360		ADT: 4800		

Field Notes:

Legend:

- RC = Red Curb
- YC = Yellow Curb
- R1 = Stop Sign
- PP = Parallel Parking
- AP = Angled Parking
- BS = Bus Stop
- NP = No Parking Allowed
- CR = Curb Ramp
- R1-2 = Yield Sign
- CW = Crosswalk
- +O+ = Fire Hydrant
- DW = Driveway
- ▨ = Painted Curb
- ~> = Grade (Average)
- = STOP Sign



Not to Scale

**City and County of San Francisco
San Francisco Municipal Transportation Agency**

From 1/1/2011 to 6/30/2016

Collision Summary Report

4/24/17

Total Collisions: 5
Injury Collisions: 5
Fatal Collisions: 0

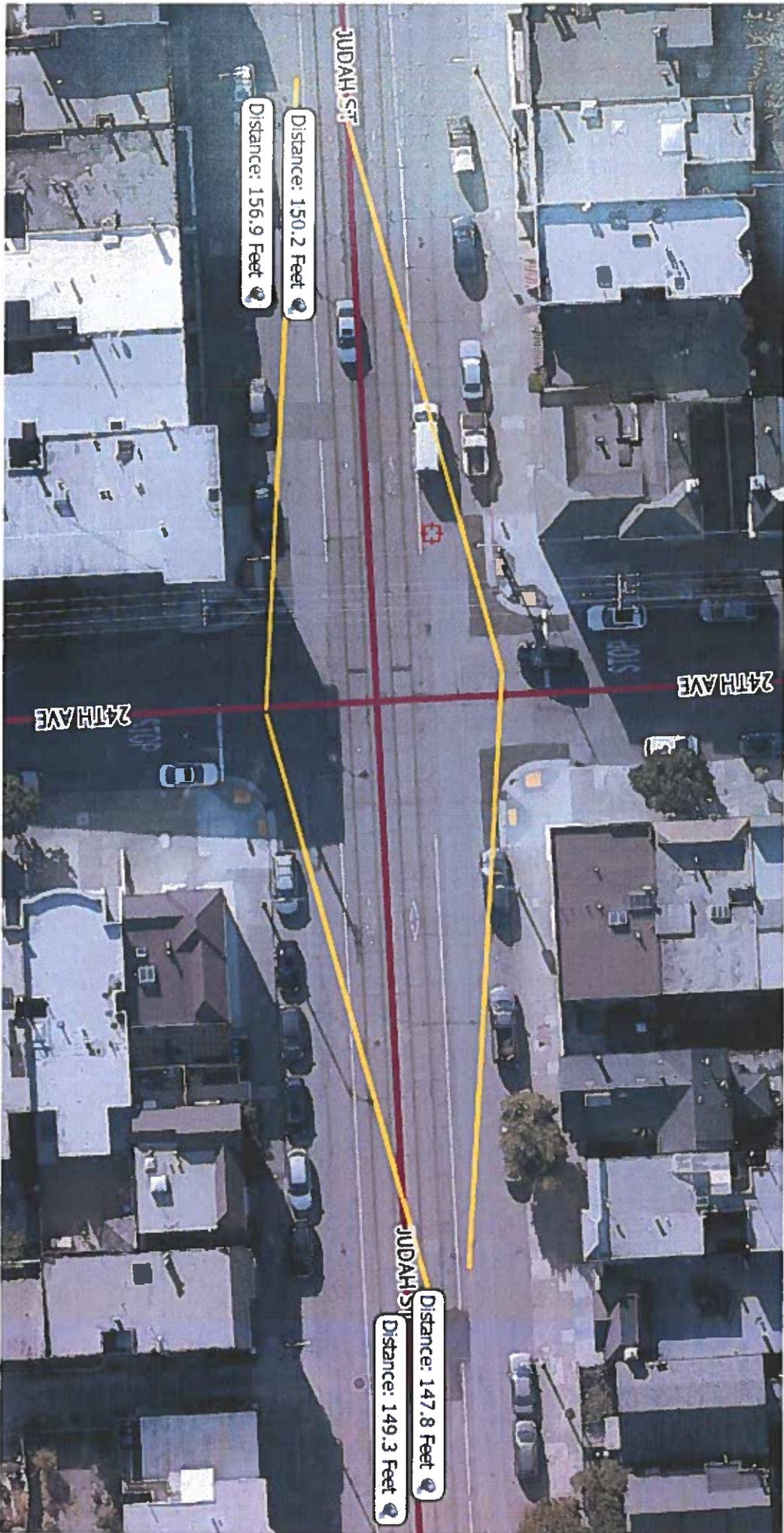
Page 1 of 1

Collision ID	Date	Time	Day	Location	Vehicle 1	Vehicle 2	Severity	Direction	Hit & Run	Daylight	Weather	Injury	Fault	Killed
5112993	3/3/2011	14:30	Thursday	24TH AVE & JUDAH ST	Train	Auto R/W Violation	0'	Direction: Not State	Hit & Run: No	Daylight	Clear	# Inj: 1	# Killed: 1	0
5153901	4/5/2011	07:30	Tuesday	JUDAH ST & 24TH AVE	Train	Auto R/W Violation	0'	Direction: Not State	Hit & Run: No	Daylight	Clear	# Inj: 1	# Killed: 1	0
130575761	7/13/2013	12:00	Saturday	24TH AVE & JUDAH ST	Other Motor Vehicle	Traffic Signals and Signs	0'	Direction: Not State	Hit & Run: No	Daylight	Clear	# Inj: 1	# Killed: 1	0
140922356	10/31/2014	10:59	Friday	JUDAH ST & 24TH AVE	Other Motor Vehicle	Auto R/W Violation	0'	Direction: Not State	Hit & Run: No	Daylight	Raining	# Inj: 2	# Killed: 0	0
150750357	8/27/2015	10:30	Thursday	24TH AVE & JUDAH ST	Bicycle	Wrong Side of Road	0'	Direction: Not State	Hit & Run: No	Daylight	Clear	# Inj: 1	# Killed: 0	0

10/10/2013, 8:05 AM, veh/train, broadside, no injuries

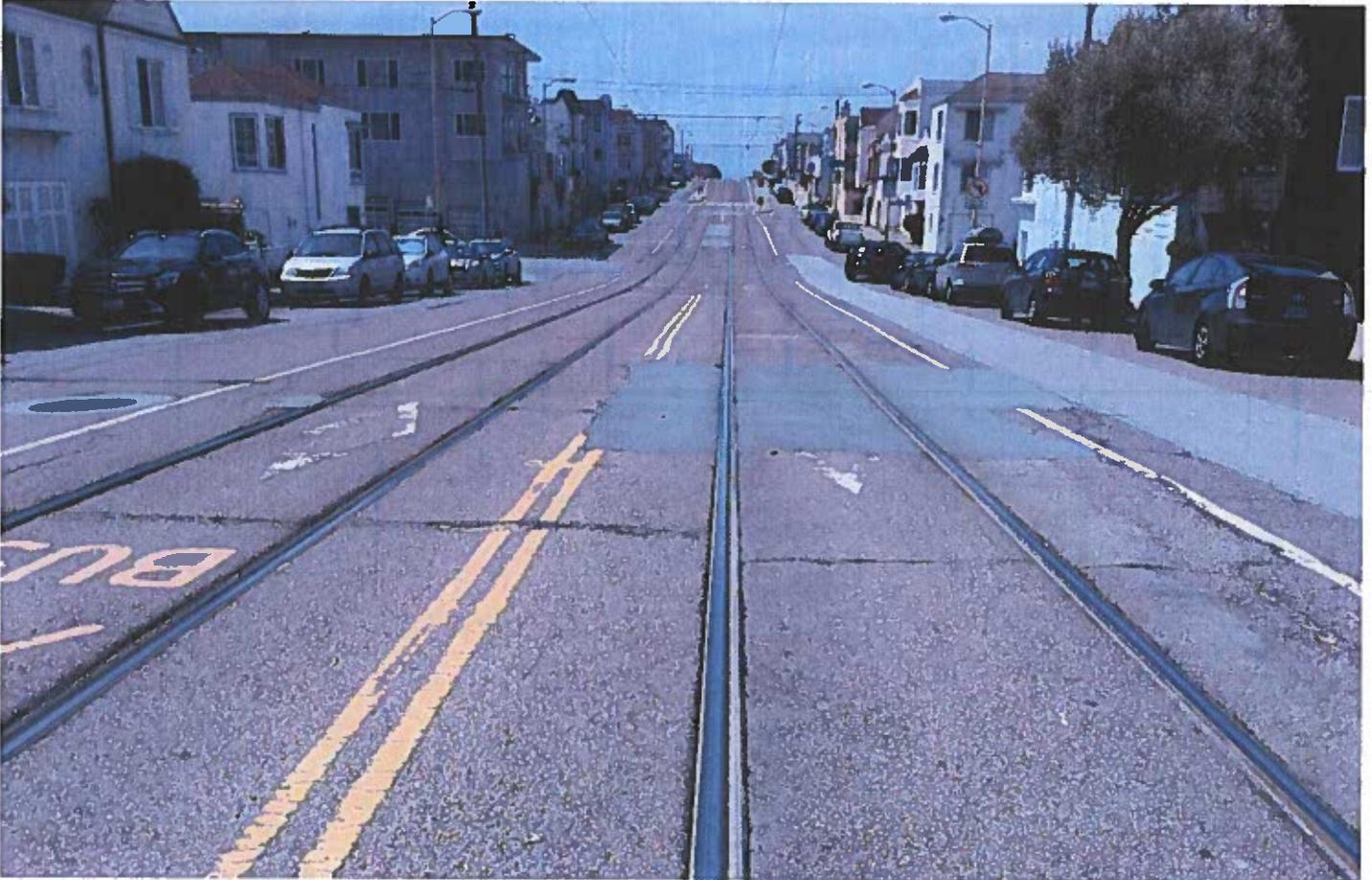
Settings for Query:
Street: JUDAH ST
Cross Street: 24TH AVE
Intersection Related: True
Sorted By: Date and Time

24TH AVENUE AND JUDAH STREET SSD



~~949-234-1122~~

Judah Street and 24th Avenue



WB Judah Street, ~150 feet east of 24th Avenue (Lane 1)

SK

4/19/2017



WB Judah Street, ~150 feet east of 24th Avenue (Lane 2)

SK

4/19/2017

Judah Street and 24th Avenue



EB Judah Street, ~150 feet west of 24th Avenue (Lane 1)

SK

4/19/2017

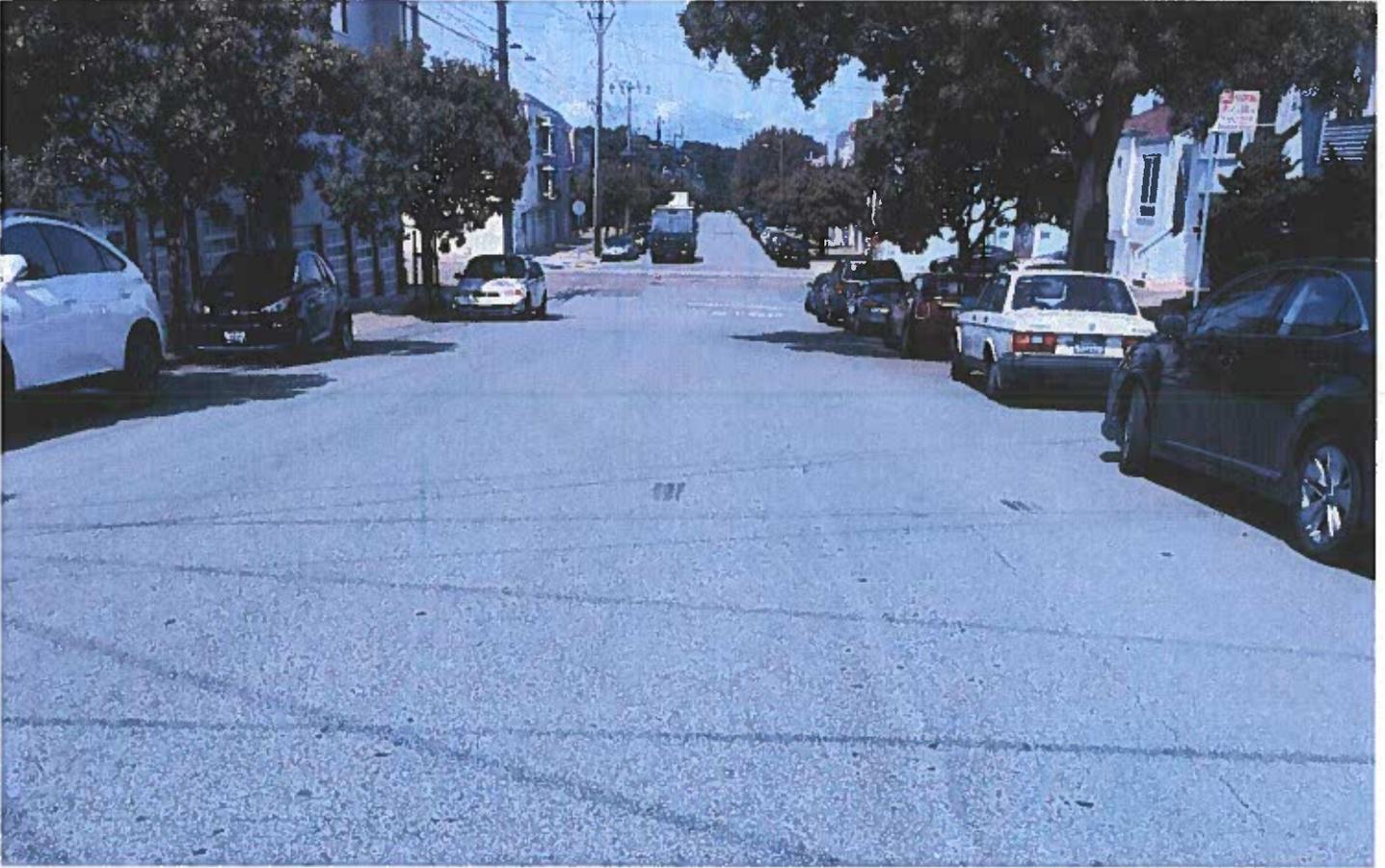


EB Judah Street, ~150 feet west of 24th Avenue (Lane 2)

SK

4/19/2017

Judah Street and 24th Avenue



NB 24th Avenue, ~150 feet south of Judah Street

SK

4/19/2017



SB 24th Avenue, ~150 feet north of Judah Street

SK

4/19/2017

Judah Street and 24th Avenue



NB 24th Avenue, looking west from curb line onto Judah Street

SK

4/19/2017

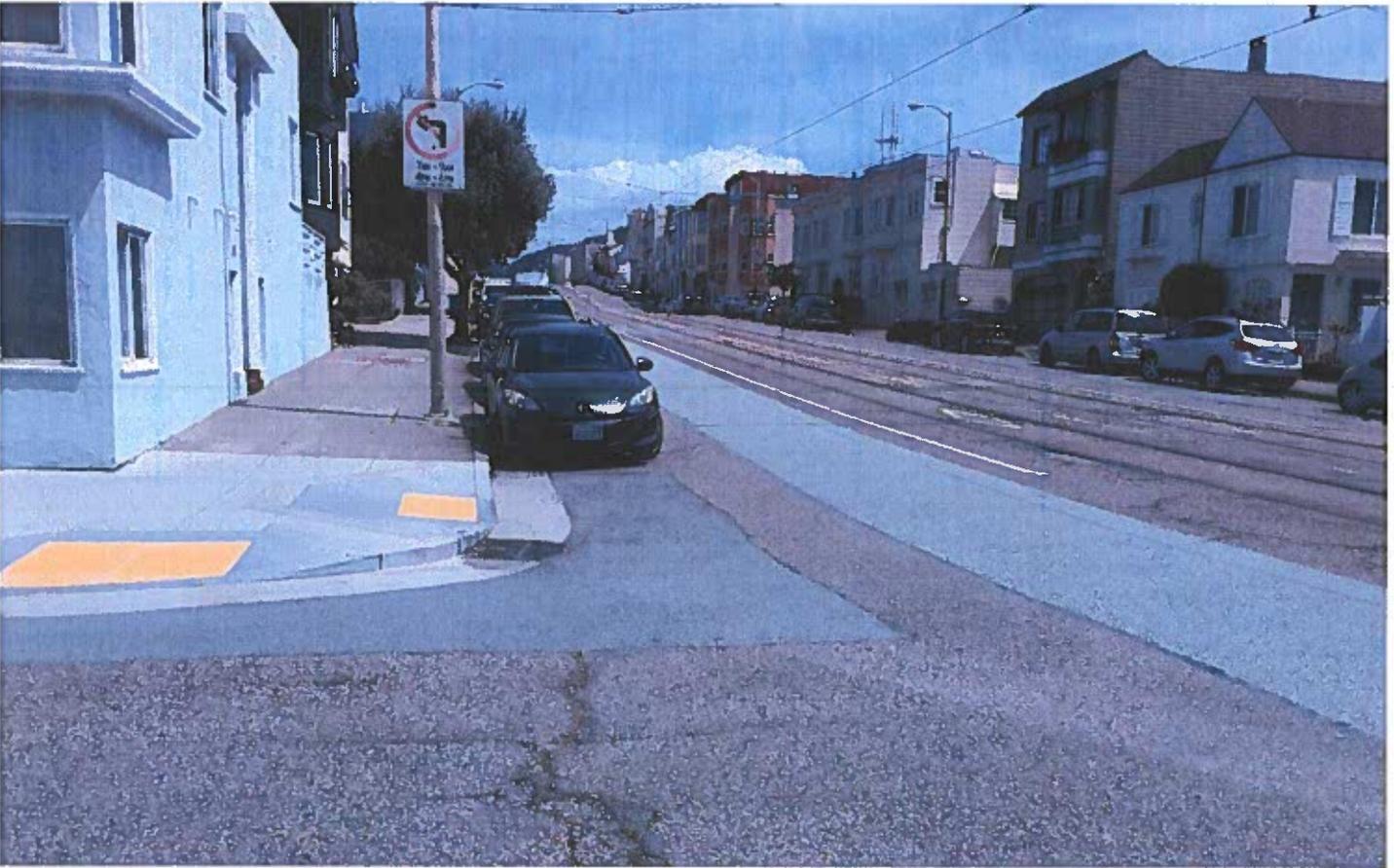


NB 24th Avenue, looking east from curb line onto Judah Street

SK

4/19/2017

Judah Street and 24th Avenue



SB 24th Avenue, looking east from curb line onto Judah Street

SK

4/19/2017

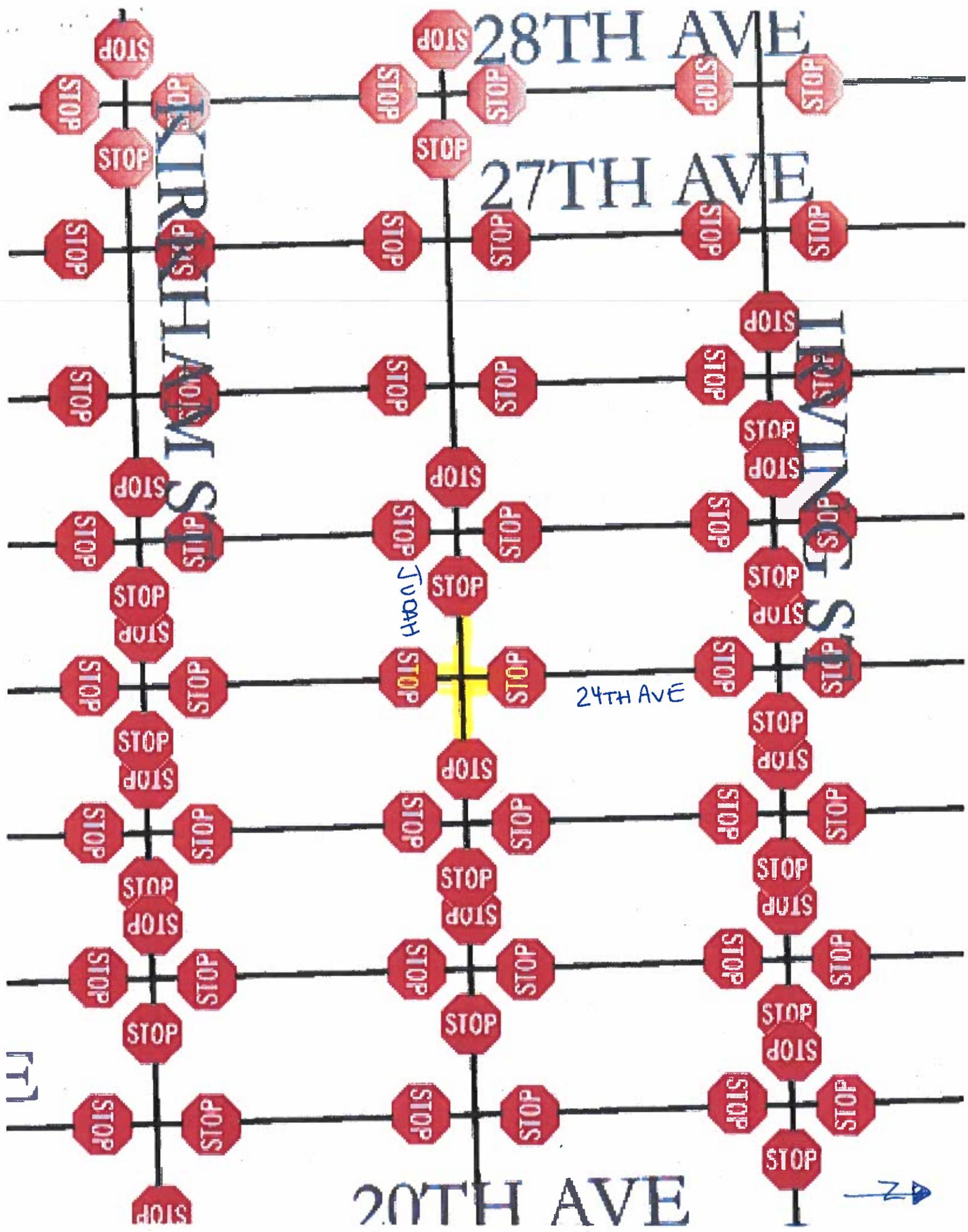


SB 24th Avenue, looking west from curb line onto Judah Street

SK

4/19/2017





28TH AVE

27TH AVE

24TH AVE

20TH AVE

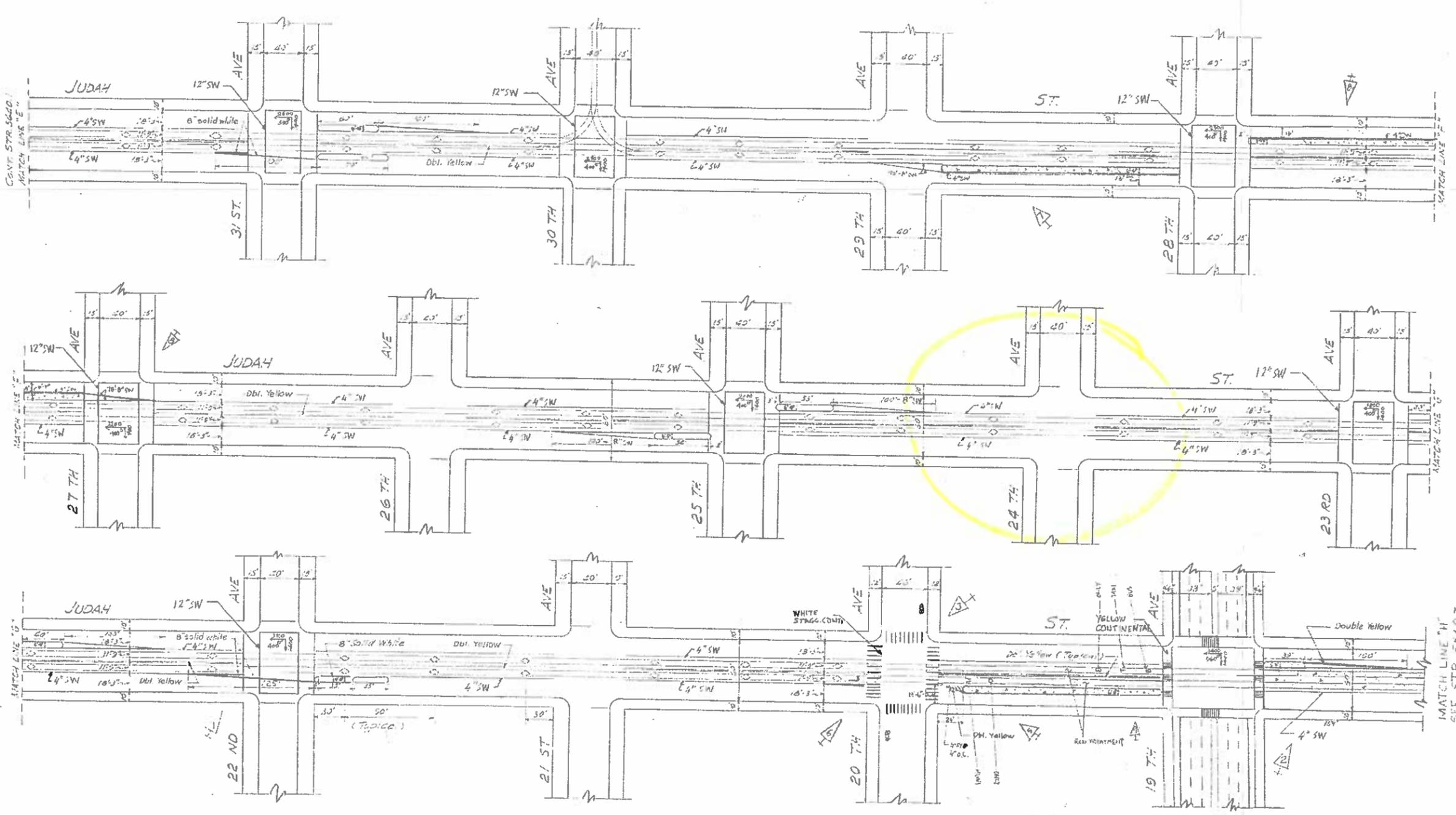
1ST ST
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
10TH ST

1ST ST
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
10TH ST

JUVAH



RT 7



REFERENCES

1	11-191	SP-12	Standard Specifications for Highway Construction
2	11-192	SP-13	Standard Specifications for Highway Construction
3	11-193	SP-14	Standard Specifications for Highway Construction

TABLE OF CHANGES

NO.	DATE	DESCRIPTION	BY
1	11-191	SP-12	Standard Specifications for Highway Construction
2	11-192	SP-13	Standard Specifications for Highway Construction
3	11-193	SP-14	Standard Specifications for Highway Construction

REFERENCES

1	11-191	SP-12	Standard Specifications for Highway Construction
2	11-192	SP-13	Standard Specifications for Highway Construction
3	11-193	SP-14	Standard Specifications for Highway Construction

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

TRAFFIC STRIPING
JUDAH STREET
GREAT HIGHWAY TO 12TH AVENUE

SCALE 1" = 50'
SHEET 3 OF 4 SHEETS
DATE 11-19-11
FILE STR 56402

**Sustainable Streets
Work Order Form (8/15)**

Log No. 17-3541

- To: Curb Painting
 Meter Shop
 Paint Shop
 Sign Shop

Date: 4/28/2017

Vision Zero

From: Saranya Konala

Phone: 646-2125

Section: OPS

Section Head: Tom F...

