SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 1/4/2022 ***Requested_by:*** SFMTA ***Handled:*** Edgar Orozco ***Section Head :*** C.Liu/B.Tanner BT	☐ ***Public Hearing Consent*** ☒ ***Public Hearing Regular*** ☐ ***Informational / Other*** PH - Regular	***No objections:***_____ ***Item Held:***_____ ***Other:***_____

Location: Kearny Street between Post and Pine

Subject: Tow-Away Lane Must Turn Left

PROPOSAL / REQUEST:

Please see the next page for legislative details.

BACKGROUND INFORMATION / COMMENTS

*These dual left-turn removals were first introduced through neighborhood-wide pedestrian safety project called the District 3 Pedestrian Safety Improvements Study. The study's final report was adopted by the San Francisco County Transporation Authority Board in July 2020.

*Outreach was conducted in coordination with District 3 supervisor's office-SFMTA staff met with Chinatown's Transportation task force to learn about their pedestrian safety priorities.

*The peak TOW AWAY lane on Kearny St., west side, from Geary to Sutter streets was removed in July 2021 through a separate, transit related safety measure.

*Between 10/2016 and 9/2021, there were three and two collisions at Kearny/Post and Kearny/Pine, respectively, where a left-turning vehicle struck a pedestrian.

*Synchro shows a 15 second and 2 second increase in delay for eastbound Post at Kearny and northbound Kearny at Pine, respectively.

*The loading curb location and time changes on Post between Grant Ave. and Kearny St. are meant to optimize loading activities as recommended by SFMTA's color curb program.

HEARING NOTIFICATION AND PROCESSING NOTES:	***ENVIRONMENTAL CLEARANCE BY:*** ☒ ***SFMTA*** ☐ ***Attached*** ☐ ***Pending***

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

RESCIND - TOW AWAY NO STOPPING 7AM-9AM and 3PM-7PM MONDAY-FRIDAY
Kearny Street, west side, from Sutter Street to Pine Street
(removes the peak tow-away lane)

RESCIND - TOW AWAY NO STOPPING 4PM-6PM MONDAY-FRIDAY
Post Street, north side, from Grant Avenue to 66 feet easterly
(removes the peak tow-away lane)

RESCIND - TOW AWAY NO STOPPING ANYTIME
Post Street, north side, from Kearny Street to 88 feet westerly
(removes the left turn pocket)

RESCIND - LEFT LANE MUST TURN LEFT
Kearny Street, northbound, at Sutter Street
(removing legislation that was earlier legislated but never put into effect)

RESCIND - YELLOW METER LOADING ZONE MONDAY-FRIDAY 9AM-3PM
ESTABLISH - YELLOW METER LOADING ZONE MONDAY-FRIDAY 7AM-6PM
Kearny Street, west side, from 10 feet north of Geary Street to 5 feet south of Maiden Lane
Kearny Street, west side, from 27 feet north of Maiden Lane to 10 feet south of Post Street
Kearny Street, west side, from 47 feet to 91 feet north of Post Street
Kearny Street, west side, from 8 feet to 92 feet south of Bush Street
(increases loading times for existing yellow meter zones)

RESCIND - 6 WHEEL COMMERCIAL LOADING ZONE MONDAY-FRIDAY 9AM-3PM
ESTABLISH - 6 WHEEL COMMERCIAL LOADING ZONE MONDAY-FRIDAY 7AM-6PM
Kearny Street, west side, from 5 feet to 47 feet north of Post Street
Kearny Street, west side, from 91 feet to 250 feet north of Post Street
Kearny Street, west side, from Sutter Street to 183 feet northerly
Kearny Street, west side, from 12 feet north of Bush Street to 19 feet south of Pine Street
(increases loading times for existing 6-wheel commercial loading zones)

ESTABLISH - YELLOW METER LOADING ZONE MONDAY-SATURDAY 7AM-6PM
Post Street, north side, from 44 feet to 66 feet east of Robert Kirk Lane
Post Street, north side, from 114 feet to 200 feet east of Grant Avenue
(increases loading times for existing yellow meter zones)

ESTABLISH - 6 WHEEL COMMERCIAL LOADING ZONE MONDAY-SATURDAY 7AM-6PM
Post Street, north side, from 10 feet to 114 feet east of Grant Avenue
Post Street, north side, from Robert Kirk Lane to 44 feet easterly
(increases loading times for existing 6-wheel commercial loading zones)

ESTABLISH - RED ZONE
Post Street, north side, from Kearny Street to 22 feet westerly
(intended for daylighting and fire hydrant)

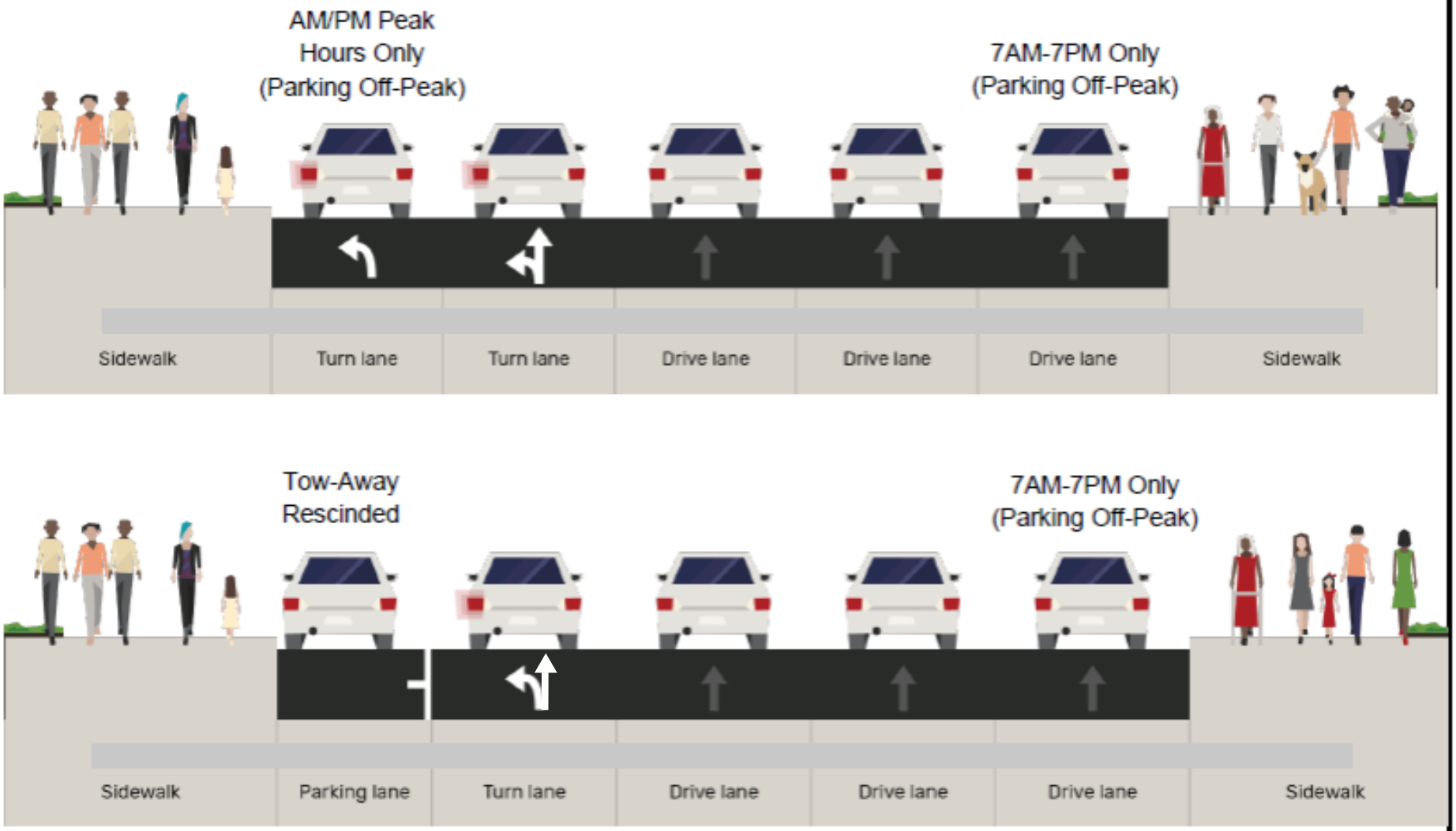
(Supervisor District 3)

This proposal eliminates the dual left turns on Post St. at Kearny St. and Kearny St. at Pine St. by removing the peak TOW AWAY lanes and turn pocket. This traffic modification is meant to address pedestrian safety. These changes also increase commercial loading times to help mitigate double parking.

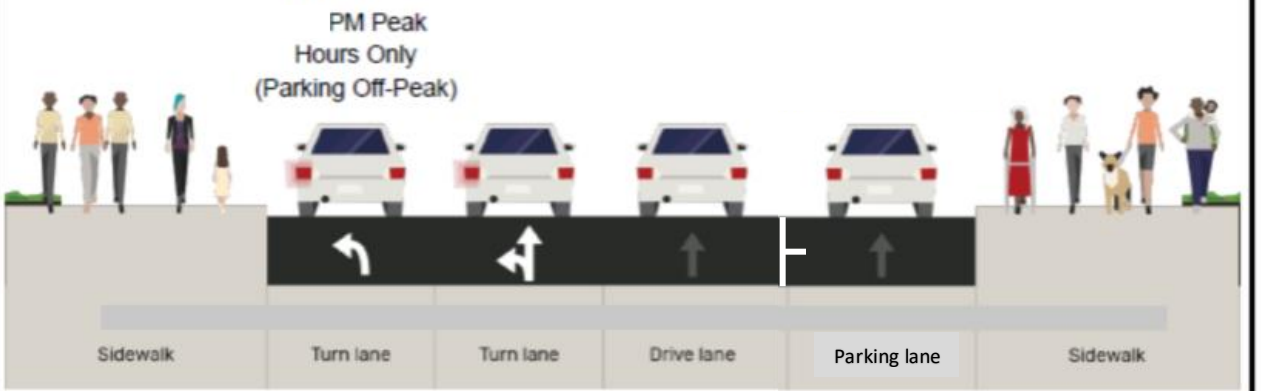
Edgar Orozco (edgar.orozco@sfmta.com)

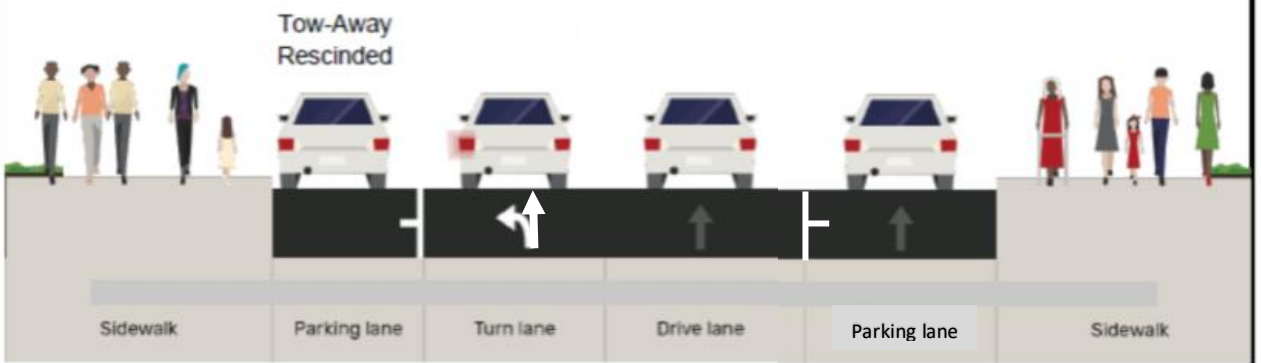
Kearny at Pine

Looking North – Existing (Above); Proposed (Below)



