

SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 3/18/2025 Requested_by: SFMTA Handled: S Shariati/M Sallaberry Section Head : M.Sallaberry <i>MS</i>	<input type="checkbox"/> Public Hearing Consent <input checked="" type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational / Other <small>PH - Regular</small>	No objections: _____ Item Held: _____ Other: _____
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Location: Winston Drive between Lake Merced Boulevard and Buckingham Way

Subject: Class IV Bikeway, Bus Zones, Tow-Away No Stopping Anytime

PROPOSAL / REQUEST:

ESTABLISH - TOW AWAY NO STOPPING ANYTIME
 Winston Drive, south side, from Lake Merced Boulevard to Buckingham Way
 Winston Drive, north side, from 198 feet to 248 feet east of Lake Merced Boulevard
 Winston Drive, north side, from Buckingham Way to 30 feet west

ESTABLISH - CLASS IV PROTECTED BIKEWAY (TWO-WAY)
 Winston Drive, south side, from Lake Merced Boulevard to Buckingham Way

ESTABLISH - BUS ZONE
 Winston Drive, north side, from 98 feet to 198 feet east of Lake Merced Boulevard (converts existing flag stop to a bus zone)
 Winston Drive, north side, from 50 feet to 170 feet west of Buckingham Way (converts existing flag stop to a bus zone)

ESTABLISH - LEFT LANE MUST TURN LEFT
 Winston Drive, eastbound, from Lake Merced Boulevard to 455 feet easterly

(Supervisor Districts 4 & 7)
 Proposal to install a new two-way bike lane with bus improvements along Winston Drive, between Lake Merced Boulevard and Buckingham Way.

Shahram Shariati, Shahram.Shariati@sfmta.com
 Mike Sallaberry, Mike.Sallaberry@sfmta.com

BACKGROUND INFORMATION / COMMENTS

Winston Drive is being redesigned to create a new two way bikeway on the south side of the street between Lake Merced Boulevard and Buckingham Way. This redesign of Winston Drive was coordinated with the repaving work that will begin in Spring 2025 which allowed us to upgrade the existing Class II Bikeway (bike lanes). The redesign of Winston Drive will remove 71 parking spaces.

In addition to the two way bikeway, there will be two transit boarding islands used by MUNI routes 18, 29, 57, and 58 in addition to the Samtrans 122 route.

The TANSAT changes on the north side of Winston Drive are to improve existing MUNI stop operations. The MUNI flag stops at the southeast corner of Winston Drive/Lake Merced Boulevard and northeast corner of Winston Drive/Buckingham Way will be converted from flag stops into curb side stops. The existing MUNI flag stop at the northeast corner of Winston Drive/Lake Merced Boulevard will be converted to a bus zone.

125 total parking spaces on Winston today
 65 spaces taken out by the two-way southside bikeway
 6 spaces taken out on the northside by bus zones and new striping alignment

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

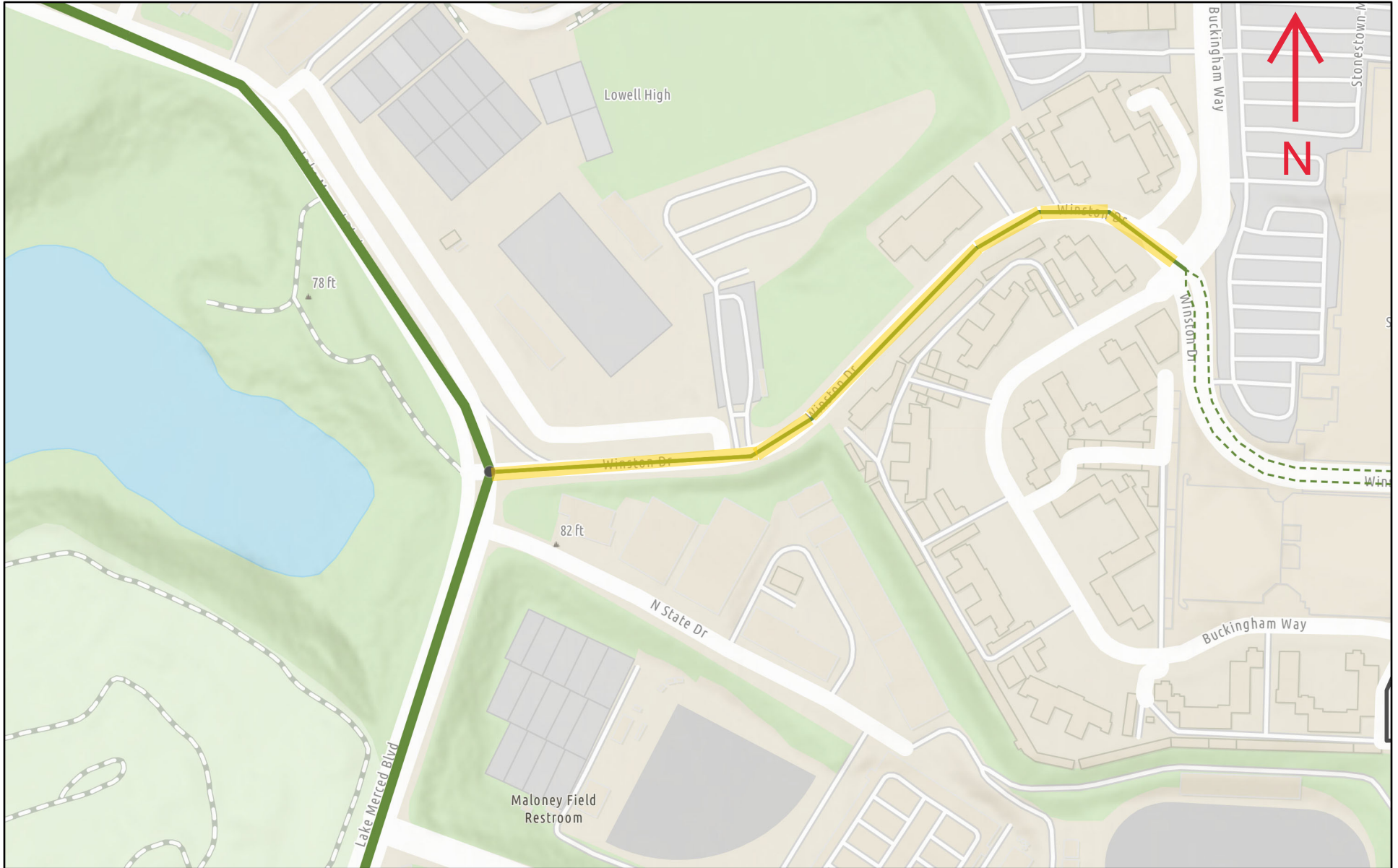
AERIAL MAP



PROJECT AREA

PROJECT AREA

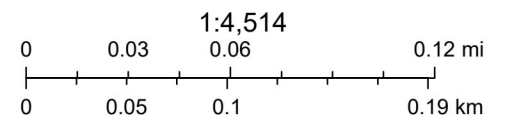
San Francisco Bikeway Network



6/12/2024, 2:04:29 PM

Bikeway Network

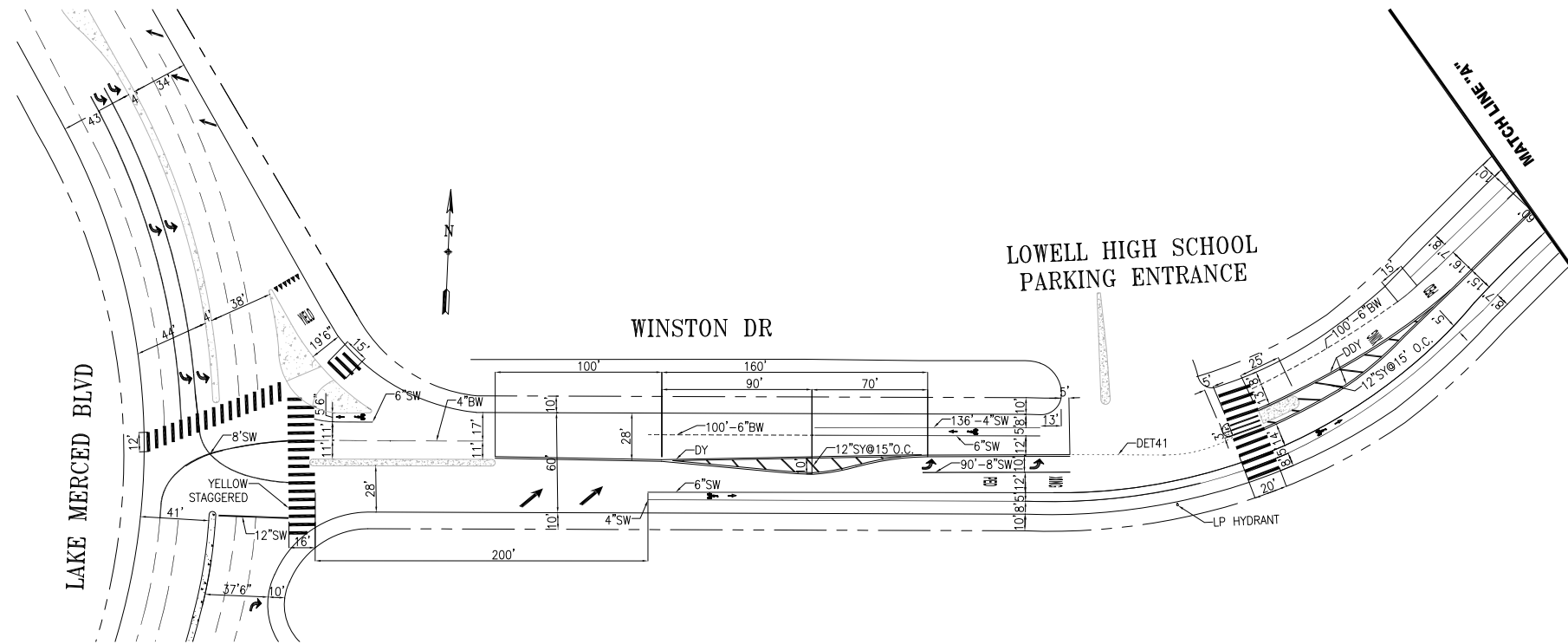
- Bike Lane
- Bike Path
- Separated Bikeway
- Bike Route



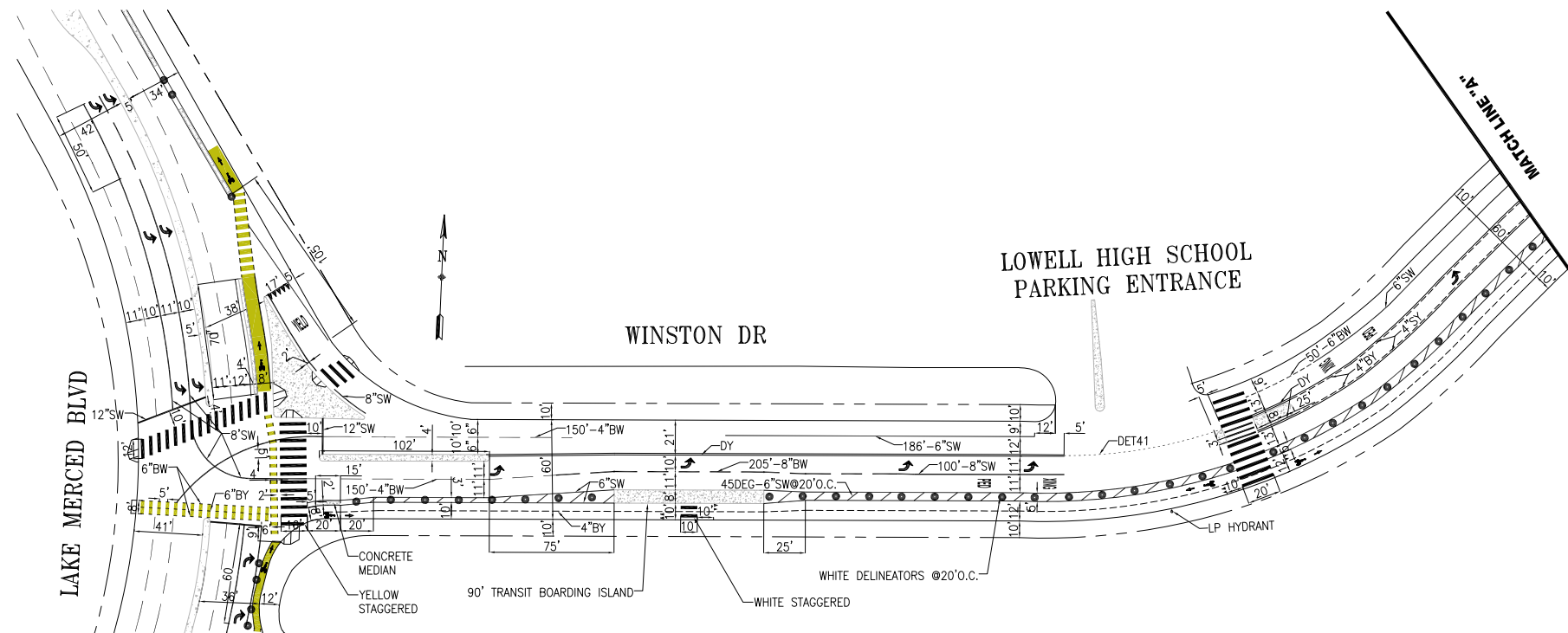
Esri Community Maps Contributors, California State Parks, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph,

SFMTA

EXISTING CONDITIONS

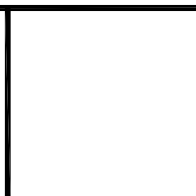


PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP

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



SUPERSEDES PART OF STR-3679	
DRAWN: X.XXXXXXXXXXXXXX	DATE: MM/DD/YY
CHECKED: X.XXXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

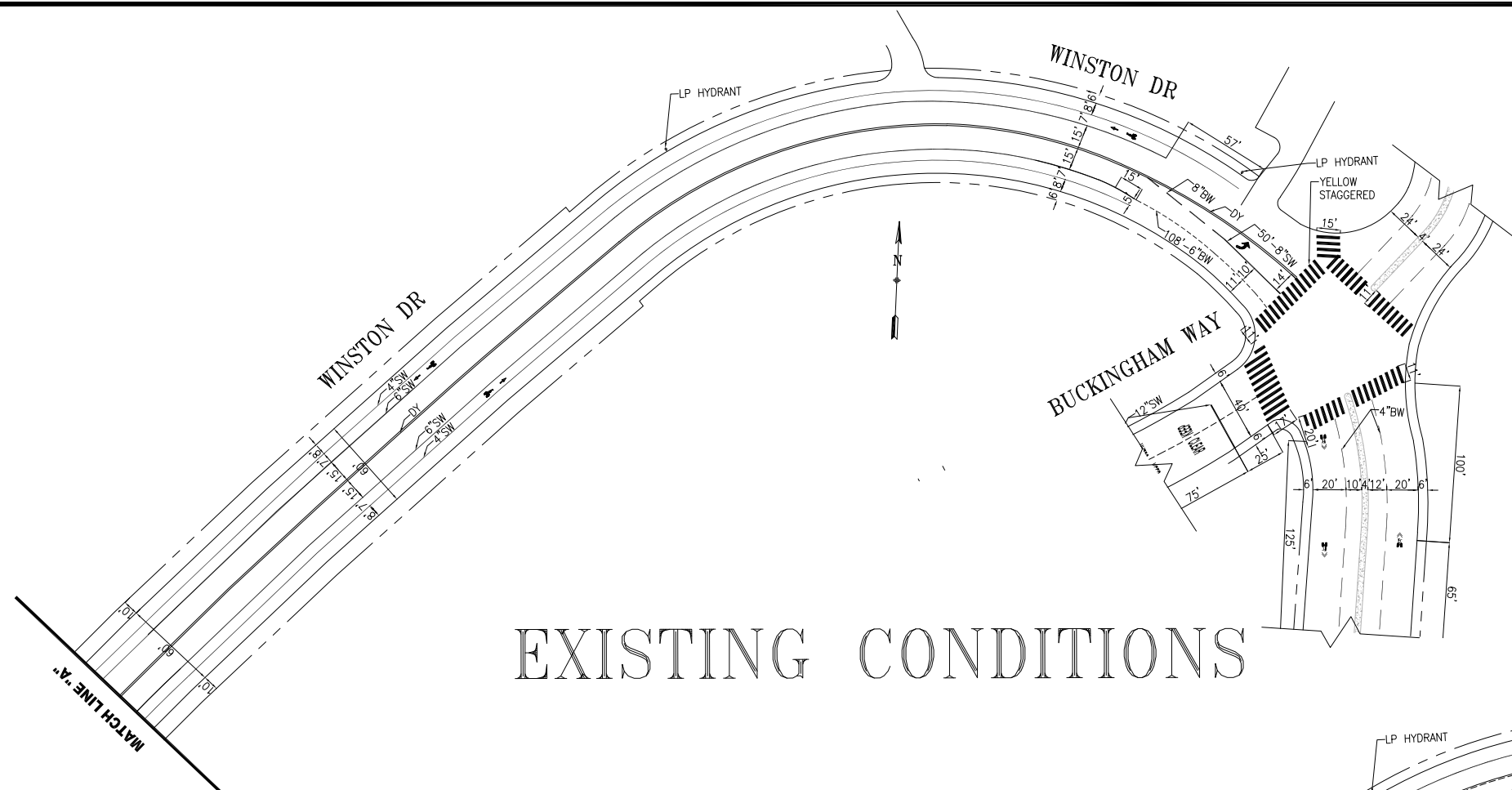
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1" = 50'
SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING

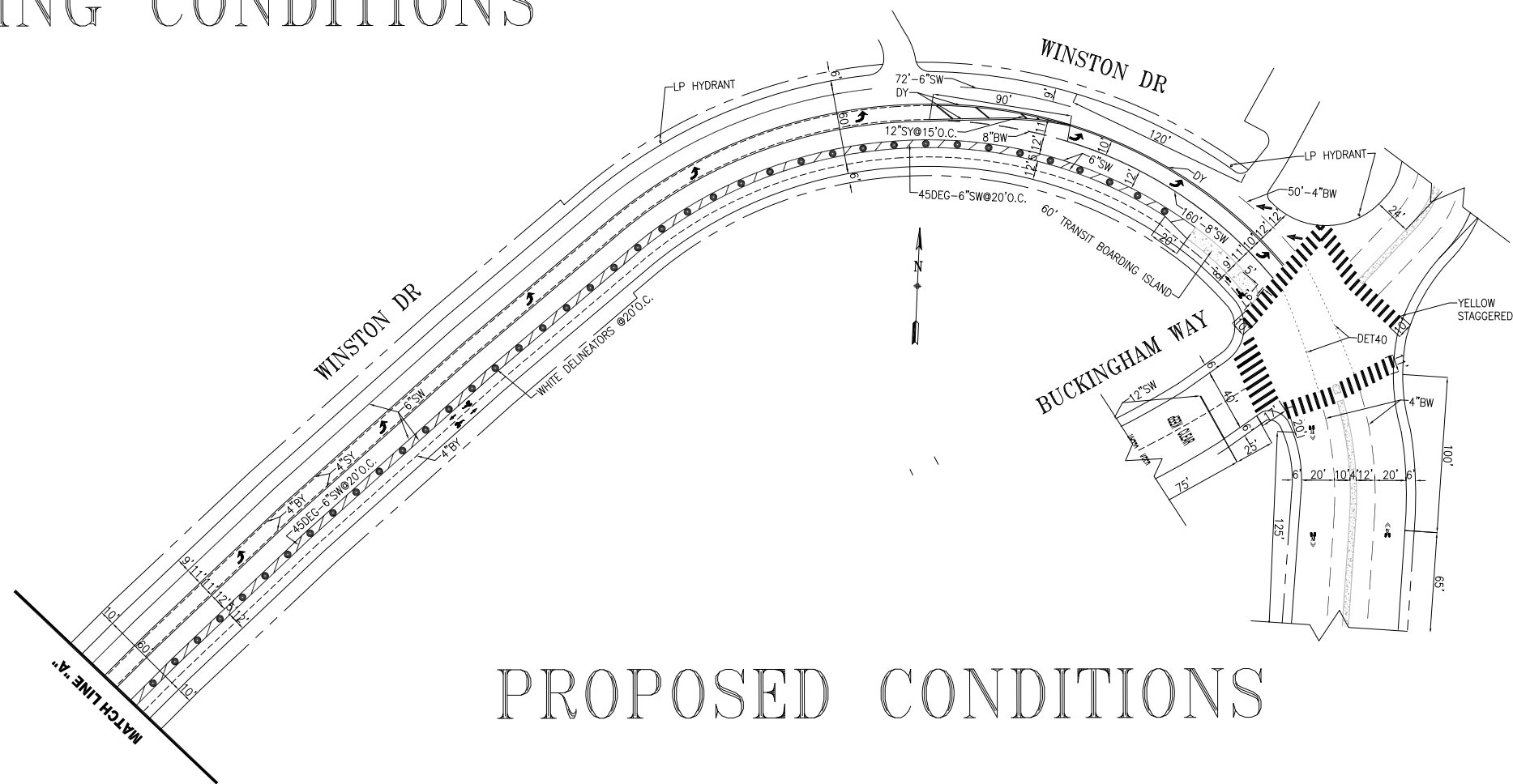
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

CONTRACT NO. XXXXX
DRAWING NO. DRAFT
FILE NO. XXXXX
REV. NO. XX

FILE NAME:
DATE: --/--/---



EXISTING CONDITIONS



PROPOSED CONDITIONS

NO.	DATE	DESCRIPTION	BY	APP

MM/DD/YY
NO. DATE DESCRIPTION BY APP

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CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SUPERSEDES
PART OF STR-3679

DRAWN:	DATE:
X.XXXXXXXXXXXXX	MM/DD/YY
CHECKED:	DATE:
X.XXXXXXXXXXXXX	MM/DD/YY

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

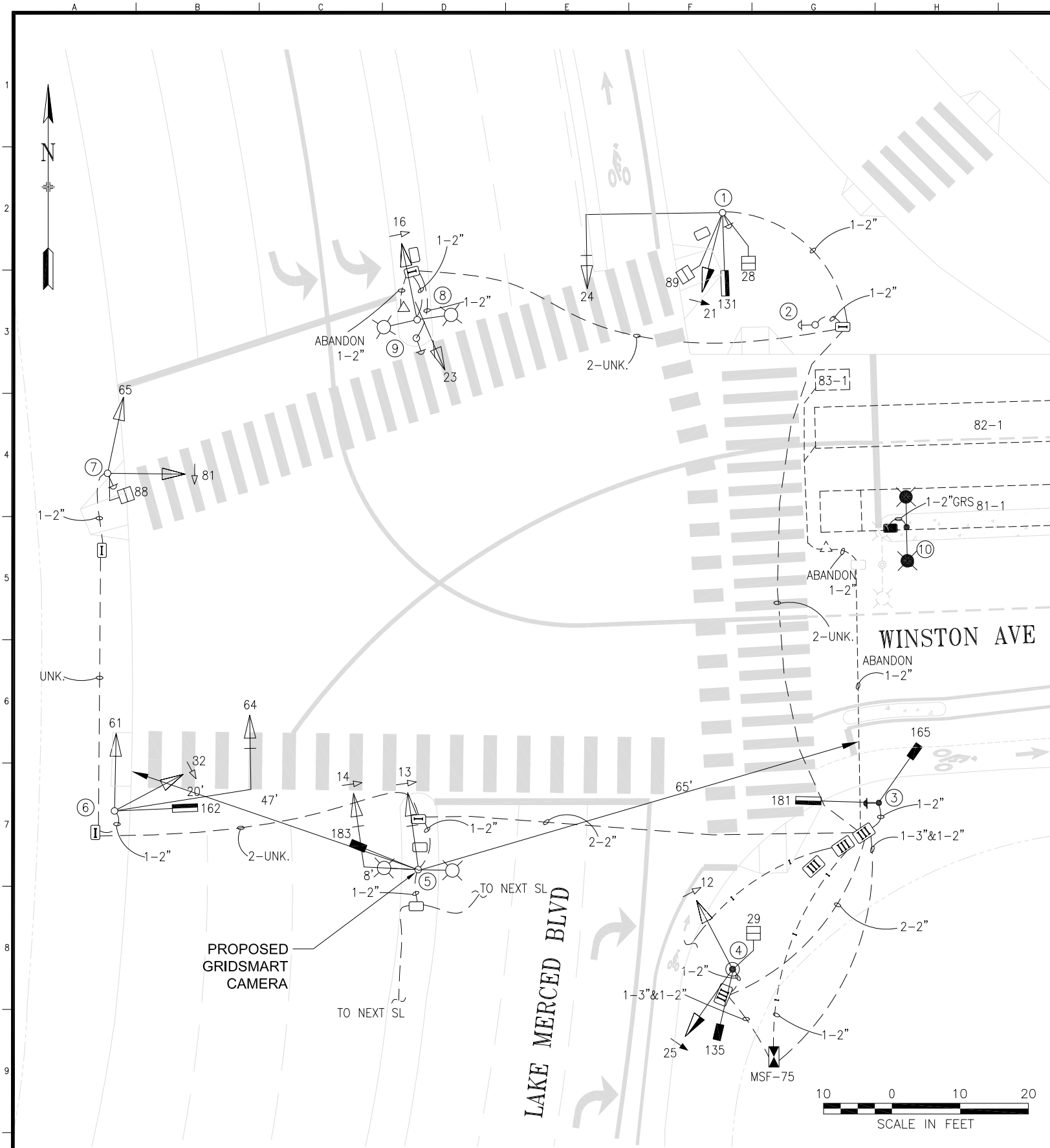
SCALE:
1" = 50'
SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING

WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

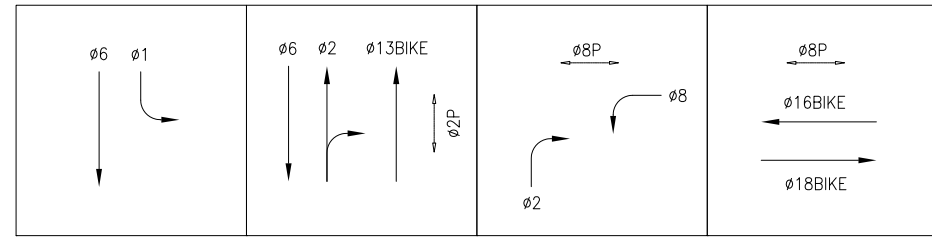
CONTRACT NO.	XXXXX
DRAWING NO.	STR_XXXX
FILE NO.	
DRAFT	
REV. NO.	XX

FILE NAME:
DATE: --/--/---

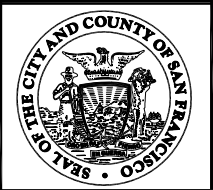


POLE AND EQUIPMENT SCHEDULE												
POLE No.	TYPE OF POLE	LUMINAIRE TYPE	VEHICLE SIGNAL				PEDESTRIAN SIGNAL			ITS DEVICE	REMARKS	
			No.	TYPE	MOUNTING	VISORS	LOUVERS/BP	No.	TYPE			MOUNTING
①	16-1-70 W/20' MAST ARM		24 21 131	3S12" 3S12"FYRA 3S12"BIKE	MAS SV-2-TA	T T T		28 89	1S-COUNT 1S-COUNT	SP-1 SP-1	APS	BACKPLATE
②	PPB POLE										APS	
③	1-A (15')		181 165	3S12"BIKE 3S8"BIKE	TV-1-T SV-1	T T					APS	MOUNT 165 @ 8'
④	1-A (15')		12 25 135	3S12"LA 3S12"FYRA 3S8"BIKE	TV-2-T SV-1	T T T		29	1S-COUNT	SP-1	REMOVE APS PUSH BUTTON	USE ADAPTER PLATE TO SWAP EXISTING 10' MARBELITE POLE WITH 15' 1-A POLE. MOUNT 135 @ 8'
⑤	17B-1-70 W/8' MAST ARM, DUAL 6' LUMINAIRE ARM	240 / 200	14 183	3S12"LA 3S8"BIKE	MAS SV-1	T T T						MOUNT 183 @ 8'
⑥	16-1-70 W/20' MAST ARM		64 61 82 162	3S12"GVA 3S12" 3S12"GLA 3S12"BIKE	MAS SV-3-TA-SF	T T T T						BACKPLATE
⑦	MARBLELITE (10')		81 65	3S12"GLA 3S12"	TV-2-T	T T		88	1S-COUNT	SP-1	APS	
⑧	MARBLELITE STREETLIGHT		16 23	3S12"LA 3S12"	SV-2-TA	T T						
⑨	PPB POLE										APS	
⑩	MARBLELITE STREETLIGHT											

PHASE DIAGRAM



NO.	DATE	DESCRIPTION	BY	APPROVED
6	xx/xx/xx		S.SHARIATI	S.ROBACK
5	07/26/18	REMOVE UNUSED POLE	D.YEUNG	G.DeLEON
4	07/23/18	ADD APS TO POLES 1,2,3,6 & 8 PER SRC 2018-145	D.YEUNG	G.DeLEON
3	11/05/15	SIGNAL 63 BECOMES 14 3S12"LA PER SRC 2015-343	E.TSUI	M.VELASCO
2	04/27/12	REMOVE PPB CROSSING WINSTON, PER SRC 2011-286	D.YEUNG	M.VELASCO
1	06/02/06	63 AND 64 BECOMES GVA PER SRC 2006-089	E.TSUI	B.DUSSEAULT