Priority: Routine

Other: _____

Index Code 686019

for \$ 718

Exp. Date _____

Res/Dir # _____

Coordination required? Yes If coordinated with the Signal Shop: SRC No. _____

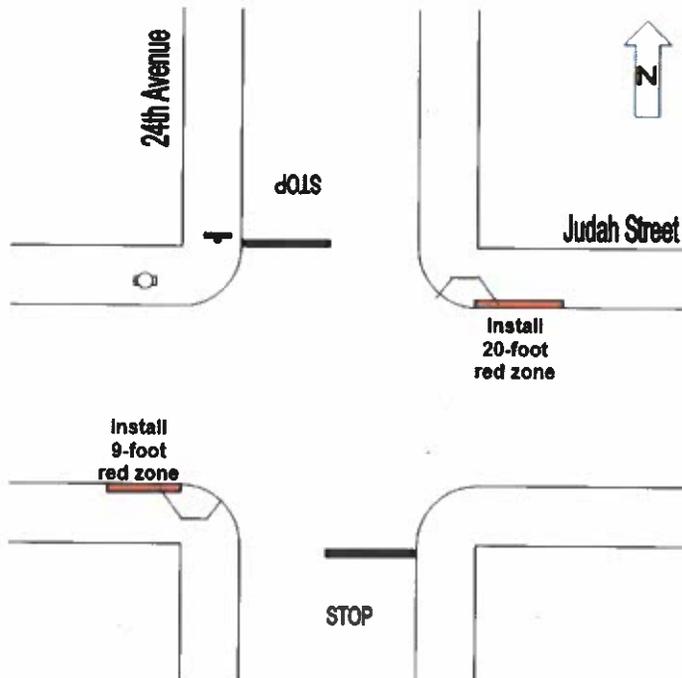
Lead coordinator: Curbs Meters Paint Signs Engineering

Location: Judah Street at 24th Avenue

Subject: Install Red Zones

Please install red zones:

- 1) Judah Street, north side, from 24th Avenue to 20 feet easterly
- 2) Judah Street, south side, from 24th Avenue to 9 feet westerly



Attachments: _____

When completed notify: _____

For Shop Use:

Completed by: _____ Date completed: _____

Field checked by: _____ Date field checked: _____



Sustainable Streets Work Order Form (8/15)

Log No. 17-3578

- To: Curb Painting
- Meter Shop
- Paint Shop
- Sign Shop

Date: 5/8/2017

Vision Zero

From: Saranya Konala

Phone: 646-2125

Section: OPS

Section Head: Tom F...

Priority:

Routine

Other:

Index Code 686015

for \$ 600

Exp. Date

Res/Dir #

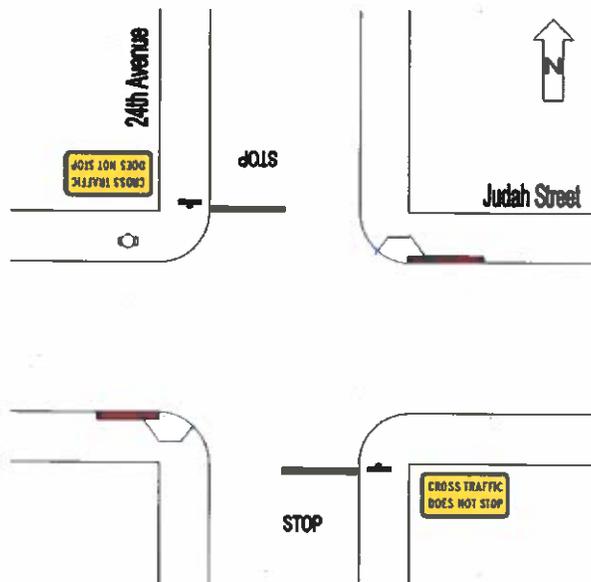
Coordination required? Yes If coordinated with the Signal Shop: SRC No. _____

Lead coordinator: Curbs Meters Paint Signs Engineering

Location: 24th Avenue at Judah Street

Subject: Install Cross Traffic Does Not STOP signs

Please install Cross Traffic Does Not STOP signs (W4-4P) facing northbound and southbound on 24th Avenue at Judah Street



Attachments: _____

When completed notify: _____

For Shop Use:

Completed by: _____ Date completed: _____

Field checked by: _____ Date field checked: _____

Folks, Tom

From: Folks, Tom
Sent: Tuesday, May 16, 2017 10:19 AM
To: 'gordon.lee@me.com'
Cc: Konala, Saranya; Jefferis, Richard Scott
Subject: Judah Street and 24th Avenue



SFMTA
Municipal
Transportation
Agency

Dear Mr. Lee:

Thank you for your request to install STOP signs at the intersection of Judah Street and 24th Avenue.

We share your concern about traffic and pedestrian safety and have conducted an investigation into the possibility of installing STOP signs at this intersection. Upon receiving a request to evaluate an intersection for additional STOP signs, we complete a study of intersection conditions such as vehicle volumes, sight lines, and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

Based on our investigation, we do not recommend installing STOP signs to stop Judah Street at 24th Avenue at this time. STOP signs are primarily used to designate the right-of-way at intersections where right-of-way may be unclear. This intersection is presently controlled by the STOP signs on 24th Avenue, thus vehicles on this street must stop and yield the right-of-way to traffic on the crossing street. To help to clarify the right-of-way, we recommend installing "Cross Traffic Does Not Stop" signs below the existing STOP signs on 24th Avenue. On your behalf, we have sent a work order to our Sign Shop to install these signs as soon as scheduling permits.

A factor influencing our recommendation about additional STOP signs is the routing of Muni's N Judah on Judah Street. While the effect of one additional STOP sign may have only a small impact on delay, the cumulative effect of additional STOP signs at other intersections can degrade Muni service. The City's Transit First policy requires that we pay particular attention to Muni's service requirements.

Additionally, because visibility may be limited somewhat by vehicles parked at the corners of Judah Street and 24th Avenue, we recommend installing two red zones at the northeast and southwest corners of the intersection. These red zones will set parked vehicles further back from the intersection improving both motorist's sight lines and visibility for pedestrians entering Judah Street.

Although we are unable to comply with your request, we appreciate your concern and interest in traffic safety. If you have any other questions, please contact Saranya Konala of my staff at 415-646-2125.

Sincerely,

Thomas Folks
Senior Engineer, Sustainable Streets Division
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Email: tom.folks@sfmta.com
Phone: 415.701.4688
www.sfmta.com



Find us on: [Facebook](#) [Twitter](#) [YouTube](#)

CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
TRAFFIC ENGINEERING
CITIZEN REQUEST CORRESPONDENCE



Request No.	17-1152	Section	OPS
TSC No.		Staff Assigned	SK
Director's No.		Due Date	
Mayor's No.		Neighborhood	
Requested Date	6/3/2017	School Name	
Received Date	6/5/2017	Organization	

Firm	
Requested By	Eric Chow
Address	
City/State/Zip	San Francisco, CA
Letter Subject	R1

Subject Location	Work Description
24th Avenue at Judah Street	

Additional Correspondence		Legislation	Action	Date
From/To	Date			
Folks/Chow	6.29.17	TASC		
Folks/Tong	7.26.17	Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment
6/23/17 - See log 17-0701. Do not recommend STOP sign SK
7/25/17 - added another letter to log

Remarks

Giese, Monica

From: Olea, Ricardo
Sent: Monday, June 05, 2017 2:15 PM
To: Giese, Monica
Cc: Loi, Tommy
Subject: 311: 24th and Judah

Top of Form

Date / Time: 2017-06-03 09:41:20.433

Service Request Number: 7218956

Request for City Services

CUSTOMER CONTACT INFORMATION:

Name: Eric Chow
Phone: 415-828-6330
Address:
Email: ecch383@gmail.com

DEPARTMENTS:

Department: * Municipal Transportation Agency (SFMTA)
Sub-Division:* Parking and Traffic - Other

Department Service Levels: The City's goal is to respond to these types of requests within 7-21 calendar days; 21 days for request for service; 7 days for all other categories.

PROPERTY ADDRESS:

Point of Interest:
Street Number:
Street Name:
Street Name 2:
City:
ZIP Code:
X coordinate: 6007220
Y coordinate: 2110277
Latitude: 37.7748264411289
Longitude: -122.418488282316
CNN:
Unverified Address:

ADDITIONAL LOCATION INFORMATION:

Location Description: Judah & 24th
(e.g. 600-block of Market St. or in front of Main Library entrance)

REQUEST DETAILS:

Nature of Request:* Request for Service

ADDITIONAL REQUEST DETAILS:

Additional Request Details: * **Caller is requesting that a stop sign be place at Judah & 24th, multiple accidents have occurred at this intersection.**

BACK OFFICE USE ONLY

**Source Agency
Request Number:
Responsible Agency
Request Number:
Service Request Work
Status:
Work Status Updated:
Media URL:**

Submit Cancel

Bottom of Form



SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Cheryl Brinkman, *Vice Chairman*

Gwyneth Borden, *Director*

Malcolm Heinicke, *Director*

Lee Hsu, *Director*

Joël Rarnos, *Director*

Cristina Rubke, *Director*

Edward D. Reiskin, *Director of Transportation*

June 23, 2017

Eric Chow, ecch383@gmail.com

Dear Mr. Chow:

Thank you for your request to install STOP signs at the intersection of Judah Street and 24th Avenue.

We share your concern about traffic and pedestrian safety and have conducted an investigation into the possibility of installing STOP signs at this intersection. Upon receiving a request to evaluate an intersection for additional STOP signs, we complete a study of intersection conditions such as vehicle volumes, sight lines, and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

Based on our investigation, we do not recommend installing STOP signs to stop Judah Street at 24th Avenue at this time. STOP signs are primarily used to designate the right-of-way at intersections where right-of-way may be unclear. This intersection is presently controlled by the STOP signs on 24th Avenue, thus vehicles on this street must stop and yield the right-of-way to traffic on the crossing street. To help to clarify the right-of-way, we recently recommend installing "Cross Traffic Does Not Stop" signs below the existing STOP signs on 24th Avenue.

A factor influencing our recommendation about additional STOP signs is the routing of Muni's N Judah on Judah Street. While the effect of one additional STOP sign may have only a small impact on delay, the cumulative effect of additional STOP signs at other intersections can degrade Muni service. The City's Transit First policy requires that we pay particular attention to Muni's service requirements.

Additionally, because visibility may be limited somewhat by vehicles parked at the corners of Judah Street and 24th Avenue, we recently recommend installing two red zones at the northeast and southwest corners of the intersection. These red zones are designed to set parked vehicles further back from the intersection improving both motorist's sight lines and visibility for pedestrians entering Judah Street.

Although we are unable to comply with your request, we appreciate your concern and interest in traffic safety. If you have any other questions, please contact Saranya Konala of my staff at 415-646-2125.

Sincerely,

Thomas P. Folks
Senior Engineer

TF:BW:sk
17-1152

W

Folks, Tom

From: Folks, Tom
Sent: Thursday, June 29, 2017 3:48 PM
To: 'ecch383@gmail.com'
Cc: Konala, Saranya; Jefferis, Richard Scott
Subject: Judah Street and 24th Avenue



SFMTA
Municipal
Transportation
Agency

Dear Mr. Chow:

Thank you for your request to install STOP signs at the intersection of Judah Street and 24th Avenue.

We share your concern about traffic and pedestrian safety and have conducted an investigation into the possibility of installing STOP signs at this intersection. Upon receiving a request to evaluate an intersection for additional STOP signs, we complete a study of intersection conditions such as vehicle volumes, sight lines, and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

Based on our investigation, we do not recommend installing STOP signs to stop Judah Street at 24th Avenue at this time. STOP signs are primarily used to designate the right-of-way at intersections where right-of-way may be unclear. This intersection is presently controlled by the STOP signs on 24th Avenue, thus vehicles on this street must stop and yield the right-of-way to traffic on the crossing street. To help to clarify the right-of-way, we recently recommend installing "Cross Traffic Does Not Stop" signs below the existing STOP signs on 24th Avenue.

A factor influencing our recommendation about additional STOP signs is the routing of Muni's N Judah on Judah Street. While the effect of one additional STOP sign may have only a small impact on delay, the cumulative effect of additional STOP signs at other intersections can degrade Muni service. The City's Transit First policy requires that we pay particular attention to Muni's service requirements.

Additionally, because visibility may be limited somewhat by vehicles parked at the corners of Judah Street and 24th Avenue, we recently recommend installing two red zones at the northeast and southwest corners of the intersection. These red zones are designed to set parked vehicles further back from the intersection improving both motorist's sight lines and visibility for pedestrians entering Judah Street.

Although we are unable to comply with your request, we appreciate your concern and interest in traffic safety. If you have any other questions, please contact Saranya Konala of my staff at 415-646-2125.

Sincerely,

Thomas Folks
Senior Engineer, Sustainable Streets Division
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Email: tom.folks@sfmta.com

Phone: 415.701.4688

www.sfmta.com



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SFMTA
Municipal
Transportation
Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Cheryl Brinkman, *Vice-Chairman*

Gwyneth Borden, *Director*

Malcolm Heinicke, *Director*

Lee Hsu, *Director*

Joel Ramos, *Director*

Cristina Rubke, *Director*

Edward D. Reiskin, *Director of Transportation*

July 25, 2017

Anna Tong, annatong519@hotmail.com

Dear Ms. Tong:

Thank you for your request to install STOP signs at the intersection of Judah Street and 24th Avenue.

We share your concern about traffic and pedestrian safety and have conducted an investigation into the possibility of installing STOP signs at this intersection. Upon receiving a request to evaluate an intersection for additional STOP signs, we complete a study of intersection conditions such as vehicle volumes, sight lines, and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

Based on our investigation, we do not recommend installing STOP signs to stop Judah Street at 24th Avenue at this time. STOP signs are primarily used to designate the right-of-way at intersections where right-of-way may be unclear. This intersection is presently controlled by the STOP signs on 24th Avenue, thus vehicles on this street must stop and yield the right-of-way to traffic on the crossing street. To help to clarify the right-of-way, we recently recommend installing "Cross Traffic Does Not Stop" signs below the existing STOP signs on 24th Avenue.

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Although we are unable to comply with your request, we appreciate your concern and interest in traffic safety. If you have any other questions, please contact Saranya Konala of my staff at 415-646-2125.

Sincerely,

Thomas P. Folks
Senior Engineer

TF:BW:sk
17-1152

Konala, Saranya

From: Olea, Ricardo
Sent: Tuesday, July 25, 2017 9:56 AM
To: Chen, Elizabeth; Skerrit, Corbin; Konala, Saranya
Cc: Woo, Bryant; Leung, Katie; Wing, Garnet
Subject: FW: 311: 24th and Judah

Follow Up Flag: Follow up
Flag Status: Flagged

Anyone have this one already? Here's another related request to add to the file:

Top of Form

Date / Time: 2017-07-19 12:46:00.77

Service Request Number: 7393812

Request for City Services

CUSTOMER CONTACT INFORMATION:

Name: Anna Tong
Phone: 415-378-2702
Address:
Email: annatong519@hotmail.com

DEPARTMENTS:

Department: * Municipal Transportation Agency (SFMTA)
Sub-Division:* Parking and Traffic - Other

Department Service Levels: The City's goal is to respond to these types of requests within 7-21 calendar days; 21 days for request for service; 7 days for all other categories.

PROPERTY ADDRESS:

Point of Interest:
Street Number: INTERSECTION
Street Name: 24TH AVE
Street Name 2: JUDAH ST
City: SAN FRANCISCO
ZIP Code: 94122
X coordinate: 5988663
Y coordinate: 2105797
Latitude: 37.7614634345717
Longitude: -122.482351733878
CNN:
Unverified Address:

ADDITIONAL LOCATION INFORMATION:

Location Description: Judah St & 24th Ave
(e.g. 600-block of Market St. or in front of Main Library entrance)

REQUEST DETAILS:

Nature of Request:* **Request for Service**

ADDITIONAL REQUEST DETAILS:

Additional Request Details: * **Customer request new stop sign on Judah St & 24th Ave.**

BACK OFFICE USE ONLY *****

**Source Agency
Request Number:
Responsible Agency
Request Number:
Service Request Work
Status:
Work Status Updated:
Media URL:**

Submit Cancel

Bottom of Form

From: Olea, Ricardo
Sent: Monday, June 05, 2017 2:15 PM
To: Giese, Monica <Monica.Giese@sfmta.com>
Cc: Loi, Tommy <tommy.loi@sfmta.com>
Subject: 311: 24th and Judah

Top of Form

Date / Time: 2017-06-03 09:41:20.433

Service Request Number: 7218956

Request for City Services

CUSTOMER CONTACT INFORMATION:

Name: Eric Chow
Phone: 415-828-6330
Address:
Email: ecch383@gmail.com

DEPARTMENTS:

Department: * Municipal Transportation Agency (SFMTA)
Sub-Division:* Parking and Traffic - Other

Department Service Levels: The City's goal is to respond to these types of requests within 7-21 calendar days; 21 days for request for service; 7 days for all other categories.

PROPERTY ADDRESS:

Point of Interest:
Street Number:
Street Name:
Street Name 2:
City:
ZIP Code:
X coordinate: 6007220

Y coordinate: 2110277
Latitude: 37.7748264411289
Longitude: -122.418488282316
CNN:
Unverified Address:

ADDITIONAL LOCATION INFORMATION:

Location Description: Judah & 24th
(e.g. 600-block of Market St. or in front of Main Library entrance)

REQUEST DETAILS:

Nature of Request:* Request for Service

ADDITIONAL REQUEST DETAILS:

Additional Request Details: * Caller is requesting that a stop sign be place at Judah & 24th, multiple accidents have occurred at this intersection.

BACK OFFICE USE ONLY *****
Source Agency
Request Number:
Responsible Agency
Request Number:
Service Request Work
Status:
Work Status Updated:
Media URL:

Submit Cancel

Bottom of Form

Folks, Tom

From: Folks, Tom
Sent: Wednesday, July 26, 2017 2:57 PM
To: 'annatong519@hotmail.com'
Cc: Konala, Saranya; Jefferis, Richard Scott
Subject: Judah Street and 24th Avenue



Dear Ms. Tong:

Thank you for your request to install STOP signs at the intersection of Judah Street and 24th Avenue.

We share your concern about traffic and pedestrian safety and have conducted an investigation into the possibility of installing STOP signs at this intersection. Upon receiving a request to evaluate an intersection for additional STOP signs, we complete a study of intersection conditions such as vehicle volumes, sight lines, and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

Based on our investigation, we do not recommend installing STOP signs to stop Judah Street at 24th Avenue at this time. STOP signs are primarily used to designate the right-of-way at intersections where right-of-way may be unclear. This intersection is presently controlled by the STOP signs on 24th Avenue, thus vehicles on this street must stop and yield the right-of-way to traffic on the crossing street. To help to clarify the right-of-way, we recently recommend installing "Cross Traffic Does Not Stop" signs below the existing STOP signs on 24th Avenue.

A factor influencing our recommendation about additional STOP signs is the routing of Muni's N Judah on Judah Street. While the effect of one additional STOP sign may have only a small impact on delay, the cumulative effect of additional STOP signs at other intersections can degrade Muni service. The City's Transit First policy requires that we pay particular attention to Muni's service requirements.

Additionally, because visibility may be limited somewhat by vehicles parked at the corners of Judah Street and 24th Avenue, we recently recommend installing two red zones at the northeast and southwest corners of the intersection. These red zones are designed to set parked vehicles further back from the intersection improving both motorist's sight lines and visibility for pedestrians entering Judah Street.

Although we are unable to comply with your request, we appreciate your concern and interest in traffic safety. If you have any other questions, please contact Saranya Konala of my staff at 415-646-2125.

Sincerely,

Thomas Folks
Senior Engineer, Sustainable Streets Division
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Email: tom.folks@sfmta.com

Phone: 415.701.4688

www.sfmta.com



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CITY AND COUNTY OF SAN FRANCISCO
 MUNICIPAL TRANSPORTATION AGENCY
TRAFFIC ENGINEERING
 CITIZEN REQUEST CORRESPONDENCE



Request No.	18-1512	Section	TE
TSC No.		Staff Assigned	AM EO
Director's No.		Due Date	
Mayor's No.		Neighborhood	
Requested Date	8/10/2018	School Name	
Received Date	8/16/2018	Organization	

Firm	
Requested By	Anonymous
Address	
City/State/Zip	San Francisco, CA
Letter Subject	Lane Separator

COMPLETED

Subject Location	Work Description
24th Avenue at Judah Street	

Additional Correspondence		Legislation	Action	Date
From/To	Date			
BT / Juday at 24th @ mailinator.com	9/27/19	TASC		
		Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment

Turn restrictions not recommended based on analysis in log 19-0576.
 Southwest red curb extended by 4' through work order 19-8213.
 Constituent notified of changes via email on 9/28/19.
 A potential larger scale project for N Judah line to
 maybe one day evaluate turn restrictions along
 the corridor. -EO 9/30/19

Remarks

--

de la Fuente, Nicole

From: Olea, Ricardo
Sent: Thursday, August 16, 2018 11:49 AM
To: de la Fuente, Nicole
Cc: Giese, Monica; Wong, Carleton
Subject: 311: 24th and Judah

Nicole – Please log in for Transit Engineering, N Judah. Thanks, Ricardo

Tracking Number is: 9386256
Aug 10 2018 2:07PM
Please print a copy for your records. You may close your browser when done.

Location Information:

Location Description:

Intersection of Judah and 24th Avenue

Request Details:

Category:

Request for Service
Department:

Municipal Transportation Agency (SFMTA)
Sub-Division:

Traffic Engineering

Additional Information:

Additional Request Details:

Vehicles travelling north or south on 24th Avenue do not respect the stop sign and often collide with vehicles or muni travelling east and west on Judah (no stop on Judah). Kindly add vertical plastic rods in middle of intersection to force vehicles on 24th Avenue to only turn right instead of crossing Judah.

Customer Contact Information:

First Name:

Judah
Last Name:

At24th
Primary Phone:

4151234567
Alternate Phone:

Address Number:

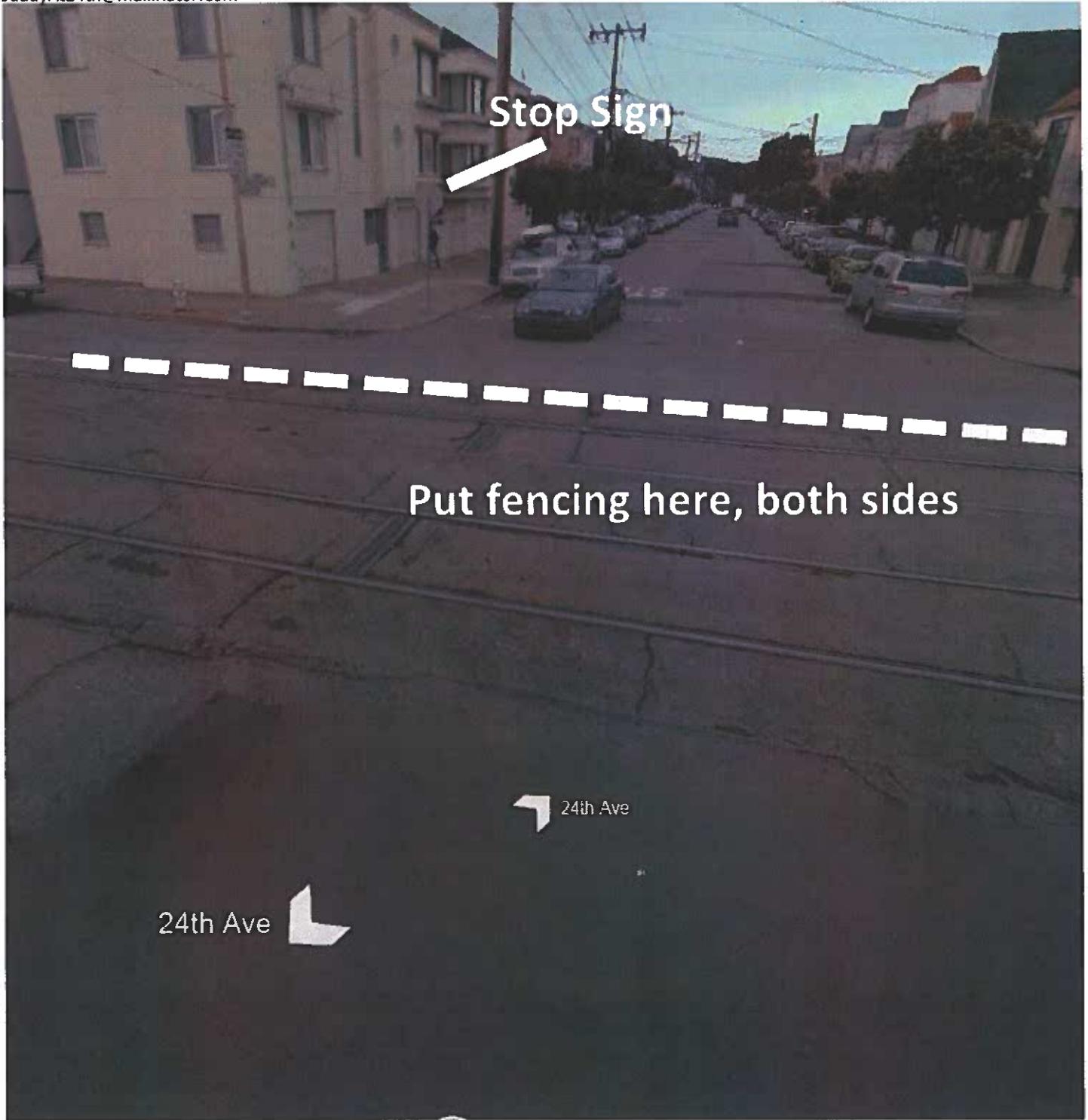
Street Name:

City, State:

ZIP Code:

Email:

JudayAt24th@mailinator.com



Tanner, Britt

From: Tanner, Britt
Sent: Friday, September 27, 2019 1:16 PM
To: Judayat24th@mailinator.com
Cc: Orozco, Edgar; Henderson, Tony
Subject: Judah and 24th Avenue

Thank you for contacting the San Francisco Municipal Transportation Agency (SFMTA) to request that through traffic heading northbound and southbound be prohibited at the intersection of Judah Street and 24th Avenue. We share your concern for traffic safety and have investigated the possibility of installing changes at this intersection. We apologize for the delay in responding to your request.

The location is currently STOP-controlled on the 24th Avenue approaches, to clarify that vehicles on Judah Street have the right-of-way, as Judah Street is the major vehicular approach. All through and turn movements are currently allowed on the 24th Avenue approaches to the intersection. Based on the assessment of the existing conditions, traffic volumes, and collision history of this location in the past 5 years as reported by the San Francisco Police Department, prohibiting through traffic from 24th Avenue at Judah Street is not recommended at this time.

The SFMTA is undertaking the Muni Forward program, a Citywide program which includes engineering improvements – also known as Transit Priority Projects – designed to address transit delay, improve reliability, and increase the safety for all users. These projects are being implemented on a corridor-by-corridor basis, and the N Judah Outer Sunset corridor has been identified to be addressed through a future phase Muni Forward program. Through this process, there could be an opportunity reevaluate the possibility of movement restrictions based on a corridor-wide circulation assessment. You can find out more about Muni Forward at www.sfmta.com/muniforward.

While we do not recommend restricting movements at the intersection at this time, in an effort to further enhance visibility at this intersection, the SFMTA will refresh and extend the red zones at the northeast and southwest corners in order to discourage illegal parking. Please note that these extensions are not expected to impact the number of on-street parking spaces. These items will be installed by SFMTA crews as soon as scheduling permits.

Although we are unable to comply with your request, we appreciate your interest in traffic safety. If you have any questions concerning your request, please contact Edgar Orozco of my staff at 415-646-2053.

Sincerely,
-Britt

Britt Tanner (she/her)
Senior Engineer
Sustainable Street



Office 415.646.2549* note: new number

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



London Breed, Mayor

Cheryl Brinkman, Chairman

Malcolm Heinicke, Vice Chairman

Gwyneth Borden, Director

Lee Hsu, Director

Cristina Rubke, Director

Art Torres, Director

Edward D. Reiskin, Director of Transportation

September 24, 2019

Judayat24th@mailinator.com

Thank you for contacting the San Francisco Municipal Transportation Agency (SFMTA) to request that through traffic heading northbound and southbound be prohibited at the intersection of Judah Street and 24th Avenue. We share your concern for traffic safety and have investigated the possibility of installing changes at this intersection. We apologize for the delay in responding to your request.