Post at Kearny ***Looking*** East ***- Existing (Above);*** Proposed (Below)





TransBASE Internal Dashboard

Geographic Extent: 24740000: PINE ST at KEARNY ST
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 10/01/2016 to 09/30/2021
Pull Date: 11/15/2021

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

Kearny and Pine 5 year Collisions

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

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceeding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceeding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
210491502	08/03/2021	12:49	Tuesday	KEARNY ST	PINE ST	0	Not Stated	Driver	West	Making Left Turn	Pedestrian	North	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Head-On	Pedestrian	Clear	Daylight
200637976	10/22/2020	13:36	Thursday	KEARNY ST	PINE ST	25	South	Driver	North	Proceeding Straight	Driver	North	Proceeding Straight	CVC 22350	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Daylight
200298562	05/16/2020	13:00	Saturday	KEARNY ST	PINE ST	0	Not Stated	Driver	West	Making Right Turn	Driver	North	Proceeding Straight	CVC 21800(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
190860251	11/13/2019	15:54	Wednesday	KEARNY ST	PINE ST	0	Not Stated	Driver	West	Making Left Turn	Driver	West	Making Left Turn	CVC 21658(a)	Injury (Other Visible)	Sideswipe	Other Motor Vehicle	Cloudy	Daylight
190658040	09/04/2019	07:43	Wednesday	PINE ST	KEARNY ST	0	Not Stated	Driver	West	Making Left Turn	Bicyclist	North	Proceeding Straight	CVC 22100(b)	Injury (Complaint of Pain)	Broadside	Bicycle	Clear	Daylight
180648631	08/28/2018	08:15	Tuesday	KEARNY ST	PINE ST	0	Not Stated	Driver	West	Proceeding Straight	Pedestrian	South	Not Stated	CVC 21950(a)	Injury (Complaint of Pain)	Not Stated	Not Stated	Not Stated	Not Stated

highlighted collisions involved a pedestrian and a LT vehicle

TransBASE Internal Dashboard

Geographic Extent: 24644000: POST ST at KEARNY ST
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 10/01/2016 to 09/30/2021
Pull Date: 11/15/2021

Collision/Party/Victim Table
Showing 1 to 14 of 14 entries

Kearny and Post 5 year Collisions

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 Preceeding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceeding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
210321959	05/25/2021	13:03	Tuesday	KEARNY ST	POST ST	0	Not Stated	Driver	North	Proceeding Straight				CVC Other Than Driver	Injury (Complaint of Pain)	Not Stated	Fixed Object	Clear	Daylight
210226412	04/12/2021	23:01	Monday	KEARNY ST	POST ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21453(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	Clear	Dark - Street Lights
200583181	09/28/2020	04:30	Monday	POST ST	KEARNY ST	0	Not Stated	Driver	Not Stated	Traveling Wrong Way	Pedestrian	North	Proceeding Straight	CVC Unknown	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Dark - Street Lights
190470816	06/29/2019	20:13	Saturday	KEARNY ST	POST ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Dark - Street Lights
190378511	05/27/2019	02:36	Monday	KEARNY ST	POST ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	East	Proceeding Straight	CVC Unknown	Injury (Complaint of Pain)	Head-On	Other Motor Vehicle	Clear	Dark - Street Lights
190224328	03/30/2019	09:47	Saturday	POST ST	KEARNY ST	7	East	Driver	East	Making Right Turn	Pedestrian	North	Proceeding Straight	CVC 23152(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
180580823	08/03/2018	02:20	Friday	KEARNY ST	POST ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Dark - Street Lights
180409944	06/02/2018	10:35	Saturday	POST ST	KEARNY ST	0	Not Stated	Driver	East	Making Left Turn	Pedestrian	West	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Sideswipe	Pedestrian	Clear	Daylight
180390785	05/24/2018	22:20	Thursday	KEARNY ST	POST ST	0	Not Stated	Pedestrian	East	Proceeding Straight	Driver	North	Stopped In Road	CVC 21453(d)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Dark - Street Lights
170900281	11/04/2017	06:59	Saturday	KEARNY ST	POST ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Broadside	Non-Collision	Clear	Dark - Street Lights
170693840	08/25/2017	14:46	Friday	POST ST	KEARNY ST	0	Not Stated	Driver	North	Making Left Turn	Pedestrian	Not Stated	Other	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylight
170225487	03/19/2017	02:37	Sunday	POST ST	KEARNY ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC 21453(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	Cloudy	Dark - Street Lights
170185041	03/06/2017	02:07	Monday	POST ST	KEARNY ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	North	Proceeding Straight	CVC Unknown	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Raining	Dark - Street Lights

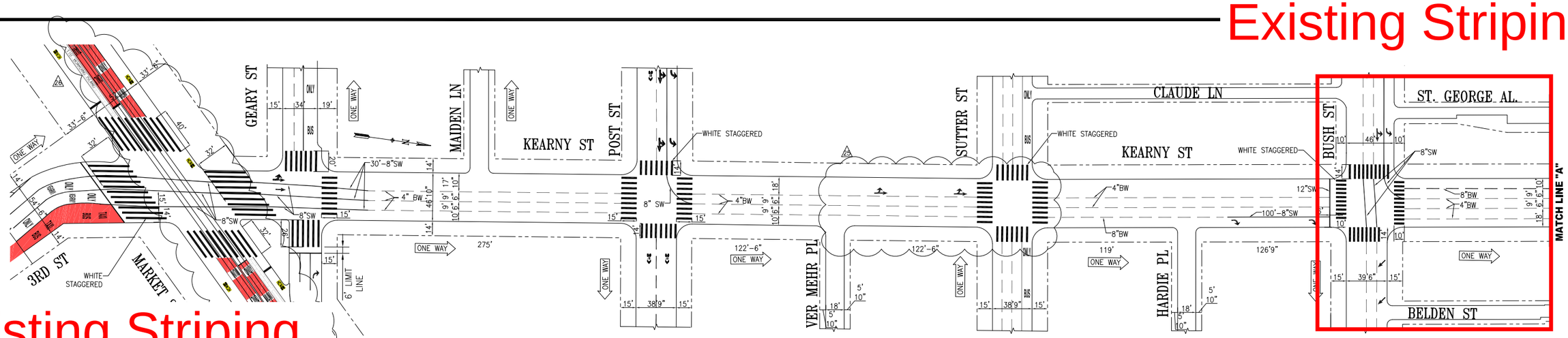
TransBASE Internal Dashboard

Geographic Extent: 24644000: POST ST at KEARNY ST
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 10/01/2016 to 09/30/2021
Pull Date: 11/15/2021

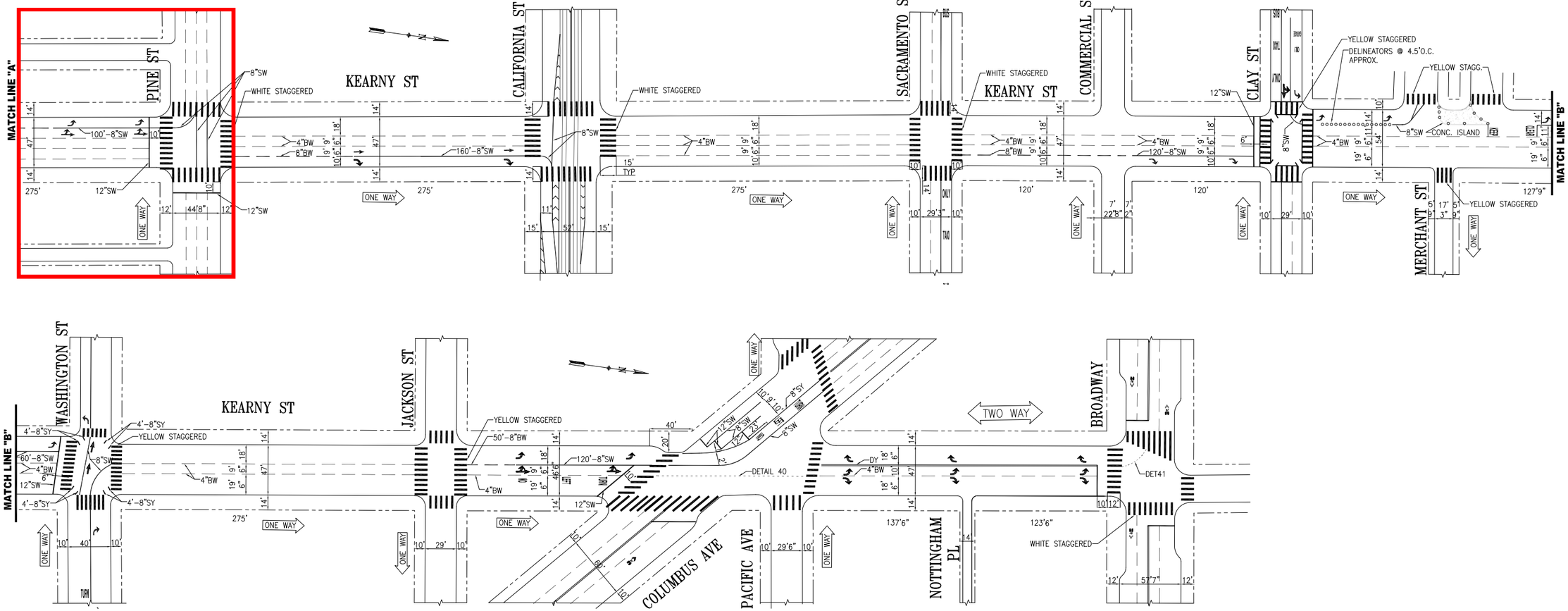
Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceeding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceeding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
170073060	01/26/2017	20:50	Thursday	KEARNY ST	POST ST	0	Not Stated	Driver	North	Making Left Turn	Pedestrian	East	Not Stated	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Clear	Dark - Street Lights

highlighted collisions involved a pedestrian and a LT vehicle

Existing Striping



Existing Striping



NO.	DATE	DESCRIPTION	BY	APP
4	MM/DD/YY	ADDED MUNI ONLY LANE ON MARKET AND RIGHT TURN ON MARKET WB	I. TROUT	K. KWONG
3	MM/DD/YY	REMOVED TOW AWAY LEFT TURN LANE & GUIDELINE @ SUTTER	E.OROZCO	B.TANNER
2	07/14/20	ADDED 4'-8"SY BARS FOR DIAGONAL SCRAMBLE XING @ WASHINGTON	E.OROZCO	B.TANNER
1	04/08/19	ADDED BULBOUTS, ADVANCE LIMIT LINE, AND STAGGERED CONTI'S AT COLUMBUS	S. LAM	D. VALLE-SCHWENK