DRAWN BY:	DATE:
J.HORNPOSTEL	09/2015
CHECKED BY:	DATE:
E.TSUI	09/2015

SCALE
AS SHOWN
SHEET OF SHEETS
1 OF 1

TRAFFIC SIGNAL INVENTORY DIAGRAM
LAKE MERCED BLVD AND WINSTON AVE
TRAFFIC SIGNAL PLAN

CNN NO:
33512000
REV NO:
6

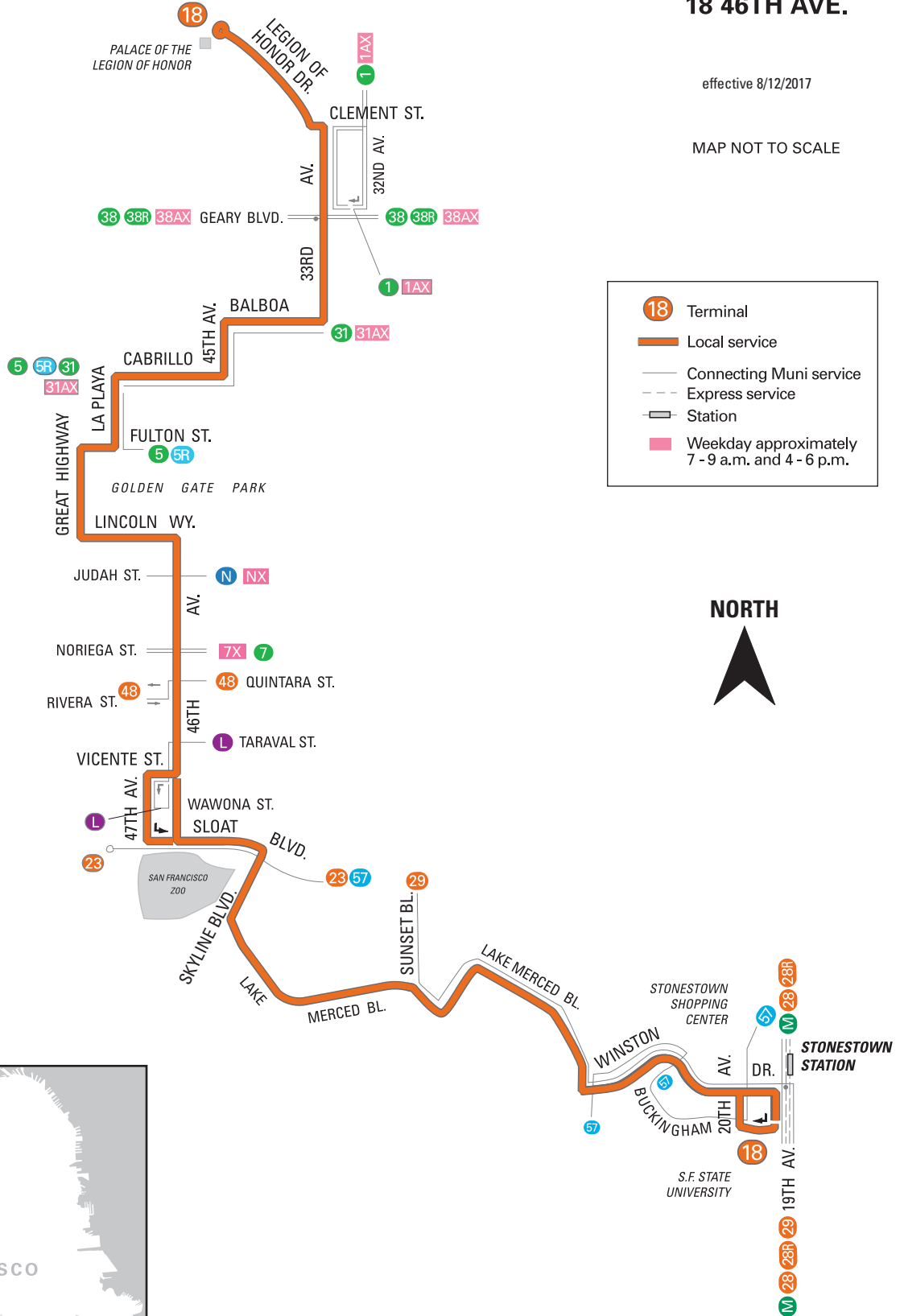


SFMTA
Municipal
Transportation
Agency

18 46TH AVE.

effective 8/12/2017

MAP NOT TO SCALE



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

SERVICE AREA





SFMTA
Municipal
Transportation
Agency

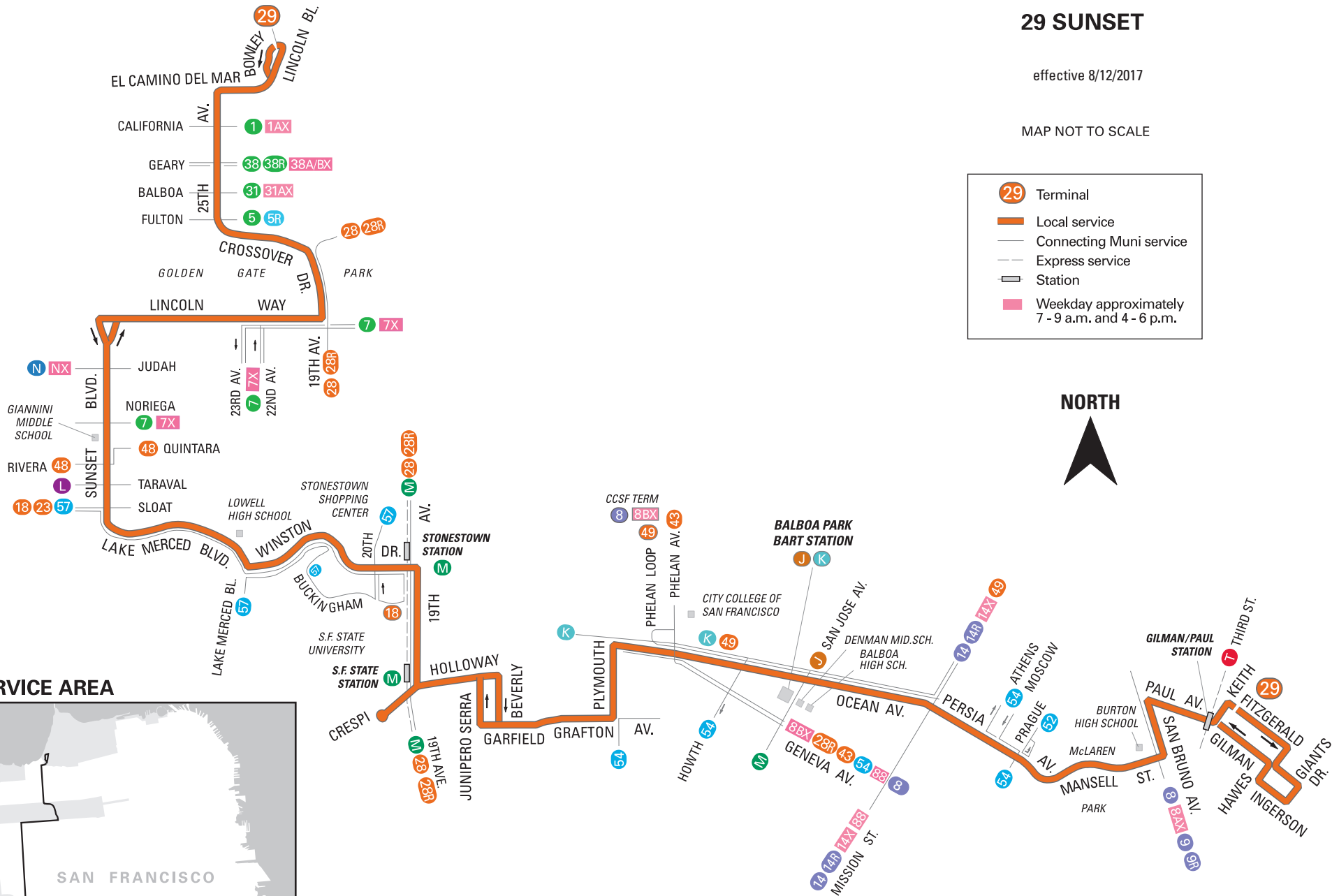
29 SUNSET

effective 8/12/2017

MAP NOT TO SCALE

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

NORTH



SERVICE AREA

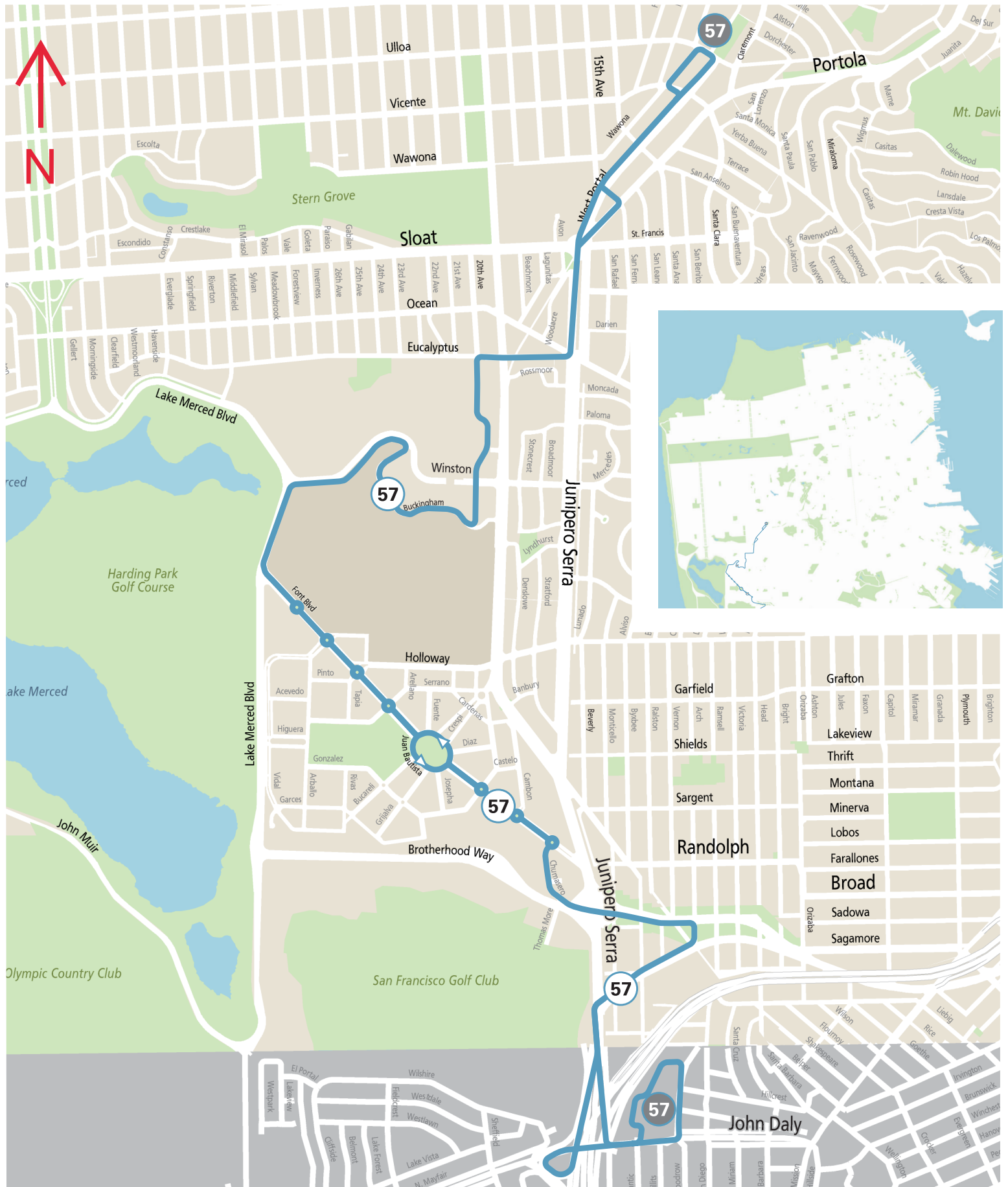




57 Parkmerced

effective 07/09/2022

West Portal to Daly City BART





58 Lake Merced

effective 07/09/2022

Stonestown/Lake Merced/Daly City

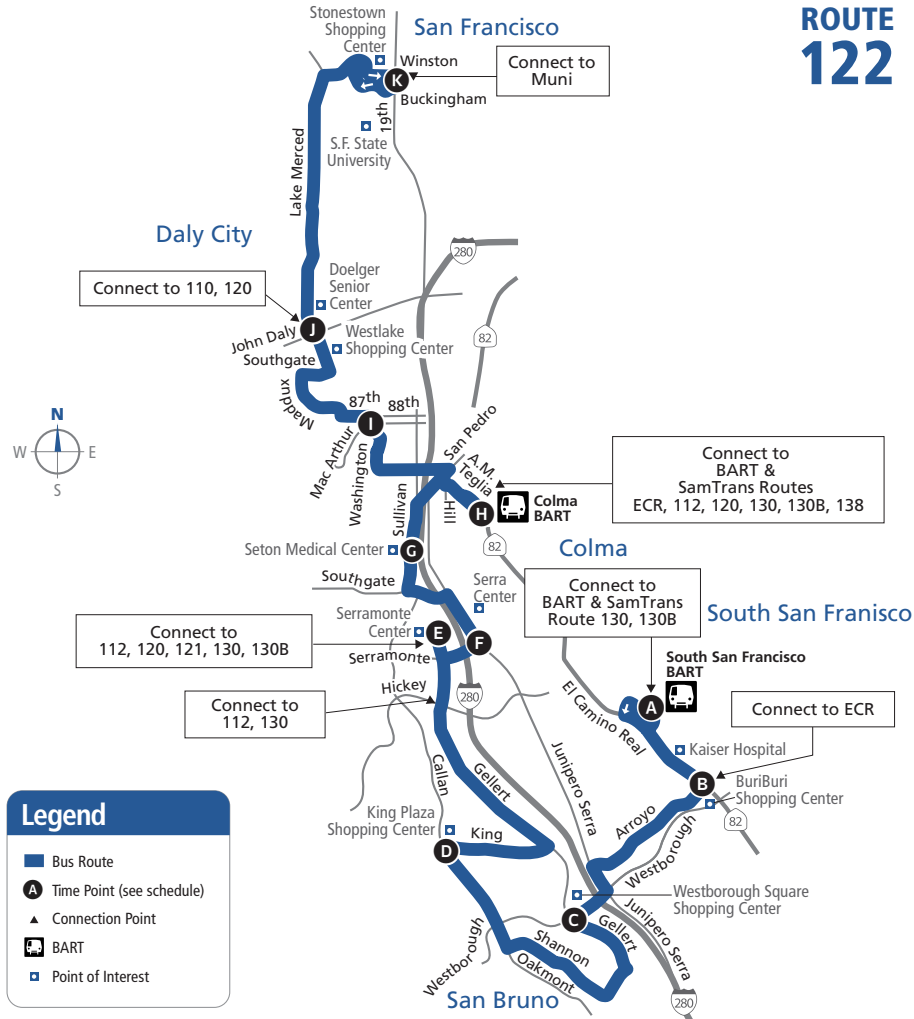


Weekdays to Stonestown/SF State

A	B	C	D	E	F	G	H	I	J	K
5:13	5:16	5:23	5:33	5:43	5:46	5:49	5:55	6:02	6:08	6:24
5:38	5:41	5:48	5:58	6:08	6:11	6:14	6:20	6:27	6:33	6:49
6:03	6:07	6:14	6:24	6:36	6:39	6:43	6:49	6:57	7:03	7:19
6:28	6:32	6:39	6:49	7:01	7:04	7:08	7:14	7:22	7:28	7:44
6:48	6:52	6:59	7:09	7:21	7:24	7:28	7:34	7:42	7:48	8:04
7:08	7:12	7:20	7:30	7:42	7:45	7:49	7:55	8:03	8:09	8:25
7:38	7:42	7:50	8:00	8:12	8:16	8:20	8:27	8:35	8:41	8:57
8:08	8:12	8:20	8:30	8:43	8:47	8:51	8:59	9:07	9:14	9:30
8:38	8:42	8:50	9:00	9:13	9:17	9:21	9:29	9:37	9:44	10:00
9:08	9:12	9:20	9:30	9:43	9:47	9:51	9:59	10:07	10:14	10:30
9:38	9:42	9:50	10:00	10:13	10:17	10:21	10:29	10:37	10:44	11:00
10:08	10:12	10:20	10:30	10:43	10:47	10:51	10:59	11:07	11:14	11:30
10:38	10:42	10:50	11:00	11:13	11:17	11:21	11:29	11:37	11:44	12:00
11:08	11:12	11:20	11:32	11:45	11:49	11:53	12:01	12:09	12:16	12:32
11:38	11:42	11:50	12:02	12:15	12:19	12:23	12:31	12:39	12:46	1:02
12:08	12:12	12:20	12:32	12:45	12:49	12:53	1:01	1:09	1:16	1:32
12:38	12:42	12:51	1:02	1:15	1:19	1:23	1:31	1:39	1:46	2:02
1:08	1:12	1:21	1:32	1:45	1:49	1:53	2:01	2:09	2:16	2:33
1:38	1:42	1:51	2:02	2:15	2:19	2:23	2:31	2:39	2:46	3:03
2:08	2:12	2:21	2:32	2:45	2:49	2:53	3:01	3:09	3:16	3:33
2:38	2:42	2:51	3:02	3:15	3:20	3:24	3:32	3:40	3:48	4:05
2:58	3:02	3:11	3:22	3:35	3:40	3:44	3:52	4:00	4:08	4:25
3:18	3:22	3:31	3:42	3:55	4:00	4:04	4:12	4:20	4:28	4:45
3:38	3:43	3:52	4:03	4:16	4:21	4:25	4:33	4:41	4:49	5:06
3:58	4:03	4:12	4:23	4:36	4:41	4:45	4:53	5:01	5:09	5:26
4:23	4:28	4:37	4:48	5:01	5:06	5:10	5:18	5:26	5:34	5:51
4:48	4:52	5:01	5:12	5:25	5:30	5:34	5:42	5:50	5:57	6:14
5:18	5:22	5:31	5:42	5:55	6:00	6:04	6:12	6:20	6:27	6:44
5:48	5:52	6:01	6:11	6:25	6:29	6:33	6:40	6:47	6:54	7:11
6:18	6:22	6:31	6:41	6:55	6:59	7:03	7:10	7:17	7:24	7:41
6:48	6:52	7:00	7:11	7:23	7:27	7:31	7:38	7:45	7:52	8:08
7:18	7:22	7:30	7:41	7:53	7:57	8:01	8:08	8:15	8:22	8:38
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8:18	8:21	8:29	8:39	8:51	8:55	8:59	9:06	9:13	9:19	9:35
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9:18	9:21	9:29	9:38	9:49	9:53	9:57	10:04	10:11	10:17	10:30
9:48	9:51	9:59	10:08	10:19	10:22	10:25	10:32	10:40	10:46	10:59
10:18	10:21	10:29	10:38	10:49	10:52	10:55	11:02	11:10	11:16	11:29

AM - light type. PM - bold type. Northbound service is drop off only in San Francisco. Bus is not considered late until 5 minutes past scheduled time. Not all stops shown. Please call 1-800-660-4287 for other bus stops.

ROUTE 122



Legend

- Bus Route
- A Time Point (see schedule)
- ▲ Connection Point
- BART
- Point of Interest

How to Use this Timetable:

Locate the time point (A) on the map prior to where you want to board the bus. Not all bus stops are shown. Find the same time point on the schedule. The departure/arrival times are listed under each time point. **Please plan to arrive 5 minutes prior to your departure time.** To plan your trip, use this timetable with the SamTrans System Map, which shows where all routes operate. Trip-planning assistance is available by calling SamTrans at 1-800-660-4287.

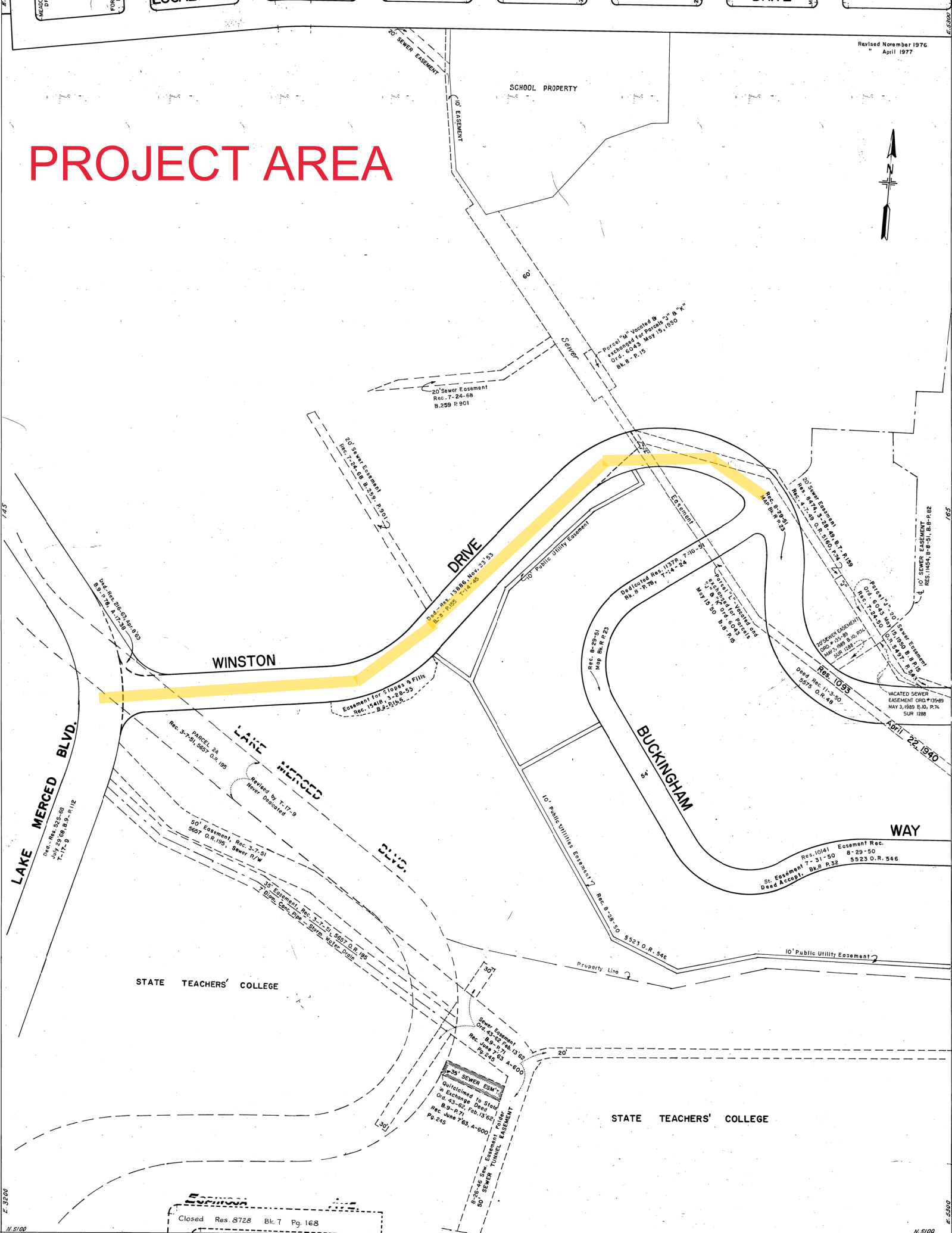
Weekdays to South San Francisco BART

K	J	I	H	G	F	E	D	C	A
6:00	6:08	6:14	6:21	6:27	6:30	6:34	6:45	6:55	7:07
6:30	6:38	6:44	6:51	6:57	7:00	7:04	7:15	7:25	7:37
7:00	7:09	7:15	7:22	7:28	7:31	7:35	7:46	7:56	8:11
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7:40	7:49	7:55	8:03	8:09	8:12	8:17	8:28	8:38	8:53
8:00	8:09	8:15	8:23	8:29	8:32	8:37	8:48	8:58	9:14
8:30	8:39	8:45	8:53	8:59	9:02	9:07	9:18	9:28	9:44
9:00	9:09	9:14	9:22	9:27	9:31	9:36	9:48	9:58	10:14
9:30	9:39	9:44	9:52	9:57	10:01	10:06	10:18	10:28	10:44
10:00	10:09	10:14	10:22	10:27	10:31	10:36	10:48	10:58	11:14
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11:00	11:09	11:15	11:23	11:29	11:33	11:38	11:49	11:59	12:15
11:30	11:39	11:45	11:53	11:59	12:03	12:08	12:19	12:29	12:45
12:00	12:10	12:16	12:24	12:30	12:34	12:40	12:52	1:02	1:18
12:30	12:40	12:46	12:54	1:00	1:04	1:10	1:22	1:32	1:48
1:00	1:10	1:16	1:24	1:30	1:34	1:40	1:52	2:02	2:18
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2:30	2:40	2:46	2:55	3:00	3:04	3:10	3:22	3:34	3:50
3:00	3:10	3:16	3:25	3:30	3:34	3:40	3:52	4:04	4:20
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3:50	4:00	4:06	4:15	4:20	4:24	4:30	4:44	4:54	5:09
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4:30	4:40	4:46	4:55	5:00	5:04	5:10	5:22	5:32	5:47
4:50	5:00	5:06	5:15	5:20	5:24	5:30	5:42	5:52	6:07
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AM - light type. PM - bold type. Southbound service is pick-up only in San Francisco. Bus is not considered late until 5 minutes past scheduled time. Not all stops shown. Please call 1-800-660-4287 for other bus stops.

PROJECT AREA

Revised November 1976
April 1977



E. 3520

N. 5100

159

N. 5100

Seismic
Closed Res. 8728 Bk. 7 Pg. 168

35' SEWER EDM
Quarantined to State
in Exchange Band
Ord. 43-62, Feb. 13, 62
B. 9-P. 71
Rec. June 7, 63, A-600
Pg. 210

30' SEWER TUNNEL EASEMENT
8-24-66 Sew. Easement
30' Sewer Tunnel Easement

STATE TEACHERS' COLLEGE

STATE TEACHERS' COLLEGE

LAKE MERCED
Revised by T-17-9
Never Outdated

SCHOOL PROPERTY

APRIL 22, 1940

WAY

BUCKINGHAM

WINSTON

LAKE MERCED BLVD.

DRIVE

MEADOWS DRIVE
FOREST DRIVE

EUCALYPTUS

DRIVE

15

145

165

E. 3520

E. 3520

NORTH VIEW OF LAKE MERCED FROM WINSTON ON MARCH 2022



EAST VIEW OF WINSTON DRIVE FROM LAKE MERCED ON MARCH 2022



EAST VIEW OF WINSTON DRIVE ON MARCH 2022



EAST VIEW OF WINSTON DRIVE ON MARCH 2022



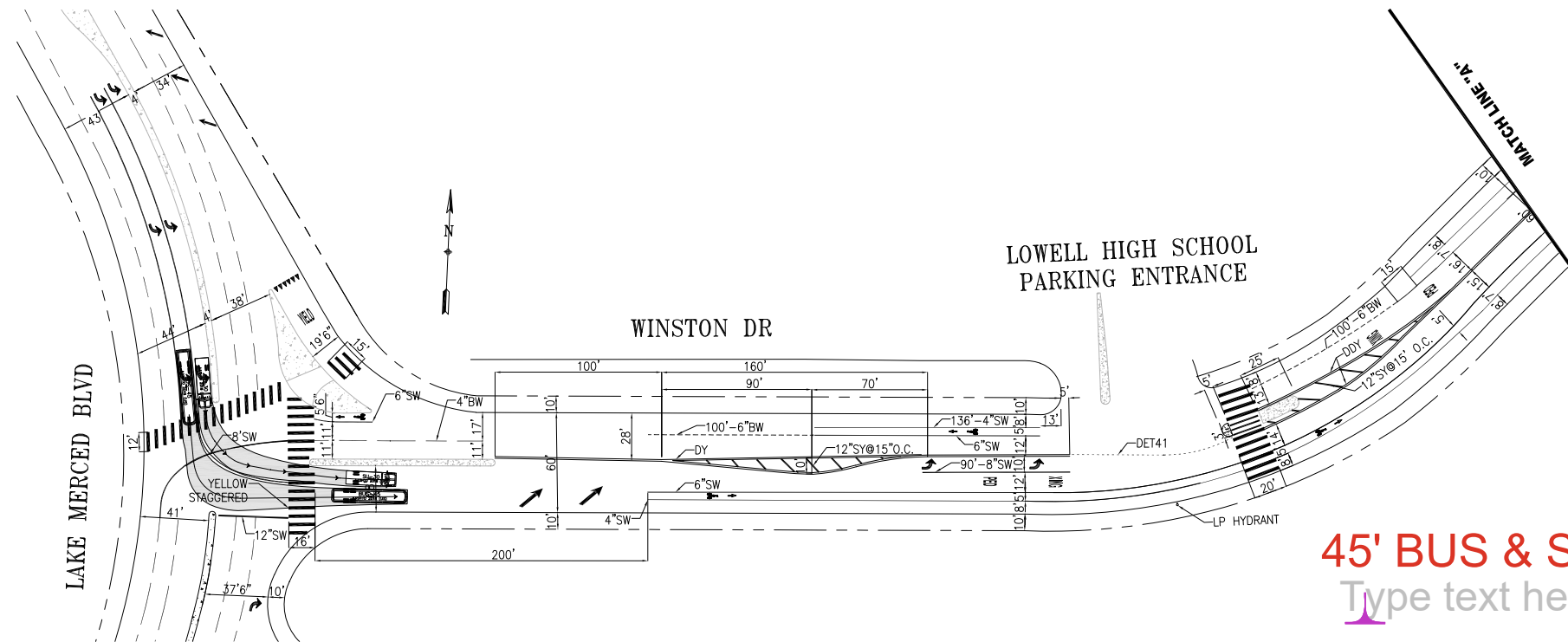
EAST VIEW OF WINSTON DRIVE ON MARCH 2022



SOUTH VIEW OF WINSTON DRIVE FROM BUCKINGHAM WAY ON MARCH 2022



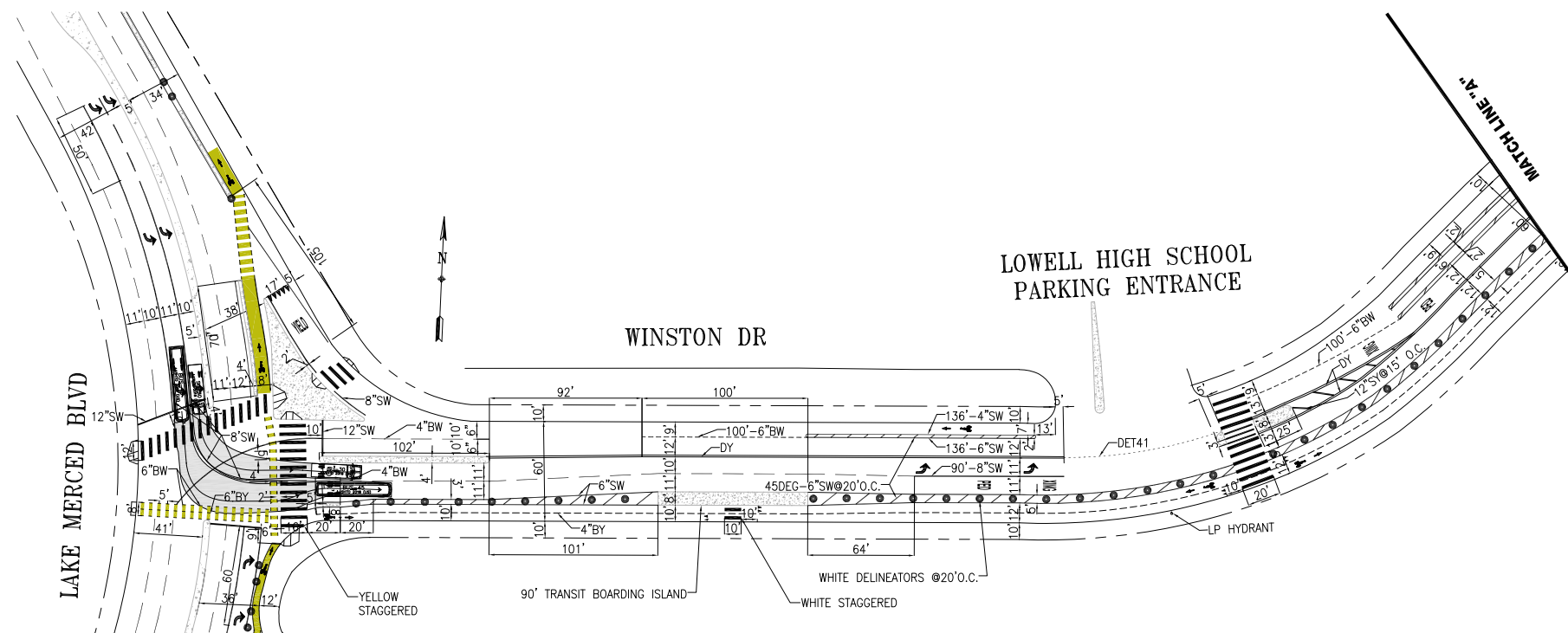
EXISTING CONDITIONS



45' BUS & SU30 TURN TEMPLATE

Type text here

PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP

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



APPROVED

SUPERSEDES PART OF STR-3679
DRAWN: X.XXXXXXXXXXXXXX MM/DD/YY
CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY

SENIOR ENGINEER DATE: / /
CITY TRAFFIC ENGINEER DATE: / /

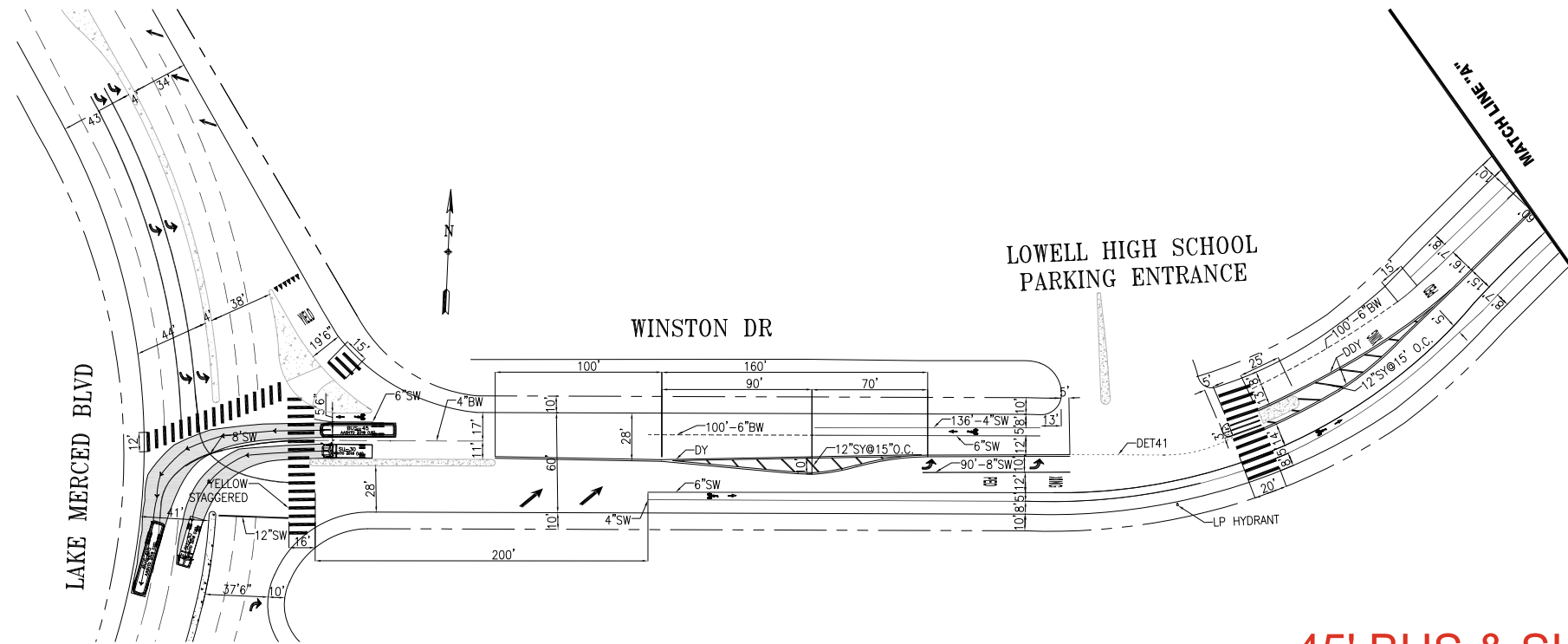
SCALE:
1" = 50'
SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