The location is currently STOP-controlled on the 24th Avenue approaches, to clarify that vehicles on Judah Street have the right-of-way, as Judah Street is the major vehicular approach. All through and turn movements are currently allowed on the 24th Avenue approaches to the intersection. Based on the assessment of the existing conditions, traffic volumes, and collision history of this location in the past 5 years as reported by the San Francisco Police Department, prohibiting through traffic from 24th Avenue at Judah Street is not recommended at this time.

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Although we are unable to comply with your request, we appreciate your interest in traffic safety. If you have any questions concerning your request, please contact Edgar Orozco of my staff at 415-646-2053.

Sincerely,

Britt Tanner, PE
Senior Engineer


BT:TH:eo
18-1572



Sustainable Streets
Work Order Form (1/2018)

Log No. 19-8213

Date: 9/5/19

From: Edgar Orozco ah

Phone: 415-646-2053

Res/Dir#:

Section: Transit Engineering

Section Head: Cheryl Liu nr

Priority:

Routine

Project ID: Operating

Expiration Date:

Vision Zero

Table with 6 columns: To, Activity, Combo Code, Operating, Activity ID, for \$. Rows include Curb Painting, Meter Shop, Paint Shop, Sign Shop.

Lead Coordinator: Curbs Meters Paint Signs Engineering

Signal (SRC):

Location: Judah Street and 11th Avenue, Judah Street and 24th Avenue

Subject: Refresh "STOP" Stencil, Refresh Red Curbs

Paint Shop:

- 1. Please refresh the "STOP" stencil on 11th Avenue, at Judah Street, for southbound traffic.

Curb Painting:

At 11th and Judah:

- 2. Please refresh the red curb on Judah St, north side, from 11th Ave to 12' westerly. Do not paint across the driveway.
3. Please refresh the red curb on Judah St, north side, from 11th Ave to 14' easterly.
4. Please refresh the red curb on Judah St, south side, east of 11th Ave (curb ramp wings).

At 24th and Judah:

- 5. Please paint a red curb on Judah St, south side, from 24th Ave to 12' westerly. This extends the existing red curb by 4'.

Attachments: Drawing 1, Drawing 2, Drawing 3

When completed notify: Edgar Orozco, edgar.orozco@sfmta.com, 415-646-2053

For Shop Use:

Completed by: Date completed:

Field checked by: Date field checked:

CITY AND COUNTY OF SAN FRANCISCO
 MUNICIPAL TRANSPORTATION AGENCY
TRAFFIC ENGINEERING
 CITIZEN REQUEST CORRESPONDENCE



Request No.	19-0571	Section	TE
TSC No.		Staff Assigned	EO
Director's No.		Due Date	
Mayor's No.		Neighborhood	
Requested Date	5/20/2019	School Name	
Received Date	5/21/2019	Organization	



COMPLETED

Firm	
Requested By	Ana Lum
Address	
City/State/Zip	San Francisco, CA

Letter Subject	R1
----------------	----

Subject Location	Work Description
24th Avenue at Judah Street	

Additional Correspondence		Legislation	Action	Date
From/To	Date	TASC		
BT/Ana Lum	9/27/19 9/27/19	Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment
STOP sign investigation concluded that past five years of collisions do not suggest that a STOP sign on Judah at 24th Avenue is not recommended at this time. Additionally, Muni impact considerations are another factor in this decision. The southwest red curb to be extended by 4' per Work order 19-8213 to help improve visibility. Constituent notified via email on 9/27/19. -EO 9/30/19
Remarks

Olea, Ricardo

From: Olea, Ricardo
Sent: Tuesday, May 21, 2019 3:25 PM
To: de la Fuente, Nicole
Cc: Henderson, Tony
Subject: RE: 311: 24th and Judah

Nicole – Please log in for **Transit Engineering**, have a 2018 request here that I've attached. Thanks, Ricardo

[Top of Form](#)



Date / Time: 2019-05-20 07:57:21.85

Service Request Number: 10884183

Request for City Services

CUSTOMER CONTACT INFORMATION:

Name: Ana Lum
Phone:
Address:
Email: lummonsters@gmail.com

DEPARTMENTS:

Department: * Municipal Transportation Agency (SFMTA)
Sub-Division:* Transportation Engineering

Department Service Levels: The City's goal is to respond to these types of requests within 7-21 calendar days; 21 days for request for service; 7 days for all other categories.

PROPERTY ADDRESS:

Point of Interest:
Street Number: INTERSECTION
Street Name: 24TH AVE
Street Name 2: JUDAH ST
City: SAN FRANCISCO
ZIP Code: 94122
X coordinate:
Y coordinate:
Latitude:
Longitude:
CNN:
Unverified Address:

ADDITIONAL LOCATION INFORMATION:

Location Description: **Intersection of 24th Ave. and Judah St.**
(e.g. 600-block of Market St. or in front of Main Library entrance)

REQUEST DETAILS:

Nature of Request:* **Request for Service**

ADDITIONAL REQUEST DETAILS:

Additional Request Details: * **Request stop sign be installed at this intersection.**

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

BACK OFFICE USE ONLY *****

Source Agency
Request Number:
Responsible Agency
Request Number:
Service Request Work
Status:
Work Status Updated:
Media URL:

Submit Cancel

Bottom of Form

From: Olea, Ricardo
Sent: Thursday, August 16, 2018 11:49 AM
To: de la Fuente, Nicole <Nicole.deLaFuente@sfmta.com>
Cc: Giese, Monica <Monica.Giese@sfmta.com>; Wong, Carleton <Carleton.Wong@sfmta.com>
Subject: 311: 24th and Judah

See log 18-1572

Nicole – Please log in for Transit Engineering, N Judah. Thanks, Ricardo

Tracking Number is: 9386256
Aug 10 2018 2:07PM
Please print a copy for your records. You may close your browser when done.

Location Information:

Location Description:

Intersection of Judah and 24th Avenue

Request Details:

Category:

Request for Service
Department:

Municipal Transportation Agency (SFMTA)
Sub-Division:

Traffic Engineering

Tanner, Britt

From: Tanner, Britt
Sent: Friday, September 27, 2019 1:17 PM
To: lummosters@gmail.com
Cc: Orozco, Edgar; Henderson, Tony
Subject: Judah and 24th Avenue

Dear Ms. Lum,

Thank you for contacting the San Francisco Municipal Transportation Agency (SFMTA) to request a STOP sign on Judah Street at 24th Avenue. We share your concern for traffic safety and have investigated the possibility of installing changes at this intersection.

Upon receiving a request to evaluate an intersection for additional traffic control devices, we complete a study of intersection conditions such as sight lines and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

The location is currently STOP-controlled at 24th Avenue, to clarify that vehicles on Judah Street have the right-of-way, as Judah Street is the major vehicular approach. Based on the assessment of the existing conditions, traffic volumes, and collision history of this location in the past 5 years as reported by the San Francisco Police Department, a STOP sign on Judah Street is not recommended at this time.

Another factor influencing our recommendation about additional STOP signs is the routing of Muni's N Judah line on Judah Street. While the effect of one additional STOP sign may have only a small impact on delay, the cumulative effect of additional STOP signs at other intersections can degrade Muni service. The City's Transit First policy requires that we pay particular attention to Muni's service requirements, especially when an intersection operates relatively safely.

The SFMTA is undertaking the Muni Forward program, a Citywide program which includes engineering improvements – also known as Transit Priority Projects – designed to address transit delay, improve reliability, and increase the safety for all users. These projects are being implemented on a corridor-by-corridor basis, and the N Judah Outer Sunset corridor has been identified to be addressed through a future phase Muni Forward program. You can find out more about Muni Forward at www.sfmta.com/muniforward.

While we do not recommend installing a STOP sign, in an effort to further enhance visibility at this intersection, the SFMTA will refresh and extend the red zones at the northeast and southwest corners in order to discourage illegal parking. Please note that these extensions are not expected to impact the number of on-street parking spaces. These items will be installed by SFMTA crews as soon as scheduling permits.

Although we are unable to comply with your request, we appreciate your interest in traffic safety. If you have any questions concerning your request, please contact Edgar Orozco of my staff at 415-646-2053.

Sincerely,
-Britt

Britt Tanner (she/her)
Senior Engineer
Sustainable Street



Office 415.646.2549* note: new number

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



BT:TH:eo
19-0571



**Sustainable Streets
Work Order Form (1/2018)**

Log No. 19-8213

Date: 9/5/19

From: Edgar Orozco *eh* Phone: 415-646-2053 Res/Dir#: _____
Section: Transit Engineering Section Head: Cheryl Liu *br* Priority: Routine

Project ID:	<u>Operating</u>	Expiration Date:	_____	<input type="checkbox"/> Vision Zero
To: <input checked="" type="checkbox"/> Curb Painting	Combo Code	Operating	Activity ID	Operating for \$ _____
<input type="checkbox"/> Meter Shop	Combo Code	_____	Activity ID	_____ for \$ _____
<input checked="" type="checkbox"/> Paint Shop	Combo Code	Operating	Activity ID	Operating for \$ _____
<input type="checkbox"/> Sign Shop	Combo Code	_____	Activity ID	_____ for \$ _____

Lead Coordinator: Curbs Meters Paint Signs Engineering Signal (SRC): _____

Location: Judah Street and 11th Avenue, Judah Street and 24th Avenue

Subject: Refresh "STOP" Stencil, Refresh Red Curbs

COPY

Paint Shop:

1. Please refresh the "STOP" stencil on 11th Avenue, at Judah Street, for southbound traffic.

Curb Painting:

At 11th and Judah:

2. Please refresh the red curb on Judah St, north side, from 11th Ave to 12' westerly. Do not paint across the driveway.
3. Please refresh the red curb on Judah St, north side, from 11th Ave to 14' easterly.
4. Please refresh the red curb on Judah St, south side, east of 11th Ave (curb ramp wings).

At 24th and Judah:

5. Please paint a red curb on Judah St, south side, from 24th Ave to 12' westerly. This extends the existing red curb by 4'.

Attachments: Drawing 1, Drawing 2, Drawing 3

When completed notify: Edgar Orozco, edgar.orozco@sfmta.com, 415-646-2053

For Shop Use:

Completed by: _____ Date completed: _____

Field checked by: _____ Date field checked: _____

SFMTA TRAFFIC ENGINEERING STOP SIGN CHECKLIST

STREET A: Judah Street **BY:** EO
STREET B: 24th Avenue
REQUESTED STREET(S) TO BE STOPPED: Judah Street
DATE OF FIELD OBSERVATIONS: 7/16/2019

1. PREVIOUS CORRESPONDENCE

· Number of related letters within last five years: 2

2. TRAFFIC VOLUMES

· Previous 24-hour machine traffic counts? Yes No
· Street A ten minute ADT estimate (10 min. off-peak volume x 6 x 20): 4200
· Street B ten minute ADT estimate (10 min. off-peak volume x 6 x 20): 2640
· Time of ten minute count: 3:42pm-3:52pm

3. INTERSECTION COLLISIONS

· Five-year intersection reported collision total: Total 4 Rate 0.32
· Five-year intersection collisions correctable by STOP: Total 3 Injury 3
· Three or more injury correctable collisions in a 12 month period? Yes No
("Correctable" includes right-angle, right turn, left turn, and pedestrian collisions)

4. FIELD CONDITIONS

· Sketch of intersection with street widths, striping, grades, parking, obstructions, etc.
· Check for adequate stopping sight distances
· Check condition of striping, STOP pavement markings, STOP signs, red curbs, etc.

5. AREA CONDITIONS

· Attach map with approaching traffic controls or STOP sign patterns
· Speed limit of street to be stopped: 25 MPH
· Area type: Residential Commercial Industrial
· Is the street to be stopped a designated major or minor arterial? Yes No
· Does the street to be stopped carry a bus or rail transit route? Yes No
If Yes, affected transit route(s): N Judah

6. PEDESTRIANS

· Estimated 10 minute pedestrian volume crossing street to be stopped: 3
· Check for adequate traffic gaps for pedestrians to cross
· Check for potential pedestrian traffic generators in the area
· Five-year intersection collisions involving pedestrians Total 0

7. SCHOOLS

· Is the intersection a designated school crossing (yellow crosswalk)? Yes No
If Yes, Name _____ Type _____

8. ALTERNATIVES TO STOP SIGNS

· Check for possible red curbs, tall vehicle restrictions, additional signs, etc.
· If the street to be stopped is a major traffic street, consider traffic signals review

STOP SIGN INSTALLATION FIELD CHECKLIST (If recommended only)

· Will tree trimming be necessary for new STOP sign visibility? Yes No
· Will "STOP Ahead" signs be necessary for new STOP signs? Yes No
· Any parking and height restrictions that should be modified? Yes No
· "SLOW SCHOOL XING" markings or warning signs to be removed? Yes No

NOTE: Every intersection is unique. This list is not intended to take the place of independent observation and analysis. (Form Revised 3/2009)

Intersection: 24th Ave and Judah St

Request No.: 19-0571

Date: 7/16

Day: Tuesday

Time: 3:42-3:52

By: EO, CL2

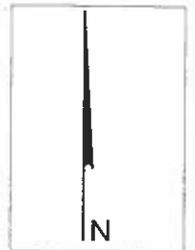
Weather: Sunny

24 th			Judah				Pedestrians Crossing
Southbound	Northbound		Eastbound	Westbound			
5	8	2	1	1	2		
			13		17		
			2				
Total: 15	Total: 7		Total: 16	Total: 14		Total: 5	
ADT: 2640			ADT: 4200				

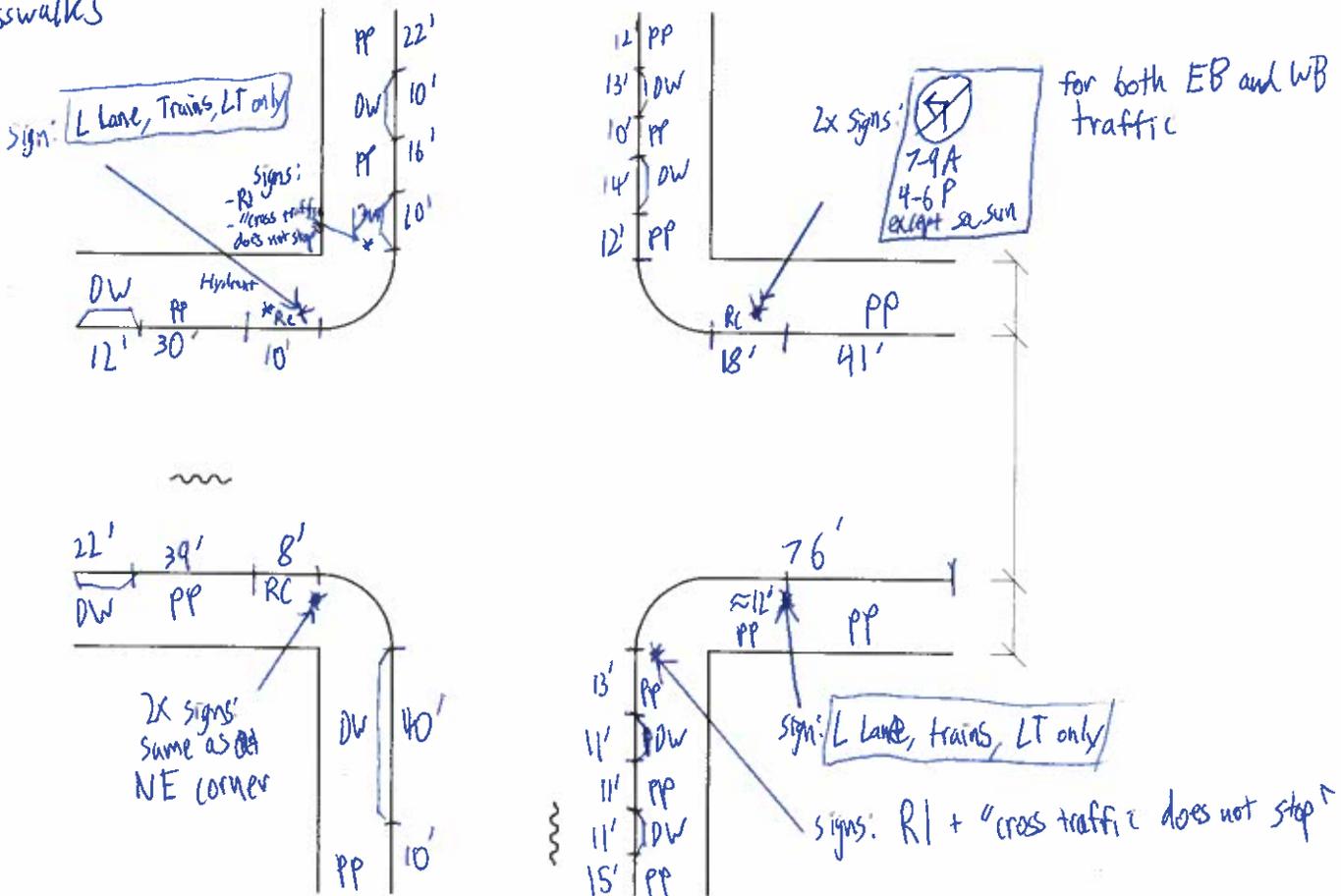
Field Notes:

Legend:

- RC = Red Curb
- YC = Yellow Curb
- R1 = Stop Sign
- PP = Parallel Parking
- AP = Angled Parking
- BS = Bus Stop
- NP = No Parking Allowed
- CR = Curb Ramp
- R1-2 = Yield Sign
- CW = Crosswalk
- +O+ = Fire Hydrant
- DW = Driveway
- Painted Curb
- Grade (Average)
- STOP Sign



Pedestrian infrastructure
 - 8 x curb ramps with tactile domes
 - no marked crosswalks



Not to Scale

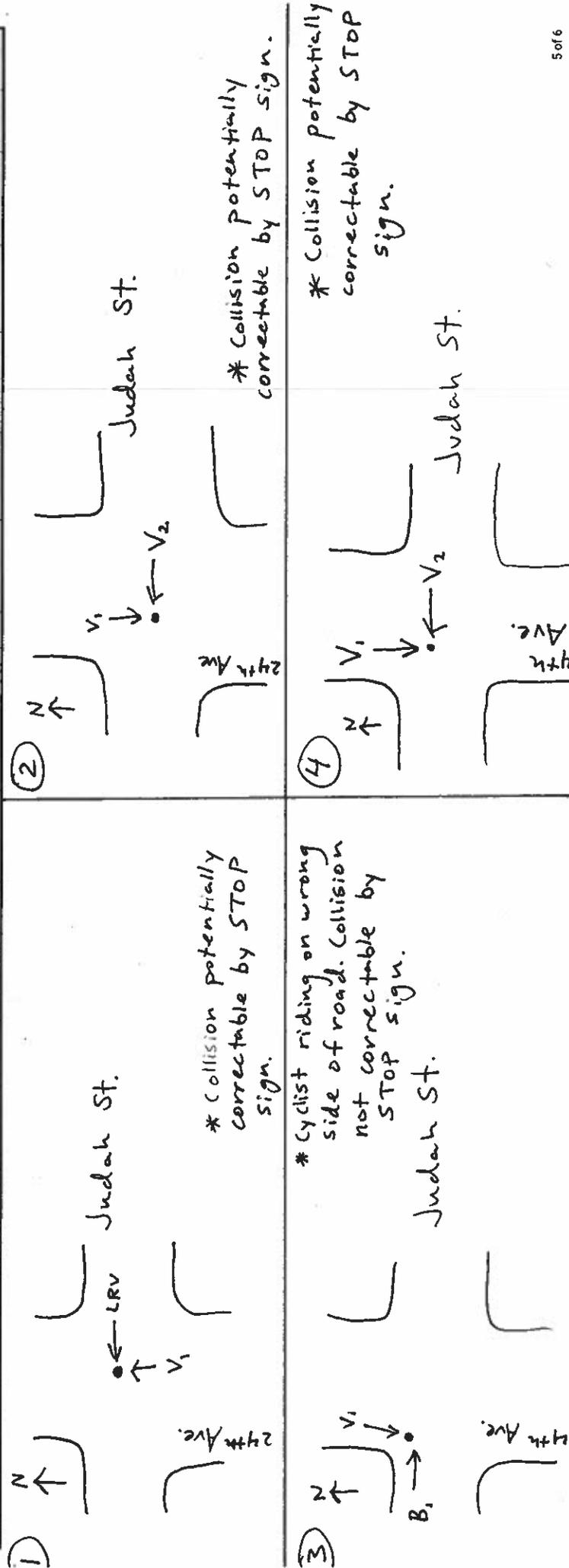
TransBASEsf.org Dashboard

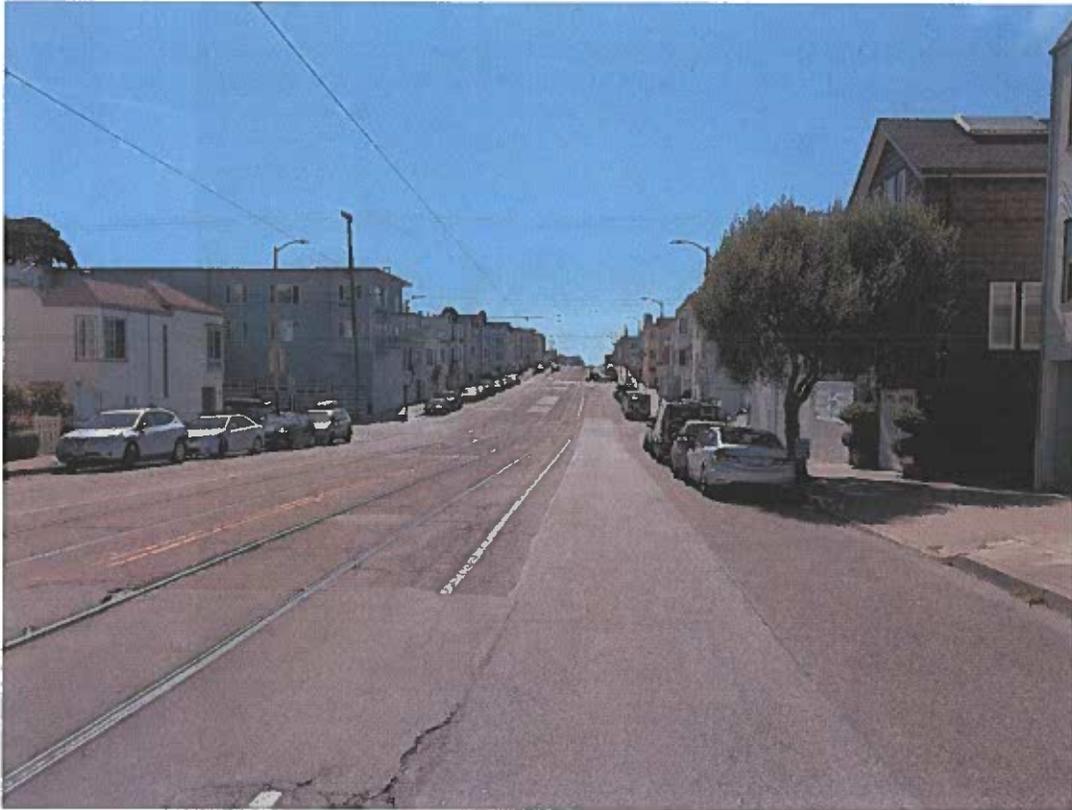
Geographic Extent: 27415000: JUDAH ST at 24TH AVE
 Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
 Data Range: 07/01/2014 to 06/30/2019
 Pull Date: 8-29-2019

Collision/Party/Victim Table Showing 1 to 4 of 4 entries

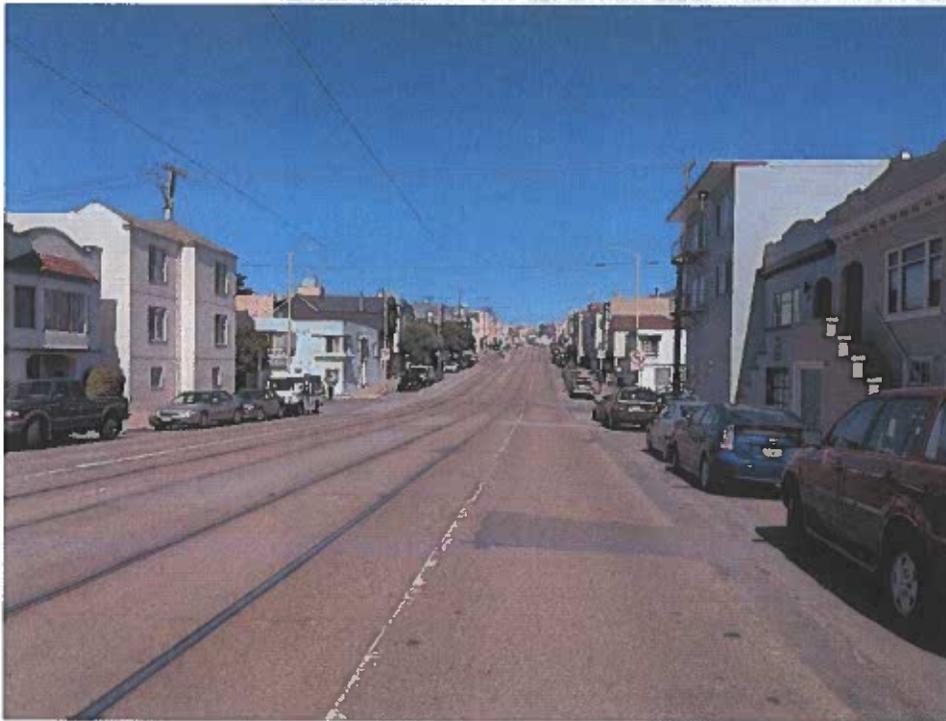
Count of Fatal Collisions: 0
 Count of Non-Fatal Injury Collisions: 4
 Total Count of Fatal/Non-Fatal Injury Collisions: 4

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	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
190358632	05/19/2019	17:58	Sunday	JUDAH ST	24TH AVE	0	Not Stated	Driver	North	Proceeding Straight	Driver	West	CVC 22106	Injury (Other Visible)	Other	Not Stated	Cloudy	Daylight
170795101	09/29/2017	10:29	Friday	JUDAH ST	24TH AVE	0	Not Stated	Driver	South	Proceeding Straight	Driver	West	CVC 21802(e)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
150750357	08/27/2015	10:30	Thursday	24TH AVE	JUDAH ST	0	Not Stated	Bicyclist	East	Traveling Wrong Way	Driver	South	CVC 21650	Injury (Complaint of Pain)	Overtumed	Bicycle	Clear	Daylight
140922356	10/31/2014	10:59	Friday	JUDAH ST	24TH AVE	0	Not Stated	Driver	South	Stopped In Road	Driver	West	CVC 21802(e)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Raining	Daylight