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

SFMTA

DRAWN: T.ABDALLAH	DATE: 01/12/12
CHECKED: B.WOO	DATE: 01/12/12

APPROVED
THOMAS P FOLKS 1/31/12
SENIOR ENGINEER DATE:
RICARDO OLEA 2/1/12
CITY TRAFFIC ENGINEER DATE:

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

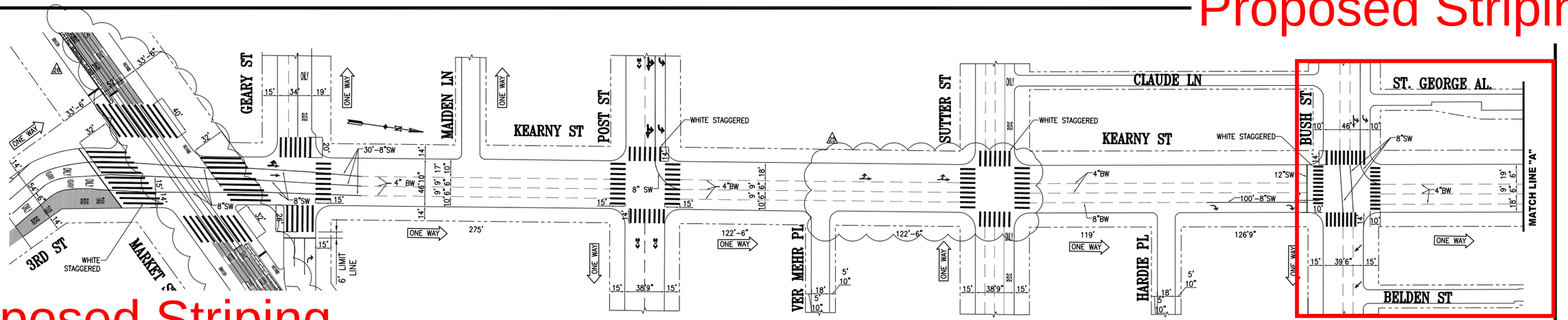
TRAFFIC STRIPING

KEARNY STREET
MARKET STREET TO BROADWAY STREET

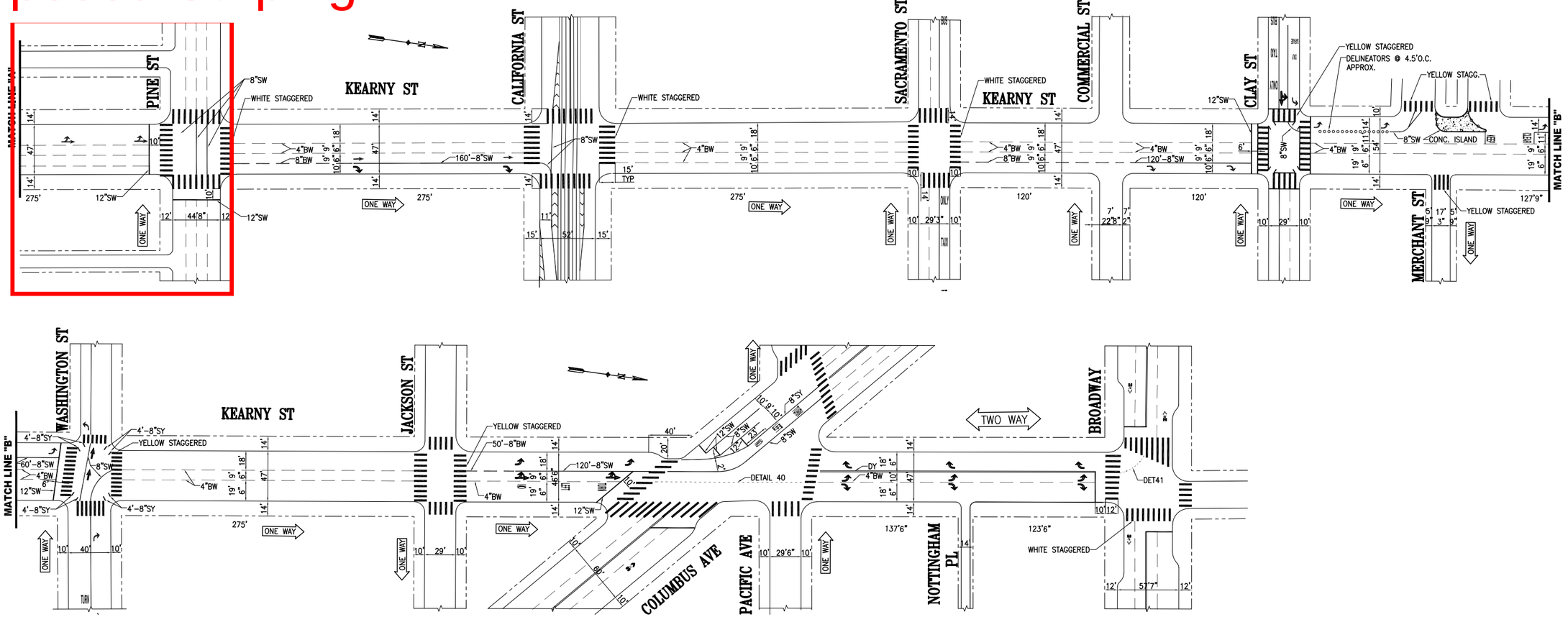
CONTRACT NO. –
DRAWING NO. STR-7928
FILE NO. –
REV. NO. 26

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

Proposed Striping



Proposed Striping



NO.	DATE	DESCRIPTION	BY	APP
1	MM/DD/YY	ADDED MUNI ONLY LANE ON MARKET AND RIGHT TURN ON MARKET WB	I. TROUT	K. KWONG
2	MM/DD/YY	REMOVED TOW AWAY LEFT TURN LANE & GUIDELINE @ SUTTER	E.OROZCO	B.TANNER
3	07/14/20	ADDED 4'-8"SY BARS FOR DIAGONAL SCRAMBLE XING @ WASHINGTON	E.OROZCO	B.TANNER
4	04/08/19	ADDED BULBOUTS, ADVANCE LIMIT LINE, AND STAGGERED CONTI'S AT COLUMBUS	S. LAM	D. VALLE-SCHWENK

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

SFMTA

DRAWN: T.ABDALLAH	DATE: 01/12/12	
CHECKED: B.WOO	DATE: 01/12/12	
APPROVED: THOMAS P FOLKS 1/31/12	DATE:	SENIOR ENGINEER
RICARDO OLEA 2/1/12	DATE:	CITY TRAFFIC ENGINEER

SCALE: 1" = 50'

SHEET/SHEETS: 1 OF 1

TRAFFIC STRIPING

KEARNY STREET
MARKET STREET TO BROADWAY STREET

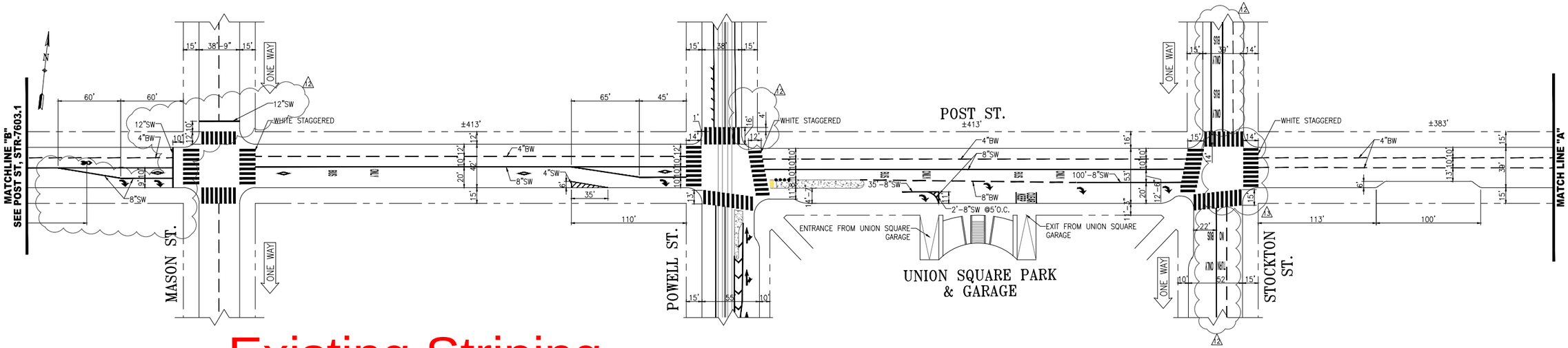
CONTRACT NO. –
DRAWING NO. STR-7928
FILE NO. –
REV. NO. 26

EXTERNAL REFERENCES: XREFS
FONTS USED: FONTS

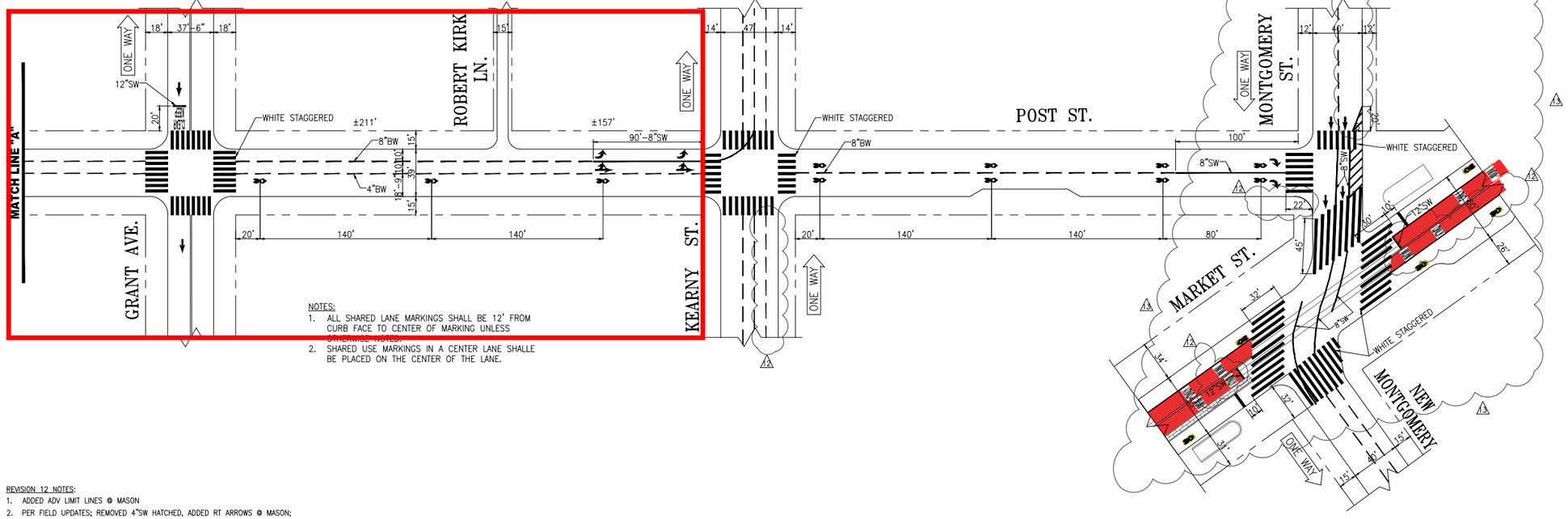
SCALE FACTOR: XX
PLOT SCALE: 1=1

ORIGIN: SECTION

FILE NAME: BOE-STD2.DWG
DATE: --/--/--



Existing Striping



NOTES:
1. ALL SHARED LANE MARKINGS SHALL BE 12' FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED.
2. SHARED USE MARKINGS IN A CENTER LANE SHALLE BE PLACED ON THE CENTER OF THE LANE.