CONTRACT NO. XXXXX
DRAWING NO. DRAFT
FILE NO. XXXXX
REV. NO. XX

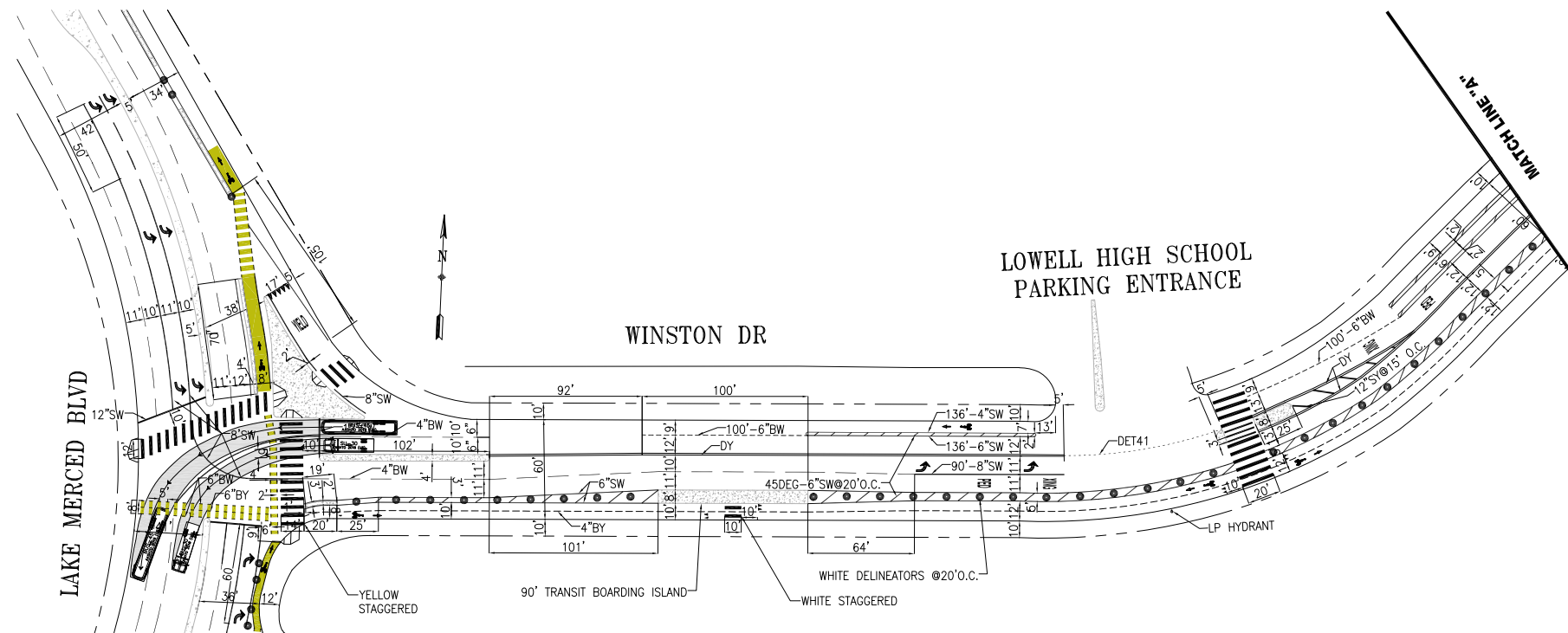
FILE NAME: / /
DATE: / /

EXISTING CONDITIONS



45' BUS & SU30 TURN TEMPLATE

PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP

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



APPROVED

SUPERSEDES PART OF STR-3679
DRAWN: X.XXXXXXXXXXXXXX MM/DD/YY
CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY

SENIOR ENGINEER DATE: _____
CITY TRAFFIC ENGINEER DATE: _____

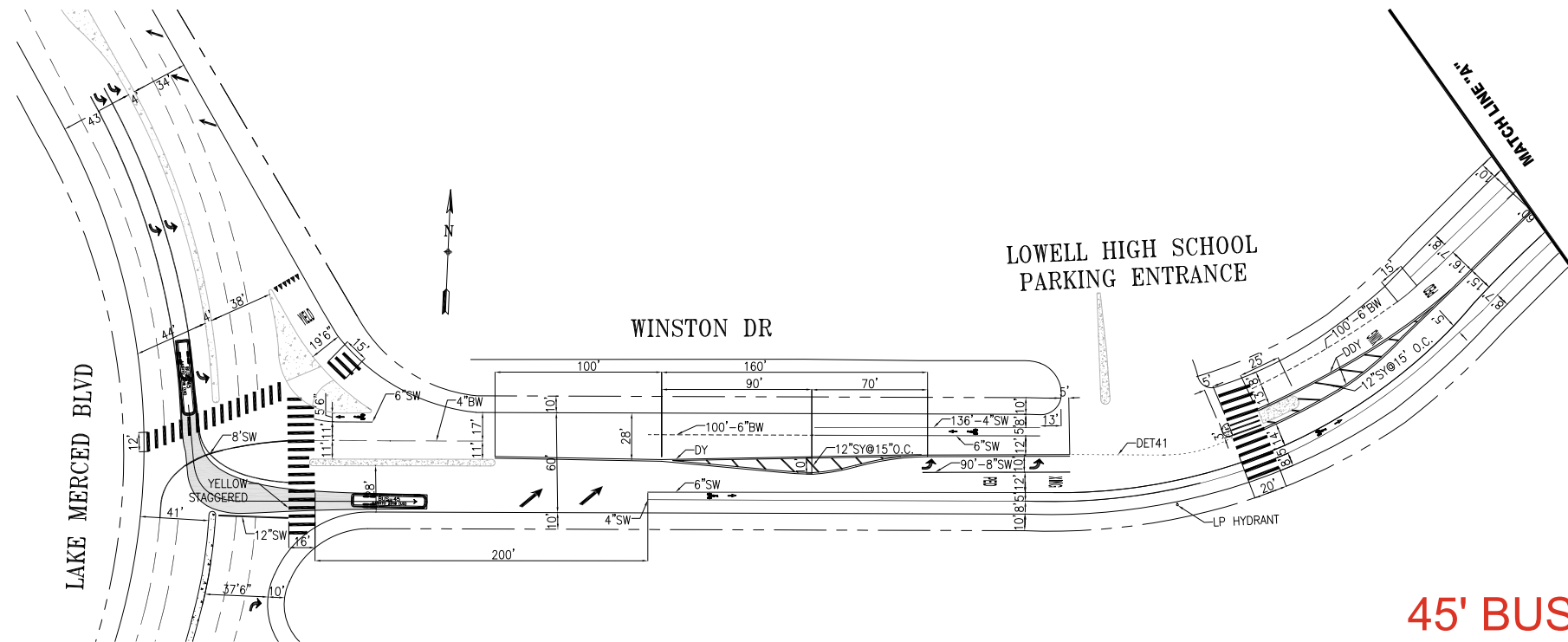
SCALE:
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SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

CONTRACT NO. XXXXX
DRAWING NO. DRAFT
FILE NO. XXXXX
REV. NO. XX

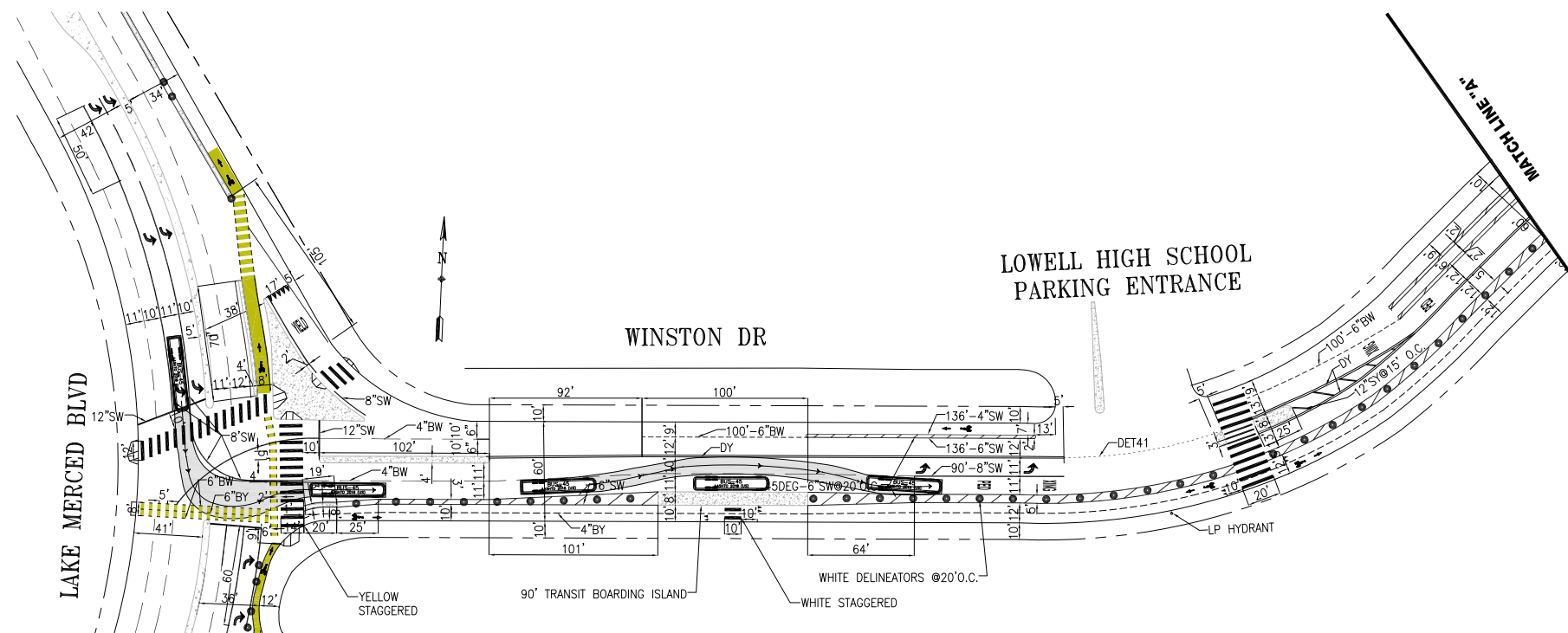
FILE NAME: ---/---/---
DATE: ---/---/---

EXISTING CONDITIONS



45' BUS TURN TEMPLATE

PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP

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



APPROVED

SUPERSEDES PART OF STR-3679
DRAWN: X.XXXXXXXXXXXXXX MM/DD/YY
CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY

SENIOR ENGINEER DATE: / /
CITY TRAFFIC ENGINEER DATE: / /

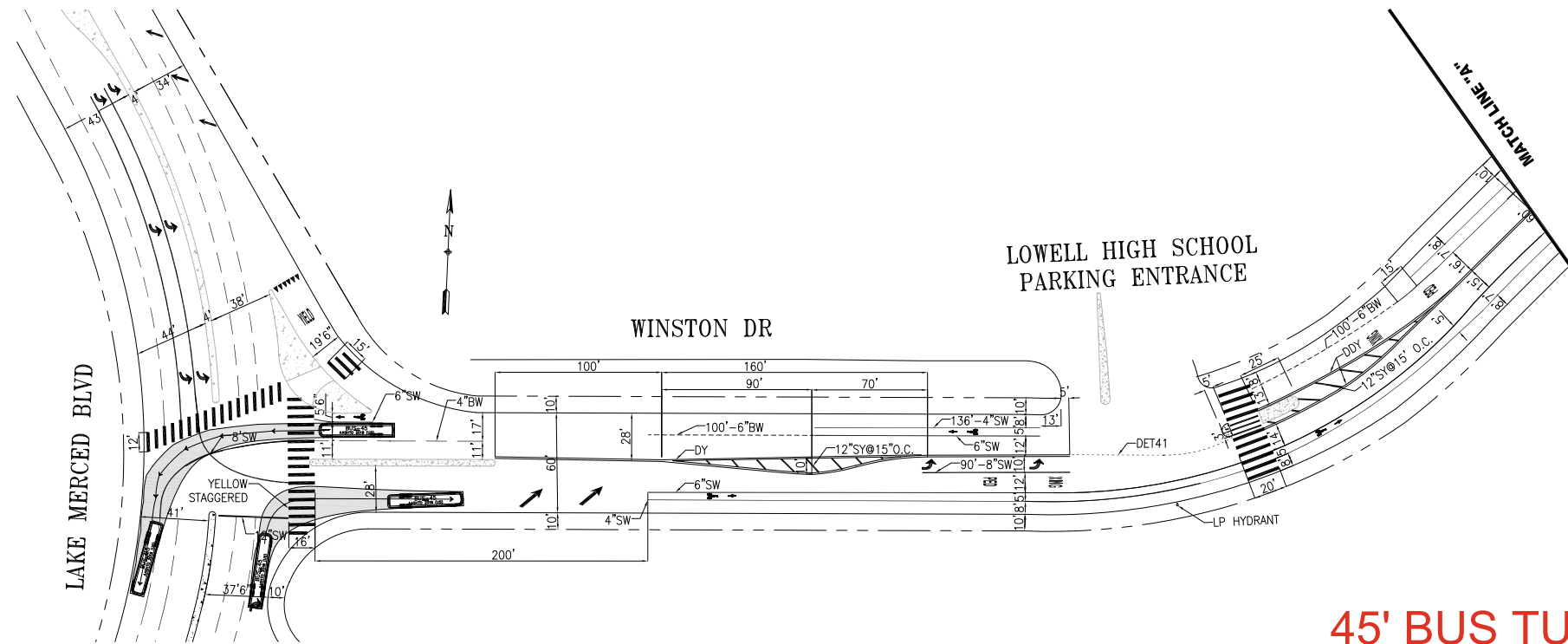
SCALE:
1" = 50'
SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

CONTRACT NO. XXXXX
DRAWING NO. DRAFT
FILE NO. XXXXX
REV. NO. XX

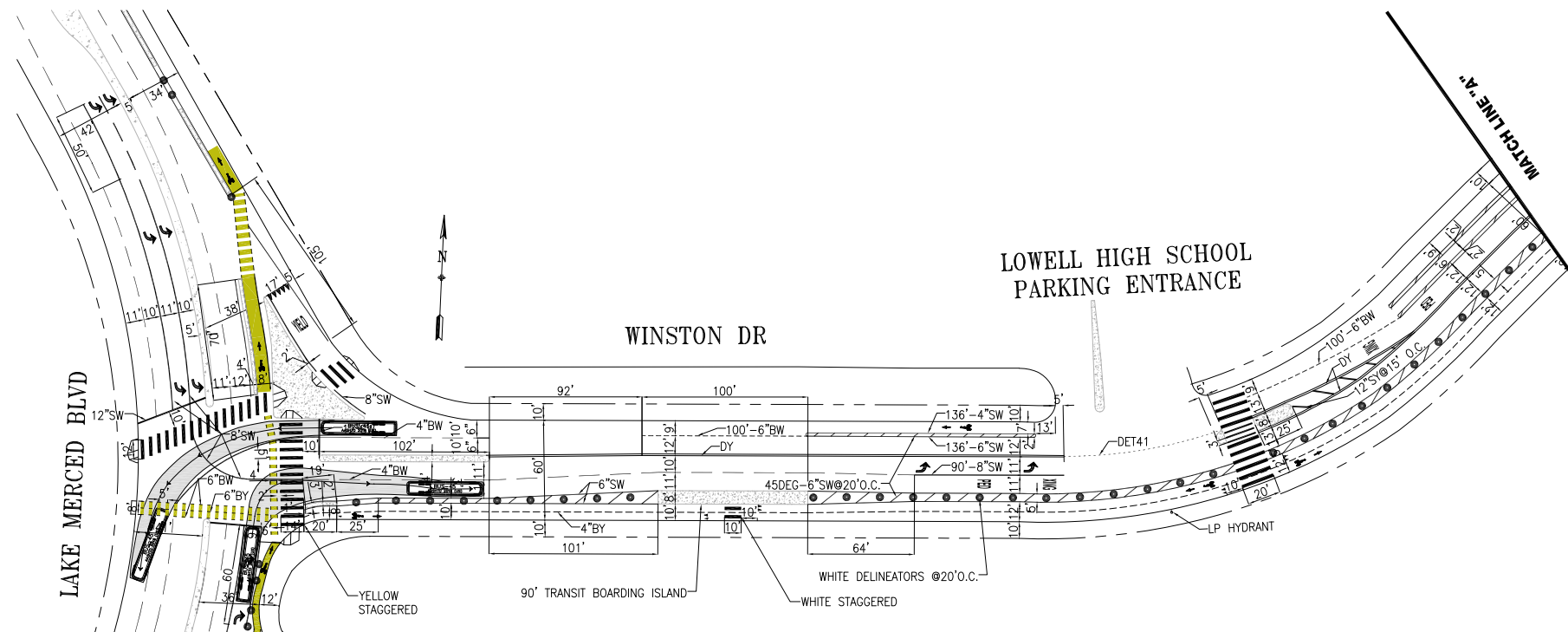
FILE NAME: / /
DATE: / /

EXISTING CONDITIONS



45' BUS TURN TEMPLATE

PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP

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



APPROVED

SUPERSEDES PART OF STR-3679
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CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY

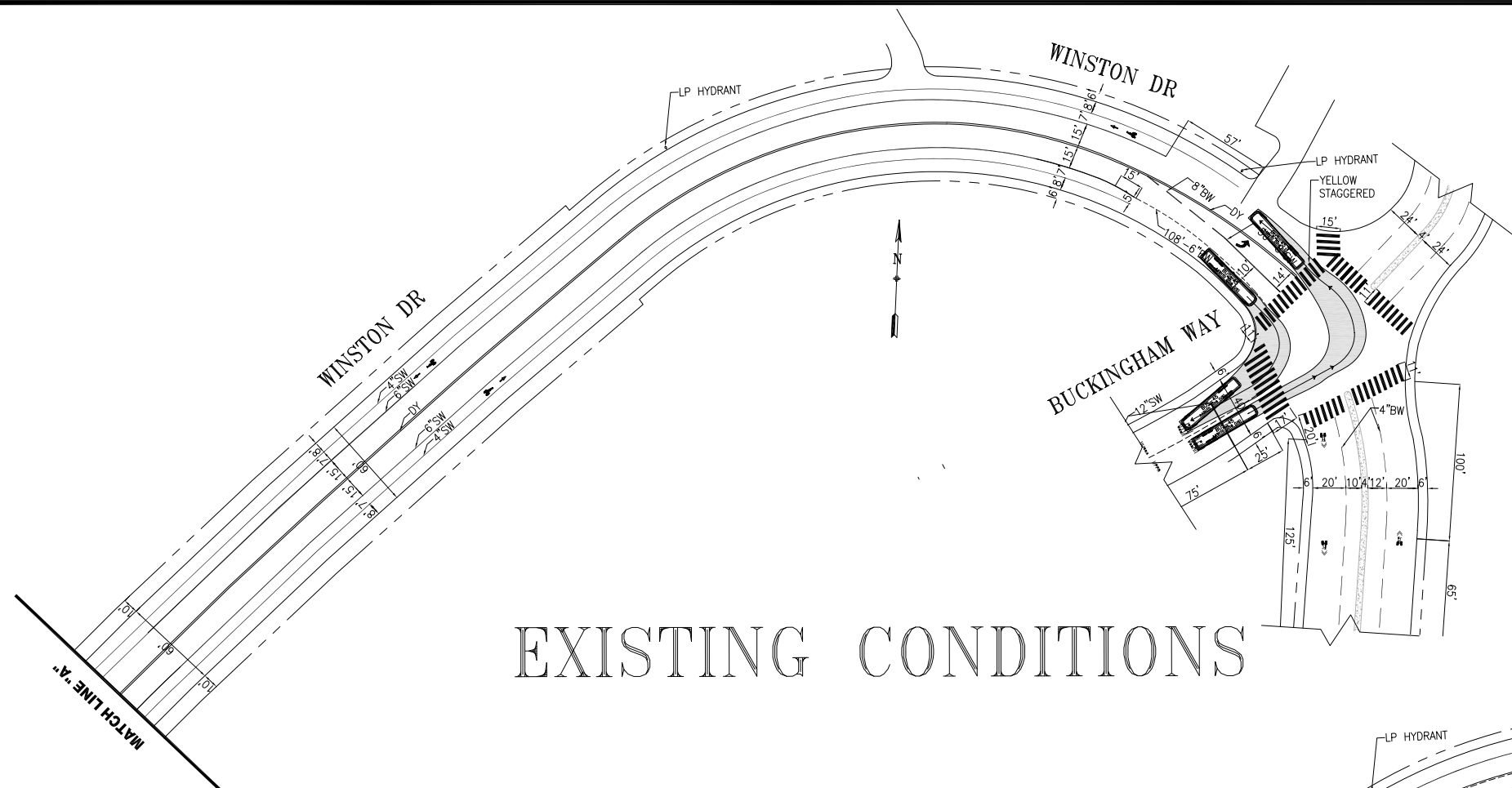
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CITY TRAFFIC ENGINEER DATE: / /

SCALE:
1" = 50'
SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

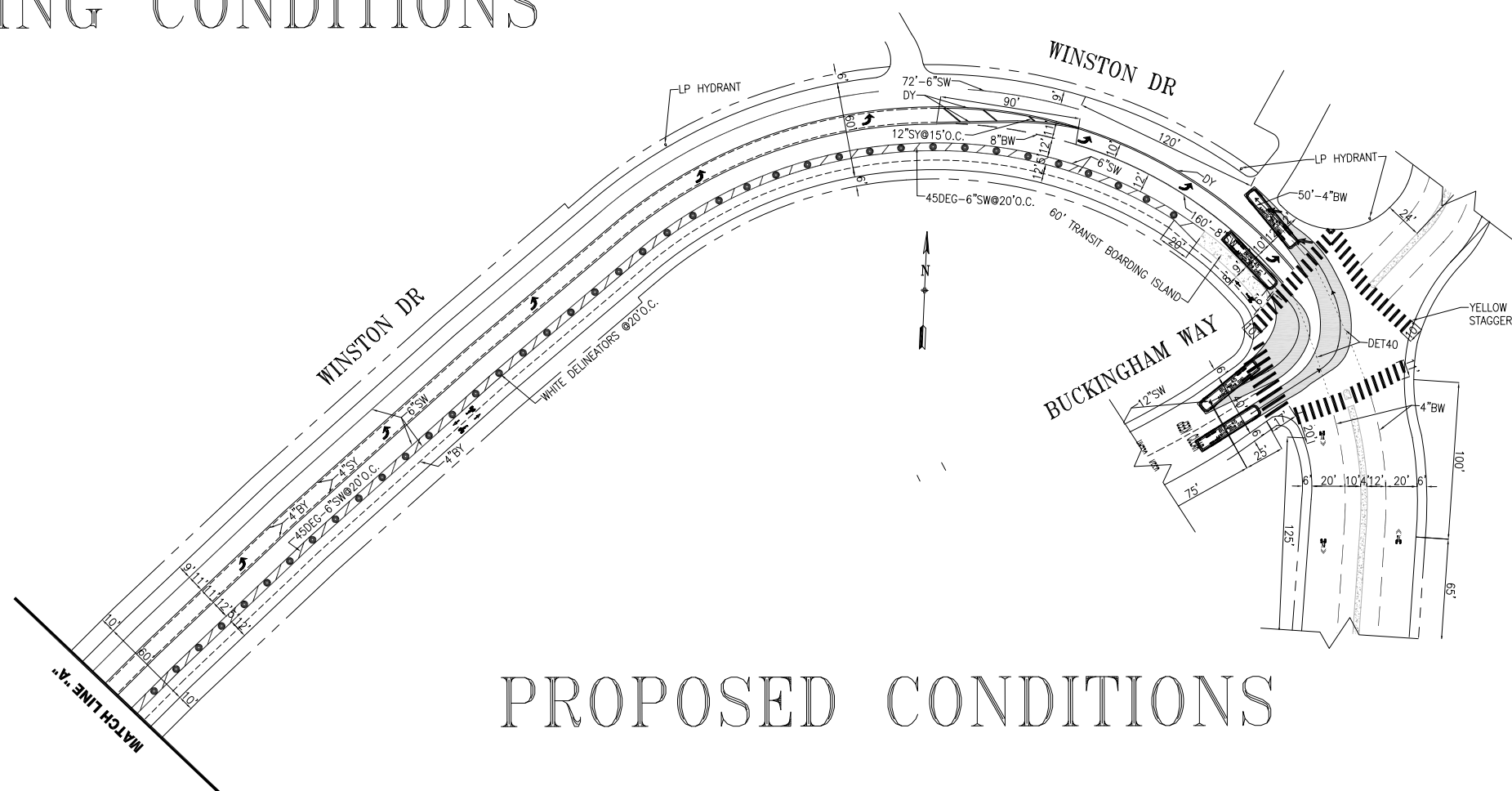
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DRAWING NO. DRAFT
FILE NO. XXXXX
REV. NO. XX

FILE NAME: / /
DATE: / /



EXISTING CONDITIONS

45' BUS TURN TEMPLATE



PROPOSED CONDITIONS

NO.	DATE	DESCRIPTION	BY	APP

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



SUPERSEDES
PART OF STR-3679

DRAWN: X.XXXXXXXXXXXXXX MM/DD/YY
CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY

APPROVED
SENIOR ENGINEER
CITY TRAFFIC ENGINEER

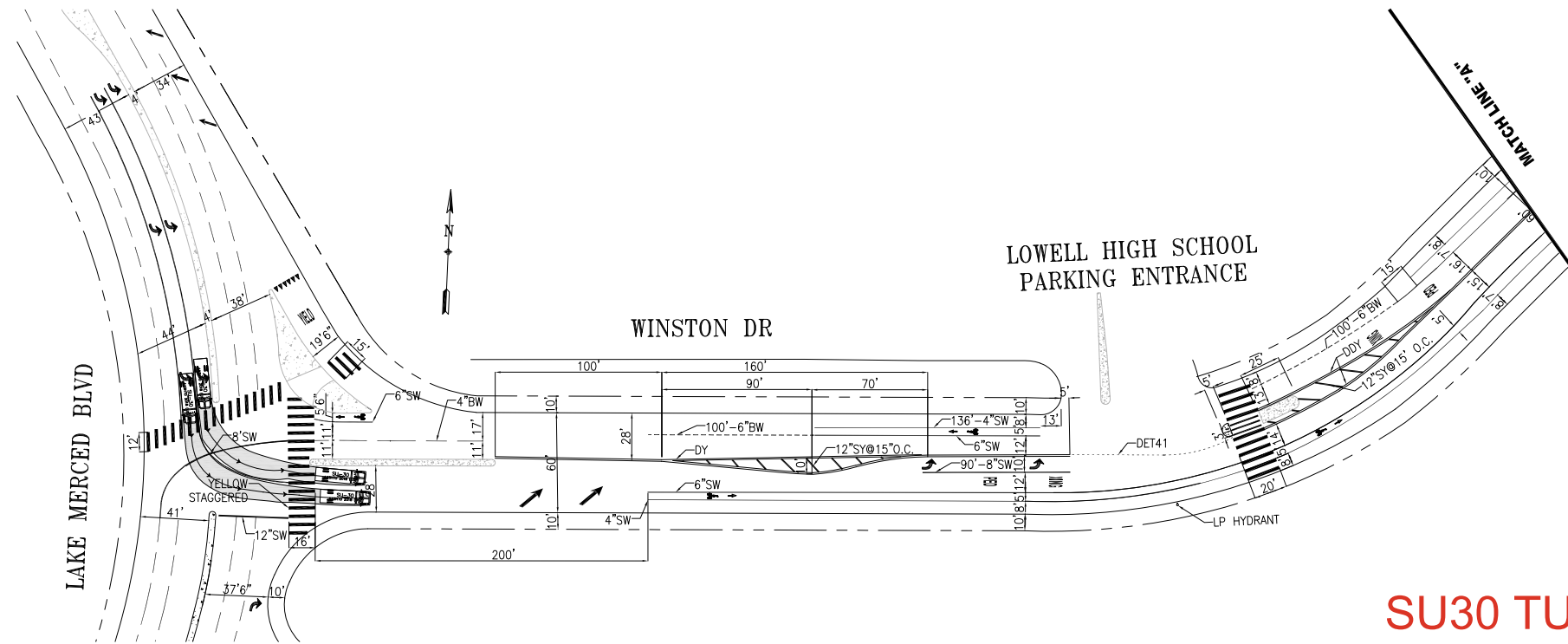
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SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