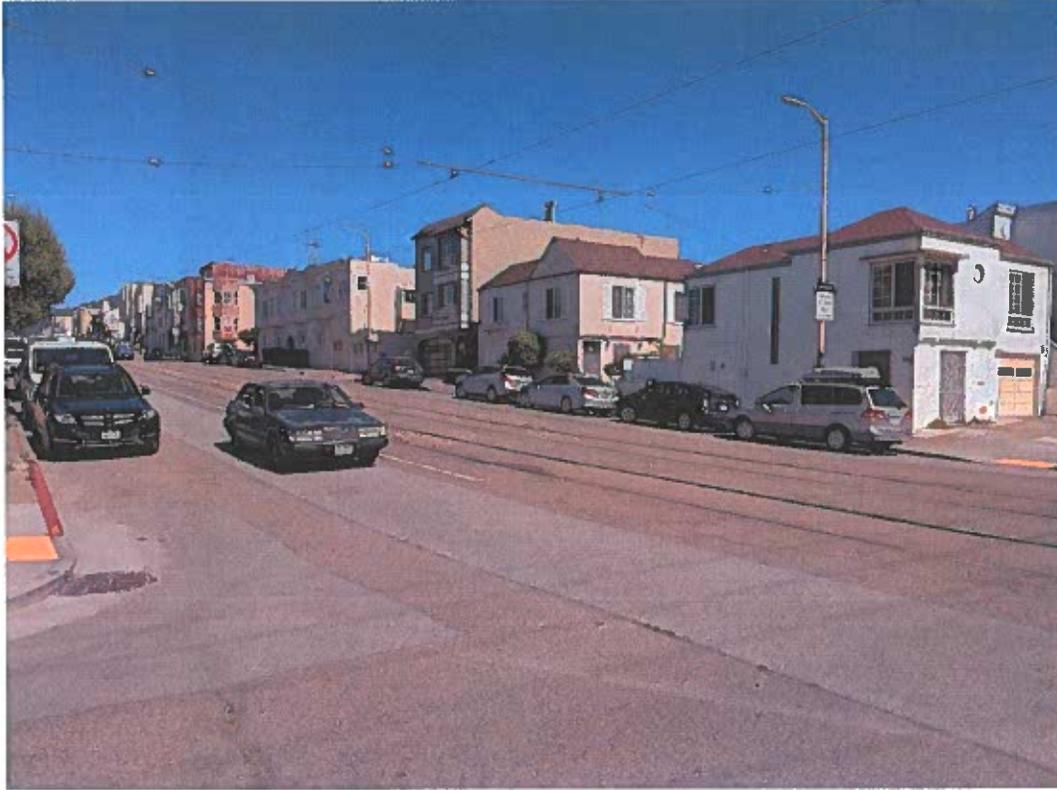




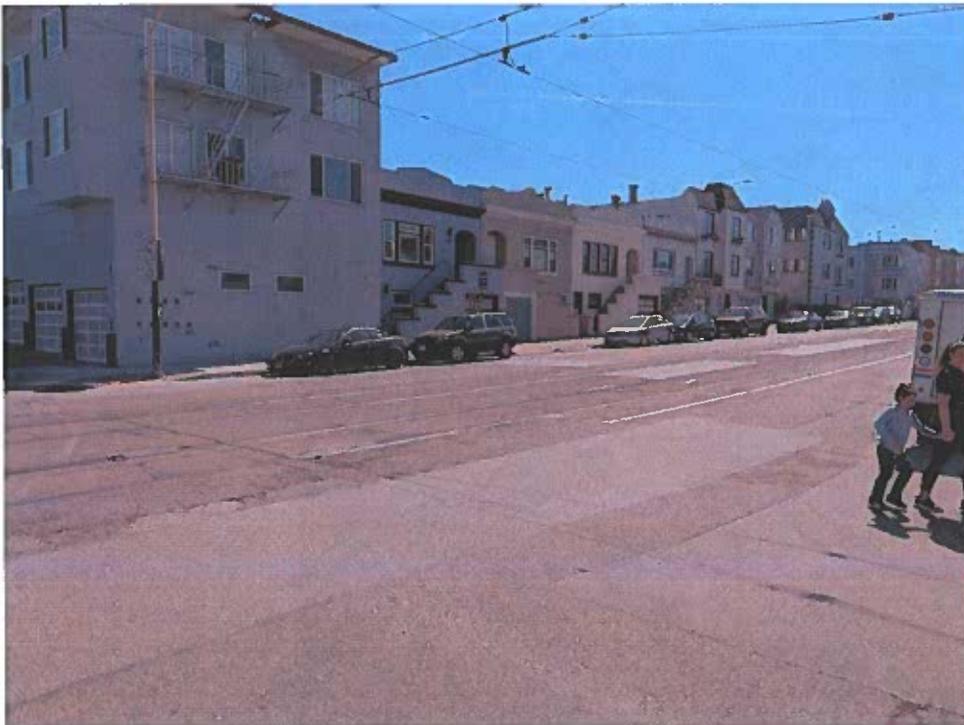
Westbound Judah Ave, approaching 24th ave



Eastbound Judah Ave, approaching 24th ave

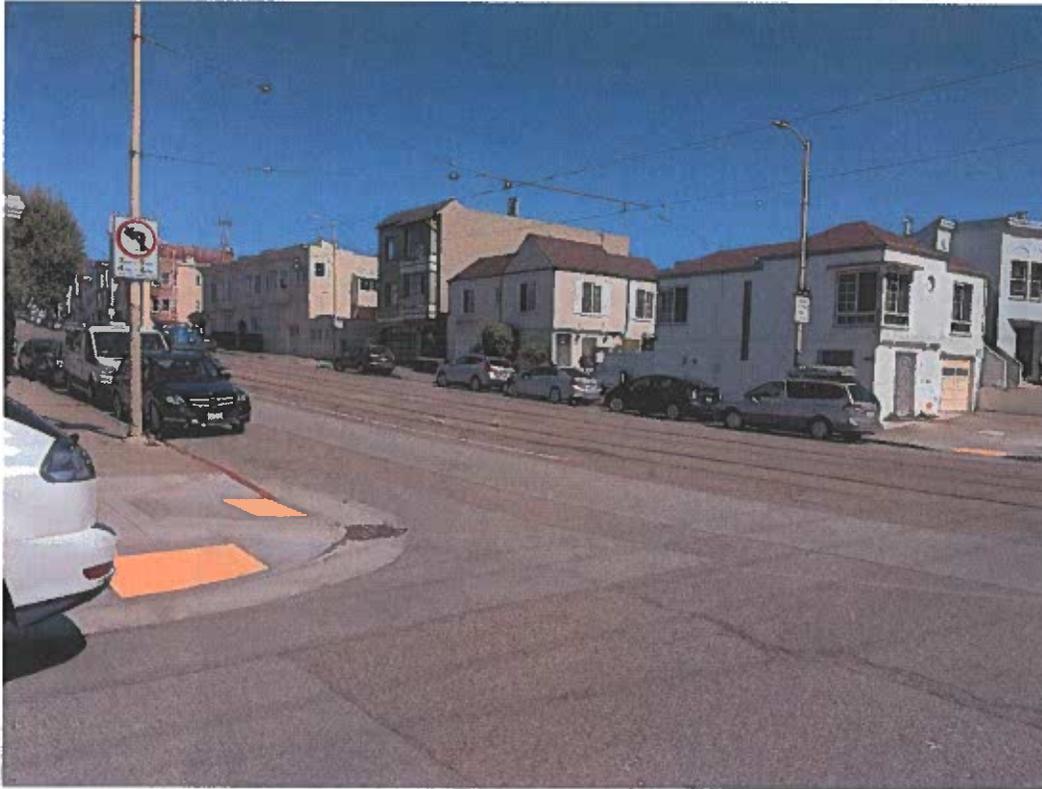


Southbound 24th ave, looking left

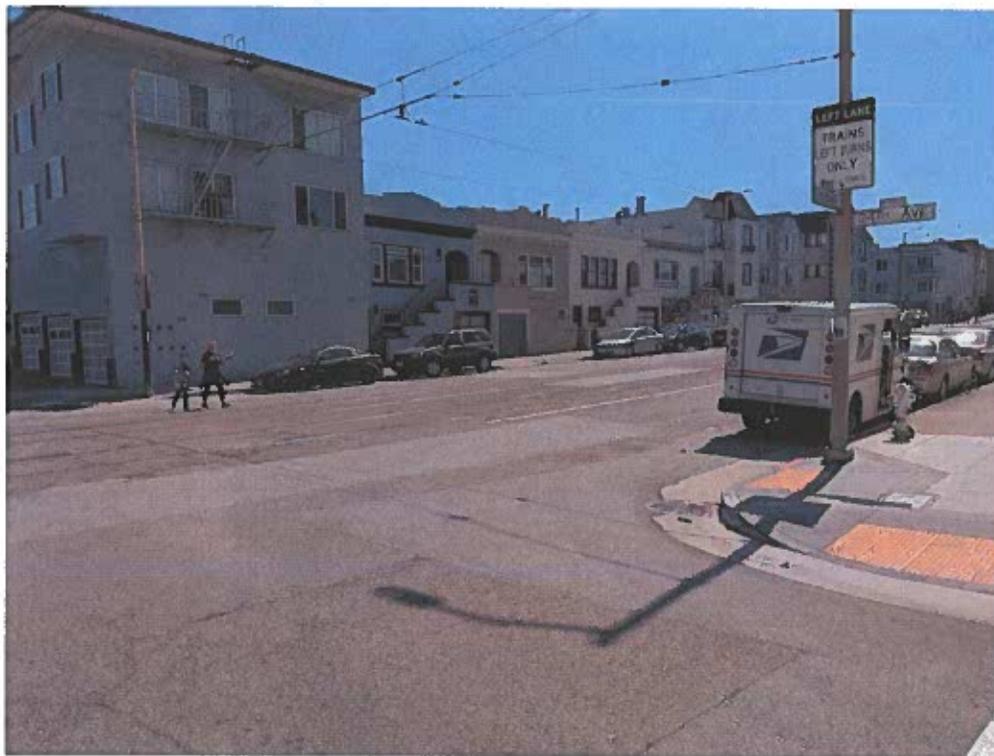


Southbound 24th ave, looking right

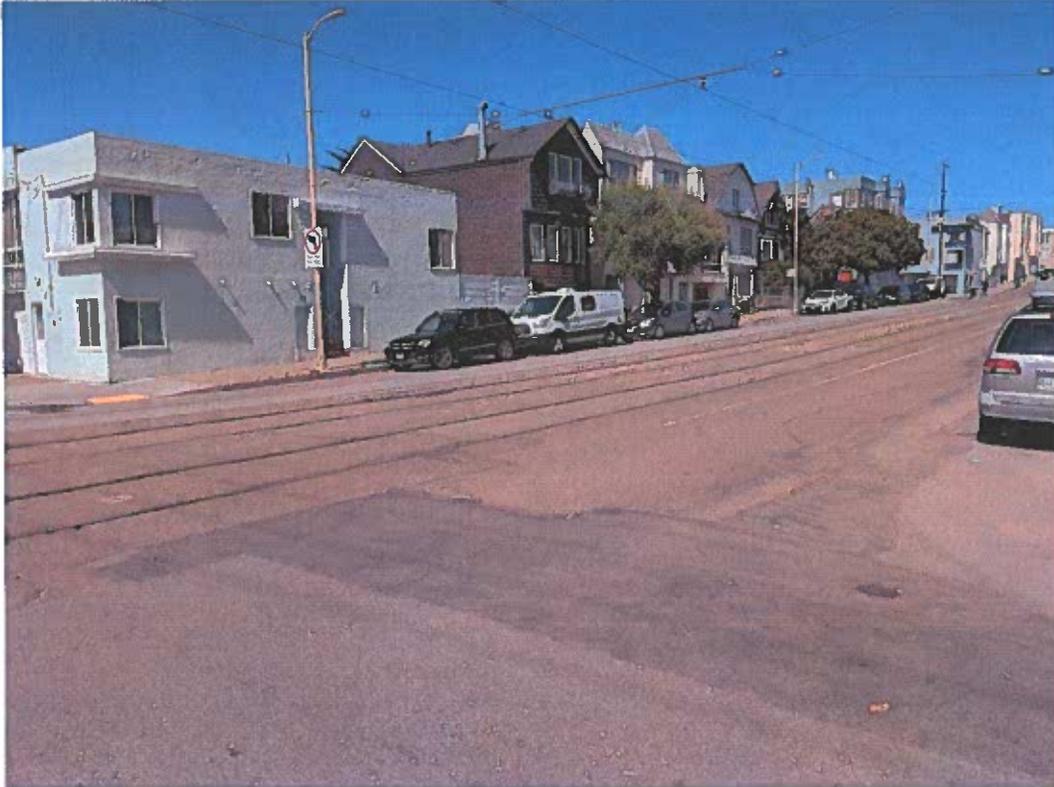
Photos taken
by EO
7/16/19



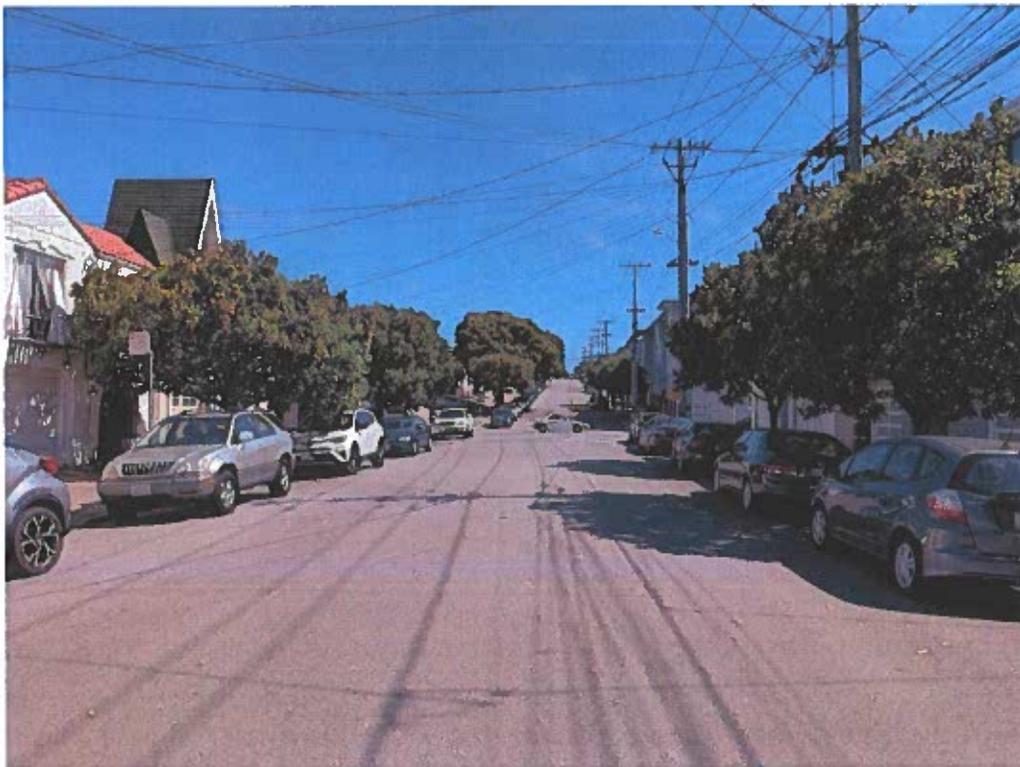
Southbound 24th ave, looking left



Southbound 24th ave, looking right



Northbound 24th Ave, looking right after edging forward

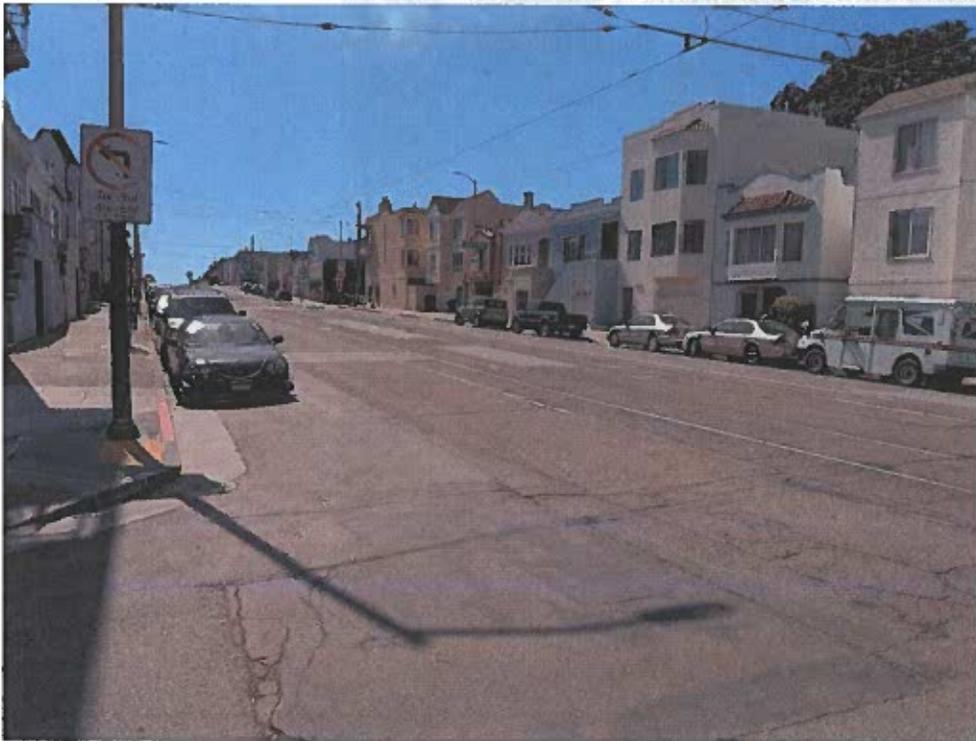


Southbound 24th Ave, approaching Judah St.

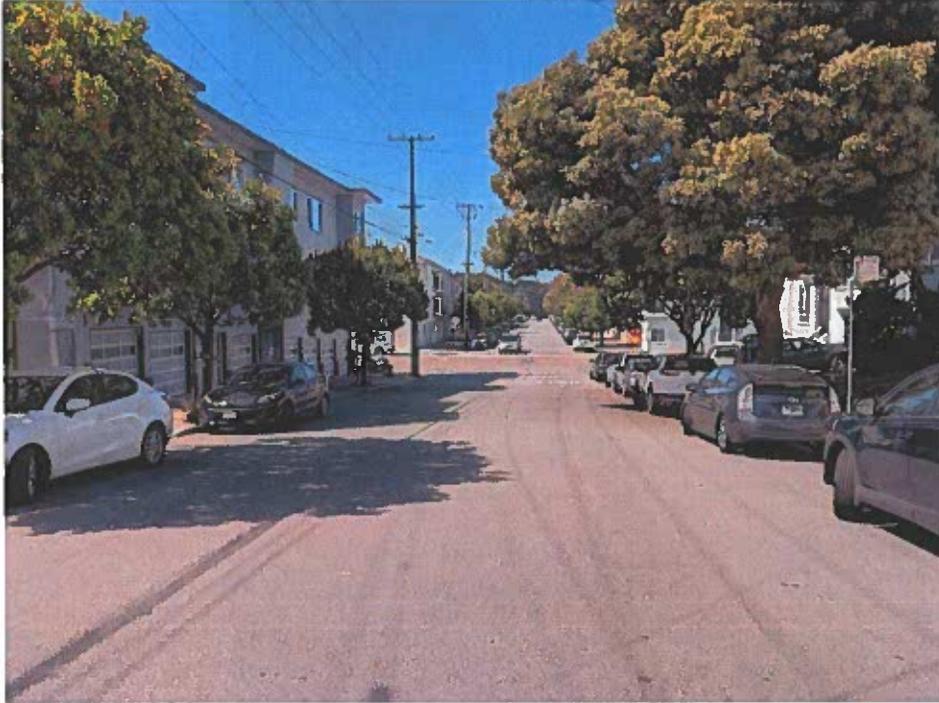
Photos taken
by EO, 7/16/14



Northbound 24th Ave, looking right



Northbound 24th Ave, looking left after edging forward



Northbound 24th Ave, approaching Judah st.



Northbound 24th Ave, looking left

photos taken
by EO, 7/16/19

Map Printed
7/17/19 from
open street map





CL2, map
Printed from
Google
7/17/14



SFMTA
Municipal
Transportation
Agency



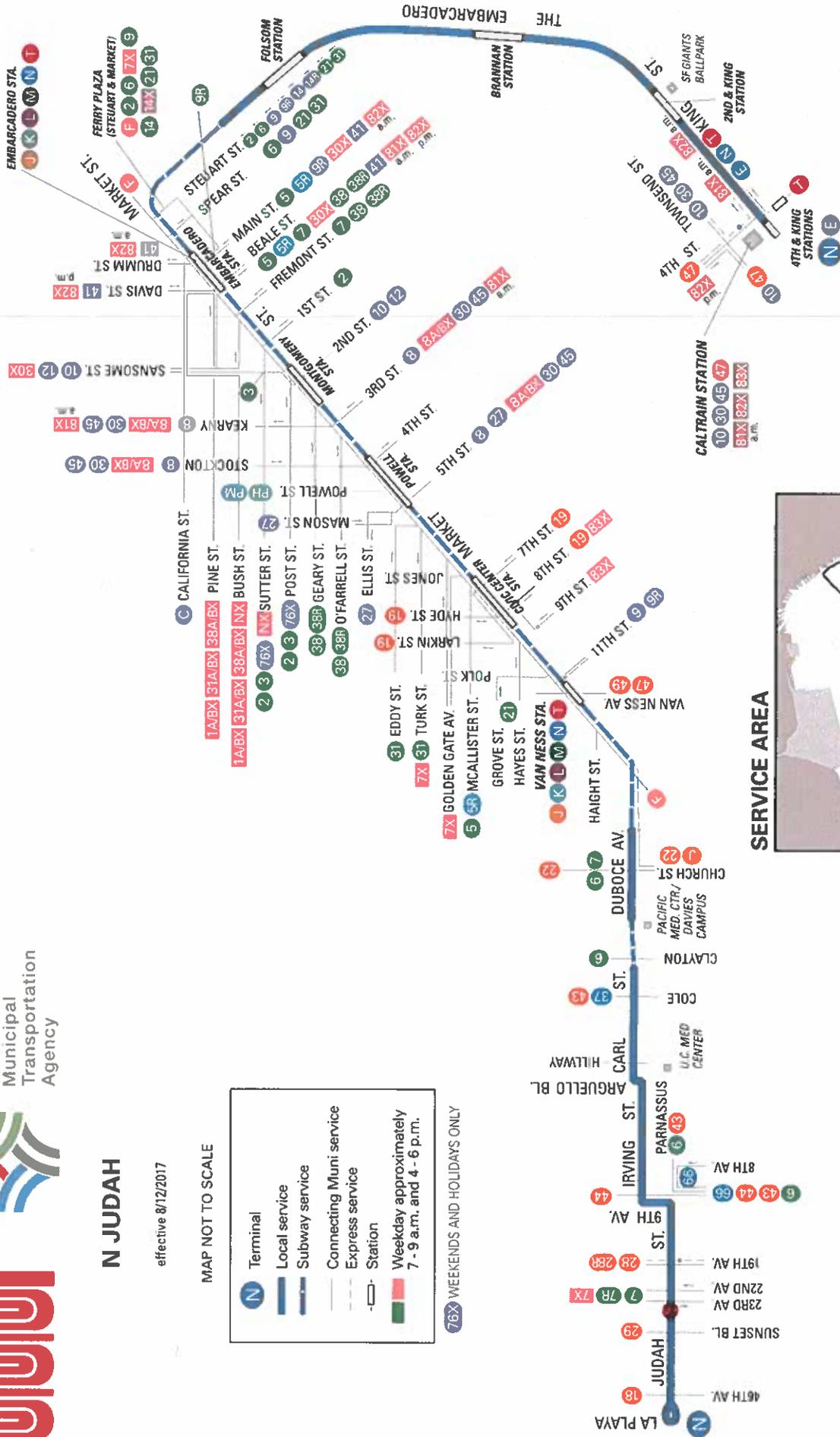
N JUDAH

effective 8/12/2017

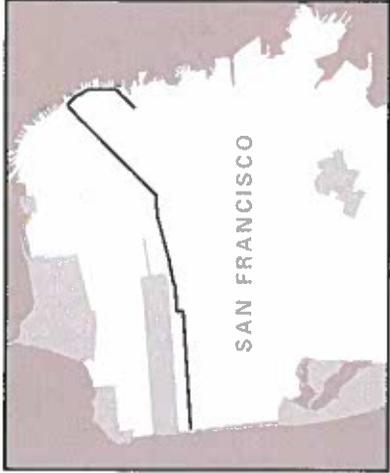
MAP NOT TO SCALE

	Terminal
	Local service
	Subway service
	Connecting Muni service
	Express service
	Station
	Weekday approximately 7 - 9 a.m. and 4 - 6 p.m.

76X WEEKENDS AND HOLIDAYS ONLY



SERVICE AREA



SPEED LIMITS

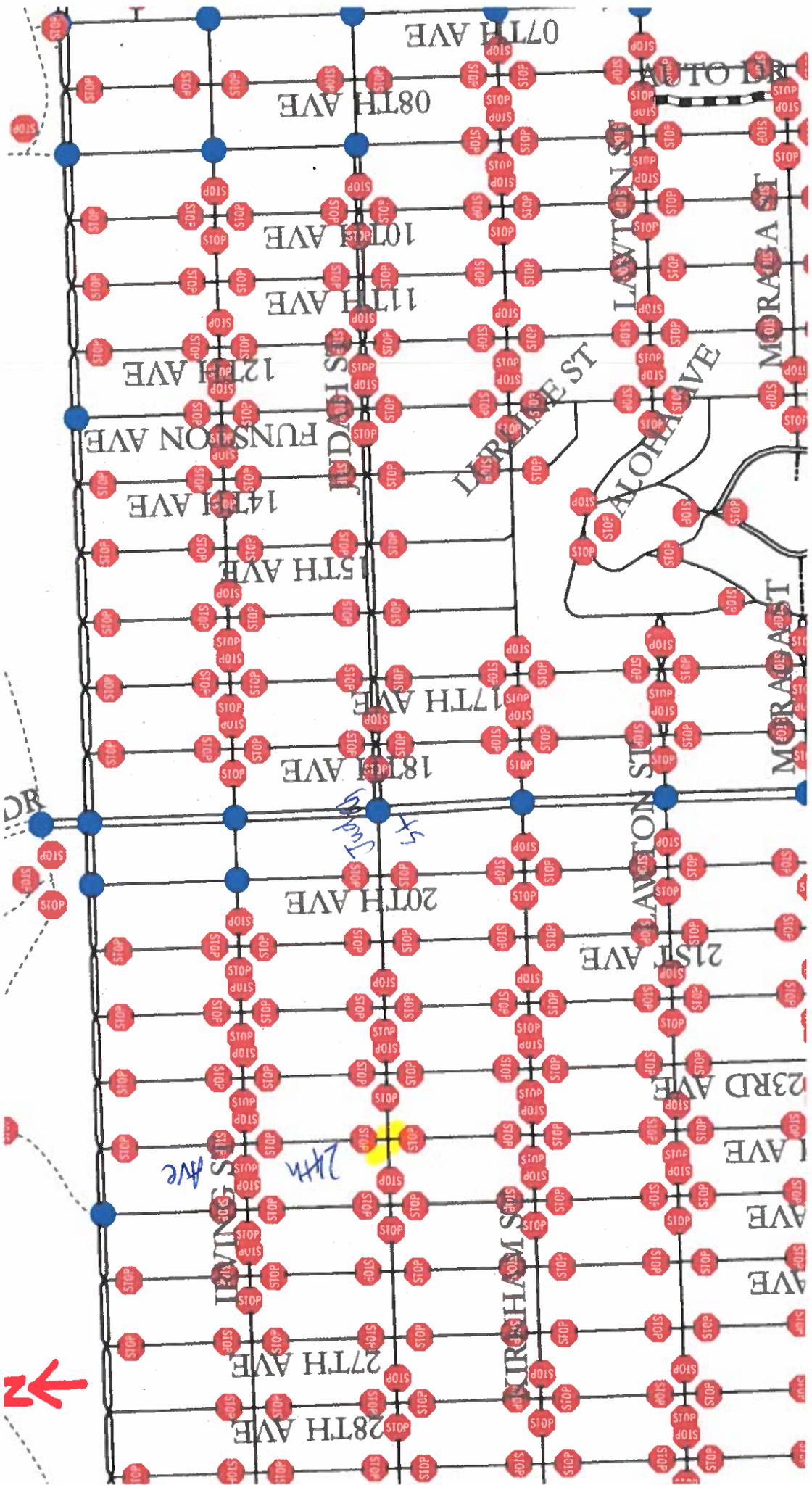
San Francisco, CA 2016

SPEED LIMITS

- De Facto (CVC)
- 25
- 30
- 35
- 40
- 45
- Other Highway

De facto speed limit refers to the standard speed limits set by the California Vehicle Code (CVC). The speed limit is 25 MPH for most residential and commercial streets.