REVISION 12 NOTES:
1. ADDED ADV LIMIT LINES @ MASON
2. PER FIELD UPDATES; REMOVED 4"SW HATCHED, ADDED RT ARROWS @ MASON; DIM CONTI ON POWELL; MODIFY STRIPING & ADD MESSAGE ON STOCKTON; 4"BW ON KEARNY; 100'-8"SW, ADDED LT ARROWS, DIM CONTI @ MONTGOMERY; ADV LIMIT LINES LABELS & 4"SW @ MARKET

NO.	DATE	DESCRIPTION	BY	APP
13		REMOVE TOW-AWAY LANES @MONTGOMERY, ADDED MUNI ONLY LANES ON MARKET, AND REMOVE 8"SW GUIDELINES @STOCKTON PER FIELD	I.TROUT	K.KWONG
12	12/11/20	SEE REVISION 12 NOTES	A. KIM	A. UY
11	07/29/18	ADDED DY CENTERLINE ON POWELL BETWEEN GEARY AND SUTTER	E. OROSCO	C. WONG

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

SFMTA

THE CITY AND COUNTY OF SAN FRANCISCO

FOR ORIGINAL SIGNATURES, SEE STR-1615
SUPERSEDES STR-7562

DRAWN: T. ABDALLAH DATE: 03/02

CHECKED: P. WOO DATE: 03/02

APPROVED

THOMAS P FOLKS 03/22/02
SENIOR ENGINEER DATE:

BOND M. YEE 03/22/02
CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 50'

SHEET/SHEETS:

TRAFFIC STRIPING

POST STREET
MARKET STREET TO MASON STREET

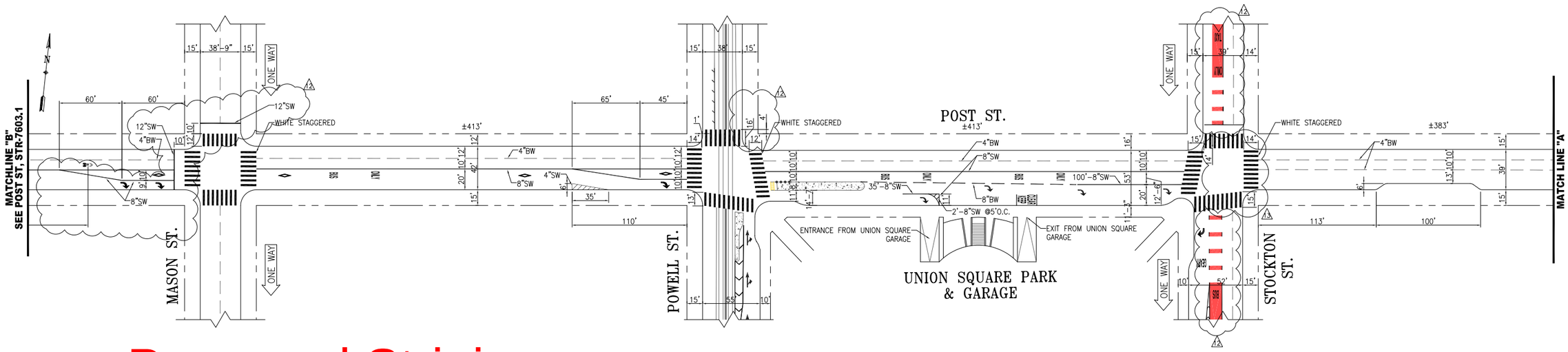
CONTRACT NO.

DRAWING NO. STR-7603

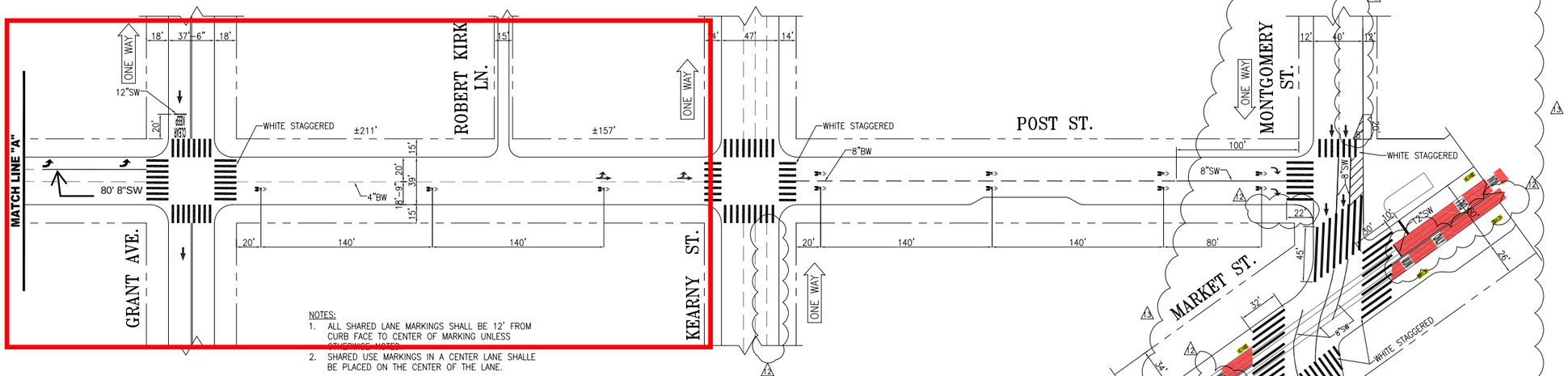
FILE NO.

REV. NO. 13

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



Proposed Striping



NOTES:
1. ALL SHARED LANE MARKINGS SHALL BE 12' FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED.
2. SHARED USE MARKINGS IN A CENTER LANE SHALLE BE PLACED ON THE CENTER OF THE LANE.

REVISION 12 NOTES:
1. ADDED ADV LIMIT LINES @ MASON
2. PER FIELD UPDATES; REMOVED 4"SW HATCHED, ADDED RT ARROWS @ MASON; DIM CONTI ON POWELL; MODIFY STRIPING & ADD MESSAGE ON STOCKTON; 4"BW ON KEARNY; 100'-8"SW, ADDED LT ARROWS, DIM CONTI @ MONTGOMERY; ADV LIMIT LINES LABELS & 4"SW @ MARKET

NO.	DATE	DESCRIPTION	BY	APP
13	11/04/21	ADDED RED BUS TAXI ONLY LANES ON STOCKTON	E. OROZCO	M. VELASCO
12	MM/DD/YY	REMOVE TOW-AWAY LANES @MONTGOMERY, ADDED MUNI ONLY LANES ON MARKET, AND REMOVE 8"SW GUIDELINES @STOCKTON PER FIELD	I.TROUT	K.KWONG
11	MM/DD/YY	SEE REVISION 12 NOTES	A. KIM	A. UY
10	07/29/18	ADDED DY CENTERLINE ON POWELL BETWEEN GEARY AND SUTTER	E. OROZCO	C. WONG

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

SFMTA

THE CITY AND COUNTY OF SAN FRANCISCO • SEAL OF THE CITY AND COUNTY OF SAN FRANCISCO

FOR ORIGINAL SIGNATURES, SEE STR-1615 SUPERSEDES STR-7562

DRAWN: T. ABDALLAH DATE: 03/02

CHECKED: P. WOO DATE: 03/02

APPROVED
THOMAS P FOLKS 03/22/02
SENIOR ENGINEER DATE:

BOND M. YEE 03/22/02
CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 50'

SHEET/SHEETS:

TRAFFIC STRIPING

POST STREET
MARKET STREET TO MASON STREET

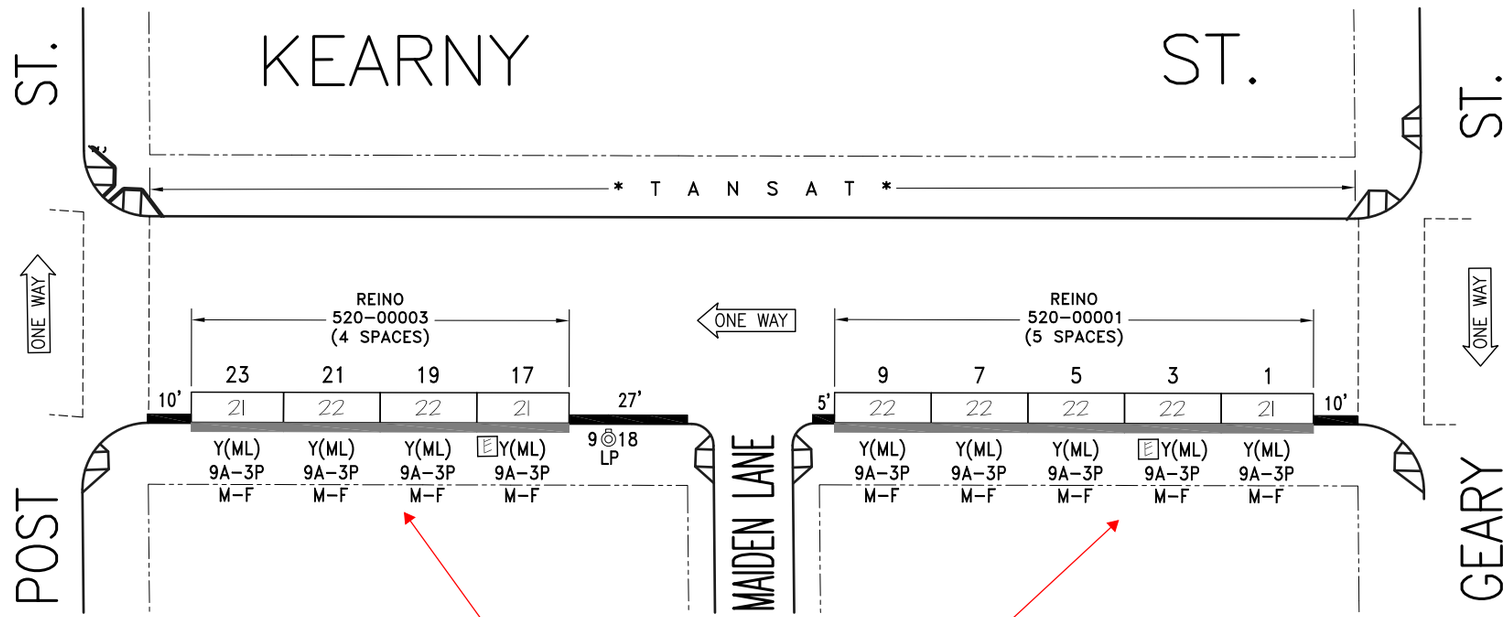
CONTRACT NO.