CONTRACT NO. XXXXX
DRAWING NO. STR_XXXX
FILE NO.
DRAFT
REV. NO. XX

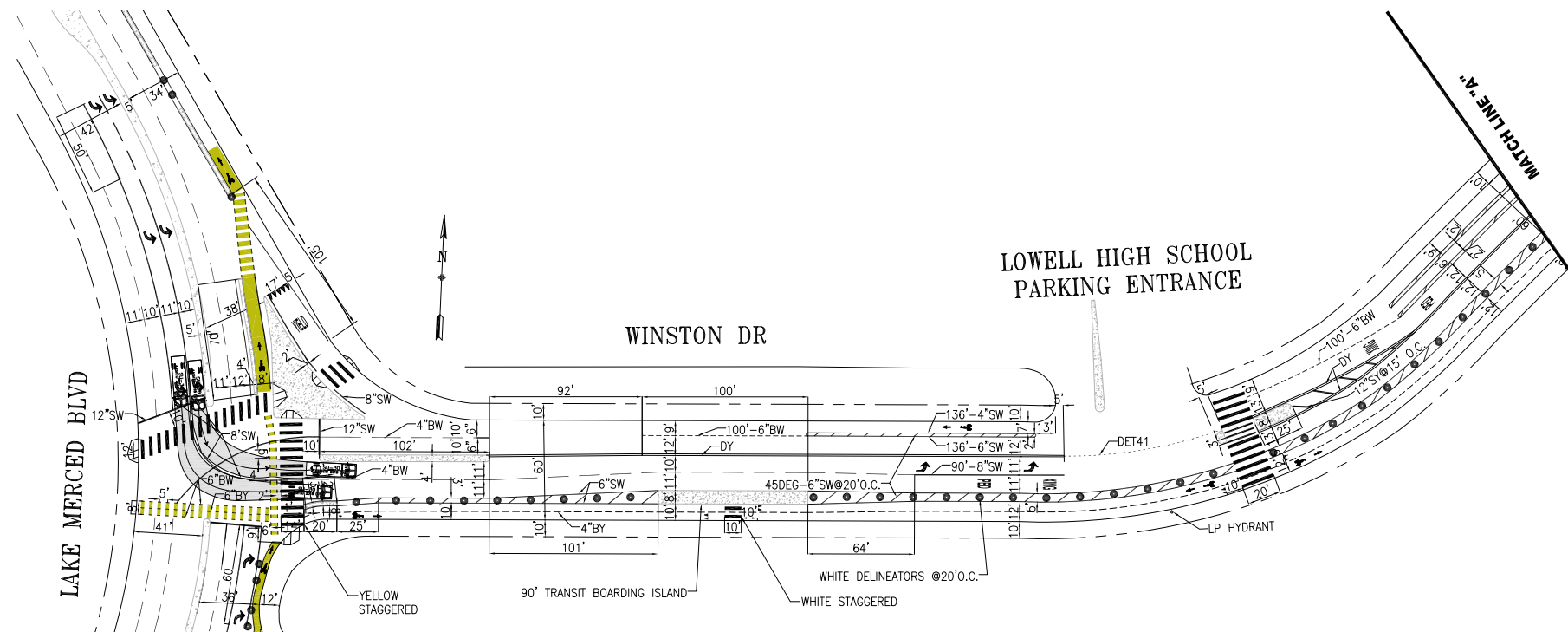
FILE NAME:
DATE: --/--/---

EXISTING CONDITIONS



SU30 TURN TEMPLATE

PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP

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



APPROVED

SUPERSEDES PART OF STR-3679
DRAWN: X.XXXXXXXXXXXXXX MM/DD/YY
DATE: MM/DD/YY
CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY
DATE: MM/DD/YY

SENIOR ENGINEER
CITY TRAFFIC ENGINEER

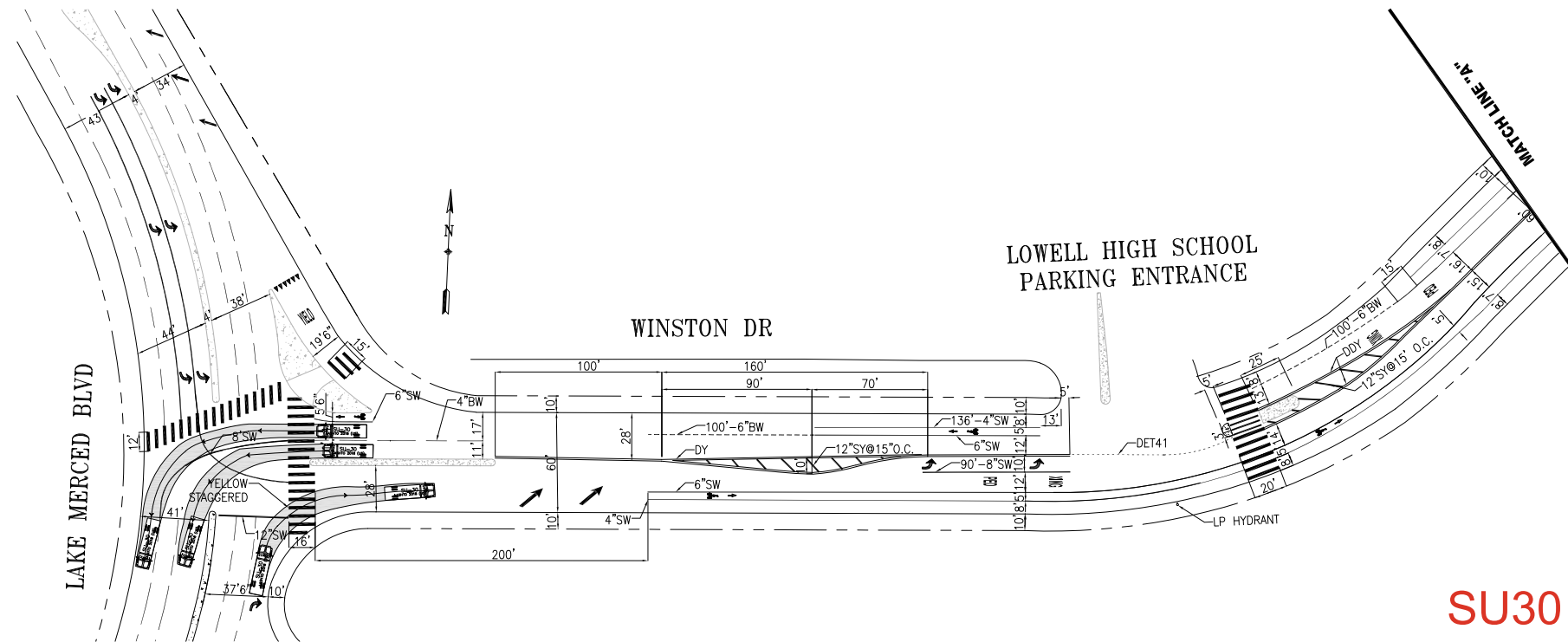
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SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

CONTRACT NO. XXXXX
DRAWING NO. DRAFT
FILE NO. XXXXX
REV. NO. XX

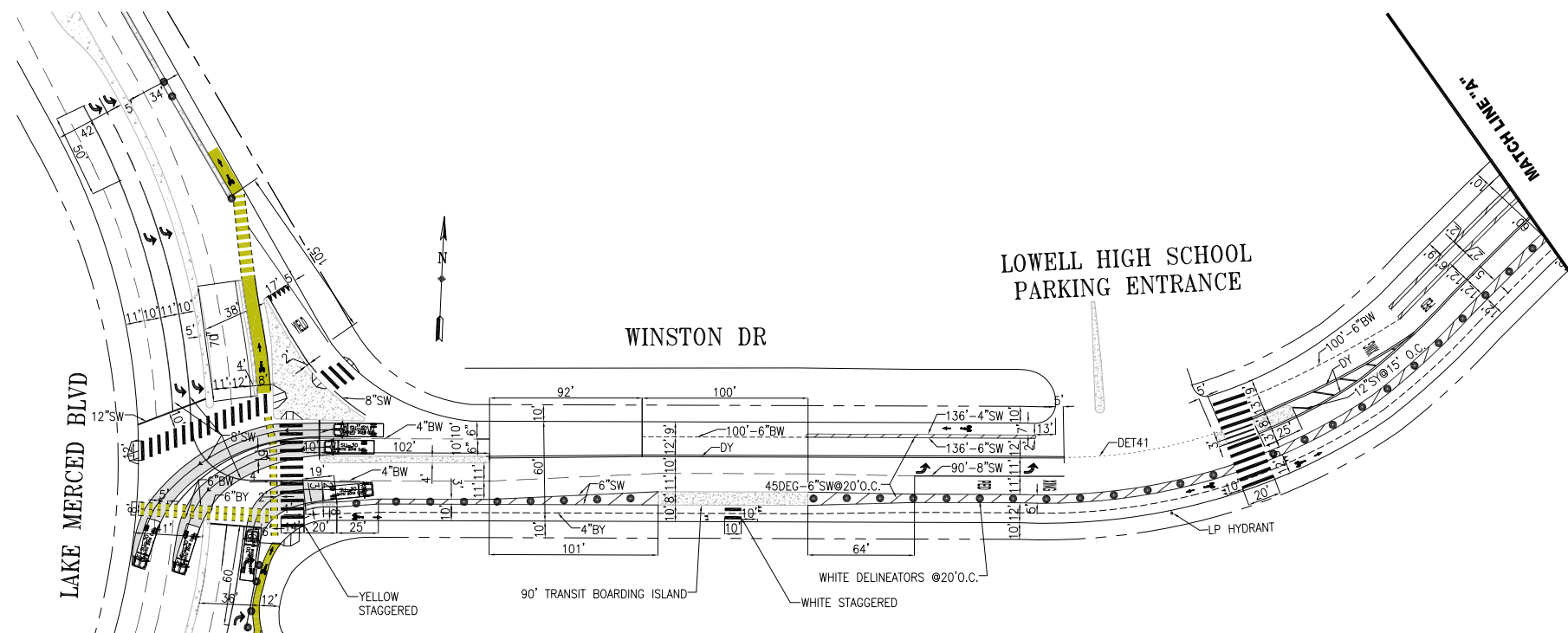
FILE NAME: ---
DATE: ---

EXISTING CONDITIONS



SU30 TURN TEMPLATE

PROPOSED CONDITIONS



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



APPROVED

SUPERSEDES PART OF STR-3679
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 CHECKED: X.XXXXXXXXXX DATE: MM/DD/YY

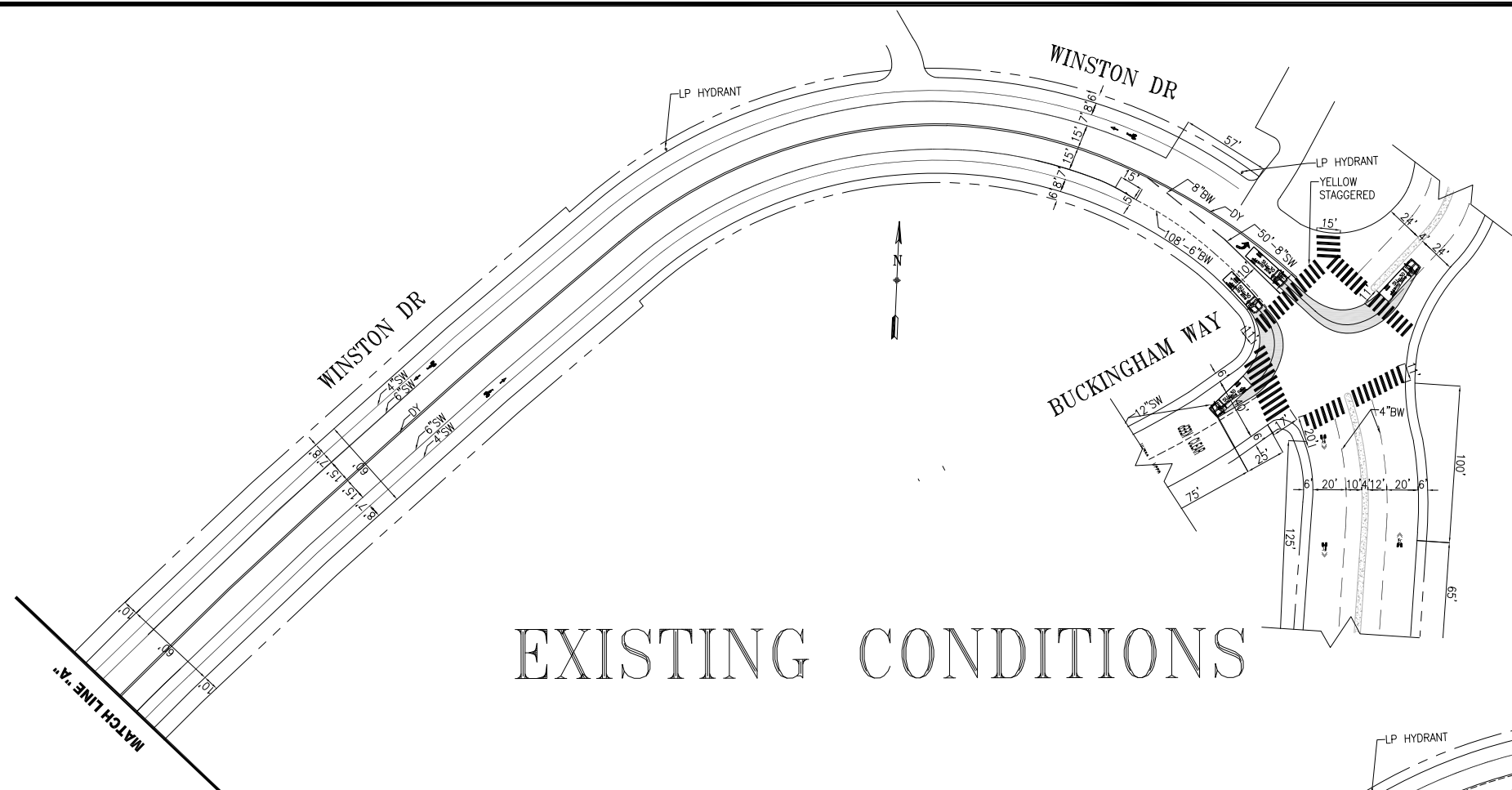
SENIOR ENGINEER DATE: / /
 CITY TRAFFIC ENGINEER DATE: / /

SCALE:
 1" = 50'
 SHEET/SHEETS:
 XX OF XX

TRAFFIC STRIPING
 WINSTON DRIVE
 LAKE MERCED BLVD TO BUCKINGHAM WAY

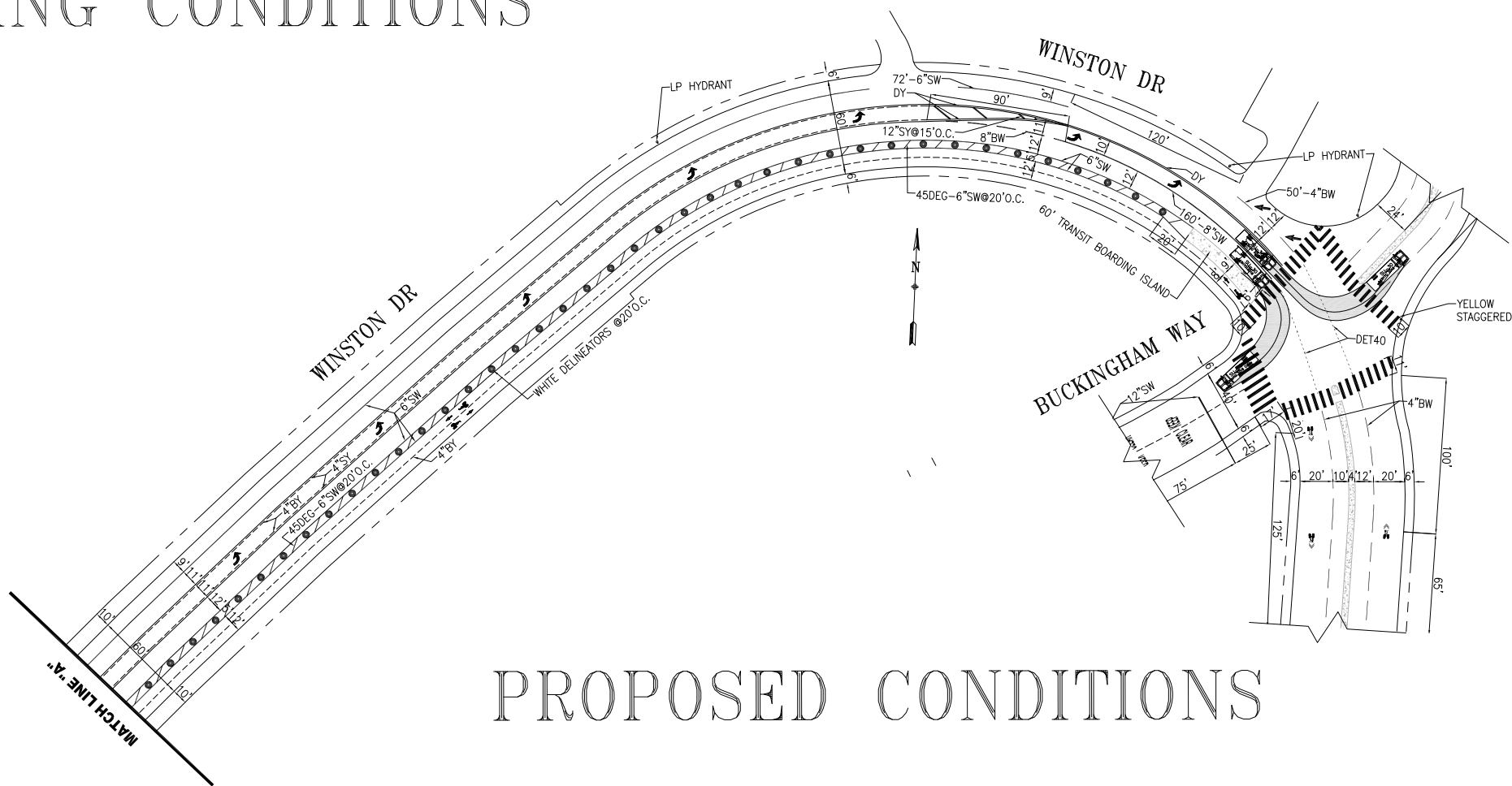
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 DRAWING NO. DRAFT
 FILE NO. XXXXX
 REV. NO. XX

FILE NAME: / /
 DATE: / /



EXISTING CONDITIONS

SU30 TURN TEMPLATE



PROPOSED CONDITIONS

NO.	DATE	DESCRIPTION	BY	APP
			X.XXXXXXXXXXX	X.XXXXXXXXXXX

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



SUPERSEDES
PART OF STR-3679

DRAWN:	DATE:	CHECKED:	DATE:
X.XXXXXXXXXXXXX	MM/DD/YY	X.XXXXXXXXXXXXX	MM/DD/YY

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

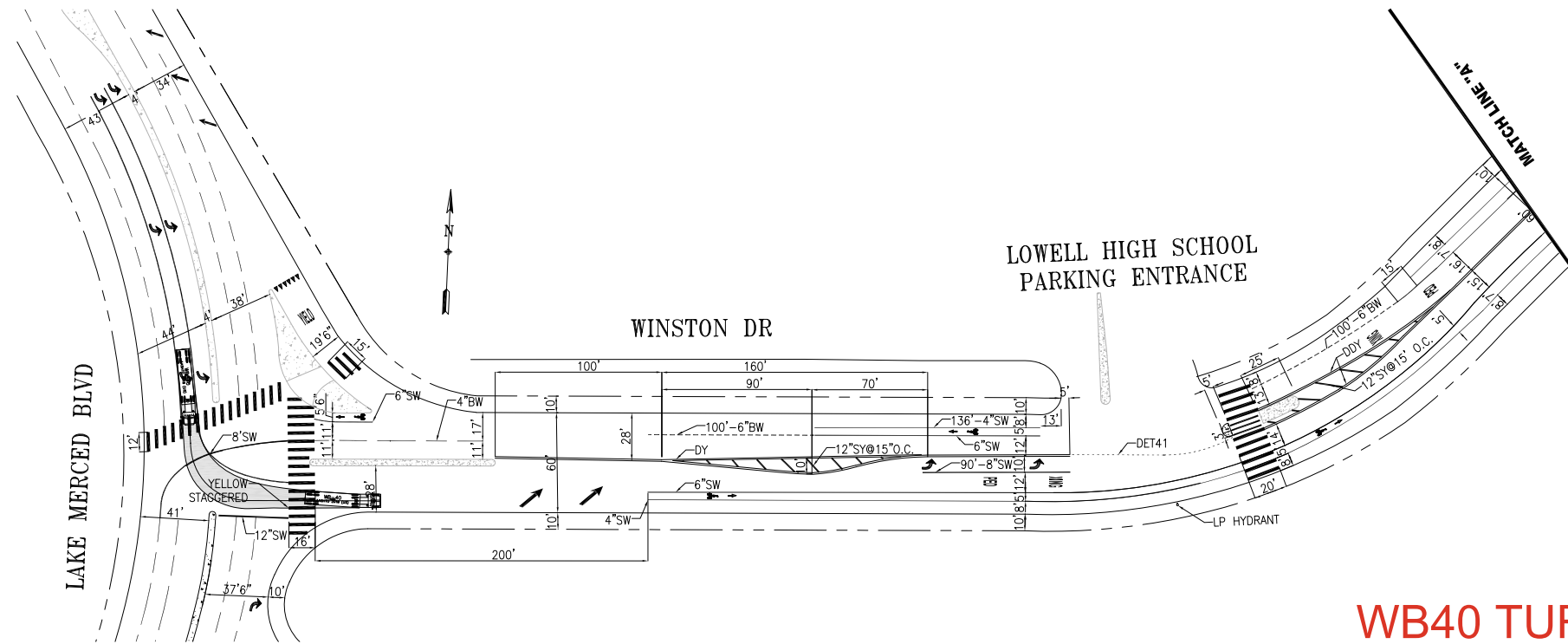
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SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

CONTRACT NO.	XXXXX
DRAWING NO.	STR_XXXX
FILE NO.	
DRAFT	
REV. NO.	XX

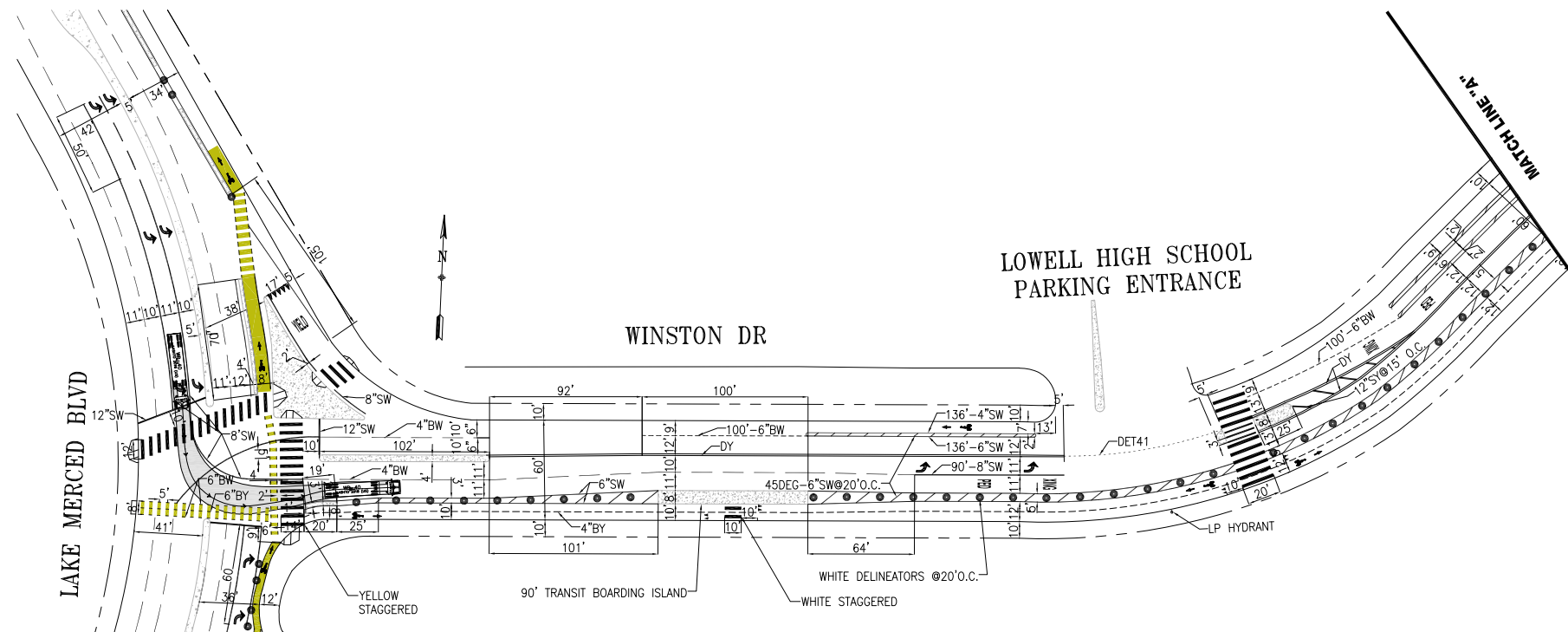
FILE NAME:
DATE: --/--/--

EXISTING CONDITIONS



WB40 TURN TEMPLATE

PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP

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



APPROVED

SUPERSEDES PART OF STR-3679
DRAWN: X.XXXXXXXXXXXXXX MM/DD/YY
CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY

SENIOR ENGINEER DATE: _____
CITY TRAFFIC ENGINEER DATE: _____

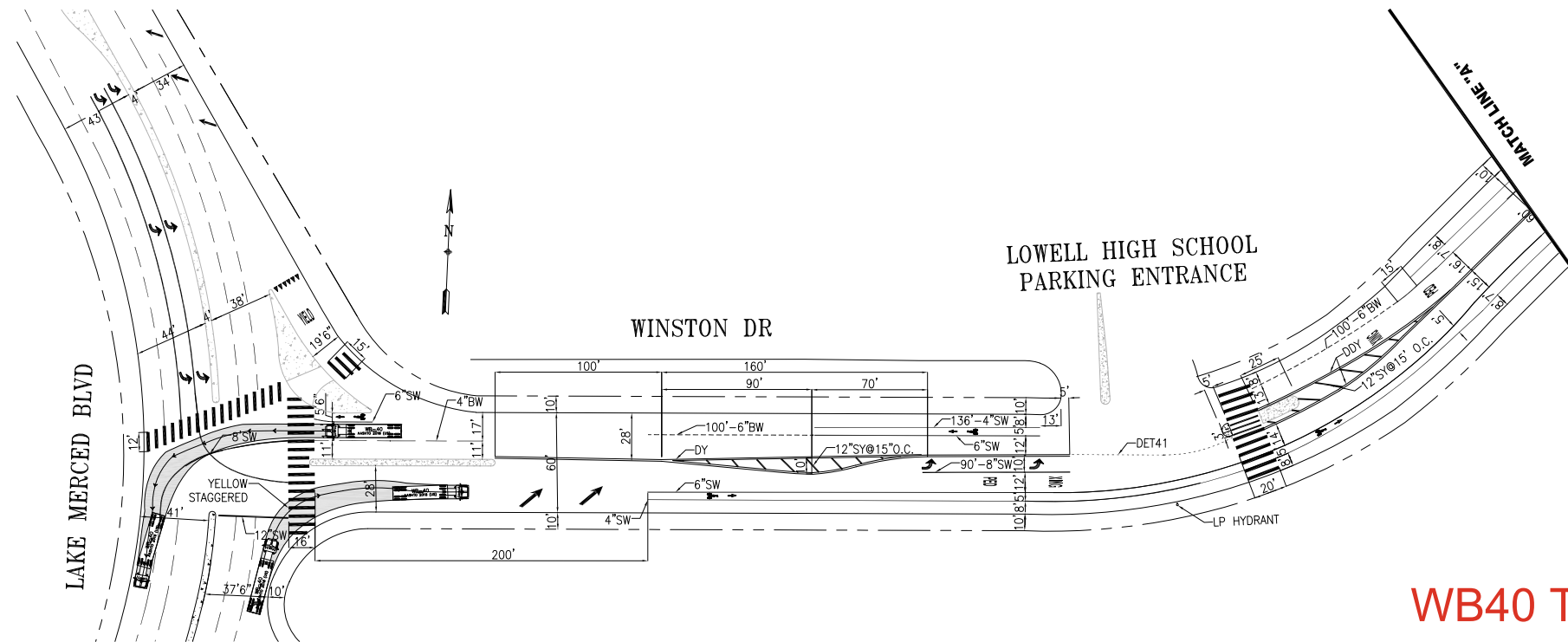
SCALE:
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SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

CONTRACT NO. XXXXX
DRAWING NO. DRAFT
FILE NO. XXXXX
REV. NO. XX

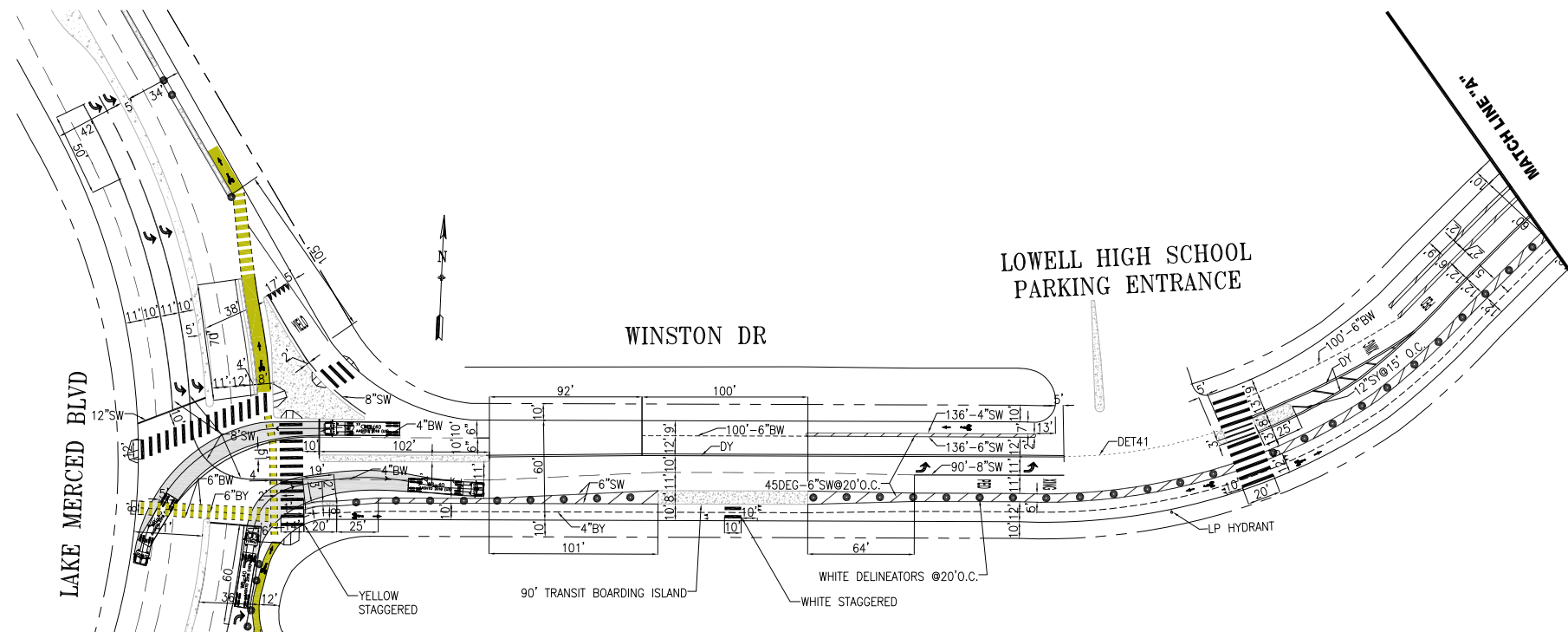
FILE NAME: ---
DATE: ---

EXISTING CONDITIONS



WB40 TURN TEMPLATE FIRE

PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP

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



APPROVED

SUPERSEDES PART OF STR-3679
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CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY

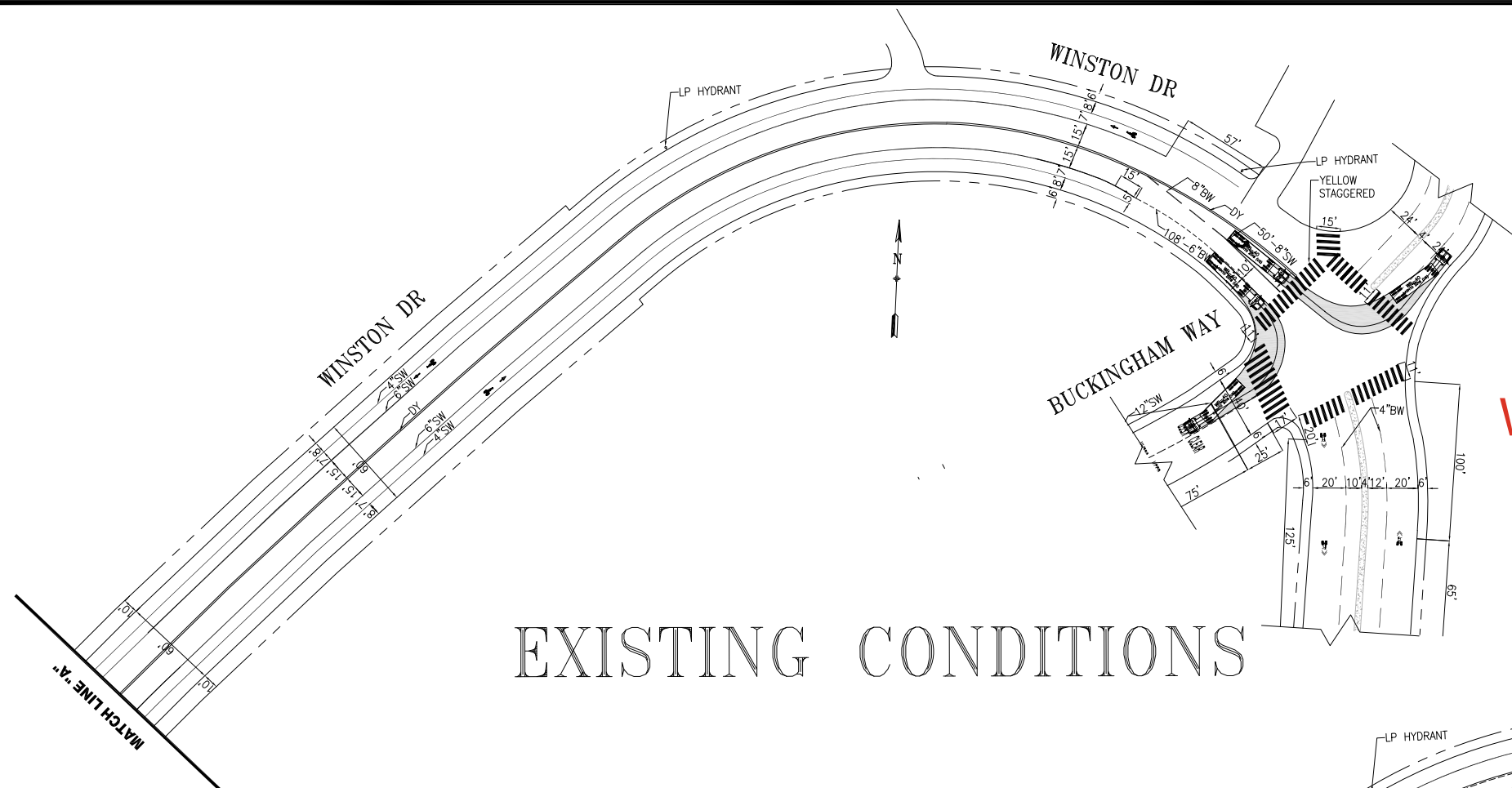
SENIOR ENGINEER DATE: / /
CITY TRAFFIC ENGINEER DATE: / /

SCALE:
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SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

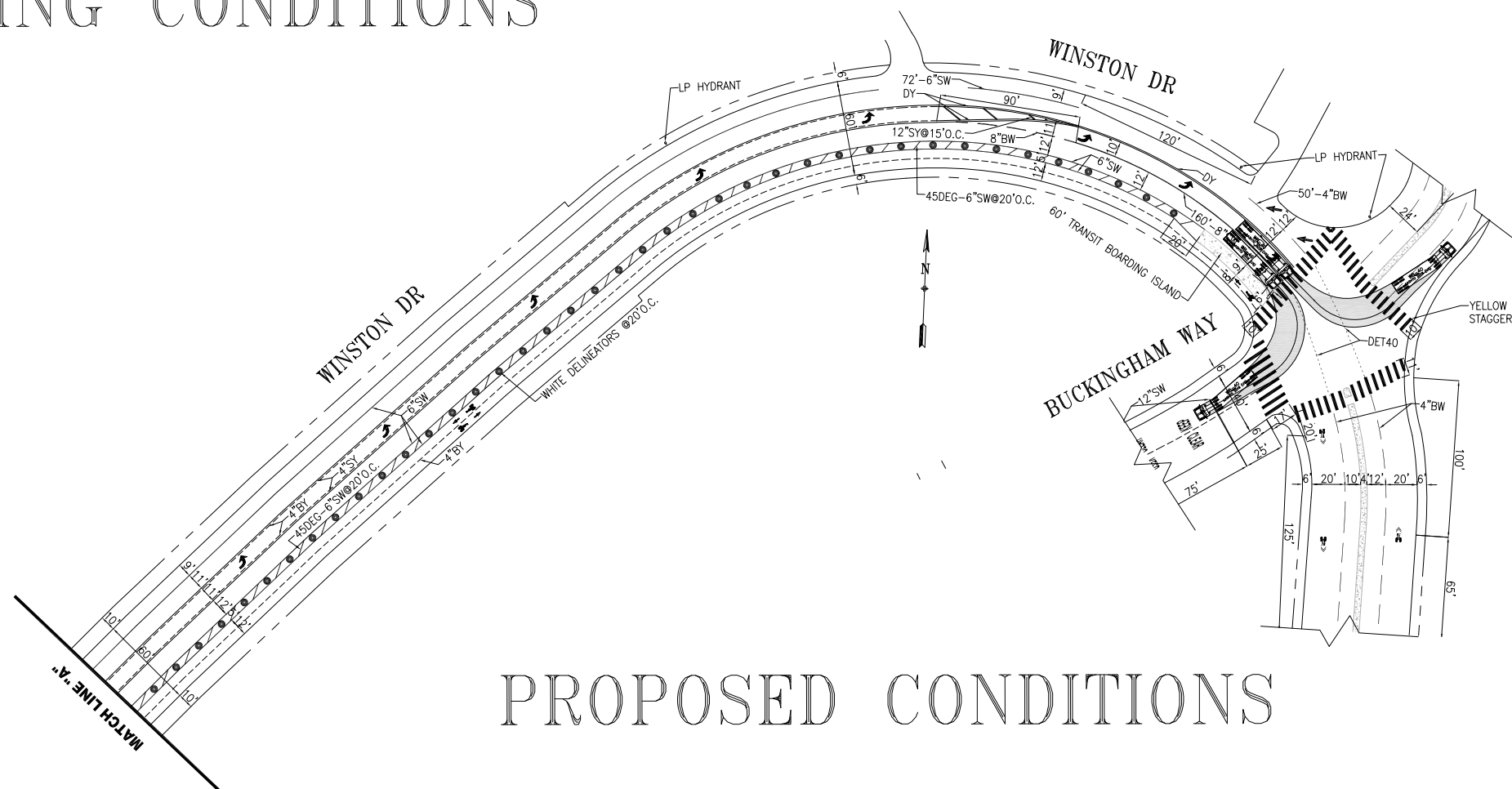
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FILE NO. XXXXX
REV. NO. XX

FILE NAME: / /
DATE: / /



EXISTING CONDITIONS

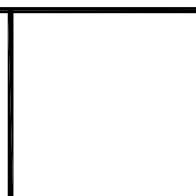
WB40 TURN TEMPLATE



PROPOSED CONDITIONS

NO.	DATE	DESCRIPTION	BY	APP

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



SUPERSEDES PART OF STR-3679	
DRAWN: X.XXXXXXXXXXXXXX	DATE: MM/DD/YY
CHECKED: X.XXXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

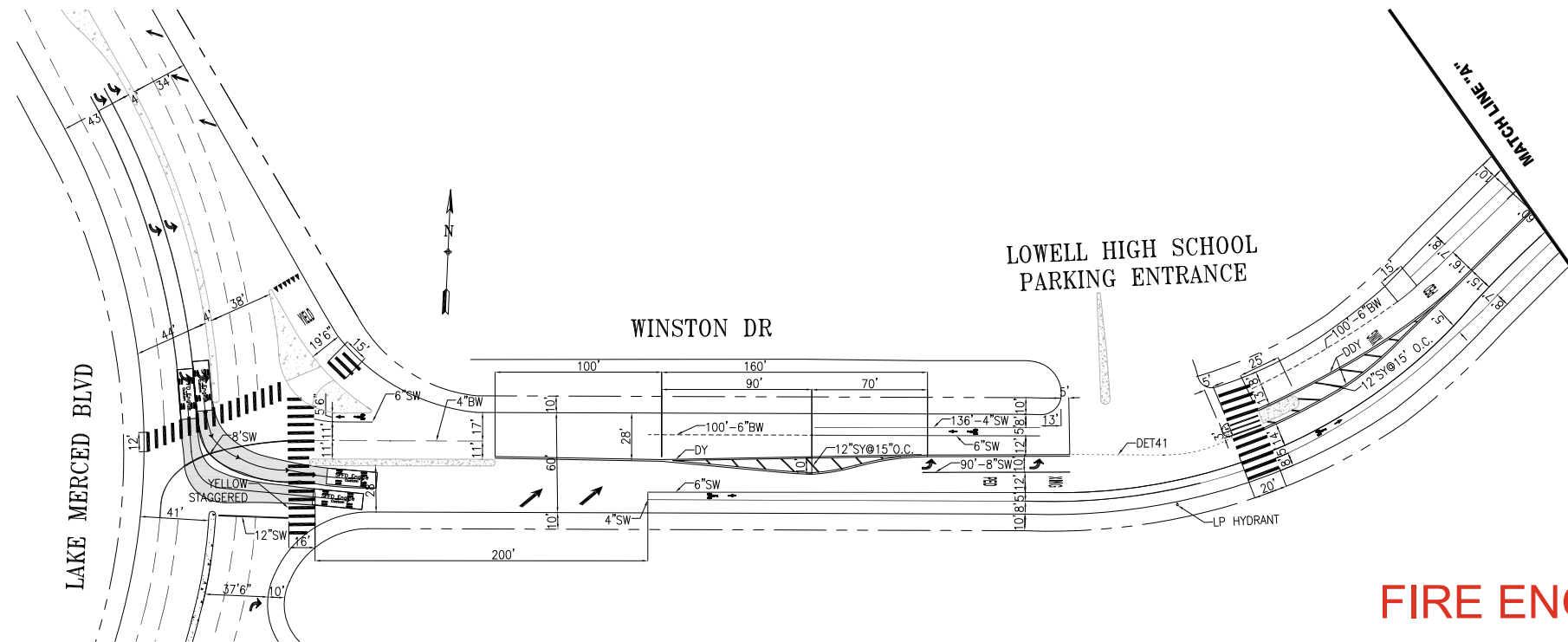
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1" = 50'
SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

CONTRACT NO. XXXXX
DRAWING NO. STR_XXXX
FILE NO.
DRAFT
REV. NO. XX

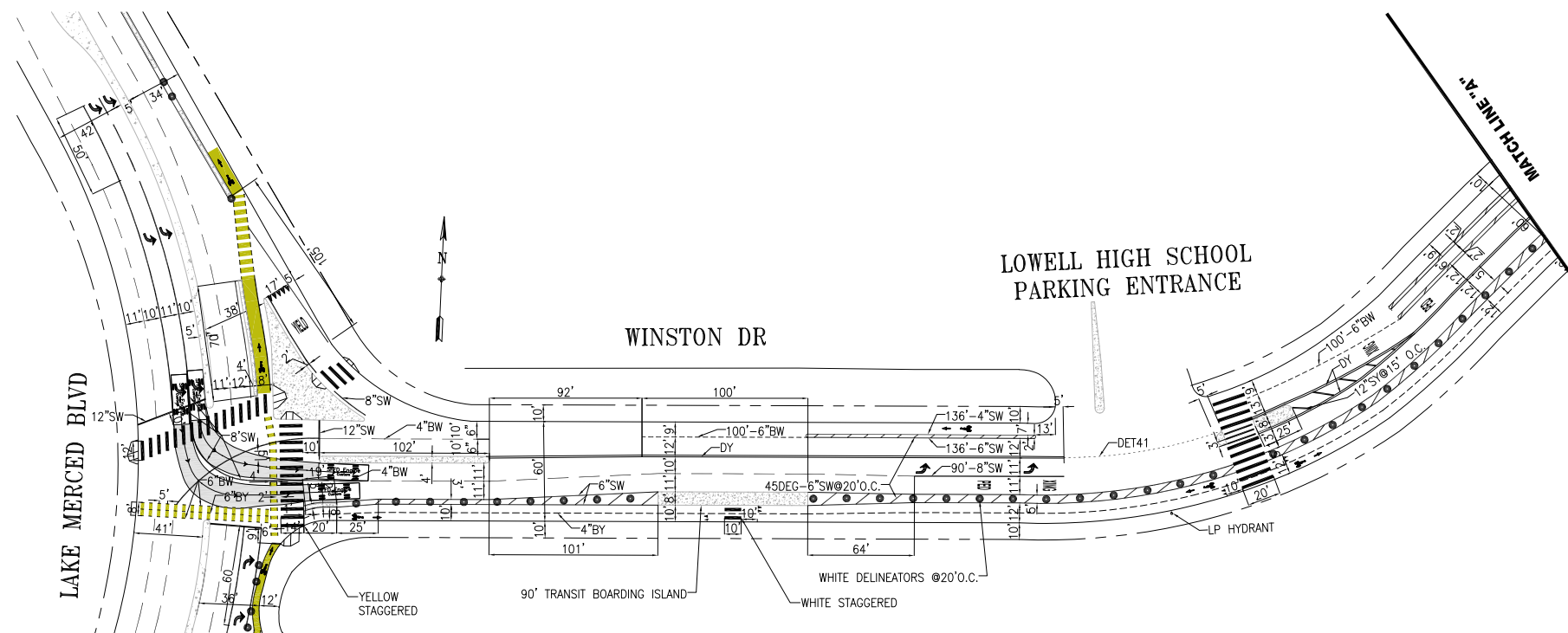
FILE NAME: ---
DATE: --/--

EXISTING CONDITIONS



FIRE ENGINE TURN TEMPLATE

PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP

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



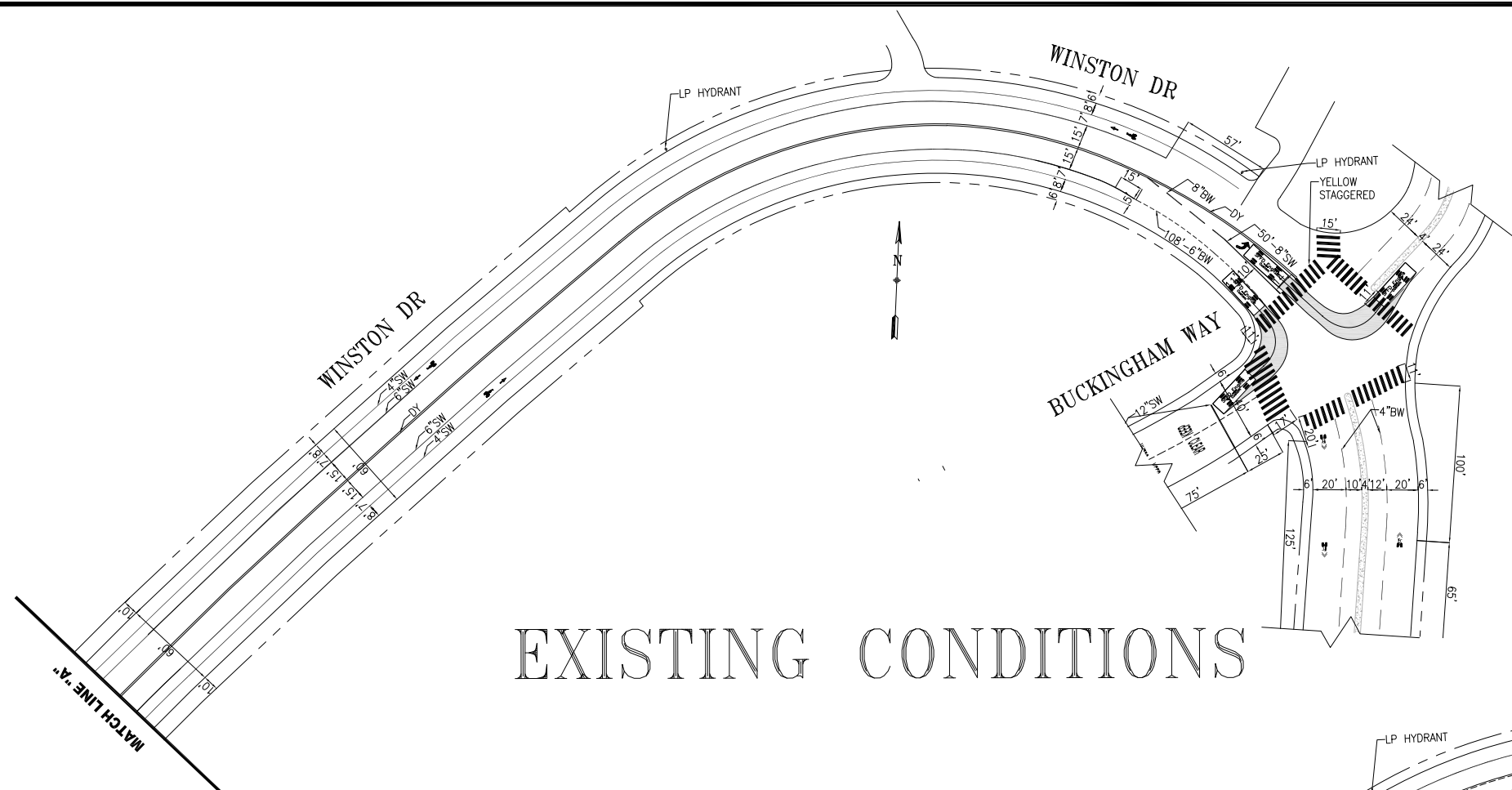
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DRAWN:	DATE:	SENIOR ENGINEER	DATE:	1" = 50'
X.XXXXXXXXXXXXX	MM/DD/YY			
CHECKED:	DATE:	CITY TRAFFIC ENGINEER	DATE:	SHEET/SHEETS:
X.XXXXXXXXXXXXX	MM/DD/YY			XX OF XX

CONTRACT NO.	XXXXX
DRAWING NO.	DRAFT
FILE NO.	XXXXX
REV. NO.	XX

TRAFFIC STRIPING

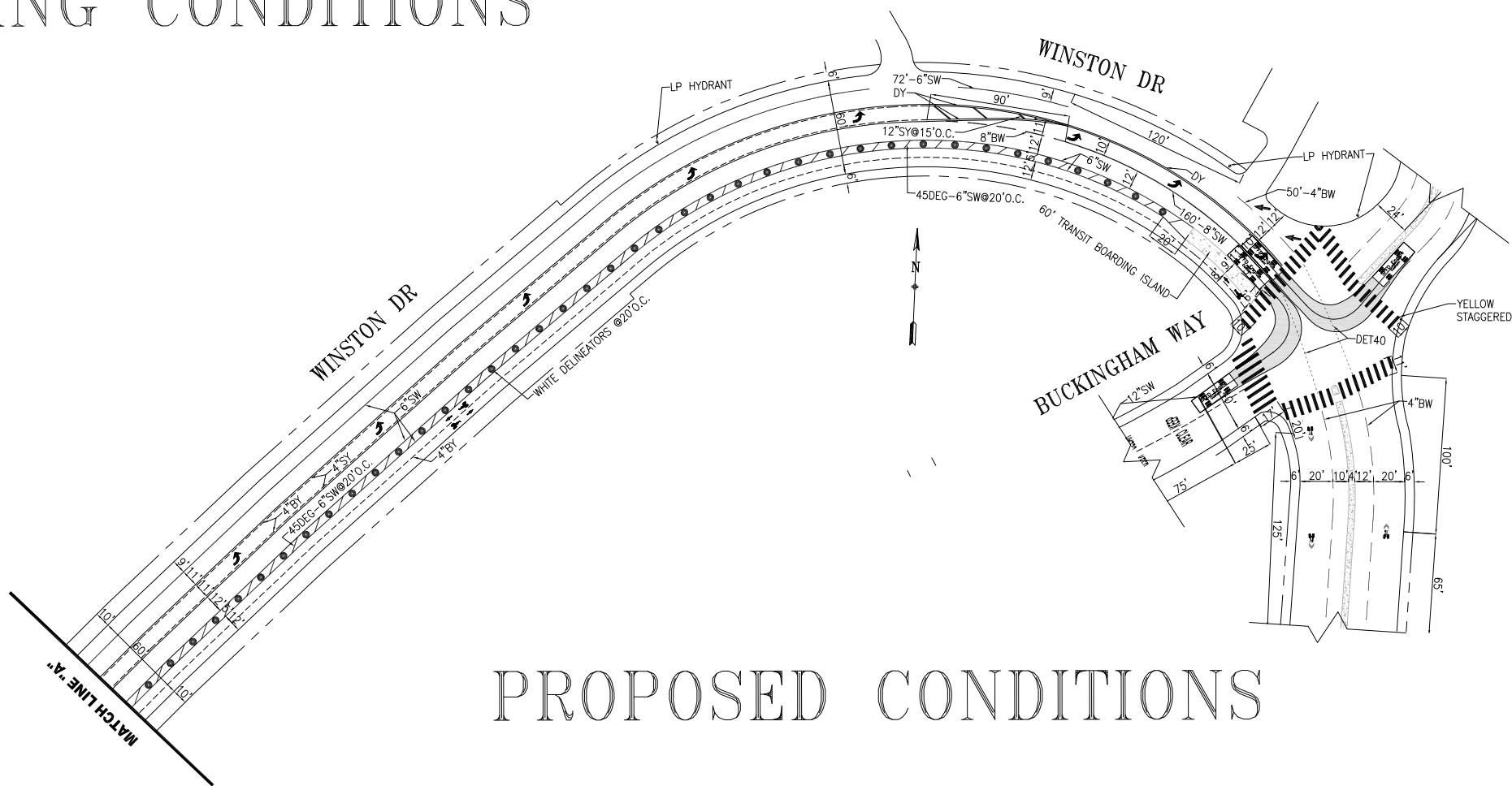
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

FILE NAME:
DATE: --/--/---



EXISTING CONDITIONS

FIRE ENGINE TURN TEMPLATE



PROPOSED CONDITIONS

NO.	DATE	DESCRIPTION	BY	APP

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



SUPERSEDES
PART OF STR-3679

DRAWN:	DATE:
X.XXXXXXXXXXXXX	MM/DD/YY
CHECKED:	DATE:
X.XXXXXXXXXXXXX	MM/DD/YY

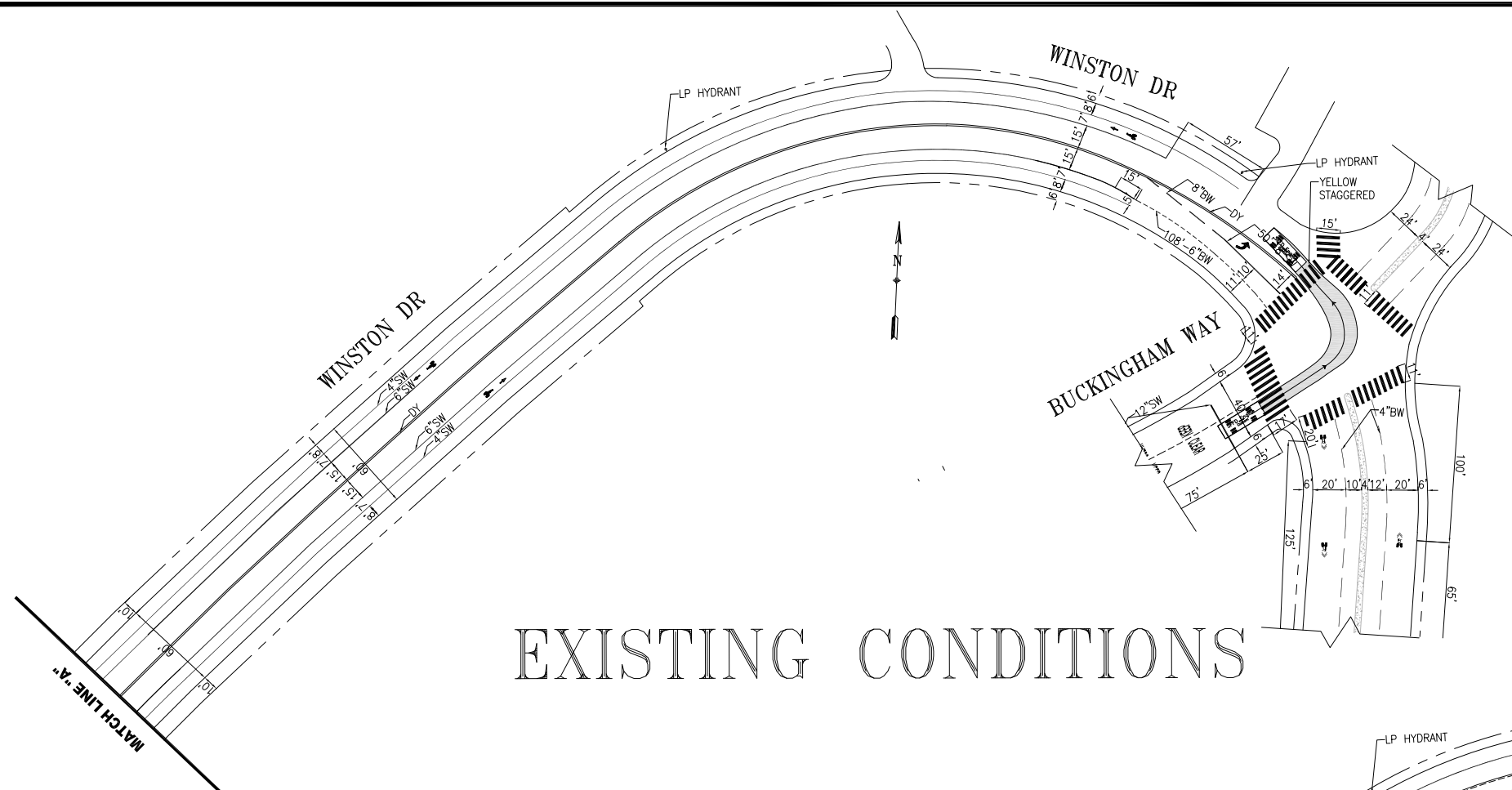
APPROVED	DATE:
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE:
1" = 50'
SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

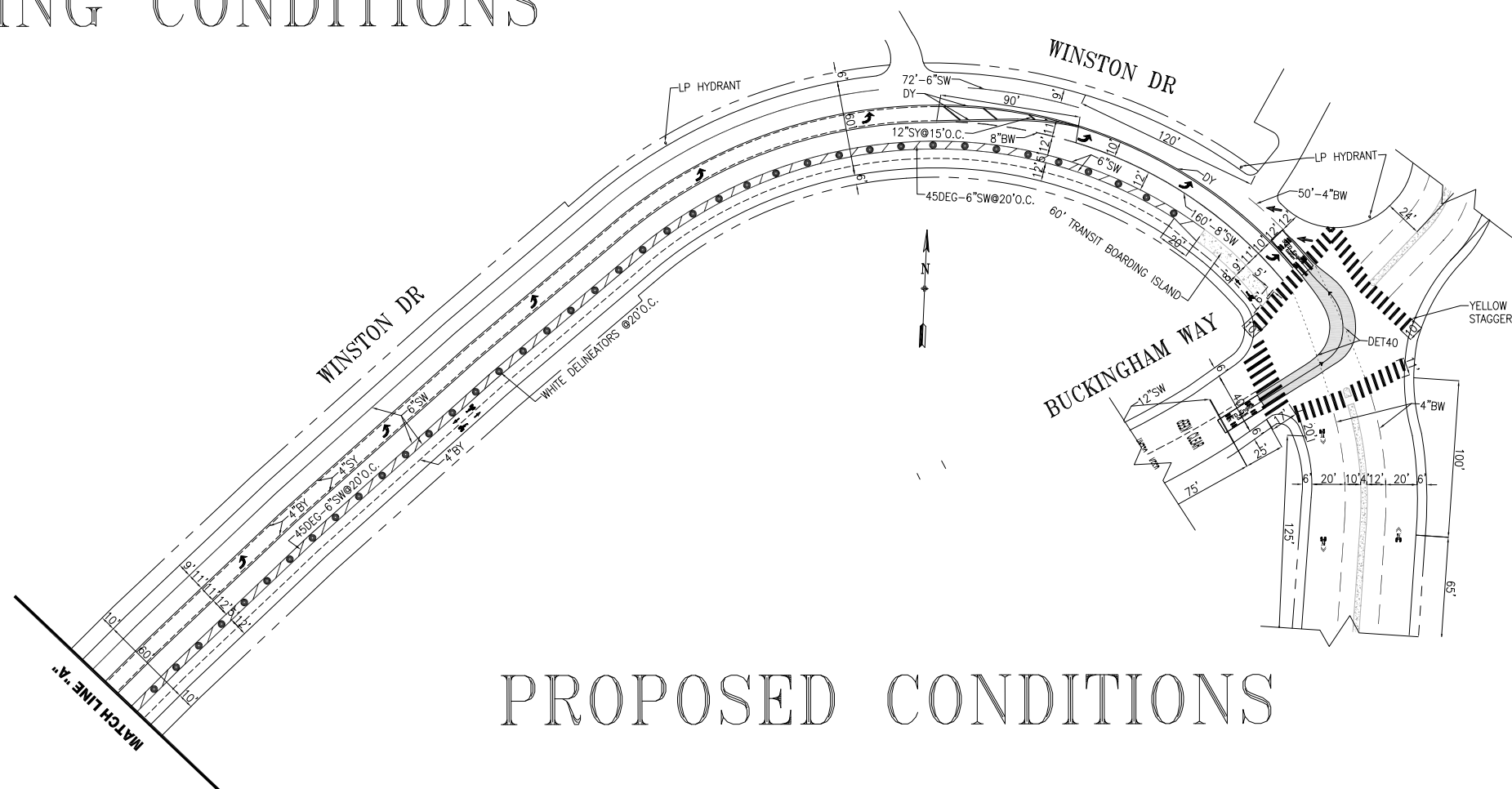
CONTRACT NO.	XXXXX
DRAWING NO.	STR_XXXX
FILE NO.	
DRAFT	
REV. NO.	XX