Map does not include any speed limits less than 25 MPH.



Stop sign map

San Francisco Street Types

BETTER STREETS PLAN TYPOLOGIES

BSP Base Class

- Commercial Thoroughway
- Downtown Commercial
- Neighborhood Commercial
- Residential Thoroughway
- Downtown Residential
- Neighborhood Residential
- Mixed-use
- Industrial
- Peak Inhabitor

Special Condition Overlay

- Business
- Community/Chic
- Parkway
- Peak Edge
- Alley
- Promo

Other

- TED/Fair Development Plan
- Unaccepted/Paper Streets
- NOV/NOV Ramp

Important: This map is intended as an overview only. Designers should use this map for more information on determining street types in:

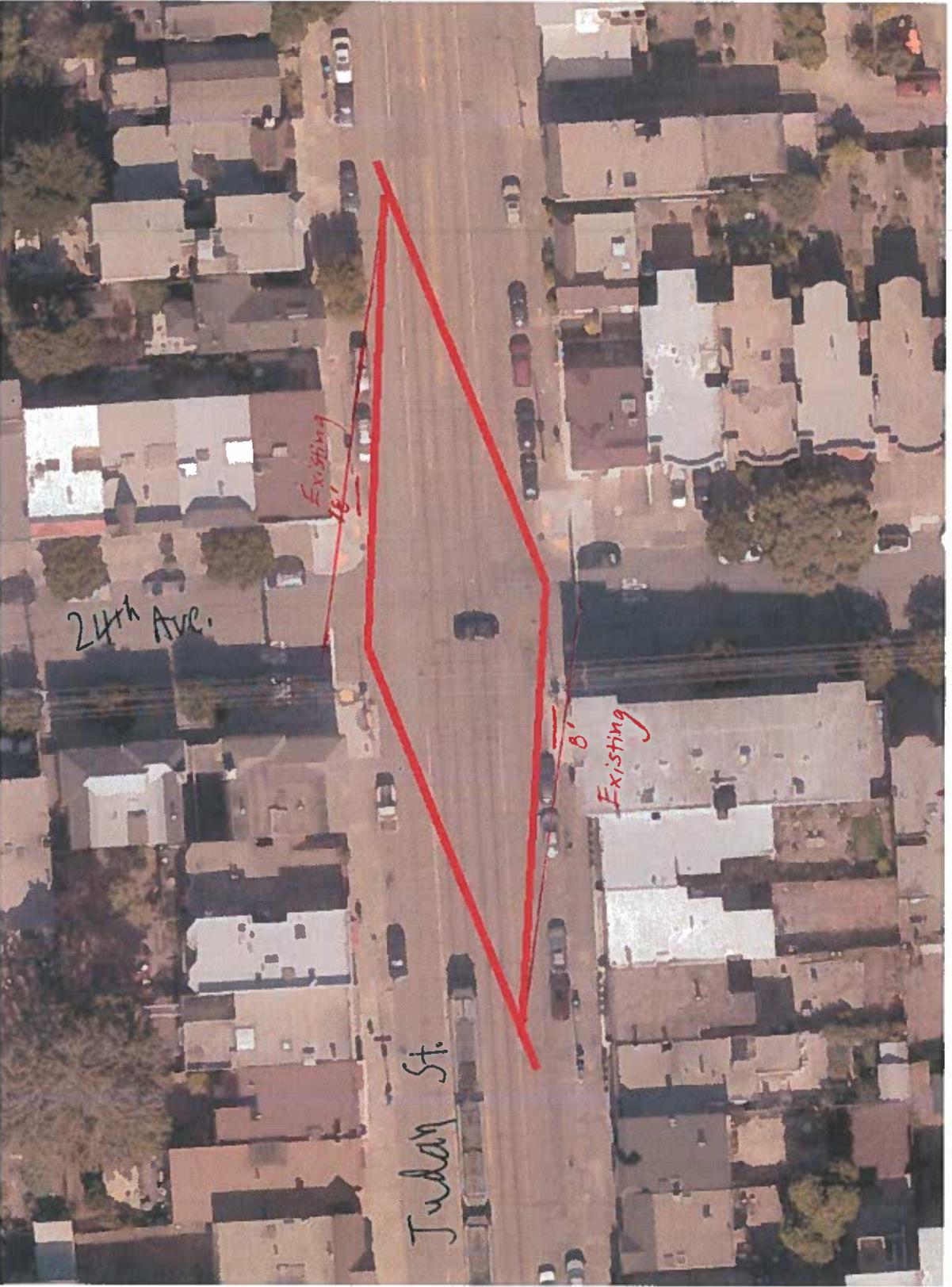
Note: This map does not replace FHWA Federal Classification

Questions/Comments: paul.chuslan@sf.gov



Street Classification map





N ↑

150' Sightlines

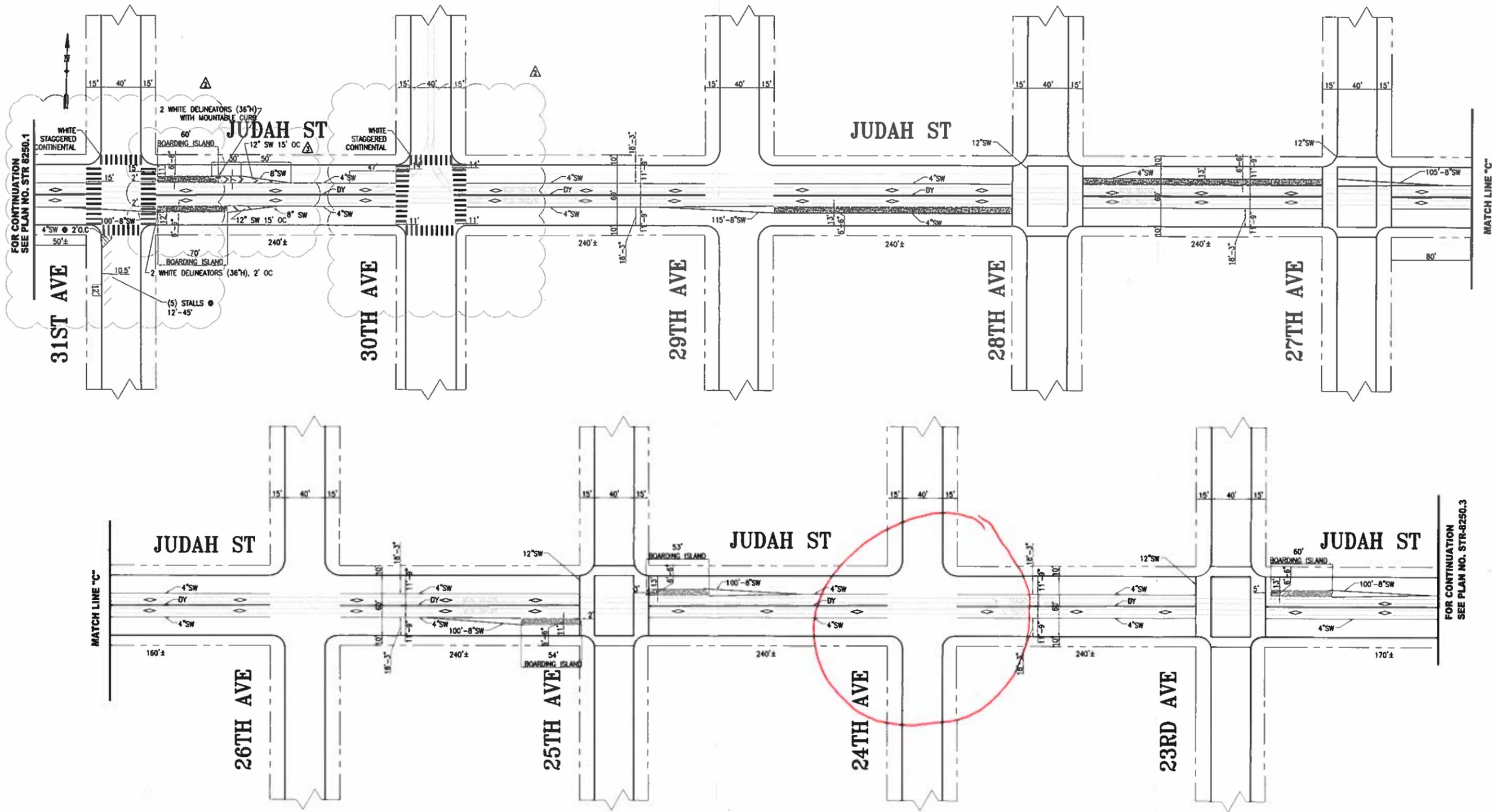
↑ N

24th Ave.

Judy St.

Existing
18'

Existing
8'



NO.	DATE	DESCRIPTION	BY	APP
1	06/25/18	UPDATED PER FIELD CONDITIONS @ 31ST AVE	E. OROZCO	C. LIU
2	06/25/18	UPDATED PER FIELD CONDITIONS @ 31ST AVE	E. OROZCO	C. LIU
3	06/25/18	UPDATED PER FIELD CONDITIONS @ 31ST AVE	E. OROZCO	C. LIU
4	06/25/18	UPDATED PER FIELD CONDITIONS @ 31ST AVE	E. OROZCO	C. LIU
5	06/25/18	UPDATED PER FIELD CONDITIONS @ 31ST AVE	E. OROZCO	C. LIU



APPROVED	SCALE:
CHERYL LIU 11/16/17	1" = 50'
SENIOR ENGINEER	
DATE:	
DRAWN:	SHEET/SHEETS:
K. SHUE 11/2017	3 OF 5
CHECKED:	DATE:
C. WONG 11/2017	11/17/17
CITY TRAFFIC ENGINEER	DATE:

TRAFFIC STRIPING	CONTRACT NO.
JUDAH STREET	DRAWING NO.
31ST AVE TO 23RD AVE	STR-8250.2
	FILE NO.
	REV. NO.
	3

EXTERNAL REFERENCES: XREFS
 SCALE FACTOR: XX
 PLOT SCALE: 1=1
 ORIGINAL SECTION
 FILE NAME: BDE-STR2.DWG
 DATE: --/--

CITY AND COUNTY OF SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
TRAFFIC ENGINEERING
CITIZEN REQUEST CORRESPONDENCE



Request No.	20-1627	Section	OPS
TSC No.		Staff Assigned	J. Tom
Director's No.		Due Date	
Mayor's No.		Neighborhood	
Requested Date	6/28/2020	School Name	
Received Date	6/29/2020	Organization	

Firm	
Requested By	Gordon Lee
Address	
City/State/Zip	San Francisco, CA

Letter Subject	R1
-----------------------	----

Subject Location	Work Description
24th Street at Judah Street	

Additional Correspondence		Legislation	Action	Date
From/To	Date			
		TASC		
		Public Hearing		
		SFMTA Board		
		Board Committee		
		Board of Sups		
		Mayor's		
		Res/Ord No.		

Comment

BT All-way STOP not recommended. WO 20-01018 to refresh faded striping. Constituent submitted similar request in 2017 (see 17-0701). See 19-0571 for most recent evaluation by Transit Eng. - J. Tom 8/10/2020

Remarks

--

From: [Folks, Tom](#)
To: [de la Fuente, Nicole](#)
Subject: FW: Judah Street and 24th Avenue *Constant Accidents*
Date: Monday, June 29, 2020 9:37:11 AM
Attachments: [6.28.20 Accident.MOV](#)

Hi Nicole—can you log this in?

From: Gordon Lee <gordonlee3@me.com>
Sent: Sunday, June 28, 2020 9:42 PM
To: Mar, Gordon (BOS) <gordon.mar@sfgov.org>
Cc: Folks, Tom <Tom.Folks@sfmta.com>; saranya.konala@sfmta.com; Jefferis, Richard Scott <Scott.Jefferis@sfmta.com>; MayorLondonBreed@sfgov.org
Subject: Fwd: Judah Street and 24th Avenue *Constant Accidents*

EXT

Hi Supervisor Mar,

I live in the outer sunset on 24th and Judah and have 3 small kids. I have lived here now for almost 9 years and seen countless accidents on this block. Most notably, this evening at 8:34pm, when a car ran the stop sign and was hit “T-Bone” style by another driver.

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

I am asking for STOP sign on this city block. This is my 2nd attempt. Even the Police Officer, Office Chan admitted that this is the worst block for accidents and he has been on site of many.

You can see, I requested this 3 years ago to no avail. With COVID-19 hitting and the MUNI not even running (buses only), hardly anyone is on the bus anyways. So being on time shouldn't be an issue.

Accidents are the issue with many running the STOP sign on 24th and Judah. We need two more on Judah so its 4 way like 23rd Avenue and like 25th Ave.

Will it take someone getting seriously injured before 2 STOP signs are added?

Please look into this and help a worried citizen.

Many thanks,
Gordon
415-279-3669

This is from my original request more than 3 years ago:

On Mar 31, 2017, at 10:13 PM, gordon.lee@me.com wrote:

Following up on my request.

Gordon

On Mar 28, 2017, at 6:09 PM, gordon.lee@me.com wrote:

Hello,

Can you direct me for my request to make a stop sign at the corner by my home in the Sunset District?
24th and Judah specifically.

There has been 2 accidents in my area on back to back days in Jan of 2017.
We have 3 kids, so we want this area to be safe and for the cars to slow down.

Please advise,

Thanks,
Gordon

Begin forwarded message:

From: Gordon Lee <gordonlee3@me.com>
Subject: Fwd: Judah Street and 24th Avenue
Date: May 16, 2017 at 12:11:05 PM PDT
To: Letty Lee <letty_lee@yahoo.com>

Bummer..I tried.

Begin forwarded message:

From: "Folks, Tom" <Tom.Folks@sfmta.com>
Subject: Judah Street and 24th Avenue
Date: May 16, 2017 at 10:18:47 AM PDT
To: "gordon.lee@me.com" <gordon.lee@me.com>
Cc: "Konala, Saranya" <Saranya.Konala@sfmta.com>, "Jefferis, Richard Scott" <Scott.Jefferis@sfmta.com>

Dear Mr. Lee:

Thank you for your request to install STOP signs at the intersection of Judah Street and 24th Avenue.

We share your concern about traffic and pedestrian safety and have conducted an investigation into the possibility of installing STOP signs at this intersection. Upon receiving a request to evaluate an intersection for additional STOP signs, we complete a study of intersection conditions such as vehicle volumes, sight lines, and reported collisions. The results of this study are measured against standards developed from state and federal guidelines, and if additional traffic controls are not justified, we do not recommend them. Installation of STOP signs where they are not warranted can result in poor compliance and weakens the authority of traffic control devices.

Based on our investigation, we do not recommend installing STOP signs to stop Judah Street at 24th Avenue at this time. STOP signs are primarily used to designate the right-of-way at intersections where right-of-way may be unclear. This intersection is presently controlled by the STOP signs on 24th Avenue, thus vehicles on this street must stop and yield the right-of-way to traffic on the crossing street. To help to clarify the right-of-way, we recommend installing “Cross Traffic Does Not Stop” signs below the existing STOP signs on 24th Avenue. On your behalf, we have sent a work order to our Sign Shop to install these signs as soon as scheduling permits.

A factor influencing our recommendation about additional STOP signs is the routing of Muni’s N Judah on Judah Street. While the effect of one additional STOP sign may have only a small impact on delay, the cumulative effect of additional STOP signs at other intersections can degrade Muni service. The City's Transit First policy requires that we pay particular attention to Muni's service requirements.

Additionally, because visibility may be limited somewhat by vehicles parked at the corners of Judah Street and 24th Avenue, we recommend installing two red zones at the northeast and southwest corners of the intersection. These red zones will set parked vehicles further back from the intersection improving both motorist’s sight lines and visibility for pedestrians entering Judah Street.

Although we are unable to comply with your request, we appreciate your concern and interest in traffic safety. If you have any other questions, please contact Saranya Konala of my staff at 415-646-2125.

Sincerely,

Thomas Folks
Senior Engineer, Sustainable Streets Division
San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Email: tom.folks@sfmta.com
Phone: 415.701.4688
www.sfmta.com



SFMTA
Municipal
Transportation
Agency

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London Breed, Mayor

Gwyneth Borden, Vice Chair
Cheryl Brinkman, Director
Amanda Eaken, Director

Steve Heminger, Director
Cristina Rubke, Director
Art Torres, Director

Jeffrey Tumlin, Director of Transportation

To: Gordon Lee <gordonlee3@me.com>

Cc: Gordon Mar (BOS) <gordon.mar@sfgov.org>; Marstaff (BOS) <marstaff@sfgov.org>; Jefferis, Richard Scott <Scott.Jefferis@sfmta.com>; Ramos, Joel <Joel.Ramos@sfmta.com>

Dear Gordon,

In response to your most recent request for additional STOP signs on Judah Street at 24th Avenue, I have directed my staff to fully re-evaluate the intersection. The new evaluation consists of an updated assessment of intersection conditions, including sight lines and reported collisions. We also assessed the condition of the daylighting red curbs and "Cross Traffic Does Not Stop" signs that were installed after the previous evaluation. Based on the results of our new investigation, the conclusion remains that we cannot recommend additional STOP signs at this time.

During our investigation, we observed that the pavement markings along Judah Street are faded and have been partially removed by utility construction. We have issued a work order to our Paint Shop to repaint the markings as soon as their scheduling allows.

Although we are unable to comply with your request, we appreciate your concern and interest in traffic safety. If you have any other questions, please contact Jeffrey Tom of my staff at 415-646-4315.

Sincerely,

Thomas Folks
Senior Engineer

TF:BW:jt
20-1627

A handwritten signature in black ink, appearing to be 'TF' followed by a stylized 'BW'.



Sustainable Streets Work Order Form (1/2018)

Log No. 20-01018

Date: 08/10/2020

From: Jeffrey Tom

Phone: 415-646-4315

Res/Dir#: _____

Section: Operations

Section Head: Tom Folks

Priority: Routine

Project ID: <u>Operating</u>	Expiration Date: _____	<input type="checkbox"/> Vision Zero
To: <input type="checkbox"/> Curb Painting	Activity ID _____	Combo Code _____
<input type="checkbox"/> Meter Shop	Activity ID _____	Combo Code _____
<input checked="" type="checkbox"/> Paint Shop	Activity ID _____	Combo Code _____
<input type="checkbox"/> Sign Shop	Activity ID _____	Combo Code _____

for \$ _____

for \$ _____

for \$ _____

for \$ _____

Lead Coordinator: Curbs Meters Paint Signs Engineering

Signal (SRC): _____

Location: Judah Street, between 23rd Ave and 25th Ave

Subject: Refresh Striping

Refresh faded striping on Judah, between 23rd Ave and 25th Ave.



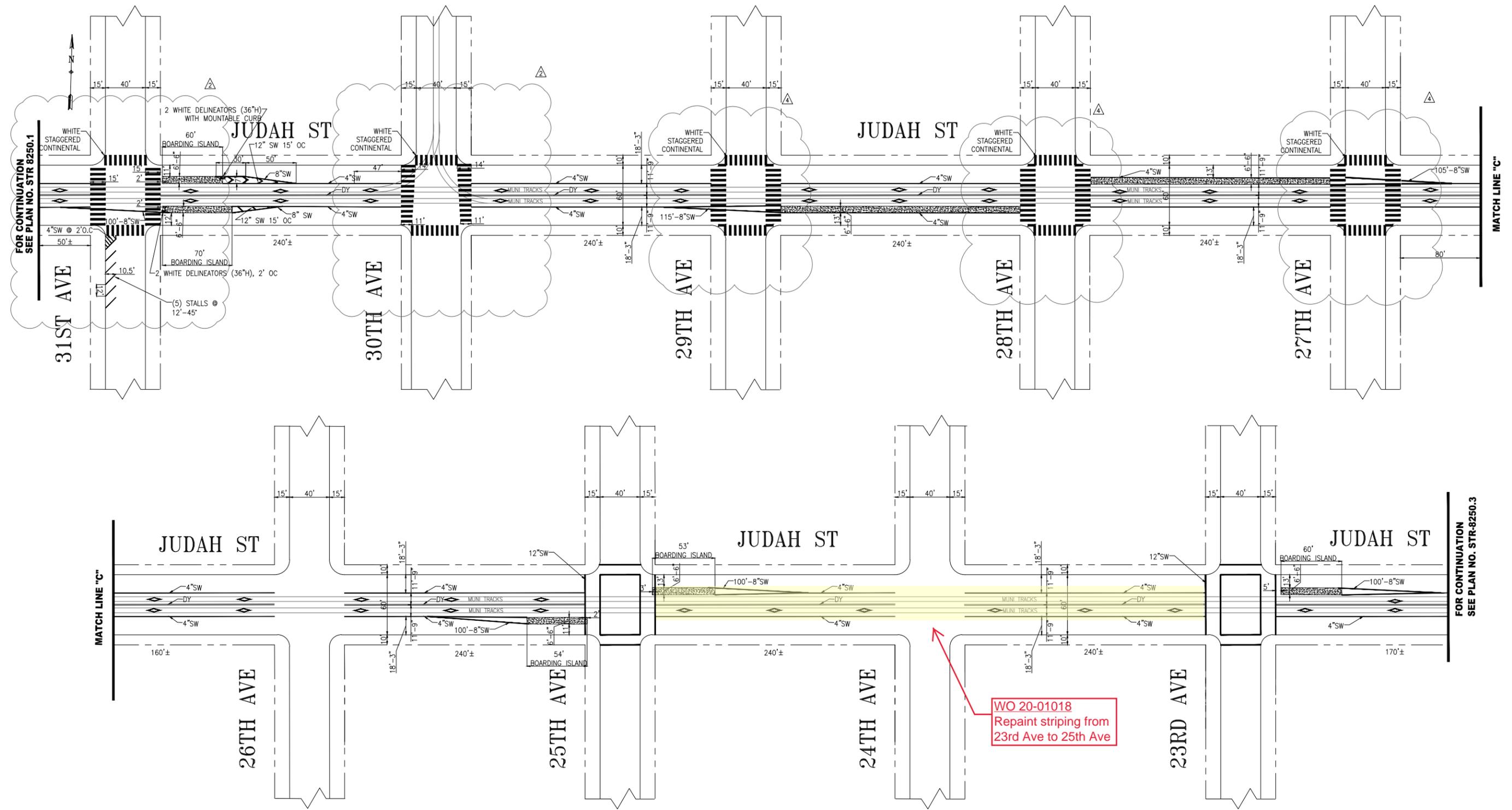
Attachments: STR-8250.2

When completed notify: Jeffrey Tom 415-646-4315

For Shop Use:

Completed by: _____ Date completed: _____

Field checked by: _____ Date field checked: _____



NO.	DATE	DESCRIPTION	BY	APP
△	xx/xx/xx	UPDATED XWALKS TO CONTINENTAL @ 27TH AND 28TH AVES; ADDED XWALK @ 29TH AVE	E. OROZCO	B. TANNER
△	11/07/19	UPDATED BOARDING ISLAND TAPER; ADD DELINATORS POSTS BETWEEN 30TH AND 31ST AVES BOARDING ISLANDS	T. HENDERSON	B. TANNER
△	xx/xx/xx	UPDATED XWALKS TO CONTINENTAL @ 30TH & 31ST AVES	E. OROZCO	B. TANNER
△	06/25/18	UPDATED PER FIELD CONDITIONS @ 31ST AVE	E. OROZCO	C. LIU

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



APPROVED	SCALE:
CHERYL LIU 11/16/17 SENIOR ENGINEER	1" = 50'
DATE: 11/2017	SHEET/SHEETS:
DATE: 11/2017	3 OF 5

TRAFFIC STRIPING

JUDAH STREET
31ST AVE TO 23RD AVE

CONTRACT NO.
DRAWING NO. STR-8250.2
FILE NO.
REV. NO. 4

FILE NAME: R0F-STD2.DWG
DATE: --/--/--
ORIGIN: SECTION
SCALE FACTOR: XX
PLOT SCALE: 1"=1'
EXTERNAL REFERENCES: XREFS
FONTS USED: FONTS

Tom, Jeffrey

From: Folks, Tom
Sent: Tuesday, August 11, 2020 9:32 AM
To: Gordon Lee; Mar, Gordon (BOS)
Cc: Jefferis, Richard Scott; Breed, Mayor London (MYR); Wright, Edward (BOS); Marstaff (BOS); Ramos, Joel; Tom, Jeffrey
Subject: RE: Judah Street and 24th Avenue *Constant Accidents*

Dear Gordon,

Thank you for your follow-up. One of our engineers has done a site investigation of this location, and our recommendations are pending further internal review. Due to the volume of requests and extra difficulties created by the pandemic, we apologize for the delay but hope to present you with our recommendations within the next couple of weeks.

Sincerely,

Thomas Folks
Senior Engineer
Sustainable Streets Division



Office 415.701.4688

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



From: Gordon Lee <gordonlee3@me.com>
Sent: Thursday, August 6, 2020 4:57 PM
To: Mar, Gordon (BOS) <gordon.mar@sfgov.org>
Cc: Folks, Tom <Tom.Folks@sfmta.com>; Jefferis, Richard Scott <Scott.Jefferis@sfmta.com>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>; Wright, Edward (BOS) <edward.w.wright@sfgov.org>; Marstaff (BOS) <marstaff@sfgov.org>; Ramos, Joel <Joel.Ramos@sfmta.com>
Subject: Re: Judah Street and 24th Avenue *Constant Accidents*

EXT

Hello,

It's been exactly one month. Do we have any movement on this or status update? The other day I witnessed 3 close calls, one with a pedestrian crossing.

Gordon

On Jul 6, 2020, at 7:37 PM, Gordon Lee <gordonlee3@me.com> wrote:

Thank you for the reply. I know these things take time, but just want to remind you how many accidents I've recorded on this intersection. It's dangerous, and all we need are two stop signs added on the eastern and western side of Judah and 24th ave.

Let's try to make this happening as soon as we can do no one else gets injured in the Sunset.

Many thanks for your consideration.

Gordon

On Jul 6, 2020, at 4:00 PM, Mar, Gordon (BOS) <gordon.mar@sfgov.org> wrote:

Dear Gordon,

Thank you for highlighting serious traffic and pedestrian safety concerns at the Judah and 24th Avenue intersection. My office will follow-up with SFMTA to assess what options are feasible, and we'll also advocate for traffic and pedestrian safety to be priorities in [SFMTA's N Judah Rapid Project](#) which seeks to significantly improve efficiency and safety of the N Judah line.

Thanks again for reaching out about these important issues.

Gordon Mar

From: Gordon Lee <gordonlee3@me.com>
Sent: Thursday, July 2, 2020 10:39 AM
To: Folks, Tom (MTA) <Tom.Folks@sfmta.com>
Cc: Mar, Gordon (BOS) <gordon.mar@sfgov.org>; Jefferis, Richard (MTA) <Scott.Jefferis@sfmta.com>; Breed, Mayor London (MYR) <mayorlondonbreed@sfgov.org>
Subject: Re: Judah Street and 24th Avenue *Constant Accidents*

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

Thank you Tom, please push for it - very dangerous intersection. Appreciate!

Gordon

On Jul 2, 2020, at 10:32 AM, Folks, Tom <Tom.Folks@sfmta.com> wrote:

Hi Gordon,
I'm sorry about not responding sooner. Our agency will do a follow-up investigation to see what we can recommend for this intersection.

Sincerely,

Thomas Folks
Senior Engineer
Sustainable Streets Division

<image001.png>

Office 415.701.4688

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

<image002.jpg>

<image003.jpg>

<image004.jpg>

<image005.png>

From: Gordon Lee <gordonlee3@me.com>

Sent: Thursday, July 2, 2020 9:55 AM

To: Mar, Gordon (BOS) <gordon.mar@sfgov.org>

Cc: Folks, Tom <Tom.Folks@sfmta.com>; Jefferis, Richard Scott <Scott.Jefferis@sfmta.com>; MayorLondonBreed@sfgov.org

Subject: Re: Judah Street and 24th Avenue *Constant Accidents*

EXT

Hello,

Just following up on this request - Figured I would get some sort of response back at least.

Gordon

On Jun 28, 2020, at 9:41 PM, Gordon Lee <gordonlee3@me.com> wrote:

Hi Supervisor Mar,

I live in the outer sunset on 24th and Judah and have 3 small kids. I have lived here now for almost 9 years and

SFMTA TRAFFIC ENGINEERING STOP SIGN CHECKLIST

STREET A: _____ 24th Avenue **BY:** _____ J. Tom
STREET B: _____ Judah Street
REQUESTED STREET(S) TO BE STOPPED: _____ Judah Street
DATE OF FIELD OBSERVATIONS: _____ 7/27/2020 (except counts)

1. PREVIOUS CORRESPONDENCE

· Number of related letters within last five years: _____ 3

2. TRAFFIC VOLUMES

· Previous 24-hour machine traffic counts? Yes No
· Street A ten minute ADT estimate (10 min. off-peak volume x 6 x 20): _____ 4200*
· Street B ten minute ADT estimate (10 min. off-peak volume x 6 x 20): _____ 2640*
· Time of ten minute count: _____ *3:42-3:52 PM 7/16/2019 by EO (due to COVID)

3. INTERSECTION COLLISIONS

· Five-year intersection reported collision total: Total 3 Rate 0.24
· Five-year intersection collisions correctable by STOP: Total 3 Injury 3
· Three or more injury correctable collisions in a 12 month period? Yes No
("Correctable" includes right-angle, right turn, left turn, and pedestrian collisions)

4. FIELD CONDITIONS

· Sketch of intersection with street widths, striping, grades, parking, obstructions, etc.
· Check for adequate stopping sight distances
· Check condition of striping, STOP pavement markings, STOP signs, red curbs, etc.

5. AREA CONDITIONS

· Attach map with approaching traffic controls or STOP sign patterns
· Speed limit of street to be stopped: _____ 25 MPH
· Area type: Residential Commercial Industrial
· Is the street to be stopped a designated major or minor arterial? Yes No
· Does the street to be stopped carry a bus or rail transit route? Yes No
If Yes, affected transit route(s): _____ N, NX

6. PEDESTRIANS

· Estimated 10 minute pedestrian volume crossing street to be stopped: _____ 3*
· Check for adequate traffic gaps for pedestrians to cross
· Check for potential pedestrian traffic generators in the area
· Five-year intersection collisions involving pedestrians Total 0

7. SCHOOLS

· Is the intersection a designated school crossing (yellow crosswalk)? Yes No
If Yes, Name _____ Type _____

8. ALTERNATIVES TO STOP SIGNS

· Check for possible red curbs, tall vehicle restrictions, additional signs, etc.
· If the street to be stopped is a major traffic street, consider traffic signals review

STOP SIGN INSTALLATION FIELD CHECKLIST (If recommended only)

· Will tree trimming be necessary for new STOP sign visibility? Yes No
· Will "STOP Ahead" signs be necessary for new STOP signs? Yes No
· Any parking and height restrictions that should be modified? Yes No
· "SLOW SCHOOL XING" markings or warning signs to be removed? Yes No

NOTE: Every intersection is unique. This list is not intended to take the place of independent observation and analysis. (Form Revised 3/2009)

TransBASE Internal Dashboard

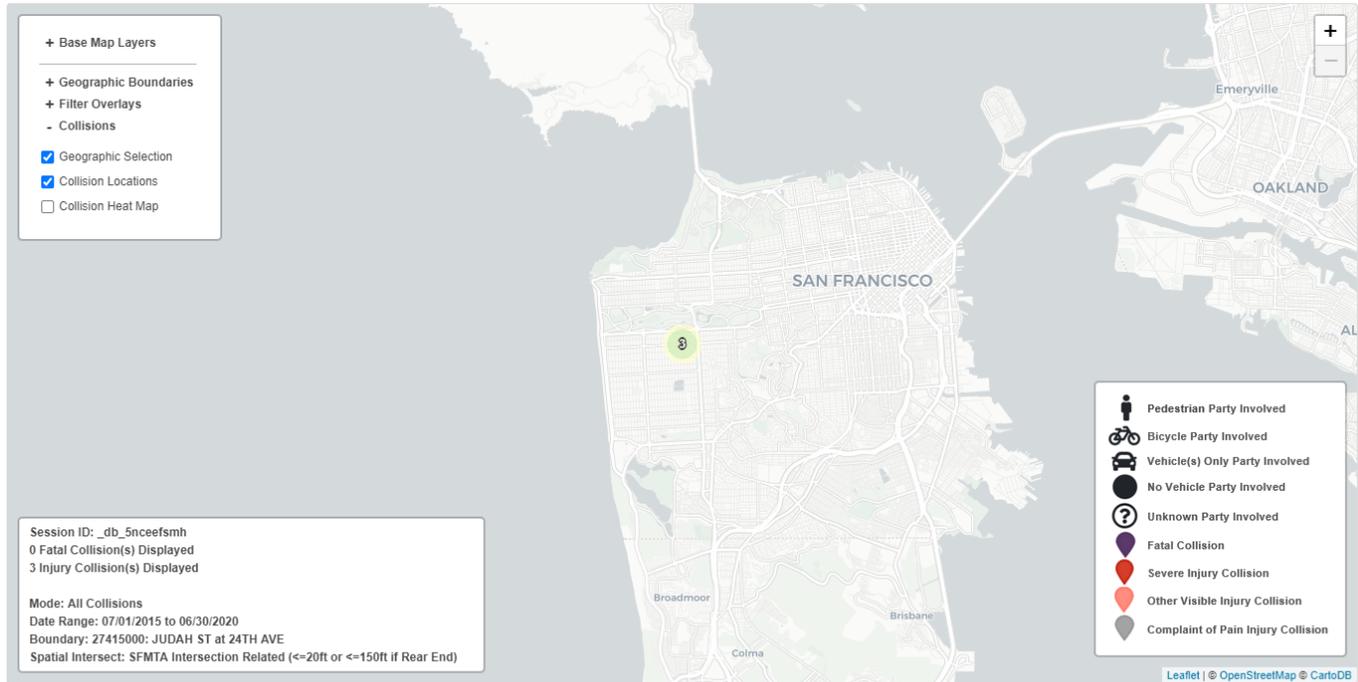
Geographic Extent: 27415000: JUDAH ST at 24TH AVE

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

Data Range: 07/01/2015 to 06/30/2020

Pull Date: 8/12/2020

Geographic Extent



TransBASE Internal Dashboard

Geographic Extent: 27415000: JUDAH ST at 24TH AVE
 Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
 Data Range: 07/01/2015 to 06/30/2020
 Pull Date: 8/12/2020

Collision/Party/Victim Table Showing 1 to 3 of 3 entries

Count of Fatal Collisions: 0
 Count of Non-Fatal Injury Collisions: 3
 Total Count of Fatal/Non-Fatal Injury Collisions: 3

Collision Summary:
 05/19/2019: NB veh broadside WB Muni LRV, lost control and hit another vehicle.
 09/29/2017: SB veh broadside WB veh.
 08/27/2015: EB bike in north crosswalk fell and struck by SB veh.

Transit Collision Summary (7/13/2015 to 7/13/2020):
 05/19/2019: See summary above.

Checked by J. Tom 8/12/2020

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
190358632	05/19/2019	17:58	Sunday	JUDAH ST	24TH AVE	0	Not Stated	Driver	North	Proceeding Straight	Driver	West	Proceeding Straight	CVC 22106	Injury (Other Visible)	Other	Not Stated	Cloudy	Daylight
170795101	09/29/2017	10:29	Friday	JUDAH ST	24TH AVE	0	Not Stated	Driver	South	Proceeding Straight	Driver	West	Proceeding Straight	CVC 21802(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
150750357	08/27/2015	10:30	Thursday	24TH AVE	JUDAH ST	0	Not Stated	Bicyclist	East	Traveling Wrong Way	Driver	South	Stopped In Road	CVC 21650	Injury (Complaint of Pain)	Overturned	Bicycle	Clear	Daylight

TransBASE Internal Dashboard

Geographic Extent: 27415000: JUDAH ST at 24TH AVE

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

Data Range: 07/01/2015 to 06/30/2020

Pull Date: 8/12/2020

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 8/12/2020
Collision Level: Injury Collisions
Boundary: 27415000: JUDAH ST at 24TH AVE
Collision Dates: 07/01/2015 to 06/30/2020
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

View Data

- Summary
- Full Data

Showing first 1 rows.
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 Show all columns

Latitude	Longitude	Intersection	Corridor	Date	Incident Type	Line	Mode Updated	ARB Charge	ARBDL_DECISION	At Street	Blank	Capid	Collision Type	Collision Type (group)	Collision With (Operator)	Collision With (Operator) (group)	Direction	Division	IE_DESC	Incident Narrative	Incident Number	Injury	MTA Vehicle Action	MTA Vehicle Action (group)	On Street	Operator Narrative	Safety Analysis	Time of Day	Time Parse	Time Parse (Hours)	Time Parse (Hours) (group)	% Avoidable	ARB Charge Number	Number of Records
37.7615	-122.482	24th Ave & Judah St	Other	5/19/2019	Collision	N Judah	LRV	Unavoidable	Null	24th Ave		790	Front	Front	Auto/Van	Auto/Van	outbound	Green	Heading outbound down hill crossing 24th when a car suddenly a car ran the stop sign and made contact with LRV. Left front of train. She came out so quick no time re act	Restricted FY19-05154	Yes	Going Straight	Going Straight	Judah St	Restricted	DETERMINATION: Non-preventable, LRV vs. Automobile collision. Party 2 is female driver of the northbound automobile on 24th Avenue ran the stop sign for northbound traffic control, then unsafely entered the intersection to cross Judah Street and cut in front of the westbound LRV. The right front area of auto made contact with the left front area of LRV. From the time that the LRV operator could have seen and perceived the situation to be hazardous to the time of impact, the operator had approximately 3 seconds of time and 40 feet of distance to work with. The LRV Operator had no control of Party 2's action and did not have enough time to stop short of avoiding the collision. Party 2 could have prevented the collision if she had made a complete stop at the stop sign on 24th Avenue northbound and yielded to west and eastbound traffics before she proceeded to cross. This determination was made based on information from the onboard video, operator's report and supervisor's report. In the video, at 17:54:16 hours the automobile on 24th Ave can be seen rolling past the stop sign and proceeded to cross Judah. The operator immediately applied the full service brake to stop his train. At 17:54:18 hours, impact occurred. Was there more that the LRV operator could have done to prevent the incident? If the operator had applied the emergency brake, the LRV still would have made contact with automobile. The brake rate of an emergency brake application at 25 mph is approximately 7 mphs (miles per hour per second) and 70 feet of stopping	06:00 PM	16:17:18	1/1/1900	18	16, 17, 18	0.00	0	1

Latitude	Longitude	Intersection	Corridor	Date	Incident Type	Line	Mode Updated	ARB Charge	ARB_DL_DECISION	At Street	Blank Capid	Collision Type	Collision Type (group)	Collision With (Operator)	Collision With (Operator) (group)	Direction	Division	IE_DESC	Incident Narrative	Incident Number	Injury Involved	MTA Vehicle Action	MTA Vehicle Action (group)	On Street	Operator Narrative	Safety Analysis	Time of Day	Time Parse	Time Parse (Hours)	Time Parse (Hours) (group)	% Avoidable	ARB Charge Number	Number of Records											
																										distance after the EB is applied. Add another one and one half second of react time for a total of four and a half seconds minimum needed. RUN 104/N/1425B-1419, Location OB Judah & 24th, Date 5/19/19, Time 17:54, Operator: Louis Galarce, Cap#790, Injury: One transported for minor cut to hand/finger, Property Damage: minor to LRV, major to automobile, Probable Cause: Party 2 violated California Vehicle Code Section 22450(a)(b) The driver of any vehicle approaching a stop sign at the entrance to, or within, an intersection or a railroad grade crossing shall stop at a limit line... This determination was completed by System Safety Division - TSS Paul Lee																		

Showing first 1 rows.
[Download all rows as a text file](#)

Log 20-1627 – 24th Avenue at Judah Street

Judah Street, eastbound, approaching 24th Avenue (J. Tom 7/27/2020)



Judah Street, westbound, approaching 24th Avenue (J. Tom 7/27/2020)



24th Avenue, northbound, approaching Judah Street (J. Tom 7/27/2020)



24th Avenue, southbound, approaching Judah Street (J. Tom 7/27/2020)



Log 20-1627 – 24th Avenue at Judah Street

24th Avenue, northbound, facing left at Judah Street (J. Tom 7/27/2020)



24th Avenue, northbound, facing right at Judah Street (J. Tom 7/27/2020)



24th Avenue, southbound, facing left at Judah Street (J. Tom 7/27/2020)



24th Avenue, southbound, facing right at Judah Street (J. Tom 7/27/2020)



Log 20-1627 – 24th Avenue at Judah Street

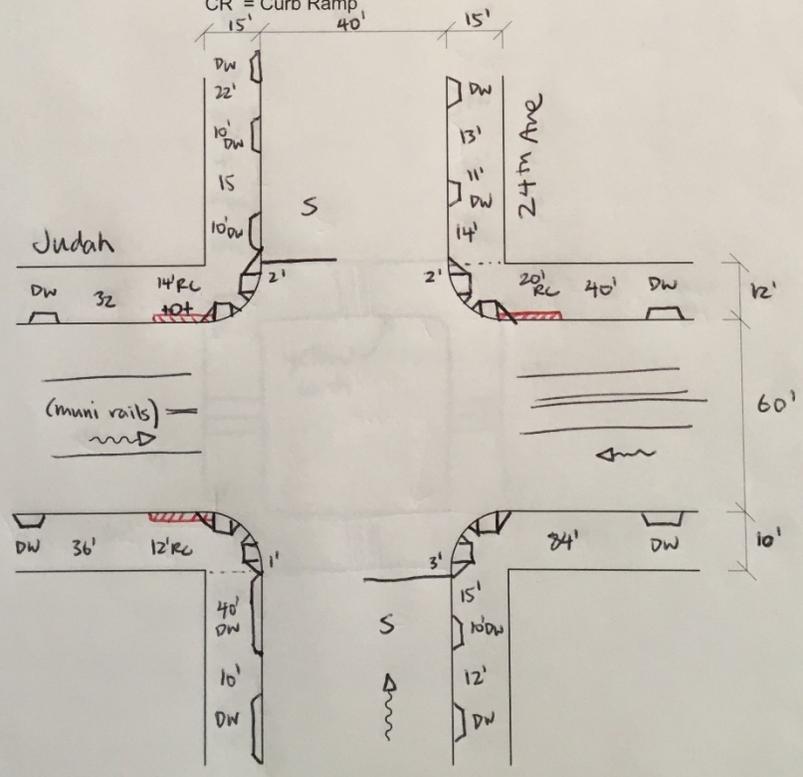
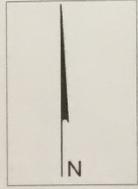
Curb Survey

Intersection: 24th Ave at Judah St Request No.: 20-1627
 Date: 7/27/2020 Day: Mon Time: 3:00 PM By: J. Tom Weather: cloudy

Southbound	Northbound	Eastbound	Westbound	Pedestrians Crossing
Total:	Total:	Total:	Total:	Total:
ADT:		ADT:		

Field Notes:

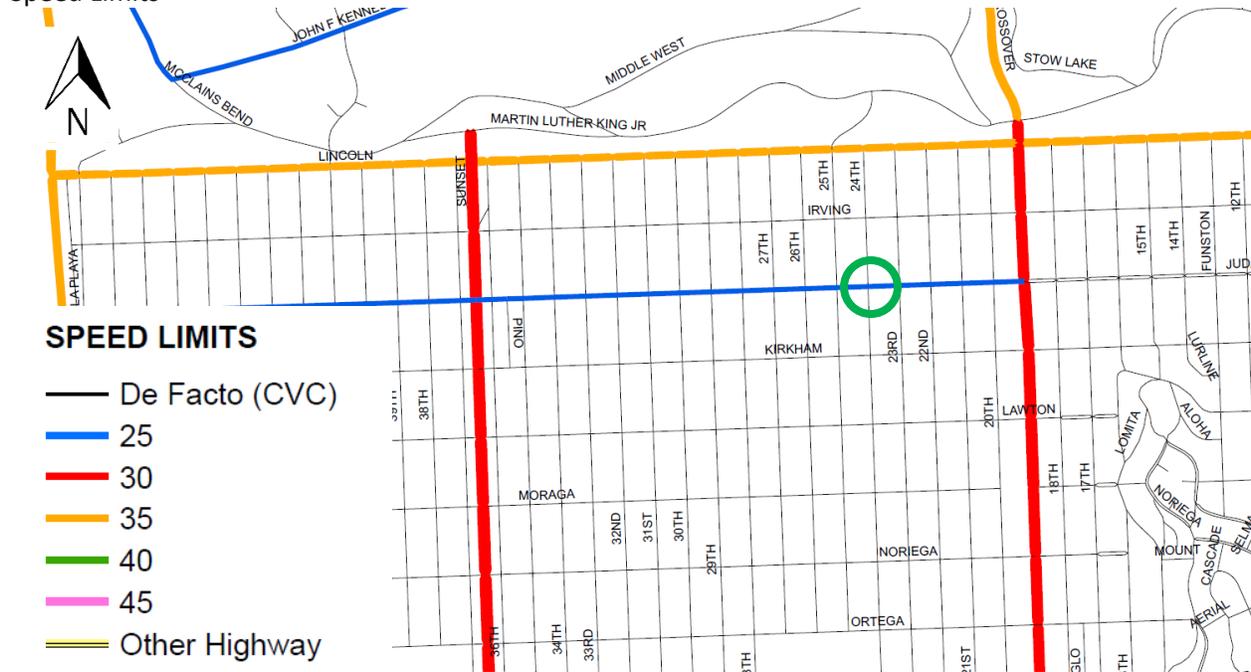
- Legend:
- RC = Red Curb
 - YC = Yellow Curb
 - R1 = Stop Sign
 - PP = Parallel Parking
 - AP = Angled Parking
 - BS = Bus Stop
 - NP = No Parking Allowed
 - CR = Curb Ramp
 - R1-2 = Yield Sign
 - CW = Crosswalk
 - +O+ = Fire Hydrant
 - = Driveway
 - = Painted Curb
 - = Grade (Average)
 - = STOP Sign



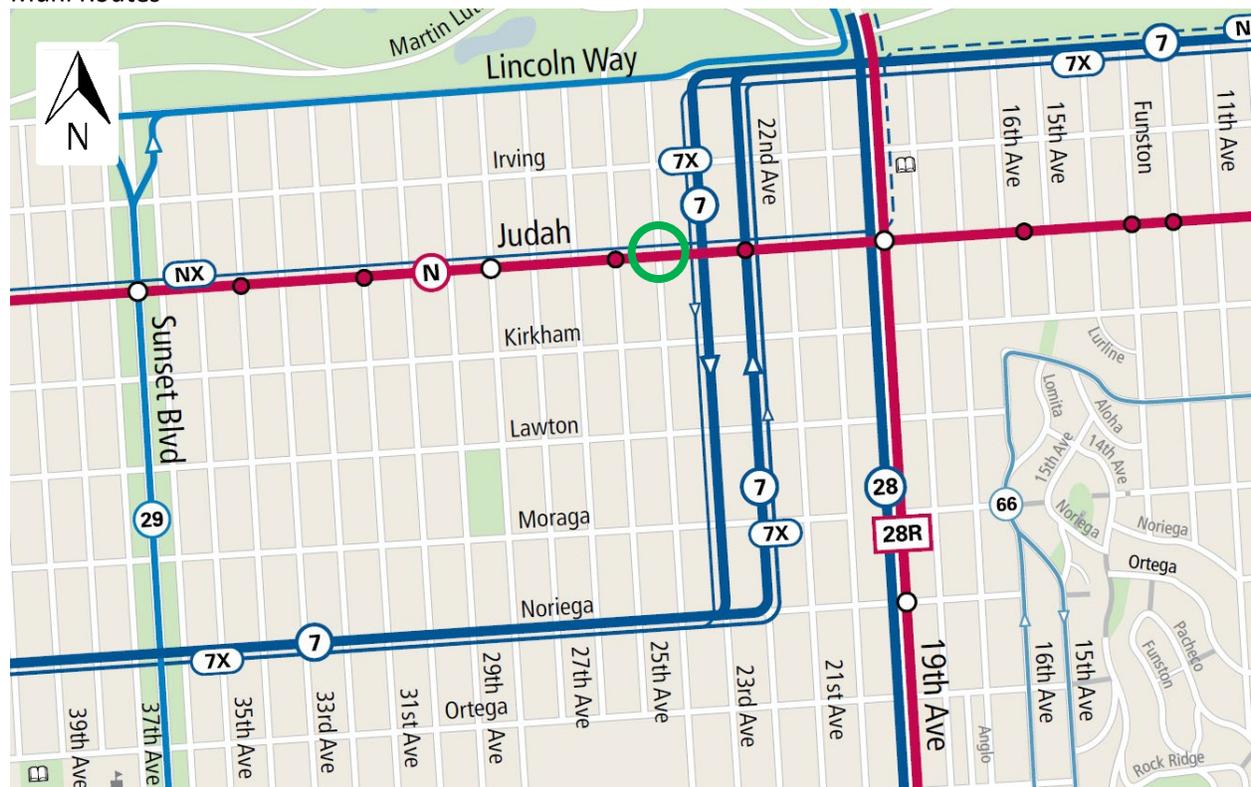
Not to Scale

Log 20-1627 – 24th Avenue at Judah Street

Speed Limits

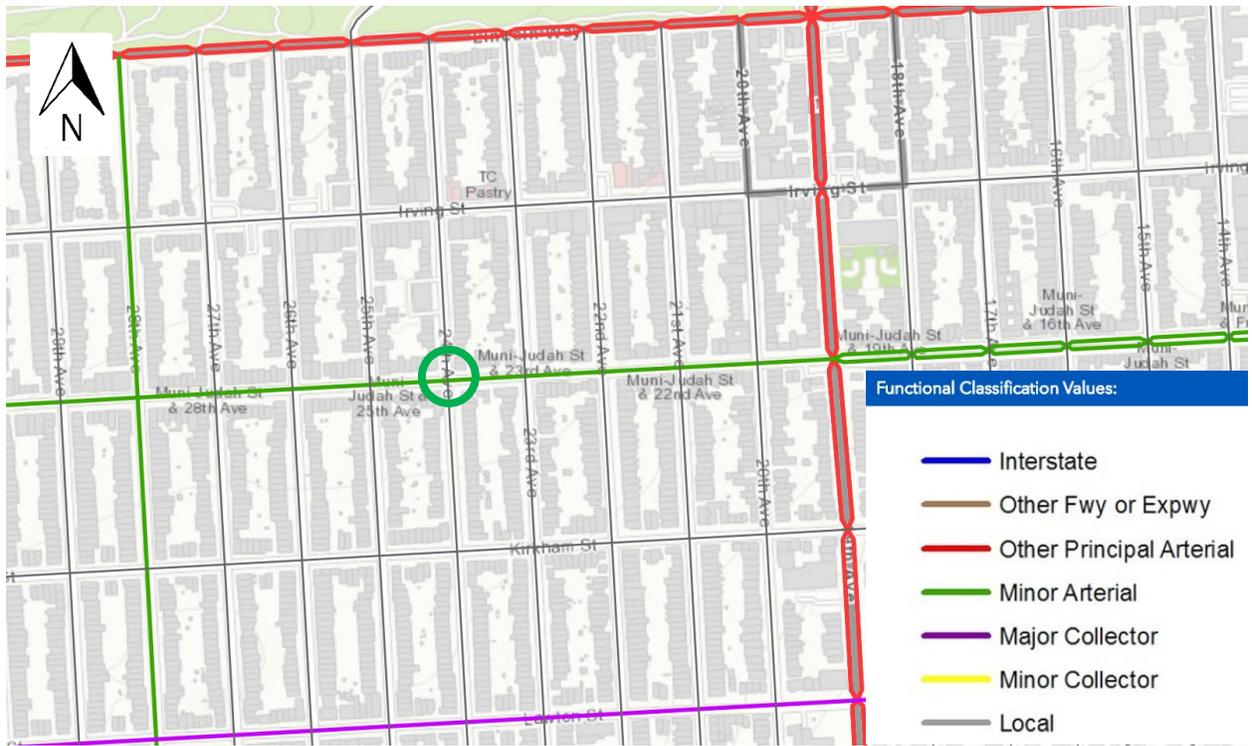


Muni Routes

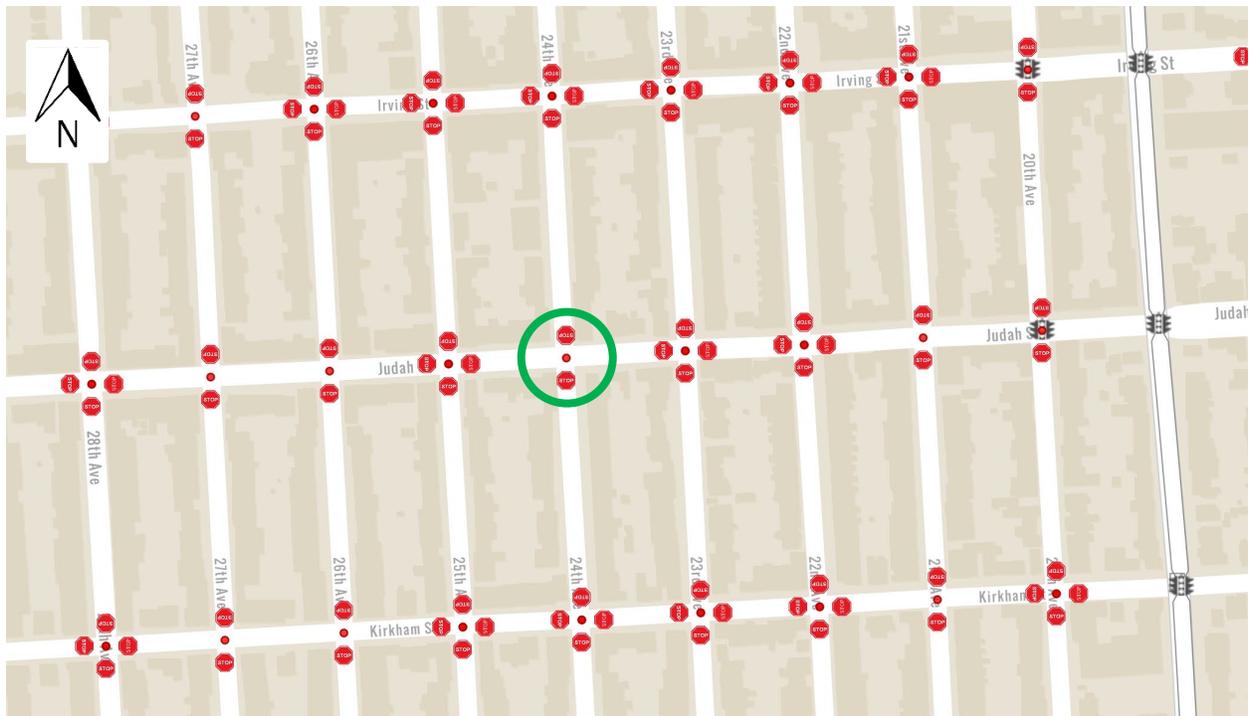


Log 20-1627 – 24th Avenue at Judah Street

Street Classification



TCD Network



Vision Zero Rapid Response Protocol

7/19/2019



As part of our continuing efforts to eliminate traffic fatalities, the San Francisco Municipal Transportation Agency (SFMTA) is updating and clarifying our Vision Zero Rapid Response protocol. Rapid Response is one of the three unique response protocols San Francisco's Vision Zero agencies undertake immediately after every fatal crash on our streets.

Rapid Response: SFMTA's engineering response to identify immediate traffic safety fixes

Crisis Response: San Francisco Department of Public Health (SFDPH), the District Attorney's (DA) office, and the San Francisco Police Department (SFPD) outreach to victims and their families and loved ones, to provide information, counseling and navigation through city services

Post Fatality Street Team Response: SFMTA's public outreach to acknowledge the traffic fatality

San Francisco's approach is to be proactive in **designing our streets**, encouraging safer driving, and enforcing illegal behavior to prevent traffic injuries or death. Our desire to expedite these types of proactive actions is reflected in our recent "quick build" policy changes which focus on accelerated safety actions across the high-injury network, the 13% of our streets where 75% of our severe and fatal crashes occur. We will continue to allocate the majority of staff resources towards this proactive approach with a goal of preventing the next crash.

Vision Zero also means holding ourselves accountable to the principle that all fatalities are preventable, and that means responding quickly and appropriately when fatal crashes occur. For traffic crashes with fatalities or severe injuries that will likely lead to fatalities, the SFMTA has been conducting a Rapid Response program. Rapid Response means SFMTA staff visit the site of the crash within 24 hours to determine if any immediate-term repairs or site-specific improvements can be implemented. The Rapid Response program is not intended to supersede the SFPD's crash investigation, which consider a complex set of factors. Even before the primary cause of the crash is determined by investigators, Rapid Response seeks to identify any potential safety improvements that can be quickly installed or repaired from the following toolkit:

Repairs:

- Signs
- Traffic signals
- Roadway markings
- Color curbs
- Delineators

Safety Improvements:

- Site-specific operational changes
- Traffic signal modifications
- Daylighting or painted safety zones

Vision Zero requires close and timely coordination among the city's agencies. Within one hour of the incident the SFMTA is notified by the SFPD and within 24 hours, the Rapid Response team is on site

Vision Zero Rapid Response Protocol

7/19/2019



analyzing possible improvements. Repairs should be implemented within 72 hours of the crash. Immediate-term safety improvements should be installed within one month. Any improvements will be in addition to longer-term efforts to improve safety on the corridor. Questions or deficiencies regarding items outside the jurisdiction of the SFMTA, such as street lighting or pavement conditions, are referred to their respective agencies for follow up.

The Crisis Response program is another critical component of our post-fatality response and includes staff from DPH, the DA's Office, SFPD and the Medical Examiner. After each traffic fatality, this program connects directly with families of people who have died in crashes to provide victim resources such as:

- Counseling services, resources and referrals
- Assistance navigating the criminal justice system
- Support with funeral and burial services

The final city agency protocol that is activated for traffic fatalities is the Post Fatality Street Team Response. The goal of this program is to provide respectful and empathetic outreach to the public at the crash site following a Vision Zero fatality. The outreach intends to acknowledge the fatality, communicate that the City is aware, taking action and engaged in solutions for eliminating traffic fatalities. Within two to three weeks, Street Team ambassadors will carry out any of the following outreach:

- Install memorial posters at the crash site
- Acknowledge the traffic fatality to members of the public and connect impacted individuals with crisis team support
- Discuss Vision Zero SF and what the city is doing to make streets safer for everyone



MEMORANDUM

DATE: April 6, 2009

TO: SFMTA Board of Directors
Tom Nolan, Chairman
Rev. Dr. James McCray, Jr., Vice-chairman
Cameron Beach, Director
Shirley Breyer Black, Director
Malcolm Heinicke, Director
Jerry Lee, Director
Bruce Oka, Director

THROUGH: Nathaniel P. Ford, Sr.
Executive Director/CEO

FROM: Bond M. Yee, Director
Parking and Traffic

SUBJECT: Guidelines for the Installation of STOP signs and Traffic Signals

This memorandum provides a summary of the guidelines that our Agency engineers follow in recommending the installation of new STOP signs and traffic signals. I hope this will provide you with a better understanding of the rationale that we follow as you review our proposals.

Authority to Install STOP Signs and Traffic Signals

The City Charter has delegated to the SFMTA responsibility for installation and maintenance of traffic control devices like STOP signs and traffic signals. As outlined in the Transportation Code, Division II, the City Traffic Engineer is responsible for recommending new STOP signs or traffic signals. These changes ultimately require approval from the SFMTA Board of Directors, as noted in Transportation Code, Division II, Section 201. Guidance for the use of specific traffic control devices in California is contained in the *California Manual on Uniform Traffic Control Devices* (CA MUTCD).

Intersection Right-of-Way Controls

Intersections in San Francisco are generally controlled in five different ways:

Y903

- A. *Uncontrolled.* No approach has a right-of-way sign or signal. These intersections follow the right-of-way rules established in California Vehicle Code (CVC), particularly Section 21800 for motorists and Section 21950 for pedestrians. The most common type of uncontrolled intersections in San Francisco are T-shaped intersections, where, by State law, the person on the terminating street has to yield the right-of-way to any vehicle or pedestrian on the continuous cross street (CVC 21800b). Vehicles on private property or alleys (streets not exceeding 25 feet in width) also have to yield right-of-way to intersecting streets even if no stop signs are present (CVC 21804)
- B. *YIELD controlled.* An approach controlled with a yield sign has to yield right-of-way to cross traffic but is not required to come to a complete stop. This sign is used in limited applications in San Francisco such as channelized right turns or merge areas.
- C. *One or Two-Way STOP controlled.* In this instance the minor approach to an intersection faces a STOP sign while the through street has the right-of-way. Entering the street is guided by the provisions of CVC 21802. At times the stem of a T intersection will be recommended for STOP sign controls to emphasize right-of-way rules.
- D. *All-Way STOP controlled.* All approaches to an intersection face a STOP sign.
- E. *Traffic signal controlled.* Right-of-way at such intersections is alternately assigned. Motorists and pedestrians face traffic signal indications that regulate the intervals and manner in which they can enter the intersection.

This memorandum focuses on decisions to install right-of-way controls D and E. In San Francisco the vast majority of four or more leg intersections are already controlled in some manner by STOP signs or traffic signals. Most future right-of-way control decisions will thus concern whether intersections should be converted to all-way STOP or traffic signal control.

Collision History

STOP signs or traffic signals are most often requested as a means to improve the safety of an intersection by clarifying right-of-way assignment. The analysis period for collision rates and totals is the most recent five-year state collision summary available.

Intersection Collision Rates

A collision rate gives an approximate measure of the frequency of collisions according to the number of vehicles travelling through the intersection. Traffic Engineering staff initiated two studies of prevailing collision rates at two-way STOP intersections, the type of intersection most likely to be requested for all-way STOP or signal controls.

The first was a study done by DKS Associates in 2001, which estimated that the average collision rate for two-way STOP controlled four-legged intersections in San Francisco was 0.17 total reported collisions per million vehicles entering the intersection based on a random sample of 23 intersections. A staff review of 417 actual STOP sign requests on file came to a similar conclusion, showing a median two-way STOP collision rate of 0.18 collisions reported per million vehicles entering the intersection. This corresponds roughly to saying that on the average San Francisco two-way STOP controlled intersection there is one reported collision for every five million vehicles that go through the intersection.

Intersection Collision Totals

The *California MUTCD* considers five or more reported collisions in a 12-month period one indication that all-way STOPs or traffic signals may be justified at an intersection. The collisions in question have to be of a type that would be "correctable," or relevant to the traffic control device being considered. Correctable collisions include vehicular and pedestrian right-of-way collisions and usually exclude rear-ends, fixed object, parked vehicle, and sideswipe crashes.

The *California MUTCD's* guidance of five correctable collisions was not originally limited to injury collisions. In many large California cities including San Francisco police departments have over the past decades reduced the reporting of property damage only (PDO) collisions due to limited staff resources. In order to account for the decreased PDO reporting levels, the figure of five reported collisions in a 12-month period is adjusted to be three or more injury collisions correctable by all-way STOP or traffic signal instead. The table below illustrates how at a time when property damage collisions were being reported (mid 1970's), the ratio of correctable injury collisions to property damage collisions was nearly 1 to 1. Using three or more injury collisions therefore accounts for the possibility of there being an additional three property damage collisions that may not be reported, which would together exceed the *California MUTCD's* guidance of five or more correctable collisions.

1973 to 1975 Injury and Property Damage Only Collisions for Violation of Automobile and Pedestrian Right-of-Way, Signs and Signals

Injury Right-of-Way Collisions	Property Damage Only Right-of-Way Collisions	Ratio of Injury to PDO
5619	4937	1.1 to 1

Source: SWITRS

A collision rate or total is that is above the numbers reported above does not necessarily have to result in additional STOP or signal controls being recommended. Engineering judgment must be used to analyze the collision rate and collision total in light of other information about the intersection before making a recommendation.

Alternatives to All-Way STOP and Traffic Signals

There may be alternatives to additional controls that should be pursued first before all-way STOP control or signalization is recommended. The specific alternatives proposed can vary depending on the issue to be addressed. At times safety can be improved without requiring all vehicles on a major approach to an intersection to stop. Alternatives to STOP signs include no parking red zones to improve sight distances, pedestrian warning signage, and additional pavement markings. Though not common in San Francisco, small intersection traffic circles can also improve right-of-way assignment and have been successfully used in other cities such as Seattle as alternatives to STOP signs. The idea of implementing alternatives first is standard professional practice. The *California MUTCD*, for example, states that prior to signalization engineers should first ensure that "adequate trial of alternatives...has failed to reduce the crash frequency" (CA MUTCD 4C.08).

Major Transit and Traffic Streets

Certain streets in San Francisco because of their design or location in the city's transportation network are considered important transit or traffic streets. These include streets designated as arterials in San Francisco's Master Plan, multi-lane streets with high traffic volumes, state highways, and streets serving major Muni lines. These major streets are typically controlled by traffic signals and two-way STOPs facing the minor approaches. This pattern assigns traffic to the major street and minimizes diversion of traffic to neighborhood or local streets. All-way STOP controls are often inappropriate along signalized streets. A STOP sign between traffic signals or where a STOP sign would be generally unexpected can be disruptive to traffic flow, may suffer from poor compliance, and can result in an increase of certain types of collisions such as rear-ends. Such STOP signs may also negatively effect Muni operations. Board of Supervisors Resolution 140-80, for example, established a policy against STOP signs along Muni lines unless "there is a clear overbalance of safety considerations." Where there is a safety concern along a major street funding of a traffic signal may be preferable. A new traffic signal can be coordinated, made traffic responsive, or designed with transit priority to minimize stopped delay on the major street.

All-Way STOP Signs

STOP signs require all vehicles to come to a STOP and thus are one of the strongest signs available to traffic engineers. According the *California MUTCD*, however, STOP signs should not be seen as a "cure all" or substitute for other traffic control devices that may be more appropriate (CA MUTCD 2B.04). All-way STOPs are ideally installed at locations with approximately equal volumes from all approaches (CA MUTCD 2B.07). Among some of their disadvantages, STOP signs can increase delay, noise, air pollution, and energy consumption, effects that are magnified the more vehicles that are required to come to a stop. STOP signs should not be used for speed control or as a means to slow down vehicles through an area (CA MUTCD Section 2B.05). Studies

indicate that midblock vehicle speeds following a STOP sign can be the same or higher than if the STOP sign is not present. Unwarranted STOP signs can suffer from poor compliance, which in turn decreases their overall effectiveness. Unwarranted proliferation of STOP sign controls should therefore be avoided.

The following subsections discuss some of the factors that are looked at in making all-way STOP evaluations (see also attached stop sign checklist):

Traffic Volumes

A short traffic count is conducted to measure relative volumes. These field counts can be turned into estimates of daily traffic. Absent other factors, the more traffic on the street to be stopped relative to the street already stopped, the less likely an all-way STOP is recommended, particularly if the street to be stopped has Muni routes or high total volumes. The intersection of local streets with daily traffic volumes under 2,000 at times may be suitable for all-way STOP control even if reported collision totals are low provided the all-way STOP is consistent with the area's overall traffic control patterns.

Pedestrian Issues

During field evaluation pedestrians are also counted. Observations are made as to whether pedestrians have difficulty crossing the street to be stopped. Although motorists are required by California law to yield to pedestrians crossing an uncontrolled crosswalk, gaps in traffic are observed. Gaps in traffic can be the product of low traffic volumes or upstream traffic controls such as signals. Special pedestrian generators such as school zones are also noted.

Collision Summaries

As discussed above, collision totals are obtained and rates estimated in order to determine the relative degree of collision frequency at the study intersection. Three calculations are now made in evaluating all-way STOP controls:

- A. Does intersection have a five-year total reported collision rate over 0.2 collisions per million vehicles entering the intersection? This rate comparison is based on recent rate studies highlighted above.
- B. Does intersection have three or more correctable injury collisions in a 12-month period during the past five years on record? This is a new calculation that will be implemented with the adoption of this memorandum.
- C. Does intersection have four or more correctable injury collisions during the past five years on record? This calculation has been used for all-way STOP reviews by San Francisco traffic engineers since the 1980s.

A yes-response to any or all three of these questions does not automatically result in an all-way STOP recommendation but is rather used to inform the final decision about whether additional controls or alternative measures should be pursued. Staff also looks at the specific collision patterns present at an intersection. A pattern of collisions in a particular direction or time of day, for example, can help identify alternative measures.

Transit Routes

A factor influencing recommendations about additional STOP signs is the routing of Muni on a street. While the effect of one additional STOP sign may have only a small impact on delay, the cumulative effect of additional STOP signs citywide can degrade Muni service. If an all-way STOP is recommended, every effort is made to minimize its impact on transit operations, such as relocating or consolidating bus stops.

Sight Distances

Any unusual grades, curves, or parking situations are noted to see that the intersection has adequate sight distances. Staff looks at whether an average user of the intersection can obtain adequate view of pedestrians and cross traffic.

Area STOP Patterns

Information about the traffic control patterns along the street to be stopped and the street that is already stopped can help answer whether a new all-way STOP would be consistent or not with established area patterns.

Engineering judgment is applied to determine what factor or combination of these factors would support a recommendation to install an all-way STOP. In limited instances, all-way STOPS may be recommended as an interim measure until a new traffic signal is funded and constructed.

Traffic Signals

The installation of traffic signals is guided by detailed warrants contained in the *California MUTCD*, Chapter 4C. A typical signal warrants evaluation requires collection of daily traffic counts at all approaches to the intersection. These are then analyzed to find volume combinations that would warrant a traffic signal. Other factors such as distance to nearest signalized intersection, traffic collisions, and pedestrian volumes are also considered.

In San Francisco traffic signals are most often recommended for the following reasons:

- To provide improved right-of-way control at an intersection that meets state signal warrants.

- To address a documented safety concern along a major street where all-way STOP controls would not be appropriate.
- To replace all-way STOP controls installed in the past along a major transit or traffic street.
- To assist pedestrians crossing a major street.

As with STOP signs, traffic signals have some disadvantages. The *California MUTCD* discusses these considerations (CA MUTCD 4B.03):

“Traffic control signals are often considered a panacea for all traffic problems at intersections. This belief has led to traffic control signals being installed at many locations where they are not needed, adversely affecting the safety and efficiency of vehicular, bicycle, and pedestrian traffic.

Traffic control signals, even when justified by traffic and roadway conditions, can be ill-designed, ineffectively placed, improperly operated, or poorly maintained. Improper or unjustified traffic control signals can result in one or more of the following disadvantages:

- A. Excessive delay;*
- B. Excessive disobedience of the signal indications;*
- C. Increased use of less adequate routes as road users attempt to avoid the traffic control signals; and*
- D. Significant increases in the frequency of collisions (especially rear-end collisions).”*

Traffic signals are major capital investments, currently costing approximately \$350,000 each to design and build, with additional resources required to maintain and upgrade in the future. In order to ensure that limited funds are spent first at locations with greatest need, Traffic Engineering staff maintains a list of candidate locations for signalization. This list summarizes traffic volumes, injury collision totals, pedestrian injury collisions, and estimated collision rates. As funding becomes available, staff determines what locations should be prioritized based on the latest available data and request history.

Approval Process

New STOP signs and traffic signals undergo an approval process that includes review by SFMTA staff and other departments such as SFPD, a public hearing, and culminates with an SFMTA Board of Directors Resolution. New traffic signals undergo further approvals depending on the funding sources, most commonly San Francisco County Transportation Authority review if Prop. K sales tax funds are being sought.

SFMTA TRAFFIC ENGINEERING STOP SIGN CHECKLIST

STREET A: _____ **BY:** _____

STREET B: _____

REQUESTED STREET(S) TO BE STOPPED: _____

DATE OF FIELD OBSERVATIONS: _____

1. PREVIOUS CORRESPONDENCE

· Number of related letters within last five years: _____

2. TRAFFIC VOLUMES

· Previous 24-hour machine traffic counts? Yes No

· Street A ten minute ADT estimate (10 min. off-peak volume x 6 x 20): _____

· Street B ten minute ADT estimate (10 min. off-peak volume x 6 x 20): _____

· Time of ten minute count: _____

3. INTERSECTION COLLISIONS

· Five-year intersection reported collision total: Total _____ Rate _____

· Five-year intersection collisions correctable by STOP: Total _____ Injury _____

· Three or more injury correctable collisions in a 12 month period? Yes No

("Correctable" includes right-angle, right turn, left turn, and pedestrian collisions)

4. FIELD CONDITIONS

· Sketch of intersection with street widths, striping, grades, parking, obstructions, etc.

· Check for adequate stopping sight distances

· Check condition of striping, STOP pavement markings, STOP signs, red curbs, etc.

5. AREA CONDITIONS

· Attach map with approaching traffic controls or STOP sign patterns

· Speed limit of street to be stopped: _____ MPH

· Area type: Residential Commercial Industrial

· Is the street to be stopped a designated major or minor arterial? Yes No

· Does the street to be stopped carry a bus or rail transit route? Yes No

If Yes, affected transit route(s): _____

6. PEDESTRIANS

· Estimated 10 minute pedestrian volume crossing street to be stopped: _____

· Check for adequate traffic gaps for pedestrians to cross

· Check for potential pedestrian traffic generators in the area

· Five-year intersection collisions involving pedestrians Total _____

7. SCHOOLS

· Is the intersection a designated school crossing (yellow crosswalk)? Yes No

If Yes, Name _____ Type _____

8. ALTERNATIVES TO STOP SIGNS

· Check for possible red curbs, tall vehicle restrictions, additional signs, etc.

· If the street to be stopped is a major traffic street, consider traffic signals review

STOP SIGN INSTALLATION FIELD CHECKLIST (If recommended only)

· Will tree trimming be necessary for new STOP sign visibility? Yes No

· Will "STOP Ahead" signs be necessary for new STOP signs? Yes No

· Any parking and height restrictions that should be modified? Yes No

· "SLOW SCHOOL XING" markings or warning signs to be removed? Yes No

ISSUING A POLICY STATEMENT REGARDING THE SUITABLE USE AND NATURE OF INTERSECTION TRAFFIC CONTROLS ON TRANSIT STREETS

1
2 WHEREAS, Resolution 189-73 declared San Francisco's Transit First policy,
3 providing priority for transit vehicles on city streets; and

4 WHEREAS, one factor affecting the efficiency and reliability of Municipal
5 Railway service is the location, nature and frequency of intersection traffic
6 controls; and

7 WHEREAS, it has been the general policy of the City to install intersection
8 controls, and particularly stop signs, only where warranted by real safety con-
9 siderations, such as at school crossings and accident problem locations; and

10 WHEREAS, the installation of stop signs is often requested, and heretofore
11 occasionally granted, even where such safety considerations have not been est-
12 ablished, without regard for the effect on and cost to transit service; and

13 WHEREAS, all Muni routes and Transit Streets, as designated on the Transit
14 Preferential Streets Plan in the Transportation element of the City's Master Plan,
15 are identified in the Area-wide Traffic Control Plans prepared by the Department of
16 Public Works and approved by this Board; and

17 WHEREAS, the Transportation Policy Group, consisting of the Director of
18 Public Works, General Manager of Public Utilities, Director of City Planning,
19 Director of the Parking Authority and Chief of Police, has recommended the adoption
20 of a City policy specifying the suitable use and nature of intersection traffic
21 controls on Transit Streets;

22 NOW THEREFORE BE IT RESOLVED, that it is the policy of the City and
23 County of San Francisco that intersection traffic controls be installed on Transit
24 Streets only where they will not contribute to a delay in transit movement, with
25 the exception of those intersections where there is a clear overbalance of safety
26 considerations, and

27 BE IT FURTHER RESOLVED, that additional traffic controls on Transit
28 Streets be approved only in conformance with adopted Area-wide plans, unless it is
29 established that said plans have overlooked a significant safety consideration at a
30 particular intersection, and

FILE NO. _____

RESOLUTION NO. _____

1 BE IT FURTHER RESOLVED, that in the event that additional traffic controls
2 are required on Transit Streets for safety reasons, those traffic control treatments
3 having the least detrimental effect on transit operations should be utilized, even
4 when this may entail additional expense.

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FEB 11 1980

Adopted—Board of Supervisors, San Francisco.....

Ayes: Supervisors Bardis, Britt, Horanzy, Hutch, ~~Kopp~~ Lawson, Molinari, Renne, Silver, Walker, Ward.

~~Noes: Supervisors~~.....

Absent: Supervisor ~~.....~~ **KOPP**.....

I hereby certify that the foregoing resolution was adopted by the Board of Supervisors of the City and County of San Francisco.

..... *[Signature]*
Clerk

..... *[Signature]*
Mayor

171-79-1
File No.

FEB 15 1980
.....
Approved

APPLICATION-BASED TRAFFIC CALMING PROGRAM FY16 TO FY23

Program Cycle	Applications Received	Applications Accepted	Devices Installed	Note
FY22/23	tbd	--	n/a	Processing Applications
FY21/22	330	37	n/a	Processing Applications
FY20/21	212	118	n/a	
FY19/20	74	47	7	
FY18/19	102	54	59	
FY17/18	95	52	101	
FY16/17	87	44	64	
FY15/16	102	50	77	

Device Type	Total Installed*	Supervisor District	Total Installed**	Percentage	Rank
Speed Hump	182	District 1	36	11.43%	4
3-lump Cushion	91	District 2	20	6.35%	8
5-lump Cushion	26	District 3	0	0.00%	11
Speed Table	8	District 4	24	7.62%	6
Raised Xwalk	1	District 5	13	4.13%	9
		District 6	5	1.59%	10
		District 7	60	19.05%	1
		District 8	59	18.73%	2
		District 9	32	10.16%	5
		District 10	44	13.97%	3
		District 11	22	6.98%	7

*Installed 2016 to present

** Total installed by district is higher than total installed (Column B) since some traffic calming spanned multiple Supervisor Districts

FY18 TO FY22 APPLICATIONS BY DISTRICT

Supervisor District	Number of Applications	Accepted	Rejected	TBD*
District 1	78	37	28	13
District 2	56	11	35	10
District 3	11	2	3	6
District 4	52	20	7	25
District 5	39	18	12	9
District 6	14	7	1	6
District 7	118	58	18	42
District 8	121	51	32	38
District 9	96	29	34	33
District 10	154	46	43	65
District 11	74	29	12	33

*TBD apps are awaiting data collection and analysis



Vision Zero Traffic Fatality Protocol

November 2020
Version 6.2



SFMTA
Municipal
Transportation
Agency





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We wish to sincerely thank Kalima Collymore, Senior Administrative Analyst of the San Francisco Office of the Medical Examiner who is instrumental in providing crucial mortality data and other valuable supplementary information needed in order to implement this process.



Vision Zero Traffic Fatality Protocol

I. Purpose

Vision Zero is San Francisco's initiative to eliminate traffic fatalities and reduce severe traffic-related injury on San Francisco's streets. A standardized case definition of traffic fatality across city agencies ensures consistency, and is critical for data collection, analysis and evaluation of the burden of traffic mortality in the City and County of San Francisco, as well as tracking progress towards Vision Zero.

II. Execution and Reporting

On a monthly basis, San Francisco Department of Public Health's (SFDPH) Vision Zero Epidemiologist coordinates with San Francisco Police Department (SFPD) and San Francisco Municipal Transportation Agency (SFMTA) to reconcile traffic fatalities resulting from crashes in the prior month as reported by the Office of the Medical Examiner (OME) and SFPD. The process is as follows:

- 1) Within a week of a traffic death, SFMTA's Transportation Engineer convenes a Rapid Response call to review the details of the fatality, with SFDPH (including Vision Zero and when relevant, Street Medicine and Shelter Health staff) and SFPD as participants.
- 2) Generally within the first two weeks of each calendar month, the OME distributes a report of the prior month's transportation fatalities to SFDPH, SFMTA, and SFPD.
- 3) Following receipt of this report, representatives from SFDPH, SFMTA, and SFPD evaluate the reported deaths by the OME with additional information provided by SFPD reports, as available, and information from Rapid Response Calls. Using the traffic fatality case definition described in this protocol, they coordinate over email or phone to determine the number of reportable deaths for Vision Zero. Agencies also review any new information that has emerged regarding previous cases that might impact case classification. If no deaths occur during the month under review, the group nevertheless coordinates to confirm the fatality total.
- 4) Suspected or probable cases requiring additional follow-up or investigation for case classification are assigned to the appropriate agency representative, who reports results back to SFDPH as soon as possible.
- 5) Once suspected and probable case issues are reconciled and reviewed by all three agencies, SFDPH reports final traffic fatality counts in the Vision Zero Monthly Memo Reporting Template (Appendix A) to identified Vision Zero Stakeholders (see Appendix B) via email and maintains associated documentation.
- 6) SFDPH also maps Vision Zero fatalities and posts to the Vision Zero website on a monthly basis once the reporting template is complete.
- 7) Final fatality counts are subject to revisions if new information emerges that results in revised classifications.

III. Data Sources

Two primary data sources are used to identify traffic fatalities:

- 1) **Office of the San Francisco Chief Medical Examiner's Motor Vehicle Monthly Death Report**
The OME Motor Vehicle Death data is reported to SFDPH, SFMTA and SFPD on a monthly basis. The report provides summary level information regarding the incident, including victim name, age, gender, location of incident, circumstance of fatality, date and time of death, and the investigating agency. Included in these reports are all motor vehicle deaths occurring in the City and County of San Francisco, even where the investigating agency is non-SFPD (i.e. California



Highway Patrol (CHP), BART Police, or San Mateo Police). The reports also include some deaths not occurring in the City and County of San Francisco but examined by the OME. OME defines vehicular deaths to include operators and passengers of vehicles (automobiles, motorcycles, mopeds, buses and trains), bicyclists, and pedestrians. The more detailed OME investigative reports are not available at the time of the monthly reports, but these reports are routinely requested by SFDPH once finalized. OME uses results from their investigative reports to classify vehicular deaths as Accident, Homicide, Suicide, or Undetermined, which are summarized in their Annual Report.

2) San Francisco Police Department Report on Fatal Traffic Collisions

When there is a need for case clarification, SFPD will share information from CHP 555 Traffic Collision Reports or other salient investigation documentation regarding recent fatalities to inform case identification.

IV. Traffic Fatality Case Definition

Inclusion Criteria

Fatalities included have the following characteristics:

- Person(s) killed in or outside of a vehicle (bus, truck, car, motorcycle, moped, bicycle, standup powered device, light rail vehicle (LRV), etc.) involved in a crash or an impact with a vehicle or road structure;
- Occur within the public right of way in the City or County of San Francisco;
- Death takes place within 30 days of the public roadway incident as a result of the injury.