DRAWING NO. STR-7603

FILE NO.

REV. NO. 14

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



Proposal: Expand Y(ML) times to 7a-6p

NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES
1	Per field– converted to CAD.dwg	JB	11/20/12	
2	Per Field:Change (9) MS–Reino.#1,3	JB	2/21/15	

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO
PARKING METER SPACES

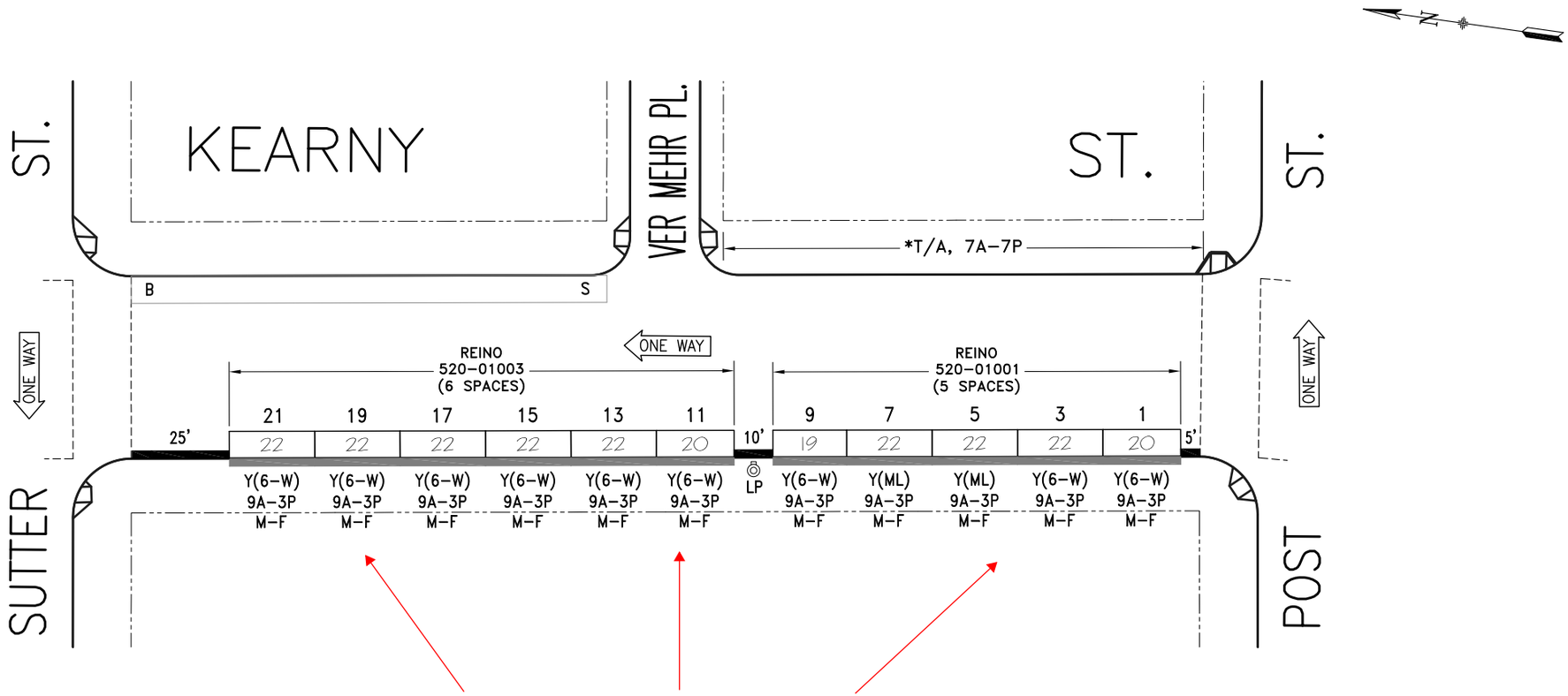
	TOW–AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						
SIDE	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6–W	15 MIN	30 MIN	1 HR	2 HR	10 HR		TOTAL
ODD	7A–9A	3P–7P		2			7A–6P	M–SA	9					9				9
EVEN	*	*																

KEARNY ST. (KEA, 520)
(UNIT) BLOCK
Meters # 520-00XXY

GEARY ST. TO POST ST.

SCALE: 1"=40'
DATE: 11/20/12
BY: JB

AREA 1



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES
1	MOS MS#115–space#7 for 25' RZ	JB	11/19/12	
2	Change T/A, 3P–6P, W/S	JB	9/16/14	
3	Per Field:Change(11)MS nos.#1001–3	JB	2/21/15	

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO
PARKING METER SPACES

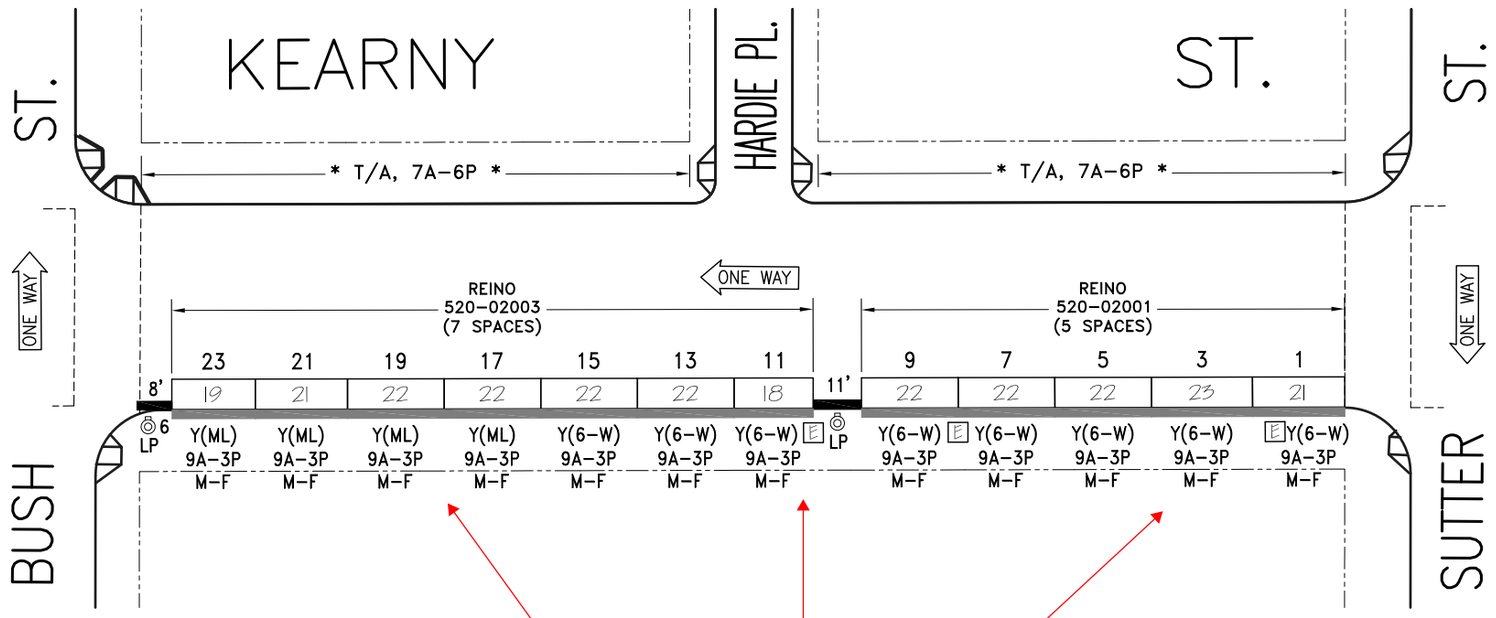
	TOW–AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						
SIDE	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6–W	15 MIN	30 MIN	1 HR	2 HR	10 HR		TOTAL
ODD	7A–9A	3P–6P		2			7A–6P	M–SA	2		9			11				11
EVEN	*	*																

KEARNY ST. (KEA, 520)
(100) BLOCK
Meters # 520-01XXY

POST ST. TO SUTTER ST.

SCALE: 1"=40' DATE: 11/19/12 BY: JB

AREA 1



Proposal: Rescind 3p-7p TOW AWAY;
Expand Y(ML) and Y(6-W) times to 7am-6pm

NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES
1	Per field, converted to CAD dwg.	JB	11/20/12	
2	Per Field:Changed (12) MS#2001–3	JB	2/21/15	

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO
PARKING METER SPACES

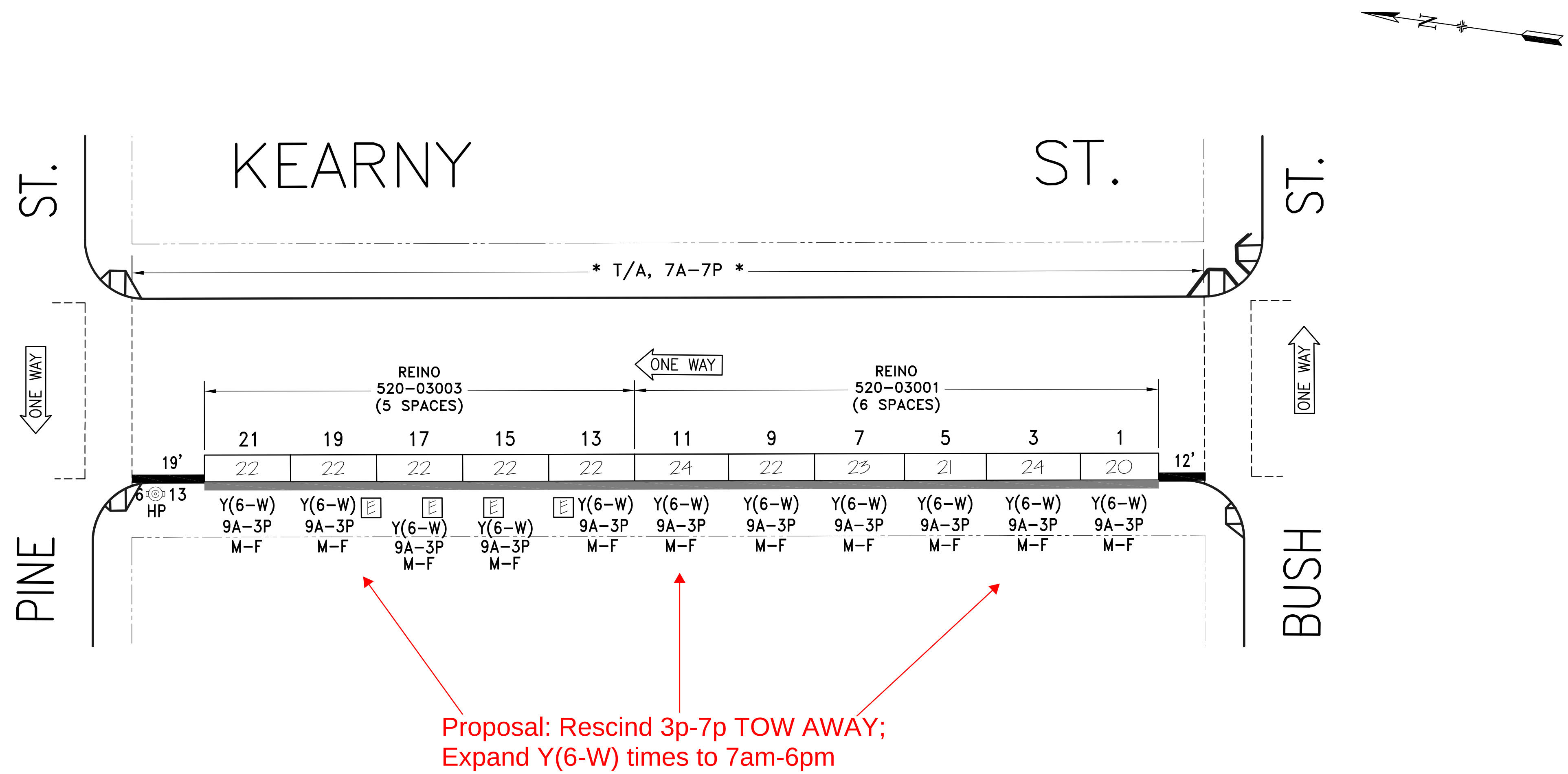
	TOW–AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						
SIDE	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6–W	15 MIN	30 MIN	1 HR	2 HR	10 HR		TOTAL
ODD	7A–9A	3P–7P		2			7A–6P	M–SA	4		8			12				12
EVEN	*	*																