FILE NAME:
DATE: --/--/---



EXISTING CONDITIONS

FIRE ENGINE TURN TEMPLATE



PROPOSED CONDITIONS

NO.	DATE	DESCRIPTION	BY	APP

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

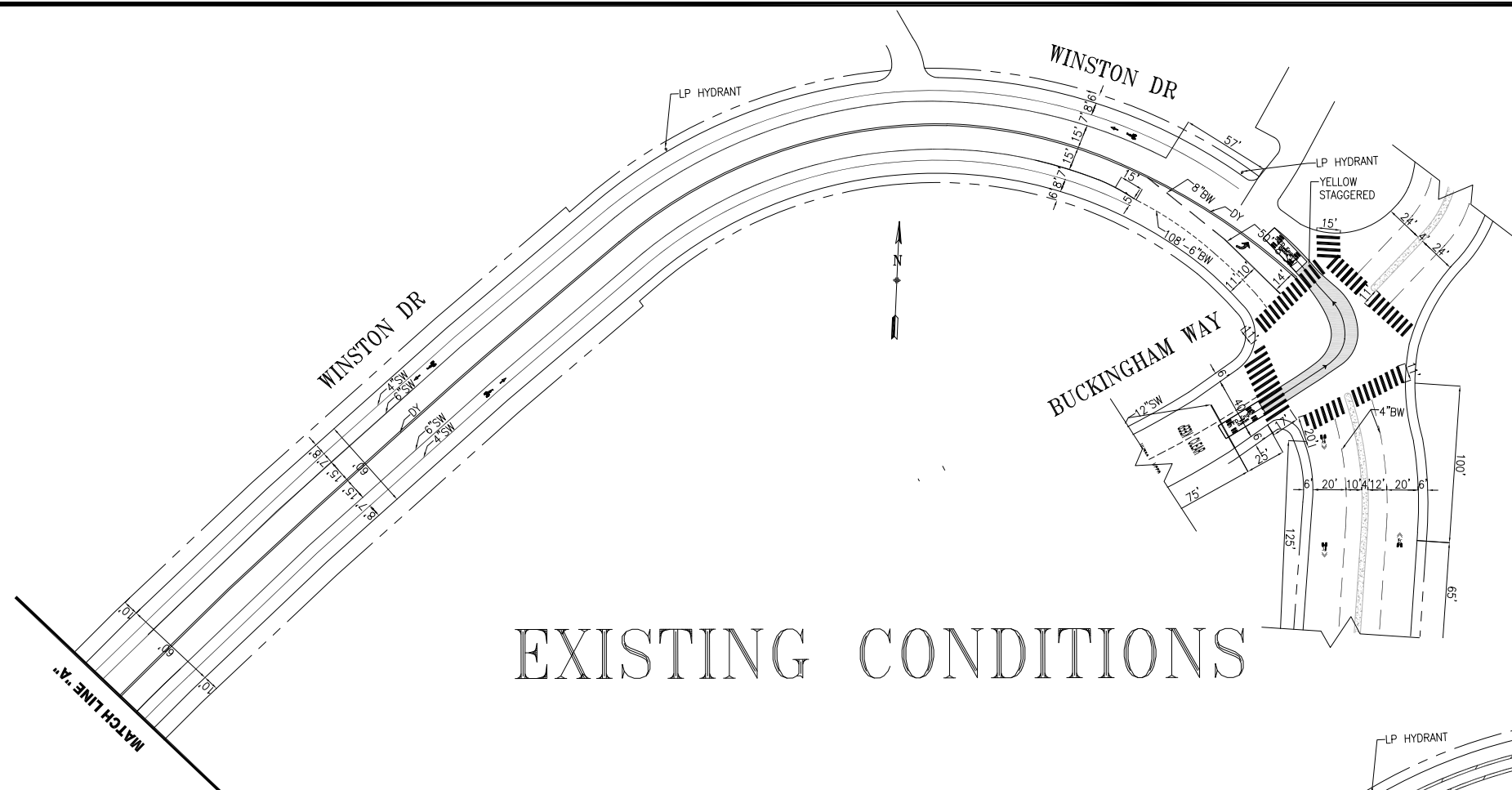


SFMTA



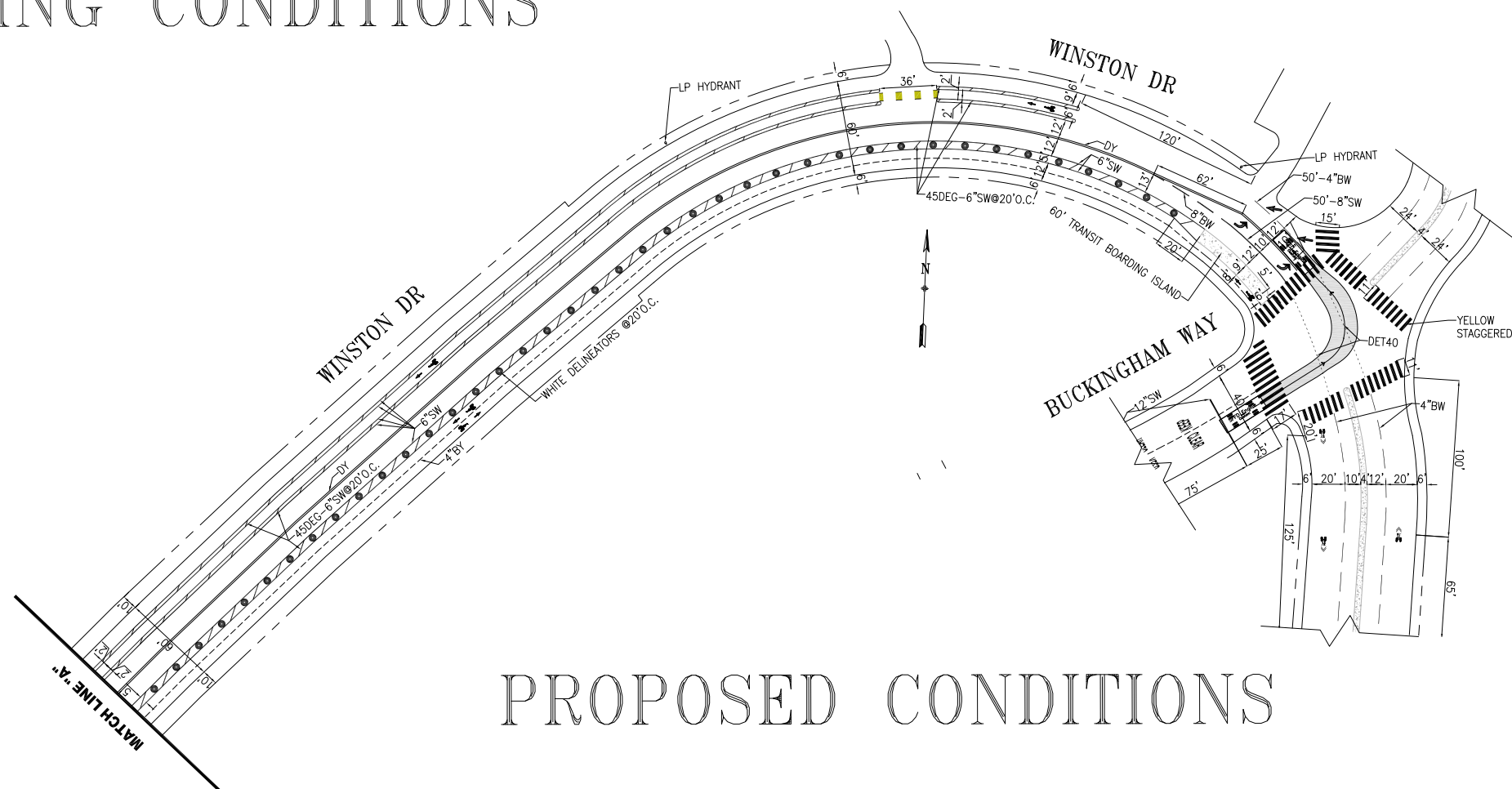
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DRAWN: X.XXXXXXXXXXXXXX	DATE: MM/DD/YY	SENIOR ENGINEER	DATE:	SHEET/SHEETS: XX OF XX		DRAWING NO. STR_XXXX	
CHECKED: X.XXXXXXXXXXXXXX	DATE: MM/DD/YY	CITY TRAFFIC ENGINEER	DATE:			FILE NO.	DRAFT
					WINSTON DRIVE LAKE MERCED BLVD TO BUCKINGHAM WAY		REV. NO. XX

FILE NAME:
DATE: --/--/---



EXISTING CONDITIONS

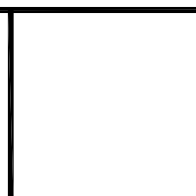
FIRE ENGINE TURN TEMPLATE



PROPOSED CONDITIONS

NO.	DATE	DESCRIPTION	BY	APP

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



SUPERSEDES PART OF STR-3679	
DRAWN: X.XXXXXXXXXXXXX MM/DD/YY	DATE: MM/DD/YY
CHECKED: X.XXXXXXXXXXXXX MM/DD/YY	DATE: MM/DD/YY

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

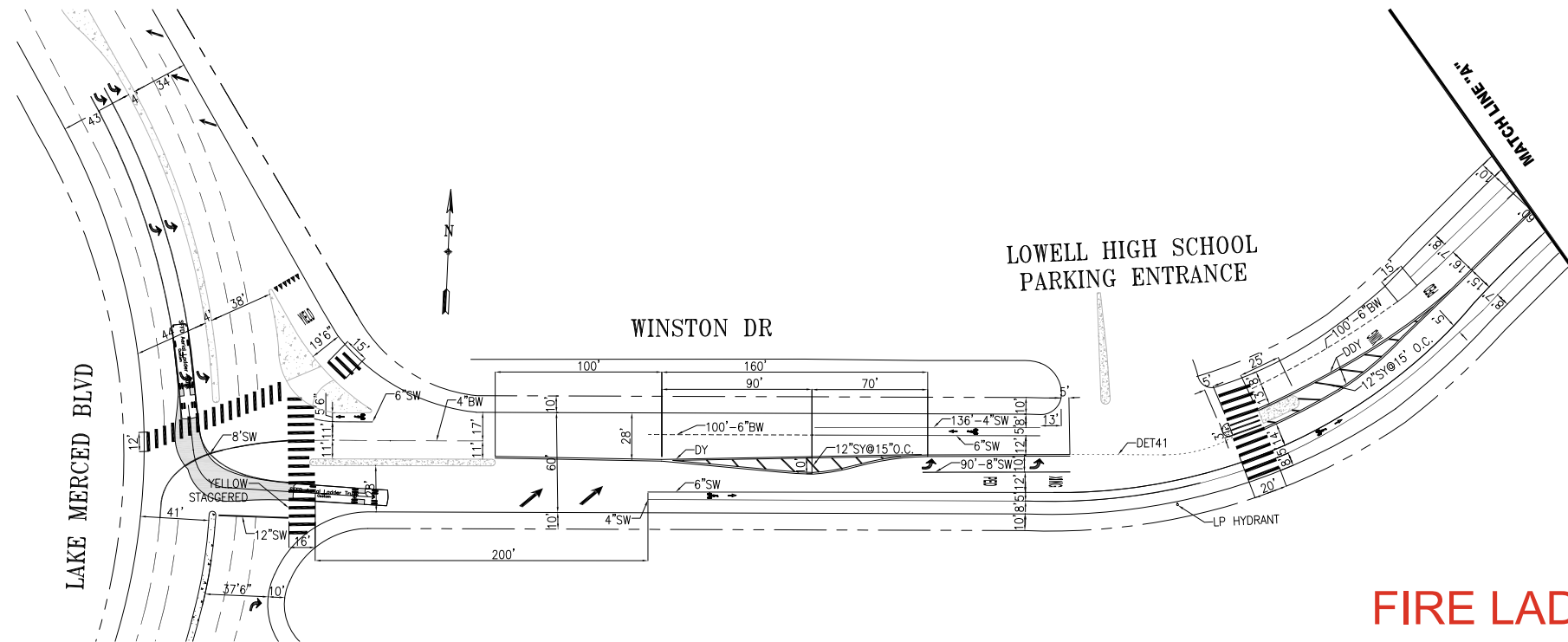
SCALE:
1" = 50'
SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

CONTRACT NO. XXXXX
DRAWING NO. STR_XXXX
FILE NO.
DRAFT
REV. NO. XX

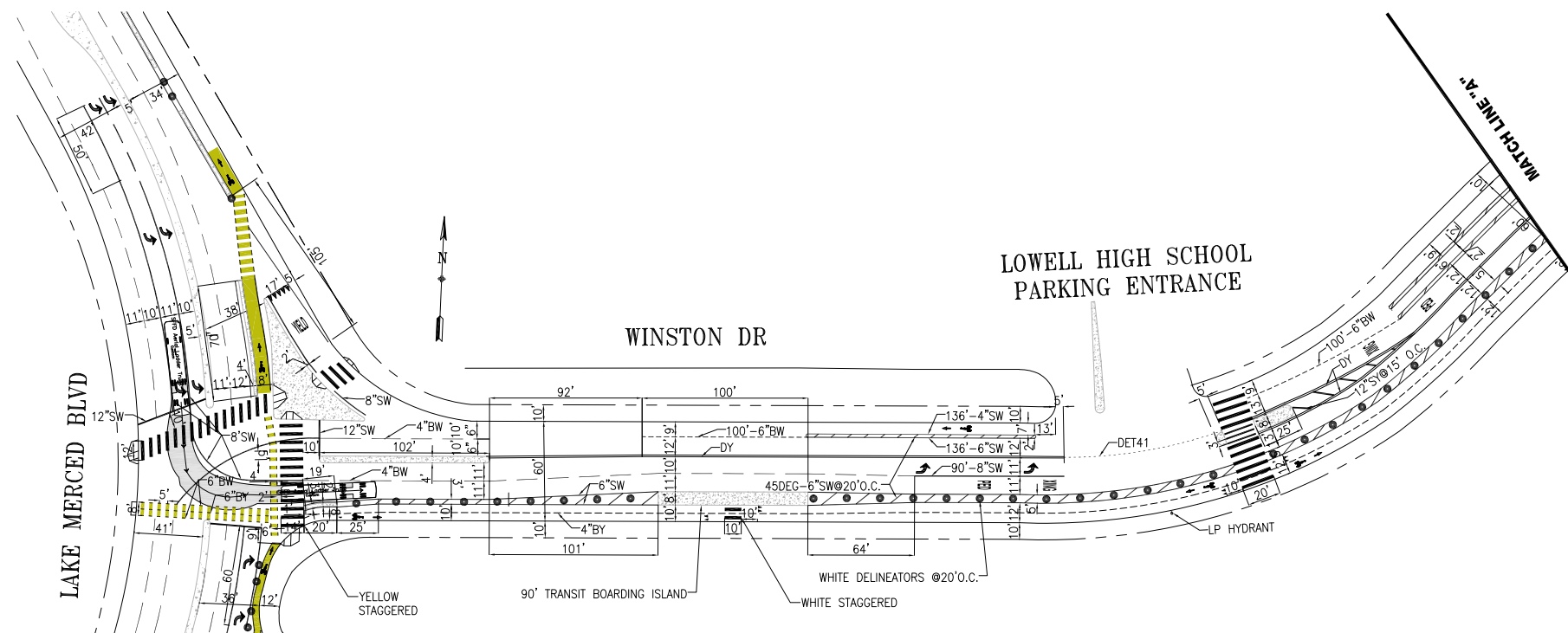
FILE NAME:
DATE: --/--/---

EXISTING CONDITIONS



FIRE LADDER TURN TEMPLATE

PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP

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



APPROVED

SUPERSEDES PART OF STR-3679
DRAWN: X.XXXXXXXXXXXXXX MM/DD/YY
DATE: MM/DD/YY
CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY
DATE: MM/DD/YY

SENIOR ENGINEER
CITY TRAFFIC ENGINEER

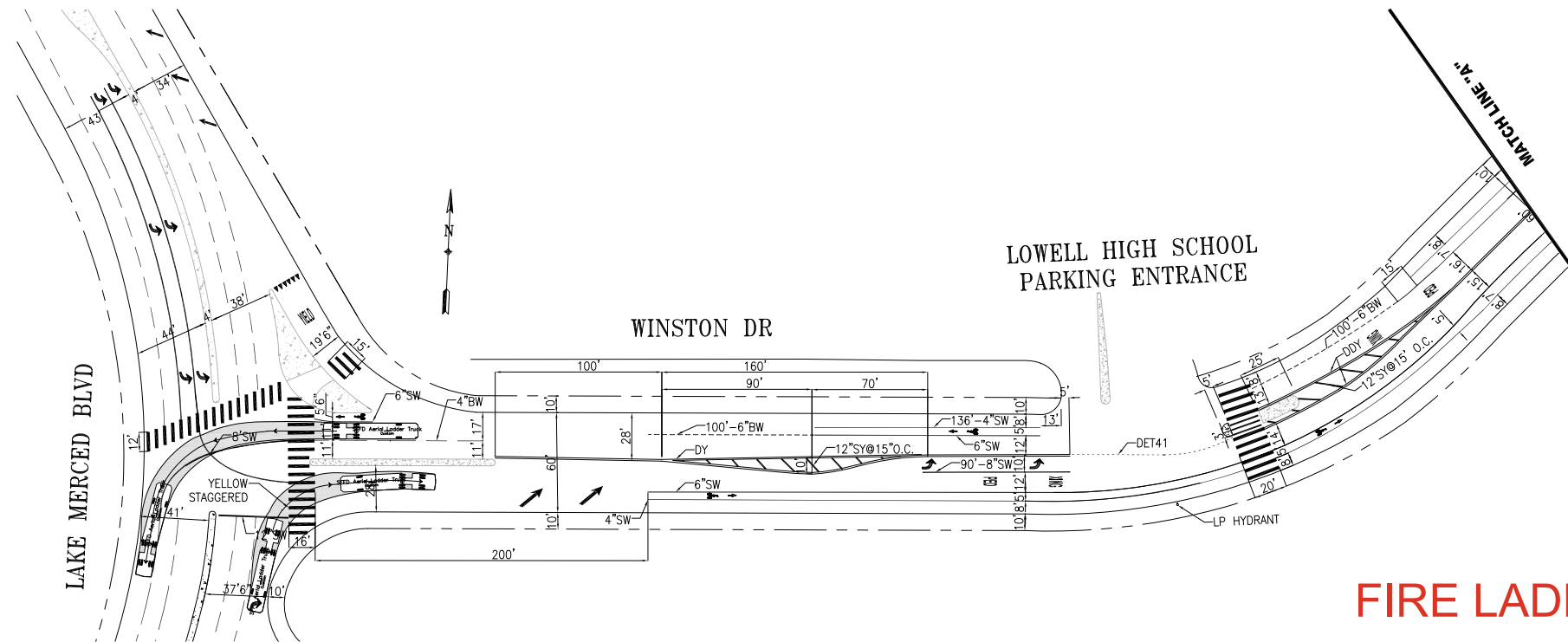
SCALE:
1" = 50'
SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

CONTRACT NO. XXXXX
DRAWING NO. DRAFT
FILE NO. XXXXX
REV. NO. XX

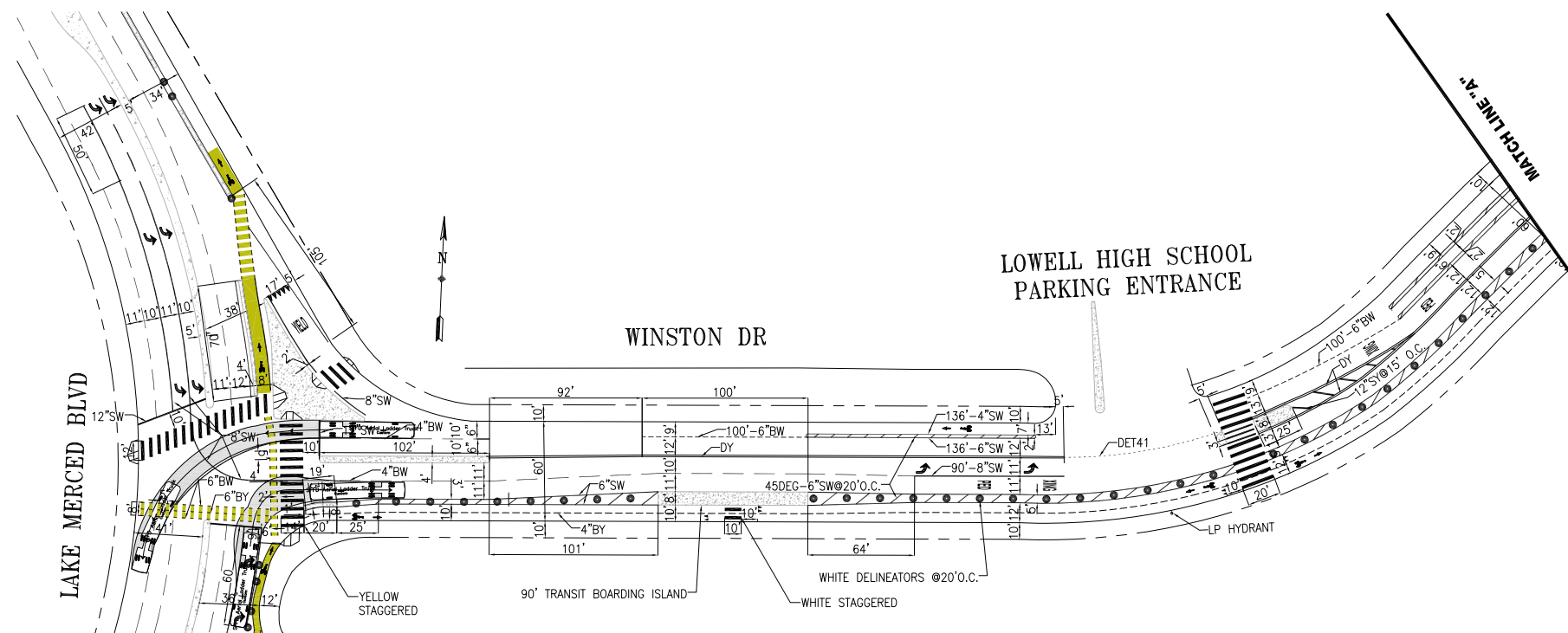
FILE NAME: ---/---/---
DATE: ---/---/---

EXISTING CONDITIONS



FIRE LADDER TURN TEMPLATE

PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP

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



APPROVED

SUPERSEDES PART OF STR-3679
DRAWN: X.XXXXXXXXXXXXXX MM/DD/YY
CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY

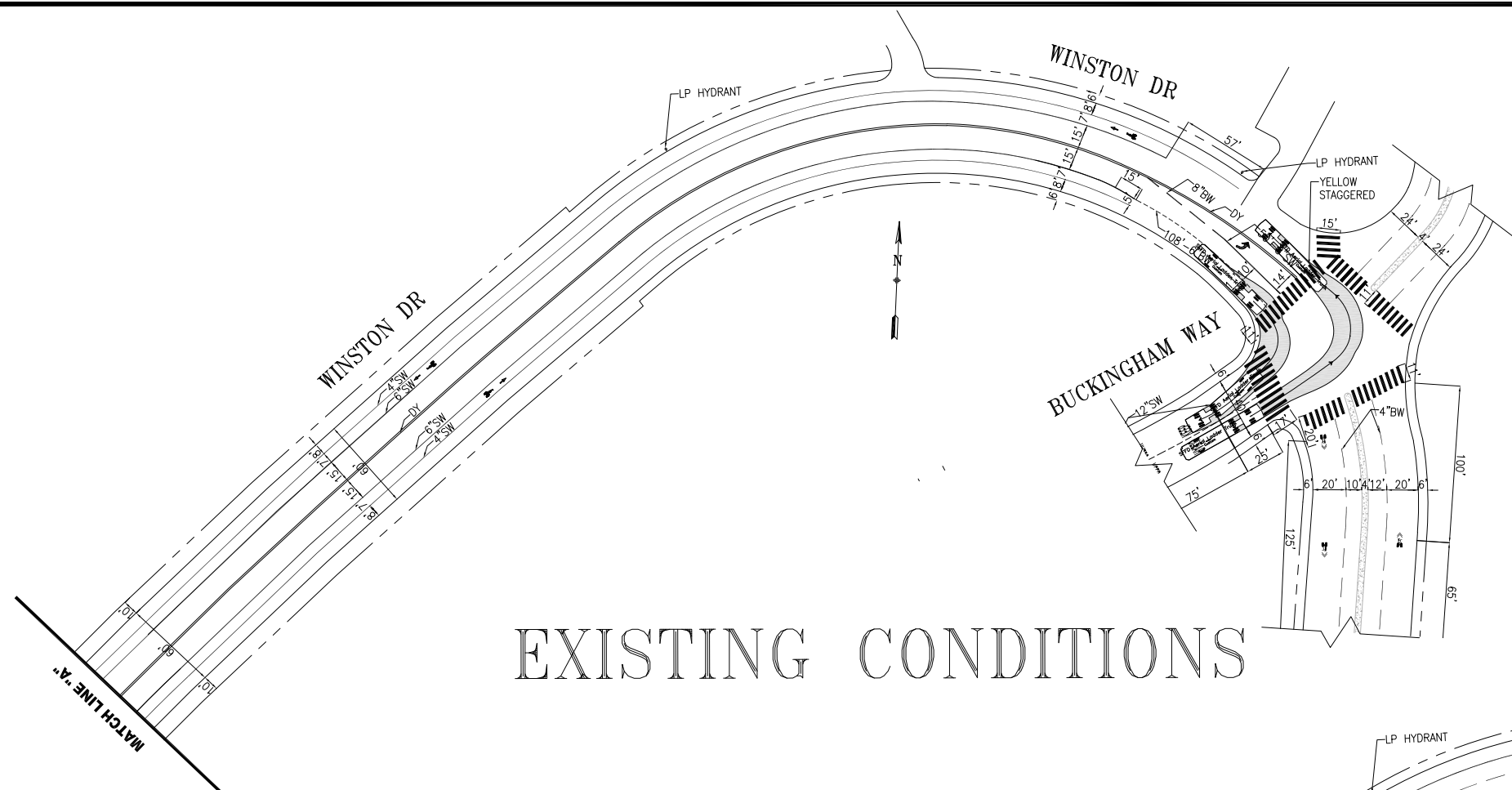
SENIOR ENGINEER DATE: _____
CITY TRAFFIC ENGINEER DATE: _____

SCALE:
1" = 50'
SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

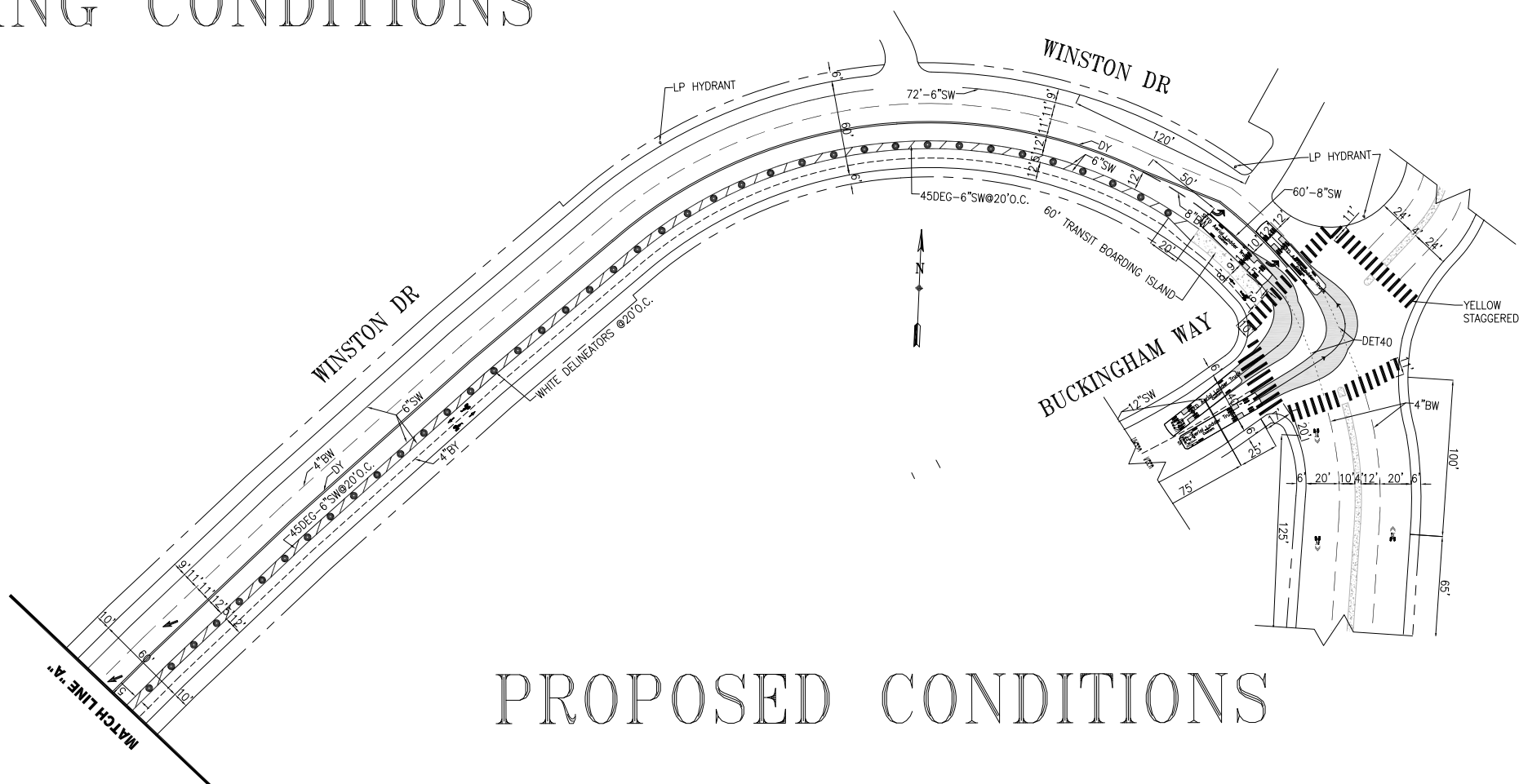
CONTRACT NO. XXXXX
DRAWING NO. DRAFT
FILE NO. XXXXX
REV. NO. XX

FILE NAME: ---/---/---
DATE: ---/---/---



EXISTING CONDITIONS

WB40 TURN TEMPLATE

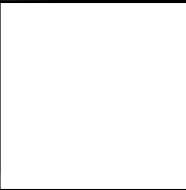


PROPOSED CONDITIONS

NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS

CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SUPERSEDES PART OF STR-3679	
DRAWN: X.XXXXXXXXXXXXXX	DATE: MM/DD/YY
CHECKED: X.XXXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE:
1" = 50'
SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING

WINSTON DRIVE
LAKE MERCED BLVD TO BUCKINGHAM WAY

CONTRACT NO.	XXXXX
DRAWING NO.	STR_XXXX
FILE NO.	
DRAFT	
REV. NO.	XX

FILE NAME:
DATE: --/--/---

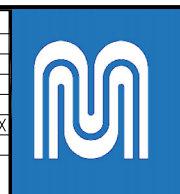
FIRE LADDER TURN TEMPLATE

EXISTING CONDITIONS

PROPOSED CONDITIONS

NO.	DATE	DESCRIPTION	BY	APP

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



SFMTA



SUPERSEDES PART OF STR-3679	
DRAWN: X.XXXXXXXXXXXXXX	DATE: MM/DD/YY
CHECKED: X.XXXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE: 1" = 50'
SHEET/SHEETS: XX OF XX