In the event that a person dies within 30 days of the collision/incident date, but their death occurs in the subsequent calendar month or year, the case will be classified based on the collision date. This is consistent with the definition used by the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS), the primary data source utilized by the City for fatalities tracking prior 2013 – with the exception of the inclusion of LRV, as further addressed below.

LRV: LRV traffic deaths involving motor vehicles including motorcycles and mopeds are included and captured in the SWITRS database. However, fatality cases involving pedestrian/passenger/cyclist /standup powered device riders versus LRV are not captured in SWITRS, but will be included in the appropriate category for traffic fatality counts and will be noted with an asterisk below the table. This reporting approach facilitates long-term trend analysis of comparable datasets with previous years of SWITRS data. See Appendix C for further explanation.

Freeways: Traffic fatalities on freeways are tracked, but are not included in the Vision Zero total counts, and instead reported in a separate note below the table. Freeways are defined as grade separated highway with high-speed vehicular traffic and controlled ingress/egress. The recording and reporting of traffic deaths occurring on the freeway and freeway ramps that are designated State jurisdiction will be included in Vision Zero traffic death reporting as a separate note and will facilitate engagement with Caltrans and the California Highway Patrol.

Freeway Ramps: Freeway ramp deaths occurring within a City intersection or that occur at the limit line within City jurisdiction will be counted in Vision Zero Traffic Fatalities total count. (Freeway ramp



intersections are ramp transitions to a City street jurisdiction at street-level intersections or designated crosswalks where jurisdiction transfers from the state to the City.)

Excluded from Vision Zero Total but Tracked in Annual Report

A case will be tracked yet excluded from Vision Zero totals if the death:

- Is investigated by the Office of the Medical Examiner but occurs outside the City or County of San Francisco
- Occurs on private property (note that University of California, San Francisco and San Francisco State University campuses are private property).
- Occurs in the underground MUNI or BART transportation infrastructure
- Occurs on Caltrain right of way
- Is reported as a suicide based on agency-specific investigation
- Is reported as a homicide in which the 'party at fault' intentionally inflicted serious bodily harm that causes the victim's death (See Appendix F for additional detail). Cases without intentionality information available are not excluded.
- Occurs more than 30 days after a qualifying crash or impact event
- Is a fatality caused directly and exclusively by a medical condition or where the fatality is not attributable to road user movement on a public roadway. (Note: In the event that a person driving suffers a medical emergency and consequently hits and kills another road user, the road user is included although the driver suffering a medical emergency is excluded.)

Please refer to Appendix D for a flowchart of these criteria.

Additionally, a number of geography and jurisdiction-based criteria within the City or County of San Francisco also result in tracking but exclusion from the fatality count. These are if the death:

- Occurs within the Presidio (federal land/roadway)
- Occurs on a freeway anywhere besides a freeway ramp which intersects with a non-freeway street
- Occurs on a San Francisco International Airport (SFO) roadway. SFO roadways are private as a matter of law, and fall under the jurisdiction of San Mateo County and are tracked separately from Vision Zero totals.

V. Case Classification

Deceased: Victims are classified based on the incident report as: Pedestrian, Driver, Passenger inside a Motor or Transit Vehicle, Passenger outside a Motor or Transit Vehicle, Motorcyclist, Cyclist, Moped rider, or Standup powered device rider.

Pedestrians are defined as people traveling on foot or on a (non-bicycle) device propelled solely by human power – including skateboards, roller skates, sleds, skis, kick scooters, and baby carriages, in line with the CHP definition. Note that the sole motorized device currently included in the pedestrian category is personal mobility scooter (distinct from a moped or electric or motorized standup scooter; see Moped and Standup Powered Device definitions for more on these). Note: Deaths of individuals travelling in a wheelchair, motorized mobility scooter, or self-propelled non-motorized skateboard, standup (kick) scooter, or roller blades will be captured under pedestrian counts and denoted with a separate asterisk under the reporting table.



Drivers and passengers are occupants of motor vehicles including cars, trucks, buses, vans, and Light Rail Vehicles. Passengers inside such vehicles will be designated as "People Killed While Riding in a Motor or Transit Vehicle." People outside designated passenger areas of such vehicles (including on the exterior of a vehicle or in the bed of a truck) will be designated as "People Killed While Riding outside a Motor or Transit Vehicle." Note: In the event that a rider of a non-motorized skateboard (or other typically self-propelled travel mode) is killed in association with an event where the rider holds onto another vehicle (e.g. skitching), the person will be classified in the "People Killed While Riding outside a Motor or Transit Vehicle" category.

Motorcyclists are riders of two or three wheeled seated vehicles which require a helmet to drive in California¹. M-1 Department of Motor Vehicles license endorsement may or may not be required depending on the particular vehicle. Devices classified as motor driven cycles or motorcycles by California Vehicle Code are included in this definition.

Moped riders are riders of a two or three wheeled device *"having fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, an automatic transmission, and a motor which produces less than 4 gross brake horsepower and is capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground,"* according to the CHP definition. In addition, this category includes class III electric bicycles, which have speedometers, provide power assistance up to 28 mph, and are prohibited in bicycle lanes.

Cyclists include riders of conventional bicycles and class I-II electric bicycles, as well as pedicabs and seated unicycles among other possible variants. Devices must have fully operable pedals. Class I and II electric bicycles may reach powered speeds of up to 20 mph by federal definition. Note: Deaths of individuals riding class I and II electric bicycles will be captured under cyclist counts and denoted with a separate asterisk under the reporting table.

Standup powered device riders are defined as riders of electric or motorized transportation devices that travel at low speeds (<20 mph), are designed to be ridden while standing on a floorboard, and are permitted to ride in a bicycle lane. This includes, but is not limited to: powered standup scooters (whether or not the device features a seat), electric skateboards, Segway-type vehicles, nine-bots, hoverboards and electric unicycles on which the rider stands.

Freeway count: A death that occurs solely on a freeway or freeway ramp at a location that does not intersect with a non-freeway street within the City or County of San Francisco.

LRV collision not involving a motor vehicle count: A death that involves a collision with an aboveground light rail vehicle (LRV) and a Pedestrian, Cyclist, either conventional or exterior Passenger, and/or Standup powered device rider. Appendix C details this category and its history in more detail.

¹ Details per CA CHP: <https://www.chp.ca.gov/programs-services/programs/california-motorcyclist-safety/motorcycles-and-similar-vehicles>



VI. Vision Zero Reporting Template and Internal Tracking Table

Vision Zero Reporting Table Template

A Vision Zero Reporting Table template (Appendix A) will be used to summarize all traffic deaths that meet the Vision Zero Traffic Fatality Case Definition. This table will display the distribution of San Francisco City Streets deaths by mode, with LRV-related non motor vehicle fatalities and freeway deaths noted with an asterisk. To maintain comparability to SWITRS data, LRV-related non motor vehicle deaths are captured and tracked separately since SWITRS data excludes that mode.



Vision Zero Tracking Table Template

In order to track the classification of all cases, a “Tracking” table will be utilized, categorizing each death by victim and traffic circumstances (Appendix E). Using the Vision Zero Traffic Fatality Case Definition, traffic deaths will be either included or excluded for Vision Zero Reporting based on the criteria, which will be reflected in this table. The “Tracking” table will be retained as documentation of the process and accountability for all reported traffic deaths in the City and County of San Francisco. For traffic deaths that fall outside of the scope of Vision Zero, efforts will be made to identify opportunities to work with other city agencies addressing these deaths.

Distribution

Once deaths are reconciled through this process, the Vision Zero Reporting Table will be distributed to the appropriate agencies and Vision Zero Stakeholders as listed in Appendix B and the website will be updated. The Vision Zero Tracking Table will also be distributed to the Fatality Reporting Team representatives from SFPD, SFMTA, and SFDPH.



Appendix A: Vision Zero Reporting Template

Vision Zero Reporting Template

Traffic Fatalities through **Current Month, Year**

Traffic Victim	Current Month Count	Year to Date Count
People Killed While Walking*	0	0
People Killed While Cycling* †	0	0
People Killed While Riding a Standup Powered Device*	0	0
People Killed While Riding in a Motor or Transit Vehicle ‡	0	0
People Killed While Riding outside a Motor or Transit Vehicle ‡	0	0
People Killed While on a Moped	0	0
People Killed While on a Motorcycle	0	0
People Killed While Driving	0	0
TOTAL	0	0

***W** of those cases involved collisions between above-ground light rail vehicle (LRV) and a pedestrian, cyclist, or standup powered device rider on city streets— which are not captured in the CHP's Statewide Integrated Traffic Records System

†**X** cyclist fatalities involved riders of class I or II electric bicycles

‡**Y** passenger fatalities (e.g. riding inside or outside of an LRV) included which are not captured in the CHP's Statewide Integrated Traffic Records System

Note: The table does not reflect **Z** freeway deaths occurring on grade-separated freeways under Caltrans jurisdiction in the City and County of San Francisco.



Appendix B: VZ Stakeholders Receiving Memo

Vision Zero Fatality Reporting

Upon finalization of traffic fatality counts, the monthly and year-to-date reporting templates will be distributed to key Vision Zero Stakeholders at a number of agencies via a list maintained by SFDPH. Stakeholders include those listed below:

Mayor's Office, to include

- Mayor

SFMTA, to include

- SFMTA Director

SFPD, to include

- SFPD Police Chief

SFDPH, to include

- SFDPH Director and Health Officer

Advocacy Groups, to include

- San Francisco Bicycle Coalition
- Walk San Francisco

Vision Zero Traffic Fatality Reporting Team Representatives from SFPD, SFMTA, SFDPH



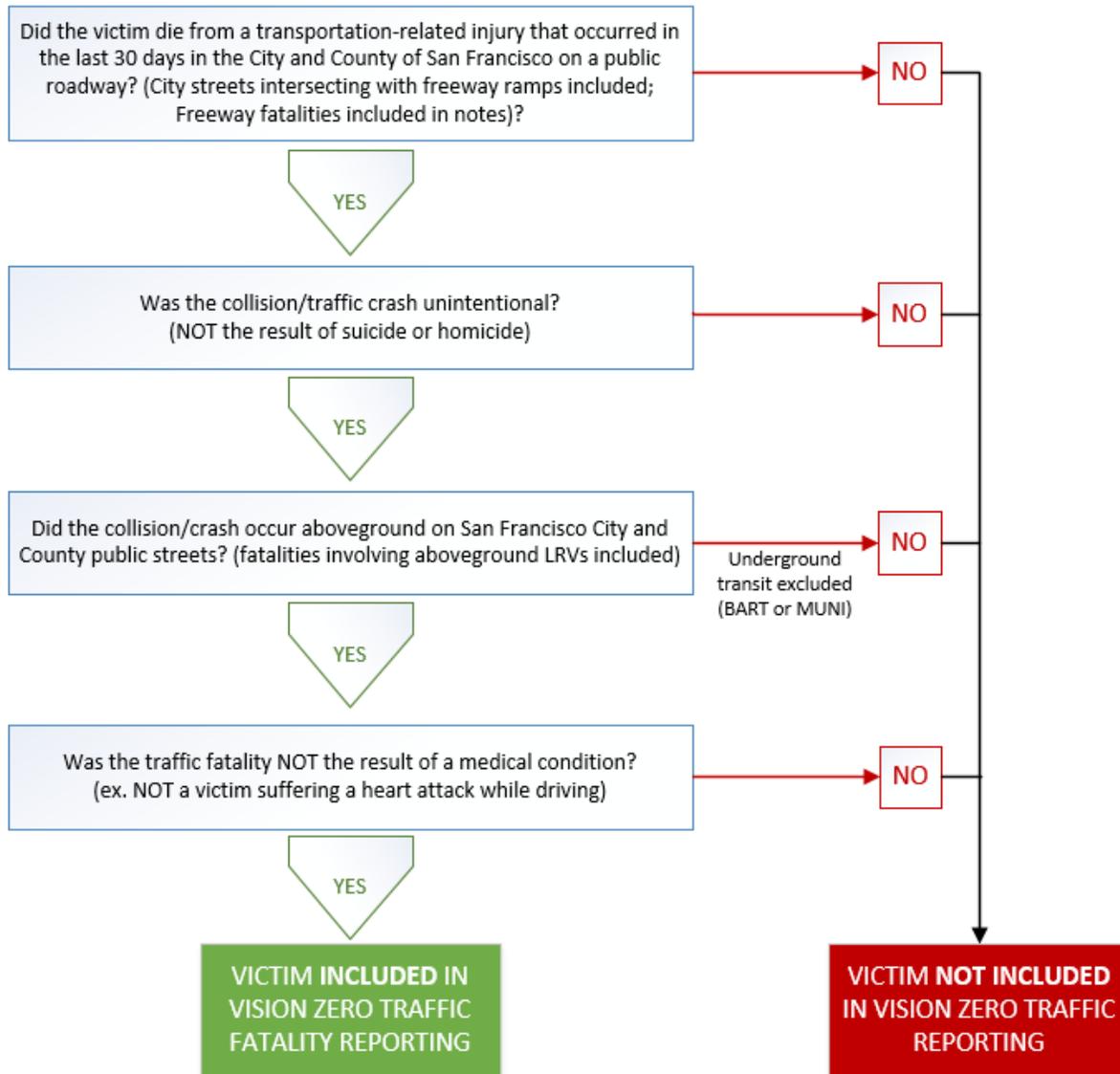
Appendix C: Pedestrian and Cyclist Fatalities Involving Aboveground Light Rail Vehicles

Aboveground light rail vehicle (LRV) fatality collisions not involving motor vehicles but affecting pedestrians, cyclists, or standup powered device riders are important to track separately under Vision Zero Traffic fatalities, as they meet the traffic fatality definition criteria, but are not captured in the police-reported data from the Statewide Integrated Traffic Records System (SWITRS). SWITRS protocol captures LRV injury collisions that involve motor vehicles, but do not include LRV injury collisions that involve non motor vehicle parties. In the Vision Zero Reporting table, we include an asterisked note below the table indicating the number of these fatalities, so that comparison with past data reported can still be done easily if desired. The utilization of OME’s Motor Vehicle Deaths data addresses this data gap as a consistent and reliable source to monitor and collect this data forward from 2014.

According to the Collision Investigation Manual, which informs SWITRS data collection and data standardization protocols, only LRV collisions involving a motor vehicle are captured in SWITRS reporting². The manual defines trains as “a series of rail vehicles that move along guides to transport freight or passengers from one place to another...[which] includes a cable car or trolley which is on rails (p 8-18)”. Specifically, in Section 13.4 of the manual, a “train is not a motor vehicle by definition for the purposes of reporting, therefore a train versus vehicle collision is only reported if the collision involves a motor vehicle – a train versus pedestrian is not documented on a CHP 555” (CHP 555 = Traffic Collision Report). LRV injury collisions involving motor vehicles are identified as “Railroad Collisions,” as defined in Section 2.52 as “any collision involving a train and a motor vehicle in transport” and are coded as “F – Train” in the Motor Vehicle Involved With” field in the Collision Table of the SWITRS dataset. Specific investigation procedures for vehicle versus train collisions are provided in chapter 13 of the CHP manual.

² California Highway Patrol. 2003. Collision Investigation Manual HPM 110.5. pp 1-236.

Appendix D: Traffic Fatality Case Definition Flow Chart



Appendix E: Vision Zero Annual “Tracking” Table Template

Mode/ Incident Circumstance	People Walking	People Driving	People Riding in a Vehicle	People Riding outside a Vehicle	People Riding a Motorcycle	People Riding a Moped	People Riding a Bike†	People Riding a Standup Powered Device ^α	Total
Vision Zero Reporting									
City Streets									0
Freeway ramp intersecting with City Street									0
LRV/non-motorist ^β									0
Freeways/Presidio/SFO									
Freeway									0
Presidio									0
SFO									0
Medical Examiner's Exclusions									
Non-SF Jurisdiction									0
Private Property									0
Underground									0
Suicide									0
Homicide									0
Fatality in non-moving vehicle									0
Other, Death > 30 days									0
Other, Medical									0
Total	0	0	0	0	0	0	0	0	0

†X cyclist fatalities involved riders of class I or II electric bicycles.

^α For our purposes, standup powered devices are electric or motorized devices designed to be stood upon and motor-assisted 20 MPH. This includes e-scooters, hoverboards, Segway-type vehicles and e-skateboards. Deaths of people riding unpowered analogous devices are captured and footnoted in the People Walking category.

^β Aboveground light rail vehicle (LRV) fatalities involving parties outside of motor vehicles (i.e. pedestrians, cyclists, standup powered device riders, and conventional or exterior LRV passengers) are tracked separately, as they are not captured in the CHP's Statewide Integrated Traffic Records System (See Appendix C).



Appendix F: Definition of Homicide Exclusions for Vision Zero San Francisco Traffic Fatality Protocol

MEMORANDUM

TO: Commander Ann Mannix, Traffic Chief, San Francisco Police Department
James Shahamiri, Associate Engineer, San Francisco Municipal Transportation Agency
Ricardo Olea, City Traffic Engineer, San Francisco Municipal Transportation Agency

FROM: Leilani Schwarcz, Vision Zero Epidemiologist, San Francisco Department of Public Health
Megan Wier, Co-chair, San Francisco Vision Zero Task Force, San Francisco Department of Public Health

DATE: June 4, 2015

RE: Definition of Homicide Exclusions For Vision Zero San Francisco Traffic Fatality Protocol

The Definition of Homicides for San Francisco Vision Zero Fatality Tracking

Surveillance of traffic fatalities occurring in San Francisco has raised the issue of the death classification of 'homicide'. The term 'homicide' presents an inherent layer of complication because it is a legal term, broadly defined as any killing of a human being by another human being, which are sometimes lawful or unlawful depending on circumstance.³ The Office of the San Francisco Chief Medical Examiner emphasizes that the classification of 'homicide' for the purposes of death certification is a neutral term and neither indicates, nor implies criminal intent or wrongdoing, which remains a determination or province of legal processes.⁴ In the current version of the Vision Zero Traffic Fatality Protocol, a death is excluded if it 'is reported as a homicide based on an agency-specific investigation'. In the practical application of this definition to evaluate traffic deaths occurring in San Francisco, this can lead to excluding traffic deaths that are a result of the 'party at fault' behaving in a way that displays extreme, reckless disregard for life. An example would be the exclusion of a pedestrian death that was the result of a police pursuit of a criminal who committed a violent crime, fleeing the scene in a motor vehicle, speeding and disregarding traffic rules, who consequently hits and kills a pedestrian in the roadway. Police investigation or Medical Examiner investigation may classify this pedestrian death as a homicide; however, we are recommending this death to be captured as a Vision Zero reported traffic fatality. This example parallels the fatal consequences of a drunk driver who kills a fellow road user due to their disobedience of traffic laws and reckless behavior, which would be a death included as a Vision Zero reportable traffic fatality.

³NOLO Law For All. Homicide: Murder and Manslaughter. (2015, May 20). Retrieved from <http://www.nolo.com/legal-encyclopedia/homicide-murder-manslaughter-32637.html>

⁴City and County of San Francisco Office of the Chief Medical Examiner. (2013). *Fiscal Year 2013-2014 Annual Report*. Retrieved May 20, 2015 from <http://sfgsa.org/modules/showdocument.aspx?documentid=10737>



In order to capture these deaths that are a result of reckless human behavior, the proposed revision to the Vision Zero Traffic Fatality Protocol exclusion language reads:

“A case will be excluded if the death is reported as a homicide in which the ‘party at fault’ intentionally inflicted serious bodily harm that causes the victim’s death.”

Specifically, this would allow for the exclusion of deaths resulting from the intentional use of violent weapons against victims who are actively using the transportation system (i.e. victims who suffer a gunshot wound while driving). This proposed definition is consistent with California SWITRS (Statewide Integrated Traffic Records System), FARS (Fatality Analysis Reporting System) definition and the Australian road fatality definition and would ensure that San Francisco is not underestimating traffic fatalities. As Vision Zero Traffic Fatality Reporting is conducted on a monthly basis, any corrections or revisions regarding unresolved homicides would have to be reconciled at the end of the year.

Background: California and US Traffic Fatality Definition

In the SWITRS CHP (California Highway Patrol) Manual, a fatal injury is defined as death as a result of injuries sustained in a collision, or an injury resulting in death within 30 days of the collision. The manual further explains that the following are not classified as motor vehicle collisions: (1) Suicide or self-inflicting injury (2) Homicide, Injury, or Damage Purposely Inflicted.⁵ More specifically, the manual details examples of circumstances that would qualify as homicide and consequently be excluded, such as: a person who deliberately intended to cause death, injury, or damage by driving a motor vehicle against persons, vehicles, or property; or a person who fired a gun into a motor vehicle that was travelling along a highway, where the driver was struck and subsequently lost control of the vehicle, resulting in a traffic collision; or a passenger who grabs the steering wheel of a vehicle with the intent to harm themselves and/or the driver, resulting in a traffic collision. FARS, which is a nationwide census providing NHTSA (National Highway Traffic Safety Administration), Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes, define a traffic fatality as at least one motor vehicle involved in a crash while in transport on a traffic way and at least one person involved in the crash died as a direct result of the crash within 720 hours (30 days), which is consistent with the California SWITRS traffic fatality definition. FARS excludes cases of: deliberate intent (homicide, suicide), legal intervention (except when the fatality is an innocent victim), cataclysm (earthquake, flood, landslide, etc.), not on a traffic way (private property, parking lot), and a fatally injured person who expires after 720 hours from the time of the crash.⁶

⁵California Highway Patrol. (2003). *Collision Investigation Manual* (HPM 110.5). Sacramento, CA: Office of the Commissioner. Retrieved May 20, 2015 from

http://www.nhtsa.gov/nhtsa/stateCatalog/states/ca/docs/CA_CHP555_Manual_2_2003_ch1-13.pdf

⁶Chidester A. (2008). *Overview of NHTSA’s Investigation Based Programs: NASS CDS, SCI, and NMVCCS*. National Highway Traffic Safety Administration Retrieved May 20, 2015 from

http://www.nhtsa.gov/DOT/NHTSA/NVS/Public%20Meetings/SAE/2010/Chidester_SAE2010.pdf



Background: International Road Traffic Fatality Definitions

The Vision Zero Policy is a systematic approach that originated in Sweden in 1997, and was imported to San Francisco in part due to its remarkable road safety success, which aims to eliminate all roadway fatalities and serious injuries. Since Sweden and other European countries have been the pioneers of this initiative, research of their definitions for a traffic fatality was undertaken. Internationally, according to OECD (Organization for Economic Co-operation and Development), IRTAD (International Traffic Safety Data and Analysis Group), WHO (World Health Organization) and UNECE (United Nations Economic Commission of Europe), a road fatality is a person who died in a traffic crash within 30 days of the crash. Suicides, but not homicides, involving the use of a road motor vehicle are excluded.⁷ Globally, approximately 80 countries use a 30-day definition for a road traffic fatality.⁸ In Sweden, road fatalities adhere to the international definition established at the Vienna convention from 1968: “Any person who was killed outright or who died within 30 days as a result of an accident”, which would have included suicides. However, as of 2010, Sweden started separating out reports into natural cause and suicides, which are then excluded from the national statistics.⁹ In Australia, another Vision Zero pioneer, a road fatality is defined as a person who dies within 30 days as a result of injuries sustained in a road traffic crash. Fatalities caused directly and exclusively by a medical condition, suicide or other deliberate act (such as homicide) or where the fatality is not attributable to vehicle movement (such as an insect or animal bite, or the accidental discharge of a weapon) are excluded. However, associated fatalities caused as a result of excluded casualties are included. For example, if a driver suffers a heart attack and subsequently dies after being involved in a road traffic crash which results in a pedestrian fatality, the pedestrian fatality is included although the driver fatality is excluded.¹⁰

Differences in these Approaches

Only the US and Australia specifically address the circumstance in which a road fatality is identified as a deliberate or intentional homicide, where both countries have deemed these as exclusions. However, in Australia there is a stipulation that includes deaths of innocent victims resulting from circumstances that are classified as ‘exclusions’, such as the scenario described in the previous section.

⁷Organization for Economic Co-operation and Development. (2013). *Road Fatalities* (OECD Factbook 2013: Economic, Environmental and Social Statistics). Retrieved May 20, 2015 from <http://www.oecd-ilibrary.org/sites/factbook-2013-en/06/02/03/index.html?contentType=&itemId=/content/chapter/factbook-2013-50-en&containerItemId=/content/serial/18147364&accessItemIds=&mimeType=text/html>

⁸World Health Organization. (2009). *Global Status Report on Road Safety*. Retrieved May 20, 2015 from <http://www.un.org/ar/roadsafety/pdf/roadsafetyreport.pdf>

⁹ Email correspondence with Dr. Matts-Åke Belin, Project Manager Vision Zero Academy, Swedish Transport Administration. May 20, 2015.

¹⁰Queensland Government. (2012). *2011 Fatal Road Traffic Crashes in Queensland: A report on the road toll* (Transport and Main Roads). Retrieved May 20, 2015 from http://www.tmr.qld.gov.au/~media/Safety/Transport%20and%20road%20statistics/Road%20safety/Fatal_road_traffic_crashes_in_qld_2011.pdf



Consistently across all road fatality definitions, both international and domestic, deaths occurring within 30 days of the crash as a result of the injuries sustained from the crash are included and deaths determined as suicides are excluded. The US appears to be the only country that restricts the inclusion of deaths to crashes that occurred on public roadways.

As the widely accepted '30-day international definition' reads, any road fatalities resulting from a traffic crash would be tallied, which would capture both intentional and unintentional deaths that fall under the category of homicide.

BOARD of SUPERVISORS



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MEMORANDUM

TO: Dr. Grant Colfax, Director, Department of Public Health
Jeffrey Tumlin, Executive Director, Municipal Transportation Agency
William Scott, Chief, Police Department

FROM: Jessica Perkinson, Assistant Clerk, Public Safety and Neighborhood
Services Committee, Board of Supervisors

DATE: June 22, 2022

SUBJECT: LEGISLATION INTRODUCED

The Board of Supervisors' Public Safety and Neighborhood Services Committee has received the following proposed legislation, introduced by Supervisor Preston on June 14, 2022:

File No. 220739

Resolution urging the Department of Public Health, Municipal Transportation Agency, and Police Department to amend the City's Vision Zero Traffic Fatality Protocol to include a public town hall within two weeks of a traffic fatality, at which information regarding the fatal incident is presented to the public and agency representatives are available to answer questions.

If you have any comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

cc: Greg Wagner, Department of Public Health
Dr. Naveena Bobba, Department of Public Health
Sneha Patil, Department of Public Health
Ana Validzic, Department of Public Health
Kate Breen, Municipal Transportation Agency
Janet Martinsen, Municipal Transportation Agency
Joel Ramos, Municipal Transportation Agency
Viktoriya Wise, Municipal Transportation Agency
Lisa Ortiz, Police Department
Lili Gamero, Police Department
Diana Oliva-Aroche, Police Department
Sgt Stacy Youngblood, Police Department

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MEMORANDUM

TO: Youth Commission
FROM: Jessica Perkinson, Assistant Committee Clerk, Public Safety and Neighborhood Services Committee
DATE: July 13, 2022
SUBJECT: REFERRAL FROM BOARD OF SUPERVISORS

The Board of Supervisors has received the following, which at the request of the Youth Commission is being referred as per Charter Section 4.124 for comment and recommendation. The Commission may provide any response it deems appropriate within 12 days from the date of this referral.

File No. 220739

Resolution urging the Department of Public Health, Municipal Transportation Agency, and Police Department to amend the City's Vision Zero Traffic Fatality Protocol to include a public town hall within two weeks of a traffic fatality, at which information regarding the fatal incident is presented to the public and agency representatives are available to answer questions.

Please return this cover sheet with the Commission's response to Jessica Perkinson, Assistant Committee Clerk, Public Safety and Neighborhood Services.

RESPONSE FROM YOUTH COMMISSION Date: _____

- No Comment
Recommendation Attached

Chairperson, Youth Commission