KEARNY ST. (KEA, 520)
(200) BLOCK
Meters # 520-02XXY

SUTTER ST. TO BUSH ST.

SCALE: 1"=40' | DATE: 11/20/12 | BY: JB

AREA 1



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES
1	Per field, converted to CAD dwg.	JB	11/21/12	
2	Per Field:Changed (11) MS#3001-03	JB	2/21/15	

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

CITY AND COUNTY OF SAN FRANCISCO

PARKING METER SPACES

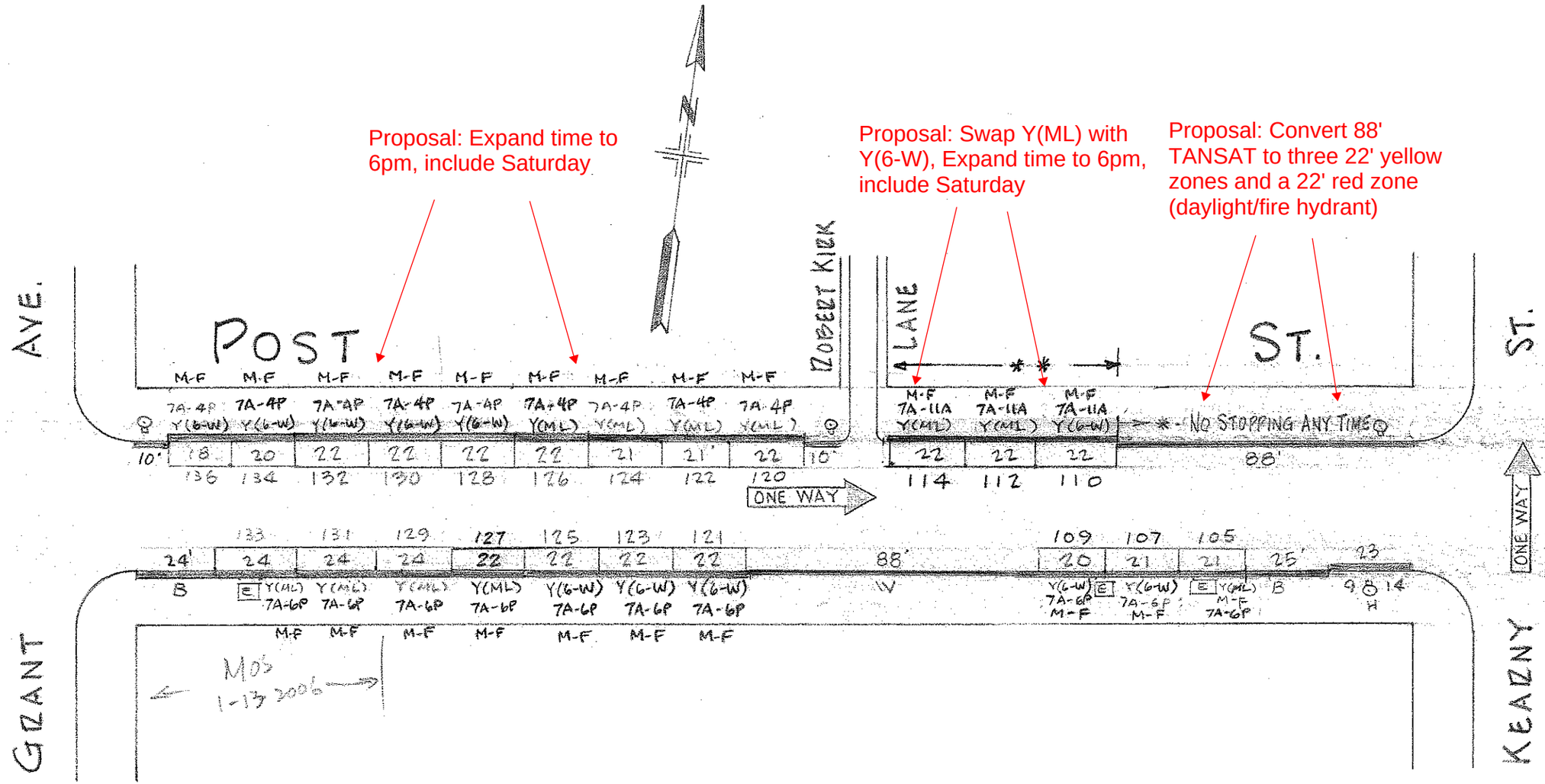
	TOW-AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						
SIDE	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR		TOTAL
ODD	7A-9A	3P-6P		2			7A-6P	M-SA			11			11				11
EVEN	*	*																

KEARNY ST. (KEA, 520)
(300) BLOCK
Meters # 520-03XXY

BUSH ST. TO PINE ST.

SCALE: 1"=40' | DATE: 11/21/12 | BY: JB

AREA
1



1-Hour Time Limit 8-21-07
Install #107, 109,

CITY AND COUNTY OF SAN FRANCISCO - D. P. T.
PARKING METER SPACES

TOWAWAY ZONE					REGULAR						SPECIAL TRUCK LOAD.			NUMBER OF METERED SPACES					SCALE	POST ST. (100)	AREA
HOUR	7A-9A	4P-6P	11A-6P	24 Hrs	7A-11A	7A-4P	7A-6P	9A-4P	9A-6P	TOTAL	1P-4P	1P-6P	TOTAL	15 Min.	30 Min.	1 Hour	2 Hour	TOTAL	40		
SIDE		N	**	*	3	9	10			22						22		22	HF 10-25-73	KEARNY ST. TO GRANT AVE.	1

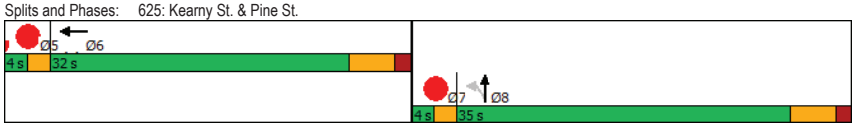
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1097	136	392	1011	0	0	0	0
Future Volume (vph)	0	0	0	0	1097	136	392	1011	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	0.81	0.81	1.00	1.00	1.00	1.00
Ped Bike Factor					0.96		0.46					
Frt					0.983							
Flt Protected							0.950					
Satd. Flow (prot)	0	0	0	0	4828	0	1122	5054	0	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	0	0	4828	0	516	5054	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					45		144					
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		463			476			336			389	
Travel Time (s)		10.5			10.8			9.2			10.6	
Confl. Peds. (#/hr)				299		441	956		1201			
Confl. Bikes (#/hr)						10			10			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking (#/hr)	0	0	0	0	20	0	0	10		0	0	0
Adj. Flow (vph)	0	0	0	0	1097	136	392	1011	0	0	0	0
Shared Lane Traffic (%)							0%					
Lane Group Flow (vph)	0	0	0	0	1233	0	392	1011	0	0	0	0
Turn Type					NA		Perm	NA				
Protected Phases					6			8				
Permitted Phases							8					
Minimum Split (s)					19.0		17.0	17.0				
Total Split (s)					32.0		35.0	35.0				
Total Split (%)					42.7%		46.7%	46.7%				
Yellow Time (s)					4.0		4.0	4.0				
All-Red Time (s)					1.5		1.5	1.5				
Lost Time Adjust (s)					0.0		0.0	0.0				
Total Lost Time (s)					5.5		5.5	5.5				
Lead/Lag					Lag		Lag	Lag				
Lead-Lag Optimize?												
Act Effct Green (s)					26.5		29.5	29.5				
Actuated g/C Ratio					0.35		0.39	0.39				
v/c Ratio					0.71		1.35	0.51				
Control Delay					8.5		193.7	8.9				
Queue Delay					0.0		0.0	0.0				
Total Delay					8.5		193.7	8.9				
LOS					A		F	A				
Approach Delay					8.5			60.5				
Approach LOS					A			E				
Queue Length 50th (ft)					19		~275	68				
Queue Length 95th (ft)					m13		m#479	75				
Internal Link Dist (ft)		383			396			256			309	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)					1734		290	1987				
Starvation Cap Reductn					0		0	0				
Spillback Cap Reductn					0		0	0				
Storage Cap Reductn					0		0	0				
Reduced v/c Ratio					0.71		1.35	0.51				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 33 (44%), Referenced to phase 5:Hold, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 1.35			
Intersection Signal Delay: 36.2		Intersection LOS: D	
Intersection Capacity Utilization 79.0%		ICU Level of Service D	
Analysis Period (min) 15			
Description: Change 19			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 625: Kearny St. & Pine St.