TRAFFIC STRIPING
WINSTON DRIVE LAKE MERCED BLVD TO BUCKINGHAM WAY

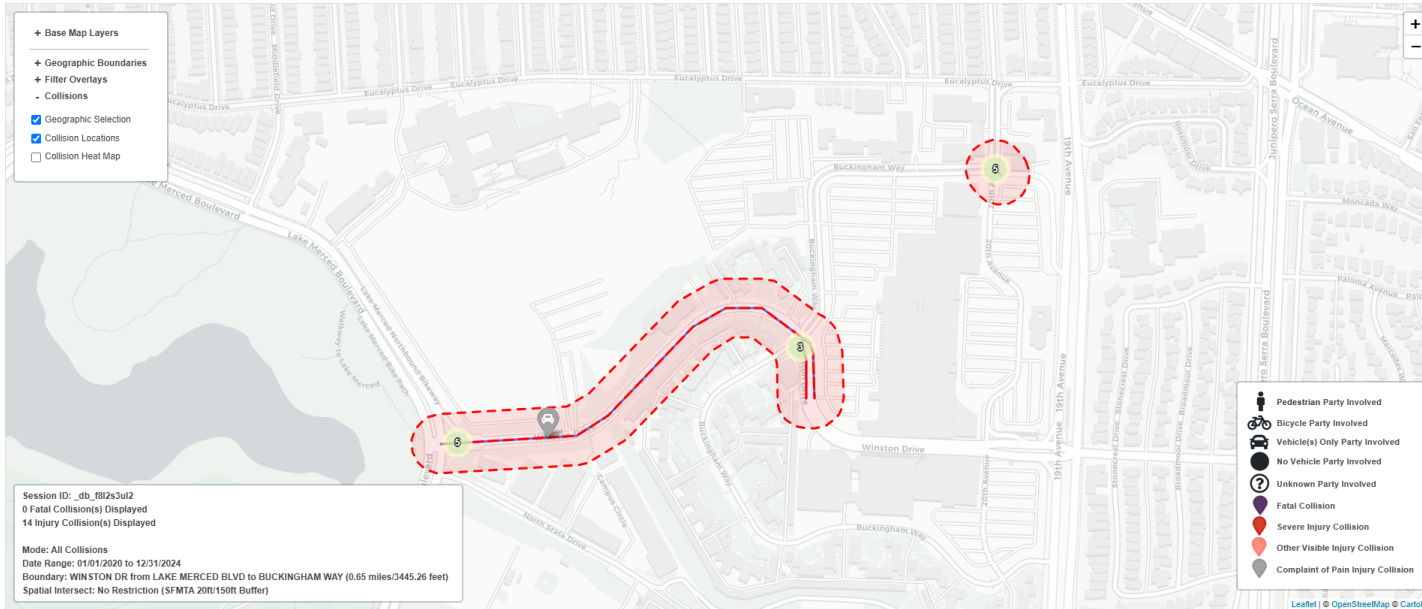
CONTRACT NO. XXXXX
DRAWING NO. STR_XXXX
FILE NO.
DRAFT
REV. NO. XX

FILE NAME:
DATE: --/--/---

TransBASE Internal Dashboard

Geographic Extent: WINSTON DR from LAKE MERCED BLVD to BUCKINGHAM WAY (0.65 miles/3445.26 feet)
Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)
Data Range: 01/01/2020 to 12/31/2024
Pull Date: 3/14/2025

Geographic Extent



COLLISION SUMMARY REPORT

TransBASE Internal Dashboard

Geographic Extent: WINSTON DR from LAKE MERCED BLVD to BUCKINGHAM WAY (0.65 miles/3445.26 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 01/01/2020 to 12/31/2024

Pull Date: 3/14/2025

Collision/Party/Victim Table

Showing 1 to 14 of 14 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 14

Total Count of Fatal/Non-Fatal Injury Collisions: 14

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Hit and Run	Road Surface	Road Condition	Light
240724840	11/20/2024	18:00	Wednesday	BUCKINGHAM WAY	20TH AVE	0	Not Stated	Driver	South	Making Right Turn	Pedestrian	South	Proceeding Straight	CVC 21955(a)	Injury (Severe)	Vehicle/ Pedestrian	Pedestrian	No	Wet	No Unusual Condition/ Not Stated	Dark Street Light
240551831	09/02/2024	18:38	Monday	BUCKINGHAM WAY	WINSTON DR	0	Not Stated	Driver	North	Making Left Turn	Pedestrian	South	Proceeding Straight	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated	Daylight
240373390	06/14/2024	18:58	Friday	LAKE MERCED BLVD	WINSTON DR	0	Not Stated	Driver	West	Entering Traffic	Bicyclist	North	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Sideswipe	Bicycle	No	Dry	No Unusual Condition/ Not Stated	Daylight
240106953	02/17/2024	18:47	Saturday	WINSTON DR	BUCKINGHAM WAY	0	Not Stated	Driver	East	Proceeding Straight	Pedestrian	North	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Head-On	Pedestrian	No	Wet	No Unusual Condition/ Not Stated	Dark Street Light
230857188	12/06/2023	14:26	Wednesday	20TH AVE	BUCKINGHAM WAY	7	North	Driver	North	Making Left Turn	Pedestrian	West	Not Stated	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	No	Wet	No Unusual Condition/ Not Stated	Daylight
230850671	12/03/2023	17:48	Sunday	WINSTON DR	BUCKINGHAM WAY	5	South	Driver	Not Stated	Ran Off Road	Driver	West	Proceeding Straight	CVC 22350	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Dark Street Light
230348507	05/20/2023	12:32	Saturday	WINSTON DR	BUCKINGHAM WAY	0	Not Stated	Driver	North	Making Left Turn	Pedestrian	South	Proceeding Straight	CVC 21950(a)	Injury (Severe)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated	Daylight
220816257	11/27/2022	20:17	Sunday	WINSTON DR	LAKE MERCED BLVD	210	East	Driver	West	Making U Turn	Bicyclist	West	Proceeding Straight	CVC 21460(a)	Injury (Other Visible)	Broadside	Bicycle	Felony	Dry	Not Stated/ Not Stated	Dark Street Light

TransBASE Internal Dashboard

Geographic Extent: WINSTON DR from LAKE MERCED BLVD to BUCKINGHAM WAY (0.65 miles/3445.26 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 01/01/2020 to 12/31/2024

Pull Date: 3/14/2025

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Hit and Run	Road Surface	Road Condition	Light
220693516	10/09/2022	12:22	Sunday	LAKE MERCED BLVD	WINSTON DR	0	Not Stated	Driver	North	Proceeding Straight	Driver	West	Stopped	CVC 22350	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Daylight
220105737	02/15/2022	22:01	Tuesday	WINSTON DR	LAKE MERCED BLVD	120	East	Driver	East	Making Left Turn				CVC 22350	Injury (Other Visible)	Hit Object	Fixed Object	No	Dry	No Unusual Condition/ Not Stated	Dark Street Light
220022200	01/11/2022	08:26	Tuesday	WINSTON DR	LAKE MERCED BLVD	440	East	Driver	West	Traveling Wrong Way	Parked Vehicle	Not Stated	Parked	CVC 21651(b)	Injury (Complaint of Pain)	Sideswipe	Parked Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Daylight
220023753	01/11/2022	18:52	Tuesday	LAKE MERCED BLVD	WINSTON DR	0	Not Stated	Driver	North	Proceeding Straight	Driver	North	Stopped	CVC 21703	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Dark Street Light
200095982	02/07/2020	18:35	Friday	20TH AVE	BUCKINGHAM WAY	0	Not Stated	Driver	South	Parked					Injury (Other Visible)	Hit Object	Fixed Object	No	Dry	Other/Not Stated	Dark Street Light
200063901	01/26/2020	11:23	Sunday	WINSTON DR	BUCKINGHAM WAY	133	South	Driver	South	Changing Lanes	Other	Not Stated	Not Stated	CVC 21651(a)	Injury (Complaint of Pain)	Hit Object	Fixed Object	No	Dry	No Unusual Condition/ Not Stated	Daylight

TransBASE Internal Dashboard

Geographic Extent: WINSTON DR from LAKE MERCED BLVD to BUCKINGHAM WAY (0.65 miles/3445.26 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 01/01/2020 to 12/31/2024

Pull Date: 3/14/2025

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 3/14/2025
Collision Level: Injury Collisions
Boundary: WINSTON DR from LAKE MERCED BLVD to BUCKINGHAM WAY (0.65 miles/3445.26 feet)
Collision Dates: 01/01/2020 to 12/31/2024
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: No Restriction (SFMTA 20ft/150ft Buffer)

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
Party Involved Autonomous Vehicle: 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

EXISTING CONDITIONS TIMING CARD

Lake Merced and Winston	DESCRIPTION: Add LPI to 2P, updated All-Reds and Yellows, walking speed to 3.0fps			
CHANGE: 17	NOTES: page 1 of 2			
CNN #: 33512000	PHASE	STREET	EmerFlash	ProgFlash
ENGINEER: M Growney	1	Lake Merced SBLT	R	n/a
Revision date: 5/2/2018	2	Lake Merced NB	R	n/a
Programmed by: SB	6	Lake Merced SB	R	n/a
Installed by: AB 8 am	8	Winston WB	R	n/a
Date Completed: 6/8/18			Controller: 2070	Cabinet: M-SF
			Oper. Date: 5/7/1974	System: Lake Merced
			Master: S. State/L. Merced	Cascade: n/a

ATTACHMENTS

Base Timing
 Actuation
 Transit Priority
 Preemption

Steady Demand Sequence

X = YES	-- = NO	S	M	T	W	T	F	S	CYCLE	SPLIT	OFFSET	FLASH
7:00 to 9:00	--	X	X	X	X	X	X	--	2	1	2	--
15:00 to 19:00	--	X	X	X	X	X	X	--	3	1	3	--

STREET	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Lake Merced SBLT	1	G	Y													
Lake Merced NB	2															
Lake Merced SB	6															
Winston WB	8															
Peds Xing Winston ES	2P															
Peds Xing Lake Merced NS	8P															

ws3.0

CSO	CYCLE (seconds)	OFFSET (seconds)	SIGNAL INTERVALS (seconds)														
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
111	90.0	25	15.5	4.0	1.5	4.0	4.0	20.0	4.5	1.5	4.0	25.0	4.0	2.0			
212	90.0	33	15.5	4.0	1.5	4.0	4.0	20.0	4.5	1.5	4.0	25.0	4.0	2.0			
313	90.0	27	15.5	4.0	1.5	4.0	4.0	20.0	4.5	1.5	4.0	25.0	4.0	2.0			

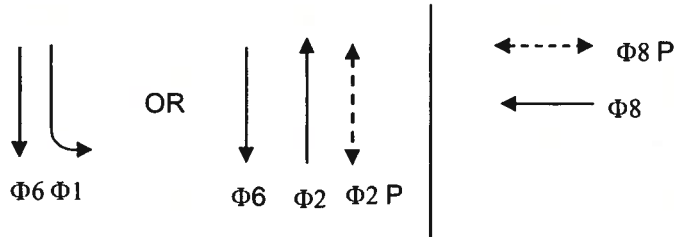
Lake Merced and Winston

CHANGE 17

PAGE 2: BASE TIMING, ACTUATION, COORDINATION SETTINGS

Lake Merced and Winston

PHASE DIAGRAM



Are there conflicting protected left turn phases? n/a

BASE TIMINGS:

Phase	1	2	3	4	5	6	7	8
Movement	SBLT	NB				SB		WB
Absolute Min Green (whole #)	7	20				20		7
Early Walk		4						
Yellow	4.0	4.5				4.5		4.0
Red Clearance	1.5	1.5				1.5		2.0
Absolute Min Walk (whole #)		4						4
FRH (whole #)		20						25

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

Phase	1	2	3	4	5	6	7	8
Vehicle Det Type	LOOP	NONE				NONE		LOOP
Ped Detection								PPB
Vehicle Recall (Max, Min, Soft or None)	NONE	MAX				MAX		NONE
Absolute Min Green (same as above)	7	20				20		7
Vehicle Extension (seconds)	2	--				--		2
Max Green (only used for FREE)								
Pedestrian Recall (Yes or No)		YES						NO
Ped Recycle (Yes or No)		YES						NO
"WALK EXPAND" (Yes or No)		YES						NO

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

Phase	1-4 Cycle length	1	2	3	4	5	6	7	8	Offset (from page 1)
Dial 1 Splits	90	21	34				55		35	25
Min Transition	84	15	34				49		35	
Max Transition	121	21	65				86		35	
Dial 2 Splits	90	21	34				55		35	33
Min Transition	84	15	34				49		35	
Max Transition	121	21	65				86		35	
Dial 3 Splits	90	21	34				55		35	27
Min Transition	84	15	34				49		35	
Max Transition	121	21	65				86		35	
Coordinated Phases			X				X			

Special Comments

startup all-red = 6 seconds

Lake Merced and Winston

Change

Lake Merced Boulevard and Winston Drive								
Signal Actuated, Turn Overlap & Actuated Bike Phase								
			WBL	WBR	NB	NBR	SBL	SB
AM	Existing	V/C Ratio	0.34	0.11	0.92	0.38	0.56	0.7
		Total Delay (s)	35.4	0.2	34.5	15.3	44.1	11.3
	Proposed	V/C Ratio	0.48	0.11	0.77	0.28	0.56	0.66
		Total Delay (s)	43.7	0.2	18.1	3.2	44.2	6.8
PM	Existing	V/C Ratio	0.49	0.22	1.26	0.7	0.66	0.63
		Total Delay (s)	36.7	0.4	148.2	26.7	44.7	10.2
	Proposed	V/C Ratio	0.56	0.19	0.98	0.34	0.61	0.63
		Total Delay (s)	44.1	0.3	37.8	4.2	44.4	6.9

EXISTING VS PROPOSED SIGNAL TIMING COMPARISON

SYNCHRO REPORT AM PEAK EXISTING CONDITIONS

Lanes, Volumes, Timings

1: Lake Merced Blvd. & Winston Dr.

07/25/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations							
Traffic Volume (vph)	133	143	1335	238	177	1484	
Future Volume (vph)	133	143	1335	238	177	1484	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	11	11	
Storage Length (ft)	0	0		60	205		
Storage Lanes	2	1		1	2		
Taper Length (ft)	25				25		
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	
Ped Bike Factor		0.97		0.93			
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	2987	1378	3079	1378	2987	3079	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	2987	1339	3079	1280	2987	3079	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		151		63			
Link Speed (mph)	25		40			35	
Link Distance (ft)	557		783			846	
Travel Time (s)	15.2		13.3			16.5	
Confl. Peds. (#/hr)		32		32			
Confl. Bikes (#/hr)		30		30			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	140	151	1405	251	186	1562	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	140	151	1405	251	186	1562	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	22		22			22	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94			94	
Detector 2 Size(ft)			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex	
Detector 2 Channel							

Lanes, Volumes, Timings

1: Lake Merced Blvd. & Winston Dr.

07/25/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Prot	Free	NA	Perm	Prot	NA	
Protected Phases	8		2		1	6	9
Permitted Phases		Free		2			
Detector Phase	8		2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0		20.0	20.0	7.0	20.0	1.0
Minimum Split (s)	35.0		30.0	30.0	15.5	26.0	3.0
Total Split (s)	35.0		30.0	30.0	21.0	55.0	4.0
Total Split (%)	38.9%		33.3%	33.3%	23.3%	61.1%	4%
Maximum Green (s)	29.0		24.0	24.0	15.5	49.0	2.0
Yellow Time (s)	4.0		4.5	4.5	4.0	4.5	2.0
All-Red Time (s)	2.0		1.5	1.5	1.5	1.5	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0	
Lead/Lag					Lead		Lag
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0		0.2	0.2	2.0	0.2	1.0
Recall Mode	None		C-Max	C-Max	None	C-Max	Min
Walk Time (s)	4.0		4.0	4.0			
Flash Don't Walk (s)	25.0		20.0	20.0			
Pedestrian Calls (#/hr)	5		0	0			
Act Effct Green (s)	12.4	90.0	44.6	44.6	10.0	65.6	
Actuated g/C Ratio	0.14	1.00	0.50	0.50	0.11	0.73	
v/c Ratio	0.34	0.11	0.92	0.38	0.56	0.70	
Control Delay (s/veh)	35.4	0.2	34.5	15.3	44.1	11.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.4	0.2	34.5	15.3	44.1	11.3	
LOS	D	A	C	B	D	B	
Approach Delay (s/veh)	17.1		31.6			14.8	
Approach LOS	B		C			B	
Queue Length 50th (ft)	39	0	336	55	52	170	
Queue Length 95th (ft)	50	0	#749	177	82	#590	
Internal Link Dist (ft)	477		703			766	
Turn Bay Length (ft)				60	205		
Base Capacity (vph)	962	1339	1526	666	514	2245	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.15	0.11	0.92	0.38	0.36	0.70	

Intersection Summary

Area Type: CBD
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 25 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92

Lanes, Volumes, Timings

1: Lake Merced Blvd. & Winston Dr.

07/25/2024

Intersection Signal Delay (s/veh): 22.5 Intersection LOS: C

Intersection Capacity Utilization 79.3% ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Lake Merced Blvd. & Winston Dr.



SYNCHRO REPORT

PM PEAK EXISTING CONDITIONS

Lanes, Volumes, Timings
1: Lake Merced Blvd. & Winston Dr.

06/12/2024



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
Lane Configurations	↙↙	↙	↑↑	↘	↙↙	↘↘	
Traffic Volume (vph)	174	236	1636	286	213	1391	
Future Volume (vph)	174	236	1636	286	213	1391	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	11	11	
Storage Length (ft)	0	0		60	205		
Storage Lanes	2	1		1	2		
Taper Length (ft)	25				25		
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	
Ped Bike Factor		0.97		0.93			
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	2987	1378	3079	1378	2987	3079	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	2987	1339	3079	1287	2987	3079	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		248		62			
Link Speed (mph)	25		40			35	
Link Distance (ft)	557		783			846	
Travel Time (s)	15.2		13.3			16.5	
Confl. Peds. (#/hr)		32		32			
Confl. Bikes (#/hr)		30		30			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	183	248	1722	301	224	1464	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	183	248	1722	301	224	1464	
Turn Type	Prot	Free	NA	Perm	Prot	NA	
Protected Phases	8		2		1	6	9
Permitted Phases		Free		2			
Detector Phase	8		2	2	1	6	
Switch Phase							
Minimum Initial (s)	7.0		20.0	20.0	7.0	20.0	1.0
Minimum Split (s)	41.0		26.0	26.0	12.5	34.5	3.0
Total Split (s)	35.0		30.0	30.0	21.0	55.0	4.0
Total Split (%)	38.9%		33.3%	33.3%	23.3%	61.1%	4%
Maximum Green (s)	29.0		24.0	24.0	15.5	49.0	2.0
Yellow Time (s)	4.0		4.5	4.5	4.0	4.5	2.0
All-Red Time (s)	2.0		1.5	1.5	1.5	1.5	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0	
Lead/Lag					Lead		Lag
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0		0.2	0.2	2.0	0.2	3.0
Recall Mode	None		C-Max	C-Max	None	C-Max	None
Walk Time (s)	4.0		4.0	4.0			
Flash Dont Walk (s)	31.0		24.5	24.5			
Pedestrian Calls (#/hr)	0		0	0			
Act Effct Green (s)	10.0	90.0	51.4	51.4	11.1	68.0	
Actuated g/C Ratio	0.11	1.00	0.57	0.57	0.12	0.76	

Lanes, Volumes, Timings
 1: Lake Merced Blvd. & Winston Dr.

06/12/2024

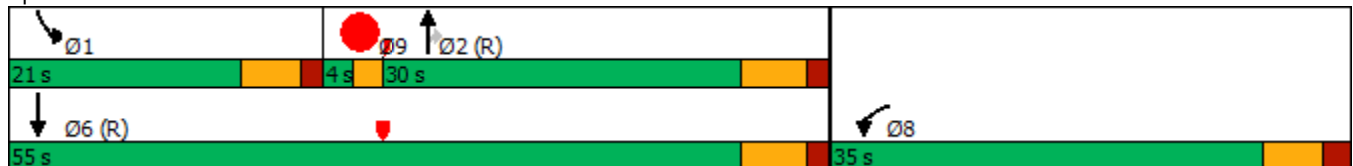


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø9
v/c Ratio	0.55	0.19	0.98	0.40	0.61	0.63	
Control Delay	43.9	0.3	38.3	11.2	44.3	7.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	43.9	0.3	38.3	11.2	44.3	7.0	
LOS	D	A	D	B	D	A	
Approach Delay	18.8		34.3			11.9	
Approach LOS	B		C			B	
Queue Length 50th (ft)	51	0	464	67	63	162	
Queue Length 95th (ft)	81	0	#740	150	95	260	
Internal Link Dist (ft)	477		703			766	
Turn Bay Length (ft)				60	205		
Base Capacity (vph)	962	1339	1758	761	514	2325	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.19	0.19	0.98	0.40	0.44	0.63	

Intersection Summary

Area Type: CBD
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 23.6 Intersection LOS: C
 Intersection Capacity Utilization 92.7% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Lake Merced Blvd. & Winston Dr.



SYNCHRO REPORT AM PEAK PROPOSED CONDITIONS

Lanes, Volumes, Timings

1: Lake Merced Blvd. & Winston Dr.

03/14/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø13
Lane Configurations	↙↙	↗	↑↑	↗	↙↙	↑↑	
Traffic Volume (vph)	133	143	1335	238	177	1484	
Future Volume (vph)	133	143	1335	238	177	1484	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)	0%		0%			0%	
Storage Length (ft)	0	0		60	205		
Storage Lanes	2	1		1	2		
Taper Length (ft)	25				25		
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	
Ped Bike Factor		0.97		0.89			
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	2987	1378	3079	1378	2987	3079	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	2987	1339	3079	1228	2987	3079	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		151		90			
Link Speed (mph)	25		40			35	
Link Distance (ft)	557		783			846	
Travel Time (s)	15.2		13.3			16.5	
Confl. Peds. (#/hr)		32		32			
Confl. Bikes (#/hr)		30		30			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	140	151	1405	251	186	1562	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	140	151	1405	251	186	1562	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	22		22			22	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Turn Type	Prot	Free	NA	pm+ov	Prot	NA	
Protected Phases	8		2	8	1	6	13
Permitted Phases		Free		2			
Detector Phase	8		2	8	1	6	
Switch Phase							

Lanes, Volumes, Timings

1: Lake Merced Blvd. & Winston Dr.

03/14/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø13
Minimum Initial (s)	7.0		19.0	7.0	7.0	20.0	5.0
Minimum Split (s)	16.0		30.0	16.0	15.0	26.0	9.5
Total Split (s)	20.0		36.0	20.0	19.0	55.0	15.0
Total Split (%)	22.2%		40.0%	22.2%	21.1%	61.1%	17%
Maximum Green (s)	14.0		30.0	14.0	13.5	49.0	10.5
Yellow Time (s)	4.0		4.5	4.0	4.0	4.5	3.5
All-Red Time (s)	2.0		1.5	2.0	1.5	1.5	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0		0.2	2.0	2.0	0.2	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None		C-Max	None	None	C-Max	None
Walk Time (s)	4.0		4.0	4.0			
Flash Don't Walk (s)	6.0		20.0	6.0			
Pedestrian Calls (#/hr)	5		0	5			
Act Effct Green (s)	8.8	90.0	53.7	62.5	10.0	69.2	
Actuated g/C Ratio	0.10	1.00	0.60	0.69	0.11	0.77	
v/c Ratio	0.48	0.11	0.77	0.28	0.56	0.66	
Control Delay (s/veh)	43.7	0.2	18.1	3.2	44.2	6.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	43.7	0.2	18.1	3.2	44.2	6.8	
LOS	D	A	B	A	D	A	
Approach Delay (s/veh)	21.1		15.9			10.8	
Approach LOS	C		B			B	
Queue Length 50th (ft)	39	0	283	20	52	170	
Queue Length 95th (ft)	67	0	448	46	82	267	
Internal Link Dist (ft)	477		703			766	
Turn Bay Length (ft)				60	205		
Base Capacity (vph)	464	1339	1836	969	448	2366	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.30	0.11	0.77	0.26	0.42	0.66	

Intersection Summary

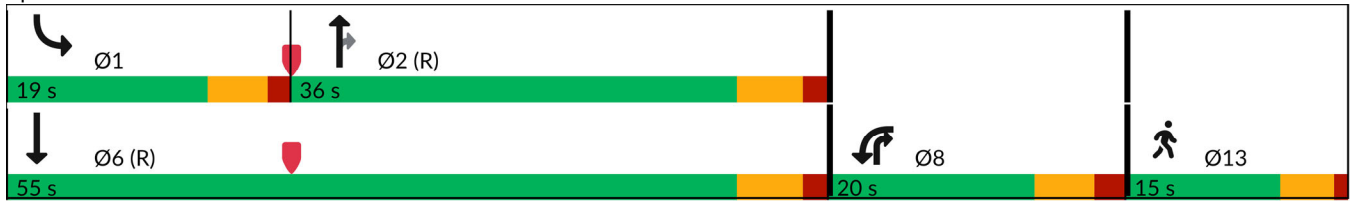
Area Type:	CBD
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay (s/veh):	13.9
Intersection LOS:	B
Intersection Capacity Utilization:	68.9%
ICU Level of Service:	C
Analysis Period (min):	15

Lanes, Volumes, Timings

1: Lake Merced Blvd. & Winston Dr.

03/14/2025

Splits and Phases: 1: Lake Merced Blvd. & Winston Dr.



SYNCHRO REPORT PM PEAK PROPOSED CONDITIONS

Lanes, Volumes, Timings

1: Lake Merced Blvd. & Winston Dr.

03/14/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø13
Lane Configurations	↙↙	↗	↕↕	↗	↙↙	↕↕	
Traffic Volume (vph)	174	236	1636	286	213	1391	
Future Volume (vph)	174	236	1636	286	213	1391	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)	0%		0%			0%	
Storage Length (ft)	0	0		60	205		
Storage Lanes	2	1		1	2		
Taper Length (ft)	25				25		
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95	
Ped Bike Factor		0.97		0.89			
Frt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	2987	1378	3079	1378	2987	3079	
Flt Permitted	0.950				0.950		
Satd. Flow (perm)	2987	1339	3079	1228	2987	3079	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		248		88			
Link Speed (mph)	25		40			35	
Link Distance (ft)	557		783			846	
Travel Time (s)	15.2		13.3			16.5	
Confl. Peds. (#/hr)		32		32			
Confl. Bikes (#/hr)		30		30			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%		0%			0%	
Adj. Flow (vph)	183	248	1722	301	224	1464	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	183	248	1722	301	224	1464	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	22		22			22	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.19	1.19	1.19	1.19	1.19	1.19	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Turn Type	Prot	Free	NA	pm+ov	Prot	NA	
Protected Phases	8		2	8	1	6	13
Permitted Phases		Free		2			
Detector Phase	8		2	8	1	6	
Switch Phase							

Lanes, Volumes, Timings

1: Lake Merced Blvd. & Winston Dr.

03/14/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø13
Minimum Initial (s)	7.0		19.0	7.0	7.0	20.0	5.0
Minimum Split (s)	16.0		30.0	16.0	15.0	26.0	9.5
Total Split (s)	20.0		36.0	20.0	19.0	55.0	15.0
Total Split (%)	22.2%		40.0%	22.2%	21.1%	61.1%	17%
Maximum Green (s)	14.0		30.0	14.0	13.5	49.0	10.5
Yellow Time (s)	4.0		4.5	4.0	4.0	4.5	3.5
All-Red Time (s)	2.0		1.5	2.0	1.5	1.5	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0		6.0	6.0	5.5	6.0	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0		0.2	2.0	2.0	0.2	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None		C-Max	None	None	C-Max	None
Walk Time (s)	4.0		4.0	4.0			
Flash Don't Walk (s)	6.0		20.0	6.0			
Pedestrian Calls (#/hr)	5		0	5			
Act Effct Green (s)	9.9	90.0	51.5	61.4	11.1	68.1	
Actuated g/C Ratio	0.11	1.00	0.57	0.68	0.12	0.76	
v/c Ratio	0.56	0.19	0.98	0.34	0.61	0.63	
Control Delay (s/veh)	44.1	0.3	37.8	4.2	44.4	6.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	44.1	0.3	37.8	4.2	44.4	6.9	
LOS	D	A	D	A	D	A	
Approach Delay (s/veh)	18.9		32.8			11.9	
Approach LOS	B		C			B	
Queue Length 50th (ft)	51	0	464	29	63	162	
Queue Length 95th (ft)	81	0	#737	65	95	256	
Internal Link Dist (ft)	477		703			766	
Turn Bay Length (ft)				60	205		
Base Capacity (vph)	464	1339	1761	941	455	2328	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.39	0.19	0.98	0.32	0.49	0.63	

Intersection Summary

Area Type:	CBD
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.98
Intersection Signal Delay (s/veh):	22.8
Intersection LOS:	C
Intersection Capacity Utilization:	79.1%
ICU Level of Service:	D
Analysis Period (min):	15

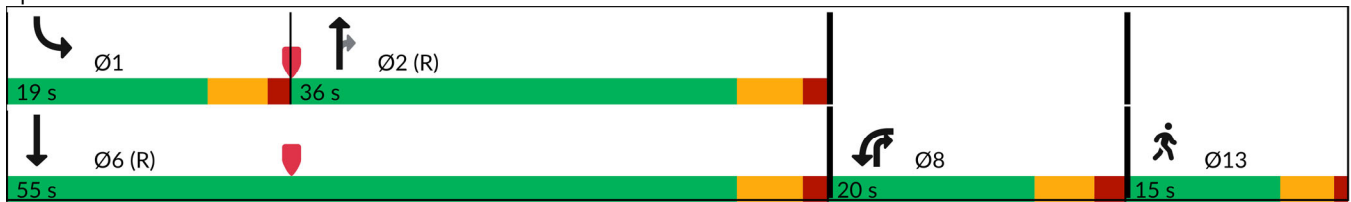
Lanes, Volumes, Timings

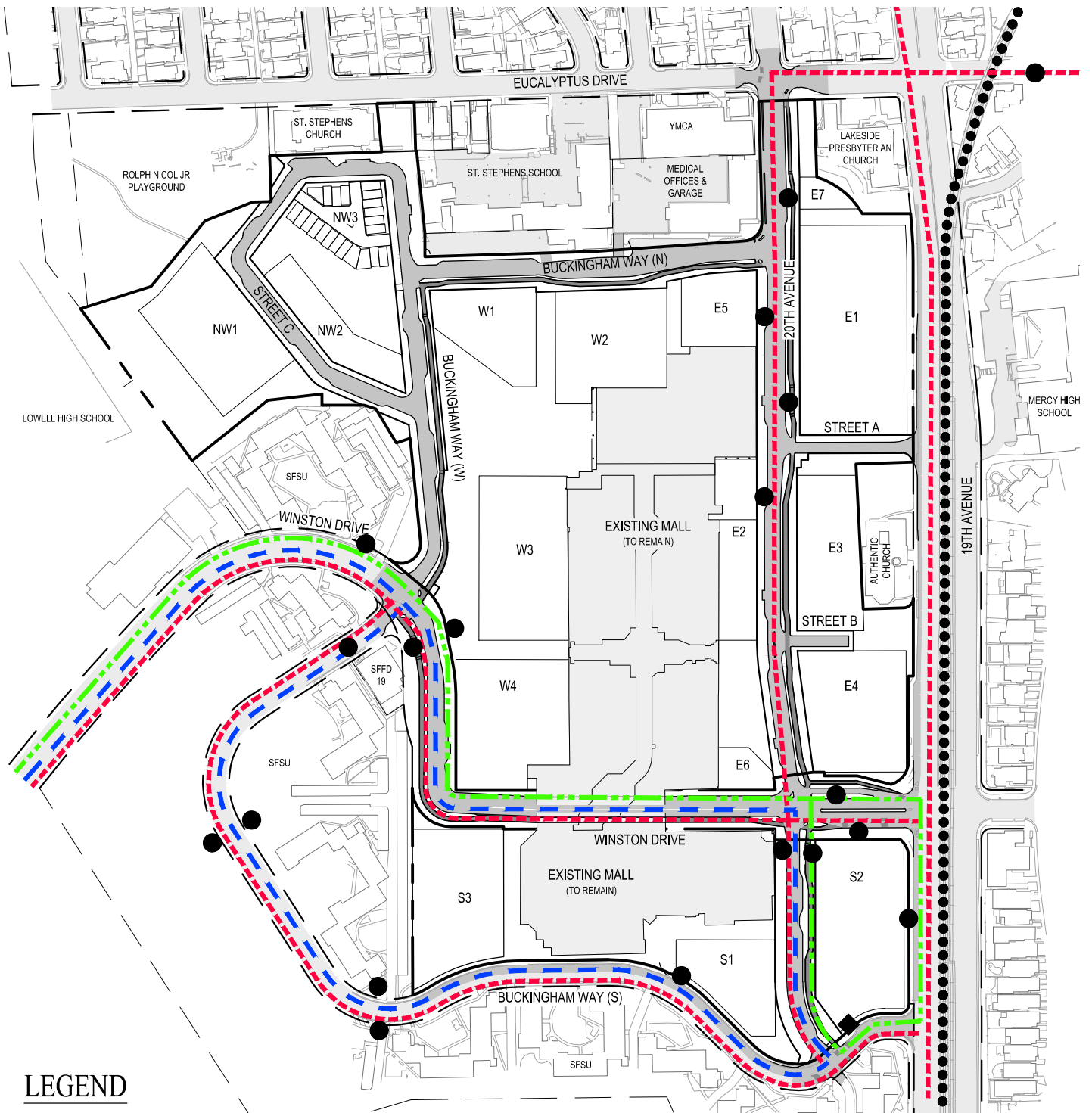
1: Lake Merced Blvd. & Winston Dr.

03/14/2025

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Lake Merced Blvd. & Winston Dr.





LEGEND

- - - SFMTA BUS LINES
- - - SAMTRANS LINE
- - - SFSU SHUTTLE
- TRANSIT STOPS
- ◆ LAYOVER STOP
- M-LINE

NOTE:

(1) BUILDING ENVELOPES REFLECTED THROUGHOUT THIS PLAN ARE ILLUSTRATIVE AND SUBJECT TO CHANGE

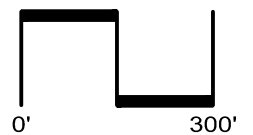
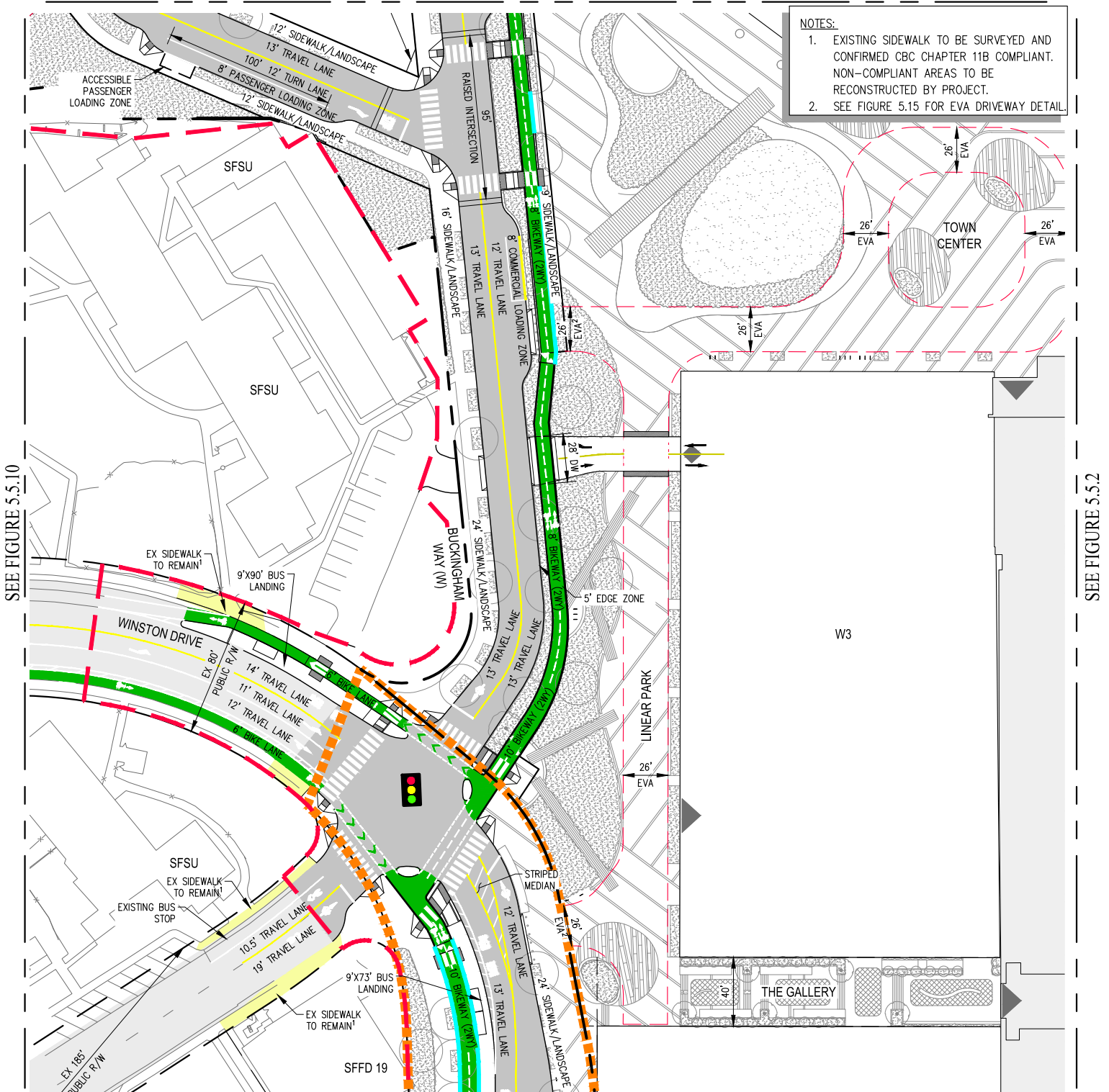


Figure 5.7 Proposed Transit Network

SEE FIGURE 5.5.8



- NOTES:**
- EXISTING SIDEWALK TO BE SURVEYED AND CONFIRMED CBC CHAPTER 11B COMPLIANT. NON-COMPLIANT AREAS TO BE RECONSTRUCTED BY PROJECT.
 - SEE FIGURE 5.15 FOR EVA DRIVEWAY DETAIL.

SEE FIGURE 5.5.10

SEE FIGURE 5.5.2

LEGEND

- LOBBY ENTRY
- COMMERCIAL GARAGE ENTRY
- PUBLIC GARAGE ENTRY
- PUBLIC & COMMERCIAL GARAGE ENTRY
- PROPOSED TRAFFIC SIGNAL AT INTERSECTION
- LIMIT OF WORK
- TRAPEZOIDAL DELINEATORS

- SEE FIGURE 5.5.6
- EXISTING SIDEWALK TO BE SURVEYED AND CONFIRMED CBC CHAPTER 11B COMPLIANT. NON-COMPLIANT AREAS TO BE RECONSTRUCTED BY PROJECT
 - ARTICLE 9 UNACCEPTED STREET

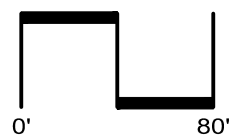
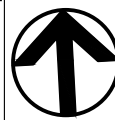
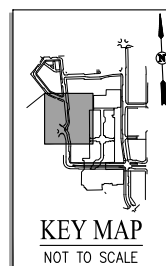
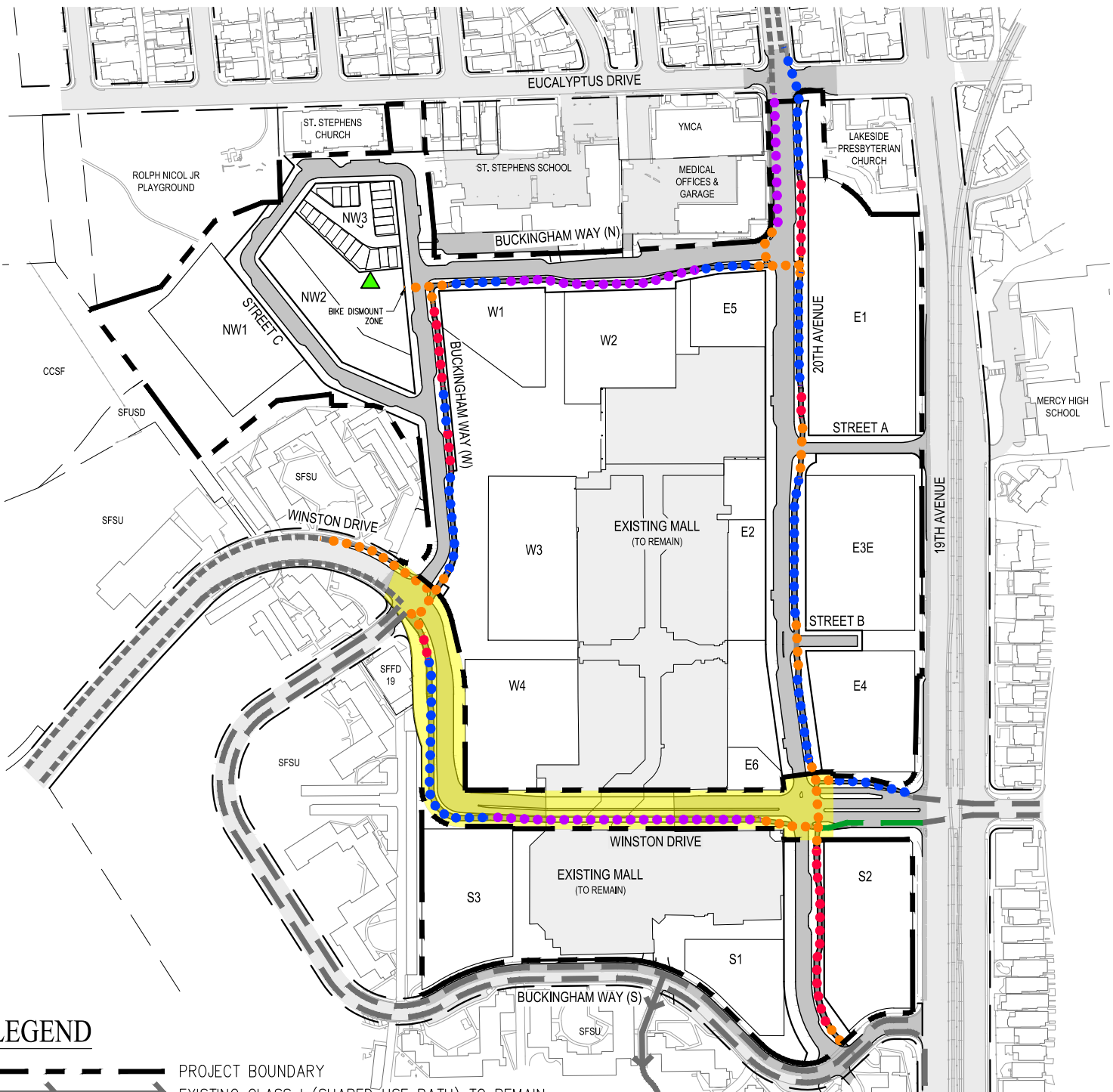













Figure 5.5.7 Proposed Street Network



LEGEND

-  PROJECT BOUNDARY
-  EXISTING CLASS I (SHARED USE PATH) TO REMAIN
-  EXISTING CLASS II (BIKE LANE) TO REMAIN
-  EXISTING CLASS III (SHARROW) TO REMAIN
-  PROPOSED CLASS III (SHARROW)
-  PROPOSED CLASS IV PROTECTED BIKEWAY (4" DEPRESSED WITH 4" MINIMUM HEIGHT CURB SEPARATING BIKEWAY & SIDEWALK)
-  PROPOSED CLASS IV PROTECTED BIKEWAY (AT SIDEWALK LEVEL WITH TRAPEZOIDAL DELINEATORS SEPARATING BIKEWAY & SIDEWALK)
-  PROPOSED CLASS IV PROTECTED BIKEWAY (AT STREET PAVEMENT LEVEL FOR INTERSECTION CROSSING WITH 4" MINIMUM HEIGHT CURB SEPARATING BIKEWAY & SIDEWALK)
-  PROPOSED CLASS IV PROTECTED BIKEWAY (2" MOUNTABLE WITH 4" MINIMUM HEIGHT CURB SEPARATING BIKEWAY & SIDEWALK)
-  MICRO-MOBILITY HUB LOCATION
-  ARTICLE 9 UNACCEPTED STREET

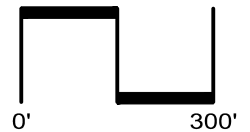
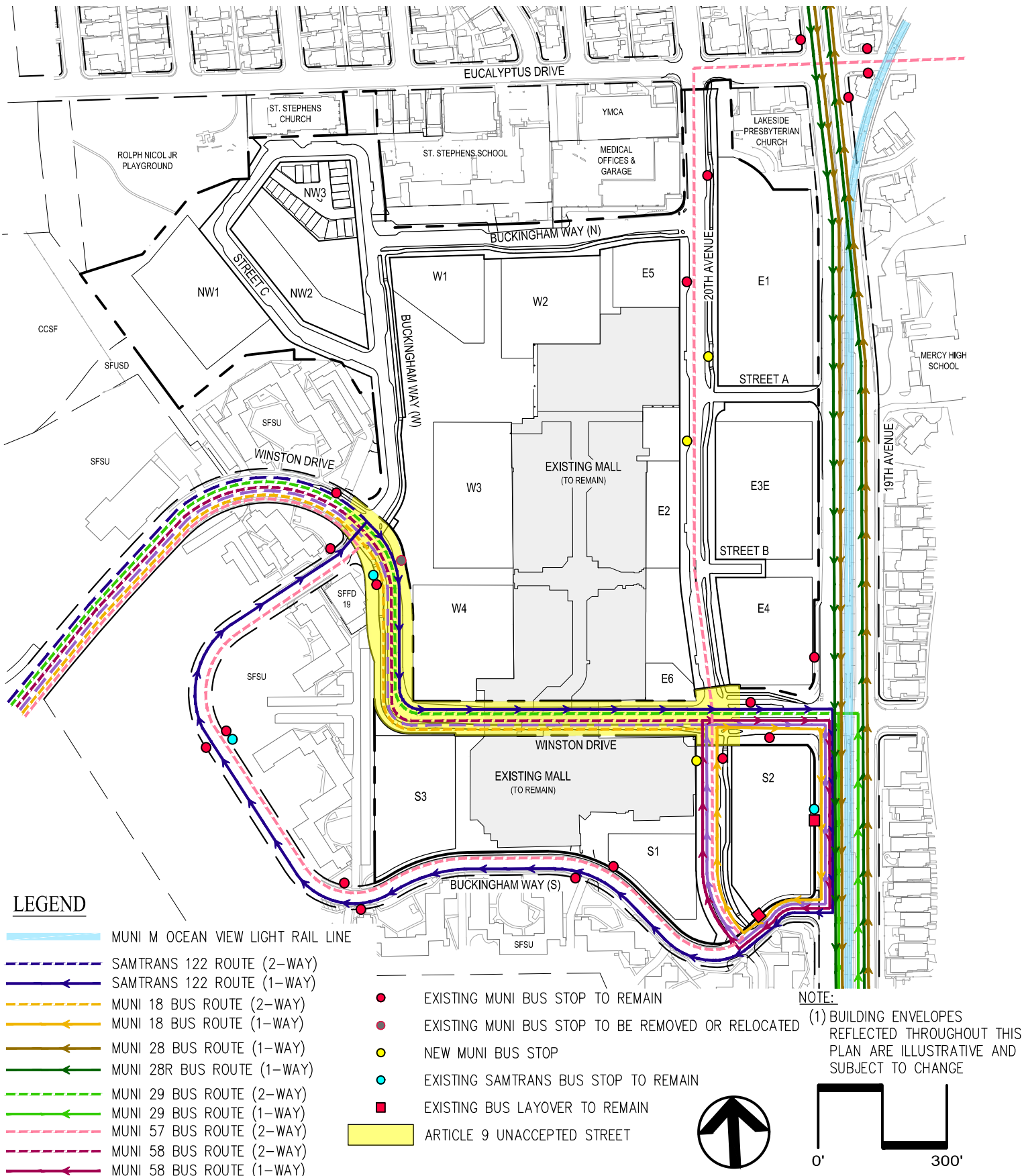


Figure 5.6 Proposed Bicycle Facilities



LEGEND

- MUNI M OCEAN VIEW LIGHT RAIL LINE
- - - SAMTRANS 122 ROUTE (2-WAY)
- SAMTRANS 122 ROUTE (1-WAY)
- - - MUNI 18 BUS ROUTE (2-WAY)
- MUNI 18 BUS ROUTE (1-WAY)
- MUNI 28 BUS ROUTE (1-WAY)
- MUNI 28R BUS ROUTE (1-WAY)
- - - MUNI 29 BUS ROUTE (2-WAY)
- MUNI 29 BUS ROUTE (1-WAY)
- - - MUNI 57 BUS ROUTE (2-WAY)
- - - MUNI 58 BUS ROUTE (2-WAY)
- MUNI 58 BUS ROUTE (1-WAY)

- EXISTING MUNI BUS STOP TO REMAIN
- EXISTING MUNI BUS STOP TO BE REMOVED OR RELOCATED
- NEW MUNI BUS STOP
- EXISTING SAMTRANS BUS STOP TO REMAIN
- EXISTING BUS LAYOVER TO REMAIN
- ARTICLE 9 UNACCEPTED STREET

NOTE:
 (1) BUILDING ENVELOPES REFLECTED THROUGHOUT THIS PLAN ARE ILLUSTRATIVE AND SUBJECT TO CHANGE

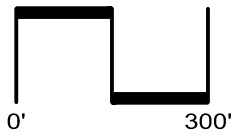
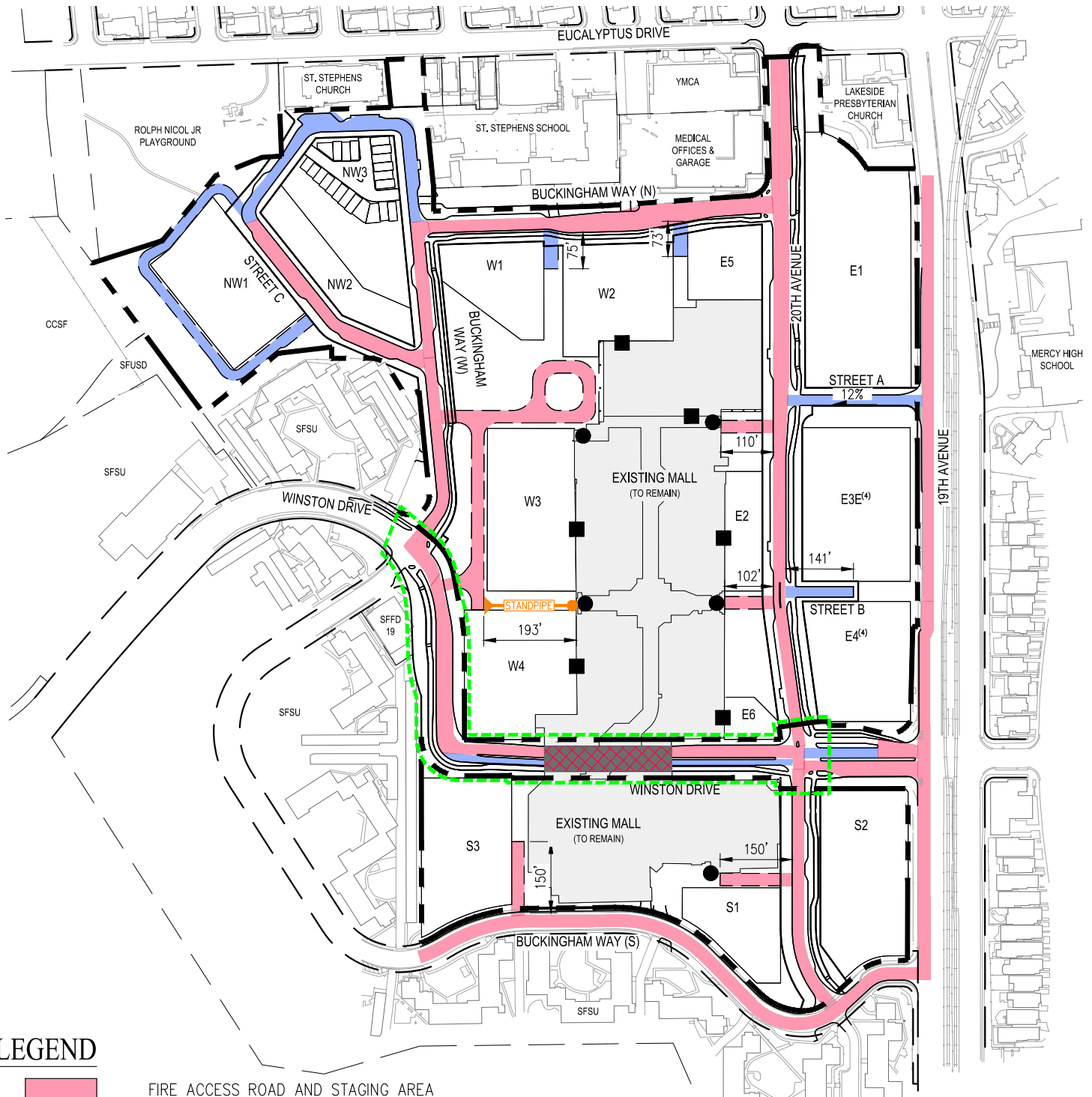


Figure 5.7 Proposed Transit Network



LEGEND

- FIRE ACCESS ROAD AND STAGING AREA – AERIAL LADDER TRUCK (26’ MIN)
- EMERGENCY ACCESS (20’ MIN CLEAR)
- FIRE ACCESS ROAD (NO STAGING)
- ROOF LADDER
- MALL ENTRY POINT
- PROPOSED FDC CONNECTED VIA HORIZONTAL STANDPIPE TO EXTERNAL STANDPIPE AT MALL ENTRY
- ARTICLE 9 UNACCEPTED STREET

NOTE:

- 1) SEE DETAILED DIMENSIONED FIRE ACCESS PLAN AND TRUCK TURNING EXHIBITS IN APPENDIX H.
- 2) BUILDING ENVELOPES REFLECTED THROUGHOUT THIS PLAN ARE ILLUSTRATIVE AND SUBJECT TO CHANGE.
- 3) EMERGENCY VEHICLE TURNING MOVEMENTS IN APPENDIX G.
- 4) AB005 REQUIRED PER SECTION 5.7.4.

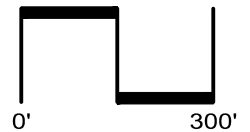


Figure 5.9 Fire Access

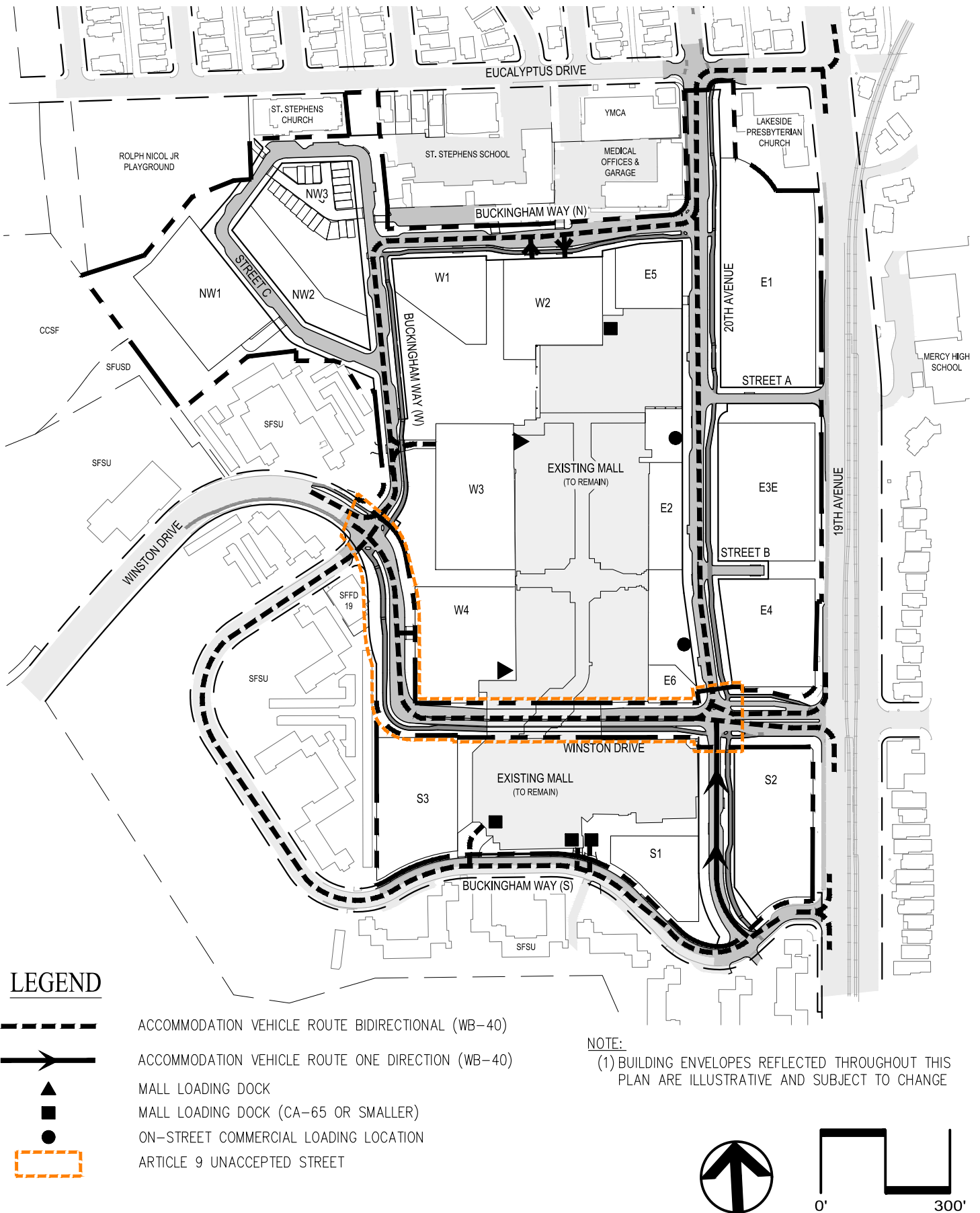


Figure 5.10.1 Large Truck Loading Route - WB-40

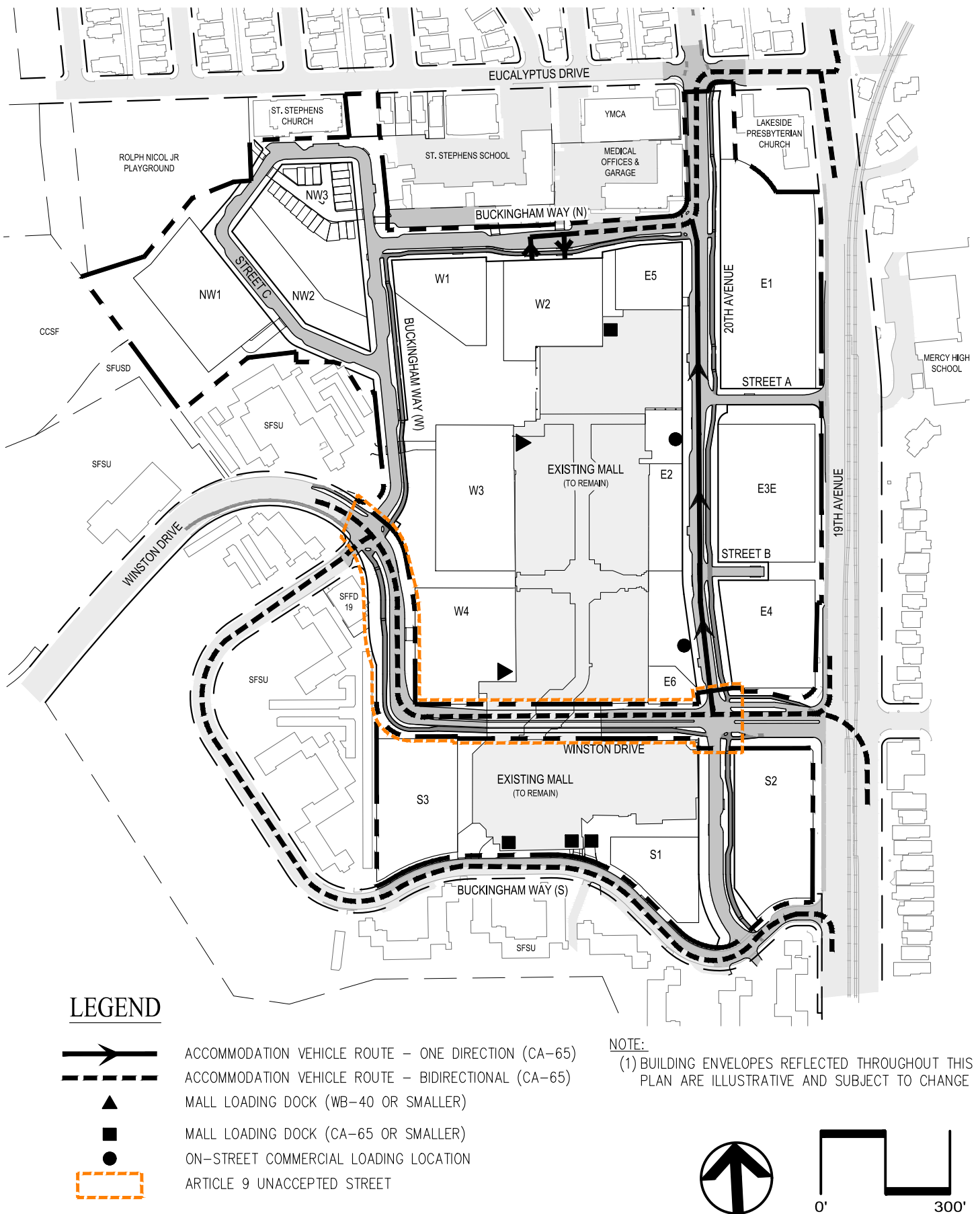


Figure 5.10.2 Large Truck Loading Route - CA-65