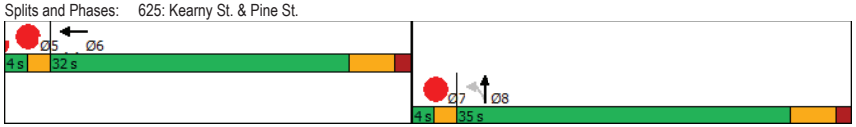
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1097	136	392	1011	0	0	0	0
Future Volume (vph)	0	0	0	0	1097	136	392	1011	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			6%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.86	1.00	1.00	1.00	1.00
Ped Bike Factor					0.96			0.85				
Frt					0.983							
Flt Protected								0.986				
Satd. Flow (prot)	0	0	0	0	4828	0	0	5291	0	0	0	0
Flt Permitted								0.986				
Satd. Flow (perm)	0	0	0	0	4828	0	0	4492	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					45			144				
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		463			476			336			389	
Travel Time (s)		10.5			10.8			9.2			10.6	
Confl. Peds. (#/hr)				299		441	956		1201			
Confl. Bikes (#/hr)						10			10			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking (#/hr)	0	0	0	0	20	0	0	10		0	0	0
Adj. Flow (vph)	0	0	0	0	1097	136	392	1011	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1233	0	0	1403	0	0	0	0
Turn Type					NA		Perm	NA				
Protected Phases					6			8				
Permitted Phases							8					
Minimum Split (s)					19.0		17.0	17.0				
Total Split (s)					32.0		35.0	35.0				
Total Split (%)					42.7%		46.7%	46.7%				
Yellow Time (s)					4.0		4.0	4.0				
All-Red Time (s)					1.5		1.5	1.5				
Lost Time Adjust (s)					0.0			0.0				
Total Lost Time (s)					5.5			5.5				
Lead/Lag					Lag		Lag	Lag				
Lead-Lag Optimize?												
Act Effct Green (s)					26.5			29.5				
Actuated g/C Ratio					0.35			0.39				
v/c Ratio					0.71			0.76				
Control Delay					8.5			10.6				
Queue Delay					0.0			0.1				
Total Delay					8.5			10.7				
LOS					A			B				
Approach Delay					8.5			10.7				
Approach LOS					A			B				
Queue Length 50th (ft)					19			191				
Queue Length 95th (ft)					m13			m188				
Internal Link Dist (ft)		383			396			256			309	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)					1734			1854				
Starvation Cap Reductn					0			28				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.71			0.77				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 33 (44%), Referenced to phase 5:Hold, Start of Green			
Natural Cycle: 55			
Control Type: Pretimed			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			
Description: Change 19			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 625: Kearny St. & Pine St.



Lanes, Volumes, Timings
Kearny St. & Post St.

04/09/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	491	0	0	0	0	0	1499	64	0	0	0
Future Volume (vph)	173	491	0	0	0	0	0	1499	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00
Ped Bike Factor	0.46	0.94						0.98				
Frt								0.994				
Flt Protected	0.950	0.995										
Satd. Flow (prot)	1401	2715	0	0	0	0	0	5261	0	0	0	0
Flt Permitted	0.950	0.995										
Satd. Flow (perm)	644	2562	0	0	0	0	0	5261	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	124	124						15				
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		465			208			380			362	
Travel Time (s)		12.7			5.7			10.4			9.9	
Confl. Peds. (#/hr)	894		1241				1427		1462			
Confl. Bikes (#/hr)			30						10			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockages (#/hr)	0	0	0	0	0	0	0	29	0	0	0	0
Parking (#/hr)		10	10	0	0	0				0	0	0
Adj. Flow (vph)	173	491	0	0	0	0	0	1499	64	0	0	0
Shared Lane Traffic (%)	33%											
Lane Group Flow (vph)	116	548	0	0	0	0	0	1563	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		2						8				
Permitted Phases	2											
Minimum Split (s)	18.0	18.0						16.0				
Total Split (s)	25.0	25.0						41.0				
Total Split (%)	33.3%	33.3%						54.7%				
Yellow Time (s)	4.0	4.0						4.0				
All-Red Time (s)	1.5	1.5						1.5				
Lost Time Adjust (s)	0.0	0.0						0.0				
Total Lost Time (s)	5.5	5.5						5.5				
Lead/Lag	Lag	Lag						Lag				
Lead-Lag Optimize?												
Act Effct Green (s)	19.5	19.5						35.5				
Actuated g/C Ratio	0.26	0.26						0.47				
v/c Ratio	0.45	0.72						0.63				
Control Delay	7.2	15.1						16.0				
Queue Delay	0.0	0.0						0.0				
Total Delay	7.2	15.1						16.0				
LOS	A	B						B				
Approach Delay		13.7						16.0				
Approach LOS		B						B				
Queue Length 50th (ft)	1	62						148				
Queue Length 95th (ft)	m9	m112						185				
Internal Link Dist (ft)		385			128			300			282	
Turn Bay Length (ft)												

Lanes, Volumes, Timings
Kearny St. & Post St.

04/09/2020

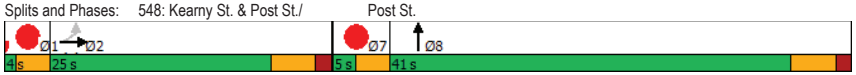
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	259	757						2498				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.45	0.72						0.63				

Intersection Summary

Area Type: CBD
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 2 (3%), Referenced to phase 1:Hold, Start of Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 15.3 Intersection LOS: B
Intersection Capacity Utilization 48.8% ICU Level of Service A
Analysis Period (min) 15
Description: Change 24

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 548: Kearny St. & Post St./ Post St.



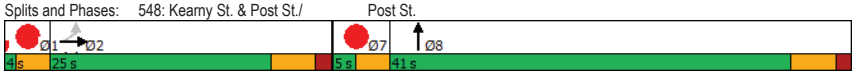
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	491	0	0	0	0	0	1499	64	0	0	0
Future Volume (vph)	173	491	0	0	0	0	0	1499	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.86	0.86	1.00	1.00	1.00
Ped Bike Factor		0.86						0.98				
Frt								0.994				
Flt Protected		0.987										
Satd. Flow (prot)	0	2811	0	0	0	0	0	5261	0	0	0	0
Flt Permitted		0.987										
Satd. Flow (perm)	0	2416	0	0	0	0	0	5261	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		124						15				
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		465			208			380			362	
Travel Time (s)		12.7			5.7			10.4			9.9	
Confl. Peds. (#/hr)	894		1241				1427		1462			
Confl. Bikes (#/hr)			30						10			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockages (#/hr)	0	0	0	0	0	0	0	29	0	0	0	0
Parking (#/hr)		10	10	0	0	0				0	0	0
Adj. Flow (vph)	173	491	0	0	0	0	0	1499	64	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	664	0	0	0	0	0	1563	0	0	0	0
Turn Type	Perm	NA						NA				
Protected Phases		2						8				
Permitted Phases	2											
Minimum Split (s)	18.0	18.0						16.0				
Total Split (s)	25.0	25.0						41.0				
Total Split (%)	33.3%	33.3%						54.7%				
Yellow Time (s)	4.0	4.0						4.0				
All-Red Time (s)	1.5	1.5						1.5				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		5.5						5.5				
Lead/Lag	Lag	Lag						Lag				
Lead-Lag Optimize?												
Act Effct Green (s)		19.5						35.5				
Actuated g/C Ratio		0.26						0.47				
v/c Ratio		0.92						0.63				
Control Delay		32.1						16.0				
Queue Delay		0.0						0.0				
Total Delay		32.1						16.0				
LOS		C						B				
Approach Delay		32.1						16.0				
Approach LOS		C						B				
Queue Length 50th (ft)		98						148				
Queue Length 95th (ft)		m#220						185				
Internal Link Dist (ft)		385			128			300			282	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		719						2498				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.92						0.63				

Intersection Summary			
Area Type:	CBD		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 2 (3%), Referenced to phase 1:Hold, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 20.8		Intersection LOS: C	
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			
Description: Change 24			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 548: Kearny St. & Post St./ Post St.



Kearny and Post

DESCRIPTION: NOMA/SOMA Retiming Project. New master, cycle length, splits, transitions, Y, AR, and offsets. Add LPIs and ws=3.0. Update operation times. Remove Preemption and TSP (no detection equipment present).

NOTES:

CHANGE:	25
CNN #:	24644000
ENGINEER:	C. Skerrit / E. Tang
Revision date:	6/20/2019
Programmed by:	ABR
Installed by:	#
Date Completed:	11:38 09/18/19

PHASE	STREET	EmerFlash	ProgFlash
2	Post EB	R	--
8	Kearny NB	R	--

Controller:	2070
Cabinet:	MSF
Oper. Date:	Mar 1954
System:	NoMa
Master:	TBC-GPS to Bush/Hyde

☐ Actuation ☐ Transit Priority ☐ Preemption

Steady Demand Sequence

X = YES -- = NO	S	M	T	W	T	F	S	CYCLE	SPLIT	OFFSET	FLASH
6:00 to 14:00	--	X	X	X	X	X	--	2	1	2	--
14:00 to 22:00	--	X	X	X	X	X	--	3	1	3	--
ALL OTHER TIMES	X	X	X	X	X	X	X	1	1	1	--

STREET	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Post EB	2	R	G		Y	R										
Kearny NB	8	R						G	Y	R						
Peds Xing Kearny SS/NS	2P/6P	🚶		FRH	RH											
Peds Xing Post WS/ES	4P/8P	RH					🚶		FRH	RH						

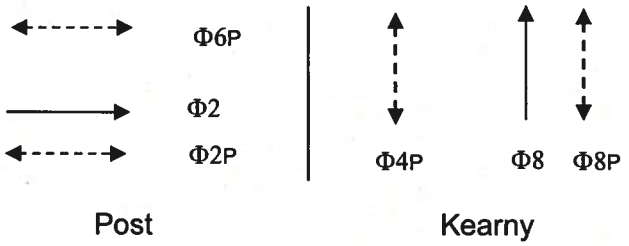
ws3.0

CSO	CYCLE (seconds)	OFFSET (seconds)	SIGNAL INTERVALS (seconds) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
111	75.0	71	4.0	8.5	12.0	4.0	1.5	4.0	25.5	10.0	4.0	1.5					
212	75.0	5	4.0	13.5	12.0	4.0	1.5	4.0	20.5	10.0	4.0	1.5					
313	75.0	2	4.0	7.5	12.0	4.0	1.5	4.0	26.5	10.0	4.0	1.5					

PAGE 2: BASE TIMING, ACTUATION, COORDINATION SETTINGS

Kearny and Post

PHASE DIAGRAM



Are there conflicting protected left turn phases? n/a

BASE TIMINGS:

Phase	1	2	3	4P	5	6P	7	8
Movement		EB		WSP		NSP		NB
Absolute Min Green (whole #)		12		--		--		10
Early Walk		4		4		4		4
Yellow		4.0		4.0		4.0		4.0
Red Clearance		1.5		1.5		1.5		1.5
Absolute Min Walk (whole #)		7		7		7		7
FRH (whole #)		12		10		12		10

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

Phase	1	2	3	4P	5	6P	7	8
Vehicle Detection Type		NONE		--		--		NONE
Ped Detection Type		NONE		NONE		NONE		NONE
Vehicle Recall (Max, Min, Soft or None)		MAX		--		--		MAX
Absolute Min Green (same as above)		12		--		--		10
Vehicle Extension (seconds)		--		--		--		--
Max Green (only used for FREE)		27		--		--		30
Pedestrian Recall (Yes or No)		YES		YES		YES		YES
Ped Recycle (Yes or No)		YES		YES		YES		YES
"WALK EXPAND" (Yes or No)		YES		YES		YES		YES

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

Phase	1-4P Cycle length	1	2	3	4P	5	6P	7	8	Offset (from page 1)
Dial 1 Splits	75		30		45		30		45	71
Min Transition	69		27		42		27		42	
Max Transition	101		43		58		43		58	
Dial 2 Splits	75		35		40		35		40	5
Min Transition	69		32		37		32		37	
Max Transition	101		48		53		48		53	
Dial 3 Splits	75		29		46		29		46	2
Min Transition	69		26		43		26		43	
Max Transition	101		42		59		42		59	
Coordinated Phases			X				X			

Special Comments

startup all-red = 6 seconds

Kearny and Pine

DESCRIPTION: NOMA/SOMA Retiming Project. New master, cycle length, splits, transitions, and offsets. Add LPIs and ws=3.0. Update operation times. Update TSP settings.

NOTES:

CHANGE:	20
CNN #:	24740000
ENGINEER:	C. Skerrit / E. Tang
Revision date:	6/20/2019
Programmed by:	(JD)
Installed by:	JD BM 9:13
Date Completed:	9/28/19

PHASE	STREET	EmerFlash	ProgFlash
6	Pine WB	R	--
8	Kearny NB	R	--

Controller:	2070
Cabinet:	MSF
Oper. Date:	Dec 1949
System:	NoMa
Master:	TBC-GPS to Bush/Hyde
Cascade:	n/a

[ ] Actuation [X] Transit Priority [X] Preemption

Steady Demand Sequence

X = YES -- = NO	S	M	T	W	T	F	S	CYCLE	SPLIT	OFFSET	FLASH
6:00 to 14:00	--	X	X	X	X	X	--	2	1	2	--
14:00 to 22:00	--	X	X	X	X	X	--	3	1	3	--
ALL OTHER TIMES	X	X	X	X	X	X	X	1	1	1	--

STREET	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Pine WB	6	R	G		Y	R										
Kearny NB	8	R						G	Y	R						
Peds Xing Kearny SS	2P		FRH	RH												
Peds Xing Pine WS	4P	RH					FRH	RH								
Peds Xing Kearny NS	6P		FRH	RH												
Peds Xing Pine ES	8P	RH					FRH	RH								

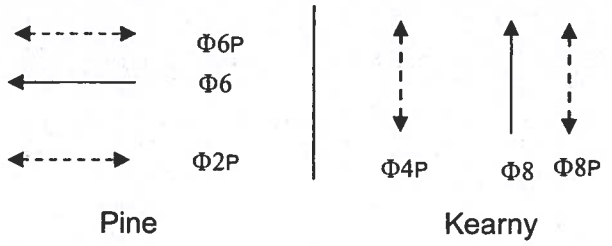
ws3.0

CSO	CYCLE (seconds)	OFFSET (seconds)	SIGNAL INTERVALS (seconds) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
111	75.0	35	4.0	15.0	13.0	4.0	1.0	4.0	17.5	11.0	4.0	1.5					
212	75.0	42	4.0	14.0	13.0	4.0	1.0	4.0	18.5	11.0	4.0	1.5					
313	75.0	33	4.0	14.0	13.0	4.0	1.0	4.0	18.5	11.0	4.0	1.5					

PAGE 2: BASE TIMING, ACTUATION, COORDINATION SETTINGS

Kearny and Pine

PHASE DIAGRAM



Are there conflicting protected left turn phases? n/a

BASE TIMINGS:

Phase	1	2P	3	4P	5	6	7	8
Movement		SSP		WSP		WB		NB
Absolute Min Green (whole #)		--		--		9		7
Early Walk		4		4		4		4
Yellow		4.0		4.0		4.0		4.0
Red Clearance		1.0		1.5		1.0		1.5
Absolute Min Walk (whole #)		7		7		7		7
FRH (whole #)		13		11		13		11

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

Phase	1	2P	3	4P	5	6	7	8
Vehicle Detection Type		--		--		NONE		NONE
Ped Detection Type		NONE		NONE		NONE		NONE
Vehicle Recall (Max, Min, Soft or None)		--		--		MAX		MAX
Absolute Min Green (same as above)		--		--		9		7
Vehicle Extension (seconds)		--		--		--		--
Max Green (only used for FREE)		--		--		31		26
Pedestrian Recall (Yes or No)		YES		YES		YES		YES
Ped Recycle (Yes or No)		YES		YES		YES		YES
"WALK EXPAND" (Yes or No)		YES		YES		YES		YES

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

Phase	1-4 Cycle length	1	2P	3	4P	5	6	7	8	Offset (from page 1)
Dial 1 Splits	75		37		38		37		38	35
Min Transition	69		34		35		34		35	
Max Transition	101		50		51		50		51	
Dial 2 Splits	75		36		39		36		39	42
Min Transition	69		33		36		33		36	
Max Transition	101		49		52		49		52	
Dial 3 Splits	75		36		39		36		39	33
Min Transition	69		33		36		33		36	
Max Transition	101		49		52		49		52	
Coordinated Phases			X				X			

Special Comments

startup all-red = 6 seconds

SECTION 3: TRANSIT SIGNAL PRIORITY - GENERAL

Dial 1 Priority Timing	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8
Priority Min Green (sec)						25		255
Recovery Min Green (sec)						255		255
Dial 2 Priority Timing	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8
Priority Min Green (sec)						24		255
Recovery Min Green (sec)						255		255
Dial 3 Priority Timing	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8
Priority Min Green (sec)						24		255
Recovery Min Green (sec)						255		255
Dial 4 Priority Timing	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8
Priority Min Green (sec)								
Recovery Min Green (sec)								

Priority Alternate Sequence	
Dial 1	
Dial 2	
Dial 3	
Dial 4	

Free Priority Φ Settings	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8
Priority Min Green (sec)								

Priority Alternate Sequence	
FREE	

SECTION 3: TRANSIT DETECTION - NB and SB Buses

TRANSIT / LRV PHASE TIMING

TRANSIT PRIORITY

NORTHBOUND

Coordination Priority Mode:

None (Default)	
Early/Extend	X
Extend Only	
Early/Ext Rsv	
Drop Free	
Drop Free IS	

Coordination Extension Limit: No extensions

Free Priority Mode

None	X	Free Extend	
Early/Extend		Free Hold	
Extend Only			

Free Rec Mode

Normal	
Serve Omit	

Reservice Inhibit: Seconds

Same TSP Request	85
All TSP Request	

Notes:

SOUTHBOUND

Coordination Priority Mode:

None (Default)	X
Early/Extend	
Extend Only	
Early/Ext Rsv	
Drop Free	
Drop Free IS	

Coordination Extension Limit:

Free Priority Mode

None	X	Free Extend	
Early/Extend		Free Hold	
Extend Only			

Free Rec Mode

Normal	
Serve Omit	

Reservice Inhibit:

Same TSP Request	
All TSP Request	

Notes:
TSP is not provided in the southbound direction because Kearny runs one-way northbound at Kearny / Pine.

SECTION 3: TRANSIT DETECTION - NB Buses

Kearny and Pine | Page 5 of 7

NORTHBOUND

Delay		Warning Extension		Checkout Mode		Transit Stop Location	Near-side
Extend		Checkout Limit		Checkout Fail Mode			Midblock
							Far-side X
							N/A

Transit Detector 8
Location: Kearny NB
Function: TSP Call

Local Detectors - Received or Check-In Zones

	Int #	Function	Location	Type	Travel Time (TT)	Slack	Detection Zone (or Check in zone for Near-side)	Bus ETA Threshold (ft)	Bus ETA Threshold (s)
1		TSP Call		GPS Low Priority	6		from 15' north of farside bus zone at Bush / Kearny to center of Kearny / Pine	215	0
2									

Remote Detectors - Received (max 4 per direction)

	Int #	Remote Intersection & Function	Location	Detector # (Φ)	Type	Travel Time to Intersection (check out past intersection)	Mode	Allowed late arrival to next detector (max)	Time added if late (adjust)	Slack

Estimated Delay Disable

Adaptive Priority - Local/Remote Detectors

	Local Detectors	Remote Detectors			
Detector Slack (seconds)					
Adjustment Threshold (occurrences)					
Remote Detector #					
Step (Base)					
Max (Base)					

Remote Detectors - Transmitted (downstream)

	Name	IP address

SECTION 4: PREEMPTION

Kearny and Pine	PE1

MOVEMENTS: WB Pine Street (Phase 6)

DESCRIPTION:

The preempt call is made when an emergency vehicle enters detection zone. If a call is received during phase 6, dwell in phase 6, but immediately start timing out pedestrian FRH, then show solid RH. If a call is received in phase 8, immediately go to FRH and time out, then dwell in phase 6 while peds show solid RH. If a call is received in phase 6 Yellow or All-Red, provide 2 seconds All-Red, then dwell in phase 6 while peds show solid RH. At end of pre-emption, signal exits to phase 4P & 8. The dwell state is Green for phase 6 (veh only), while peds show RH and phase 8 show solid Red, until the emergency vehicle exits preemption zone or up to maximum of 120 seconds.

Phase	1	2P	3	4P	5	6	7	8	13	15
Track Clearance 1 (if applicable)		--		--		--		--		
Track Clearance 2 (if applicable)		--		--		--		--		
Phase Early Walk to Green		X		X		X		X		
Zero phase ped walk		X		X		X		X		
Zero phase ped clear										
Zero phase green										
Dwell						V				
Exit Phase				X				X		
Exit Mode	NORMAL									

V = vehicles only; VP = vehicles and pedestrians; P = pedestrians only

Track Clearance 1	--
Track Clearance 2	--
Dwell (min time)	10
Preemption Max Override	120
Checkout Limit	
Change Phasenext	

Outputs:

Detectors: The GPS detector unit will be placed at the NW corner mast arm. One GPS unit will manage pre-emption calls for all directions.

Notes:

SECTION 4: PREEMPTION

Kearny and Pine	PE2

MOVEMENTS: NB Kearny Street (Phase 8)

DESCRIPTION:

The preempt call is made when an emergency vehicle enters detection zone. If the call is received during phase 8, dwell in phase 8, but immediately start timing out pedestrian FRH, then show solid RH. If a call is received in phase 6, immediately go to FRH and time out, dwell in phase 8 while peds show solid RH. If a call is received in phase 8 Yellow or All-Red, provide 2 seconds All-Red, then dwell in phase 8 while peds show solid RH. At end of pre-emption, signal exits to phase 2P & 6. The dwell state is Green for phase 8 (veh only), while peds show RH and phase 6 show solid Red until the emergency vehicle exits preemption zone or up to maximum of 120 seconds.

Phase	1	2P	3	4P	5	6	7	8	13	15
Track Clearance 1 (if applicable)		--		--		--		--		
Track Clearance 2 (if applicable)		--		--		--		--		
Phase Early Walk to Green		X		X		X		X		
Zero phase ped walk		X		X		X		X		
Zero phase ped clear										
Zero phase green										
Dwell								V		
Exit Phase		X				X				
Exit Mode	NORMAL									

V = vehicles only; VP = vehicles and pedestrians; P = pedestrians only

Track Clearance 1	--
Track Clearance 2	--
Dwell (min time)	10
Preemption Max Override	120
Checkout Limit	
Change Phasenext	

Outputs:

Detectors: The GPS detector unit will be placed at the NW corner mast arm. One GPS unit will manage pre-emption calls for all directions.

Notes: