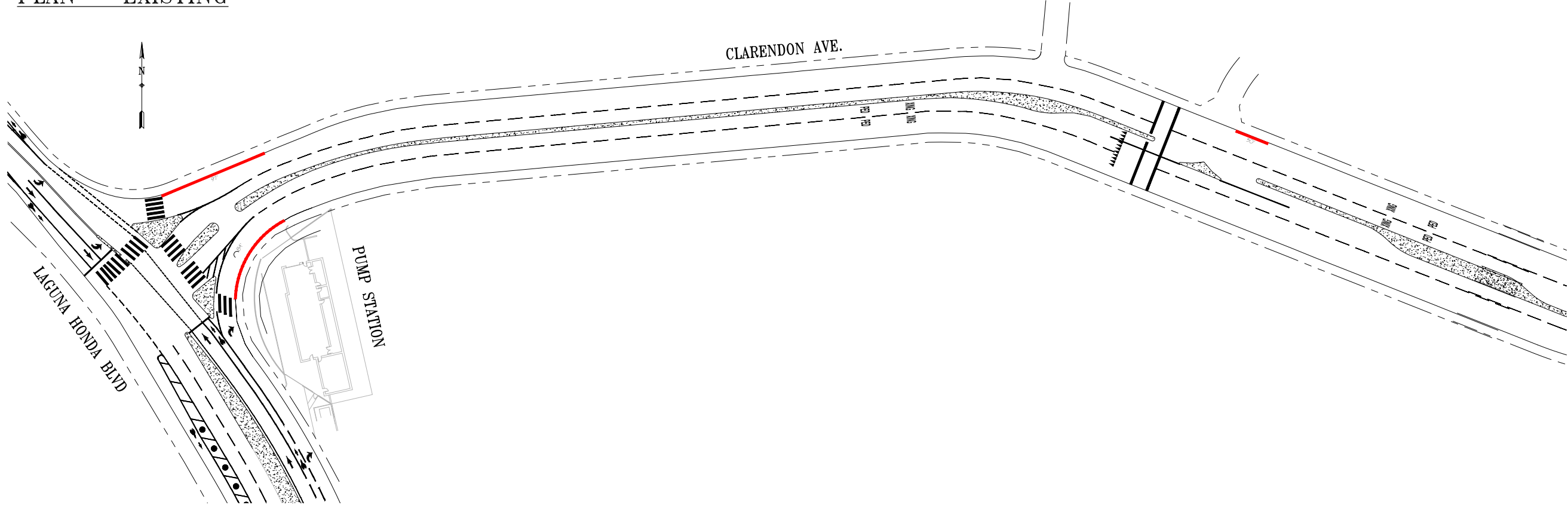


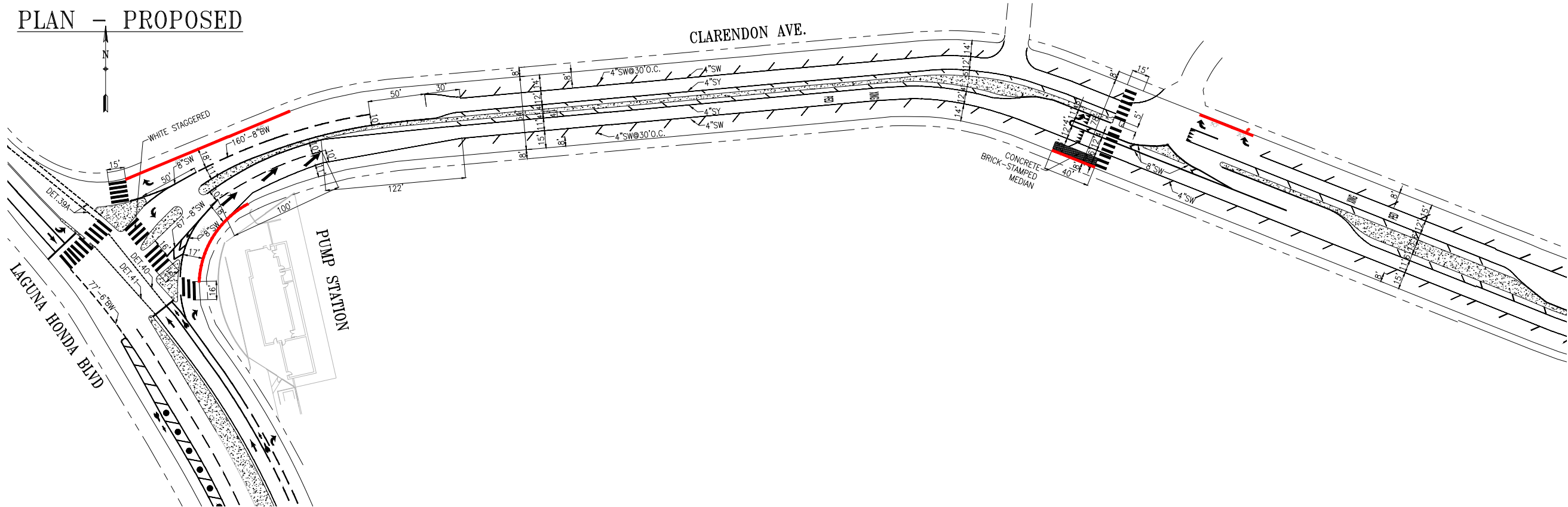
SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 8/5/2025 Requested_by: SFMTA Handled: Jonathan Chimento 41562622 Section Head : M.Sallaberry <i>MS</i>	☐ Public Hearing Consent ☒ Public Hearing Regular ☐ Informational / Other PH - Consent	No objections: _____ Item Held: _____ Other: _____
Location: Clarendon Avenue from Laguna Honda Boulevard to Dellbrook Avenue		
Subject: Road Diet		
PROPOSAL / REQUEST: ESTABLISH - TOW-AWAY NOT STOPPING ANYTIME Clarendon Avenue from 97 feet to 155 feet east of Laguna Honda Boulevard ESTBALISH - RED ZONE Clarendon Avenue from 30 feet to 50 feet east of Clarendon Woods Avenue Olympia Way from 65 feet to 85 feet east of Clarendon Avenue (Muni Bus Stop) Clarendon Avenue from Olympia Way to 50' northerly (Muni Bus Stop) (Supervisor District 7) Clarendon Safety Project will reduce Clarendon Avenue from typically two vehicle lanes to typically one vehicle lane with painted buffers. The goal of this project is to reduce speeds and increase safety and comfort. Jonathan.Chimento@sfmta.com		
BACKGROUND INFORMATION / COMMENTS Clarendon Avenue from Ashwood Lane to Laguna Honda Boulevard is part of the 2022 High Injury Network. Between October 2018 and September 2023, there were seven reported injury collisions on Clarendon Avenue between Laguna Honda Boulevard and Johnstone Drive. Clarendon after Johnstone drive is one travel lane in each direction in existing conditions. The community added an RRFB through the D7 Participatory budget process at Dellbrook and Clarendon, this project aims to further improve this crossing with road diet and mountable median islands. Requests via email and 311 to make crossings at Clarendon Woods and at Dellbrook safer and more visible. This project will follow behind a public works Various locations paving project #69.		
HEARING NOTIFICATION AND PROCESSING NOTES:	ENVIRONMENTAL CLEARANCE BY: ☒ SFMTA ☐ Attached ☐ Pending	
CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL: ☐		

PLAN - EXISTING



PLAN - PROPOSED



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



SFMTA



APPROVED	
DRAWN:	DATE:
CHECKED:	DATE:

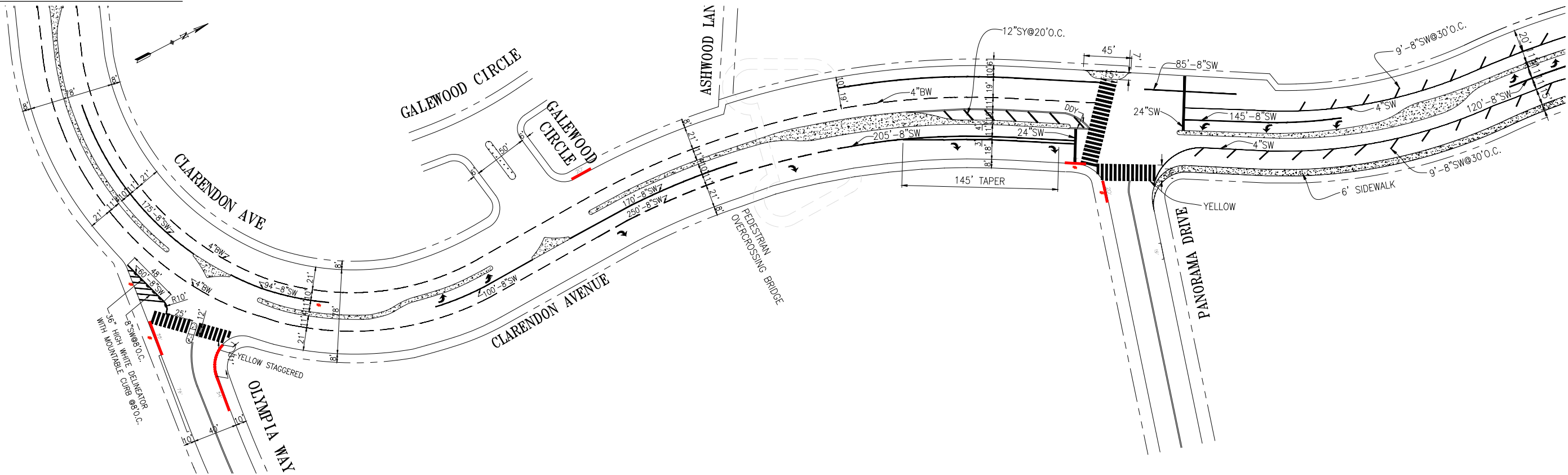
SCALE:
1" = 40'
SHEET/SHEETS:

CLARENDON AVENUE LAGUNA HONDA TO OLYMPIA DESIGN: CLARENDON ROAD DIET
--

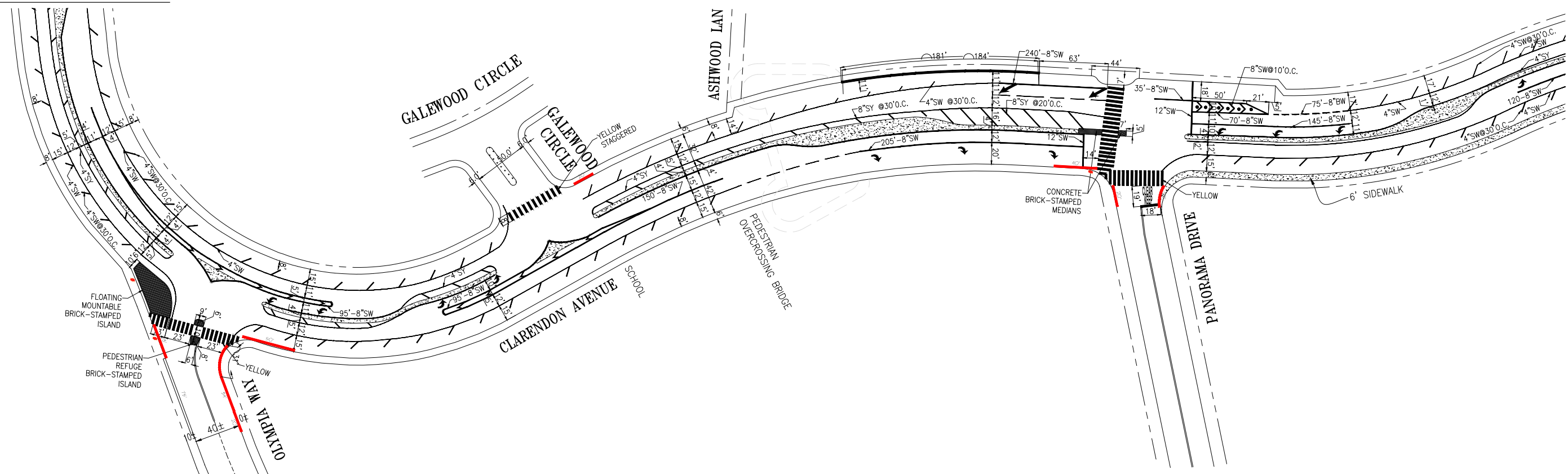
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

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

PLAN - EXISTING



PLAN - PROPOSED



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



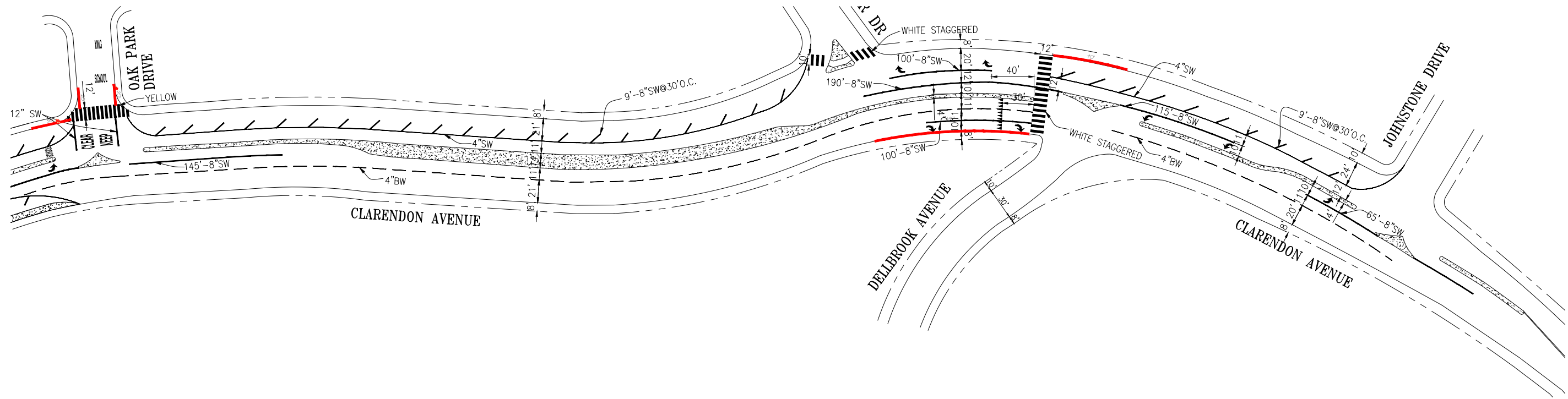
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CHECKED:	DATE:

APPROVED	SCALE:
SENIOR ENGINEER	1" = 40'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:

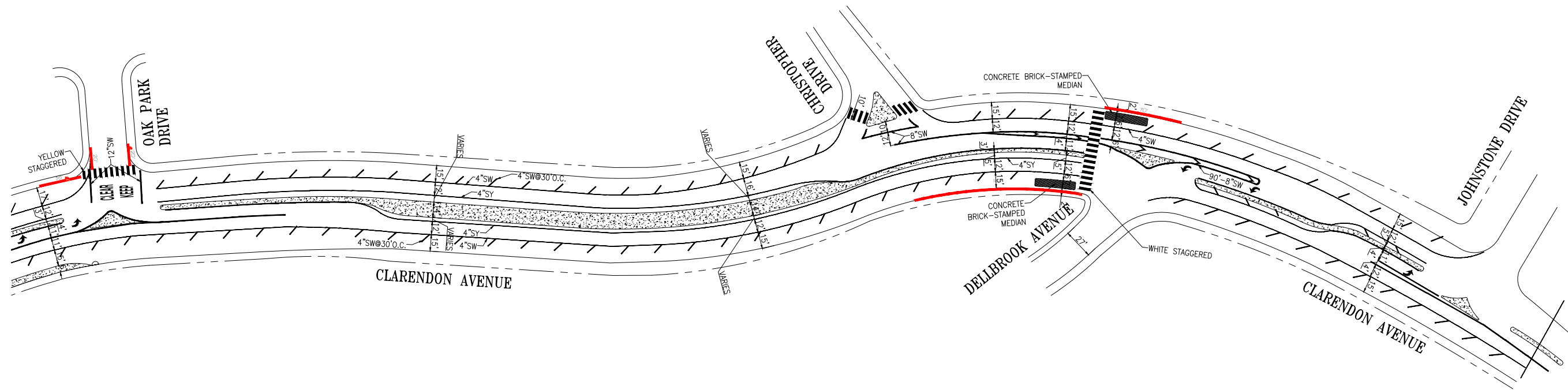
CLARENDON AVENUE OLYMPIA TO PANORAMA DESIGN: CLARENDON ROAD DIET	CONTRACT NO.
	DRAWING NO.
	FILE NO.
	REV. NO.

FILE NAME: ---
DATE: ---

PLAN - EXISTING



PLAN - PROPOSED



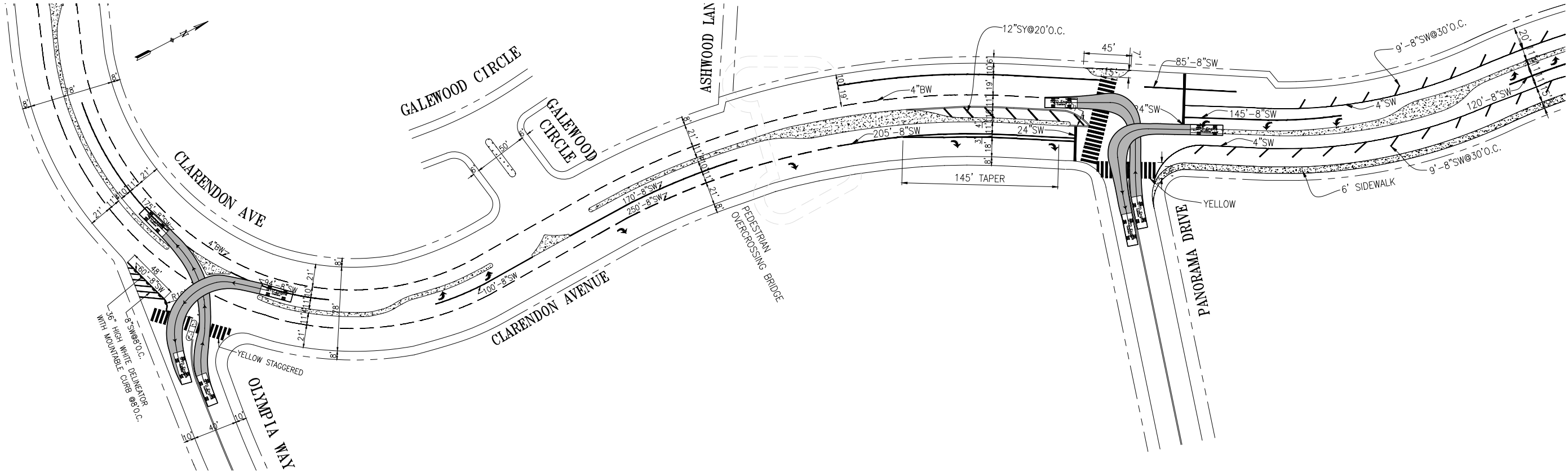
NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



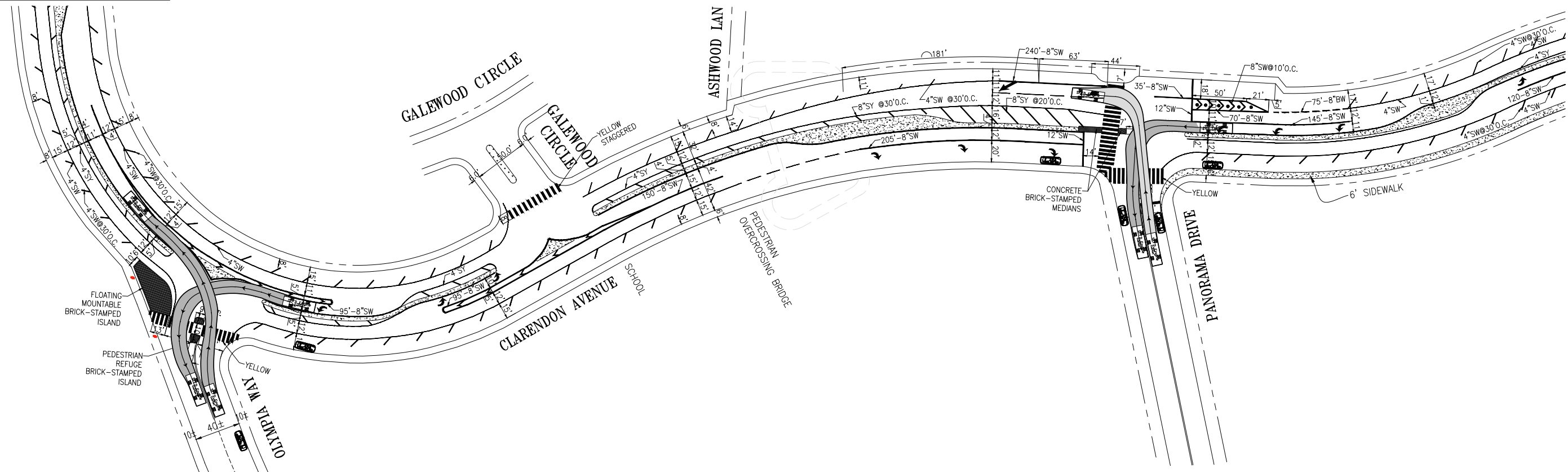
APPROVED	SCALE:
SENIOR ENGINEER	1" = 40'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:

CLARENDON AVENUE PANORAMA TO JOHNSTON DESIGN: CLARENDON ROAD DIET	CONTRACT NO.
	DRAWING NO.
	FILE NO.
	REV. NO.

PLAN - EXISTING



PLAN - PROPOSED



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



DRAWN:	DATE:
CHECKED:	DATE:

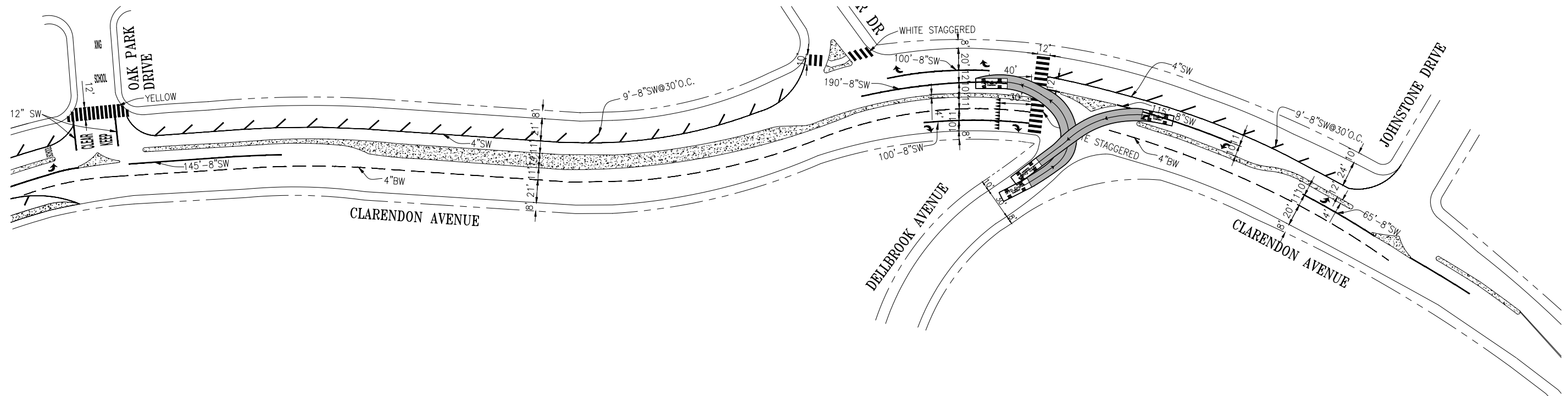
APPROVED	
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CITY TRAFFIC ENGINEER	DATE:

SCALE:
1" = 40'
SHEET/SHEETS:

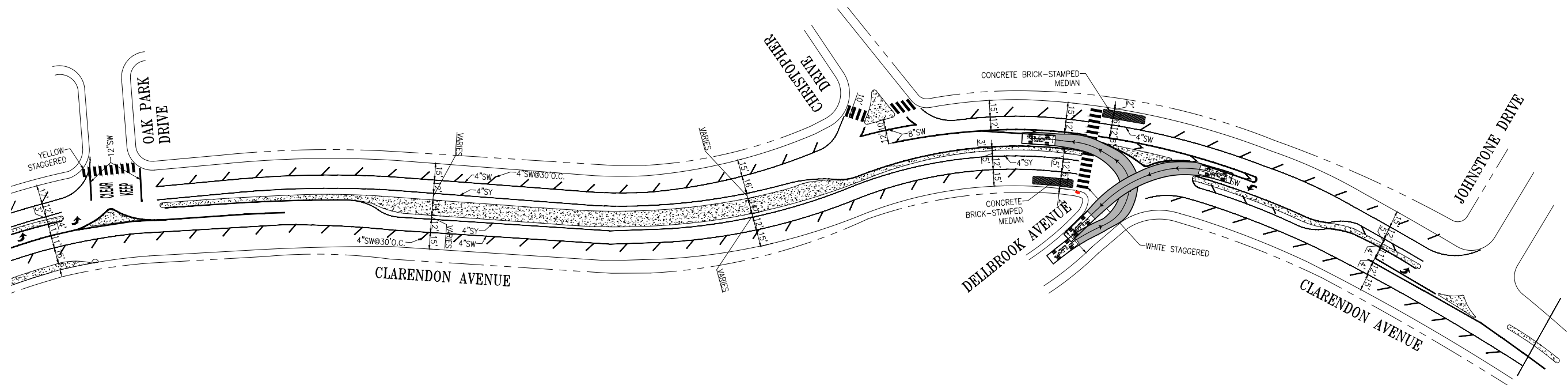
ALEMANY BOULEVARD JUSTIN DRIVE TO ELLSWORTH STREET	
SFFD ENGINE LEFT	

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

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



PLAN – PROPOSED



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

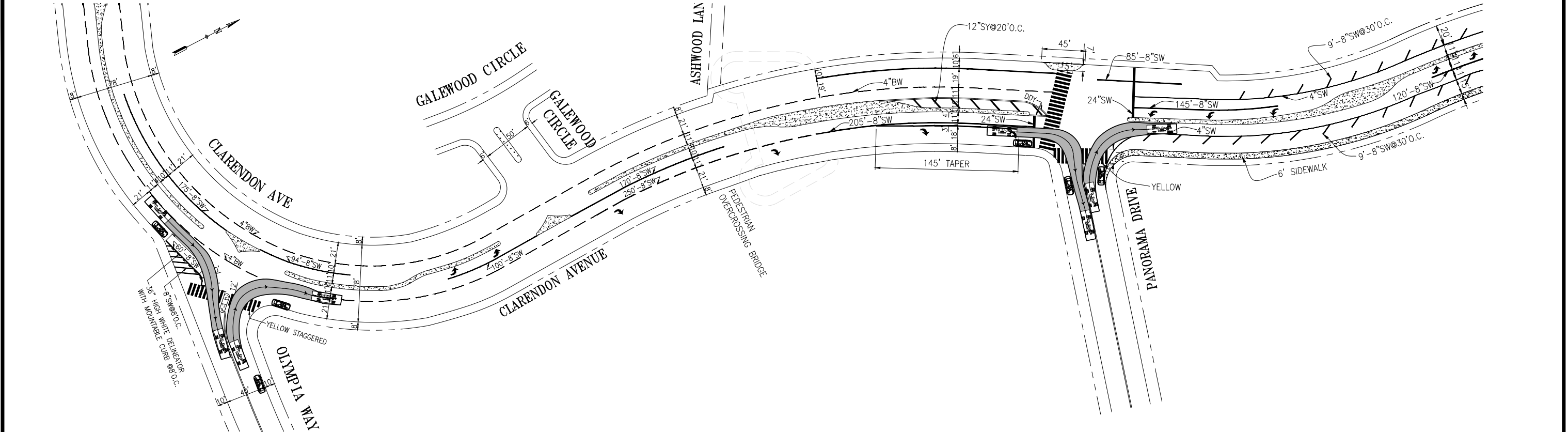
**SFMTA**

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

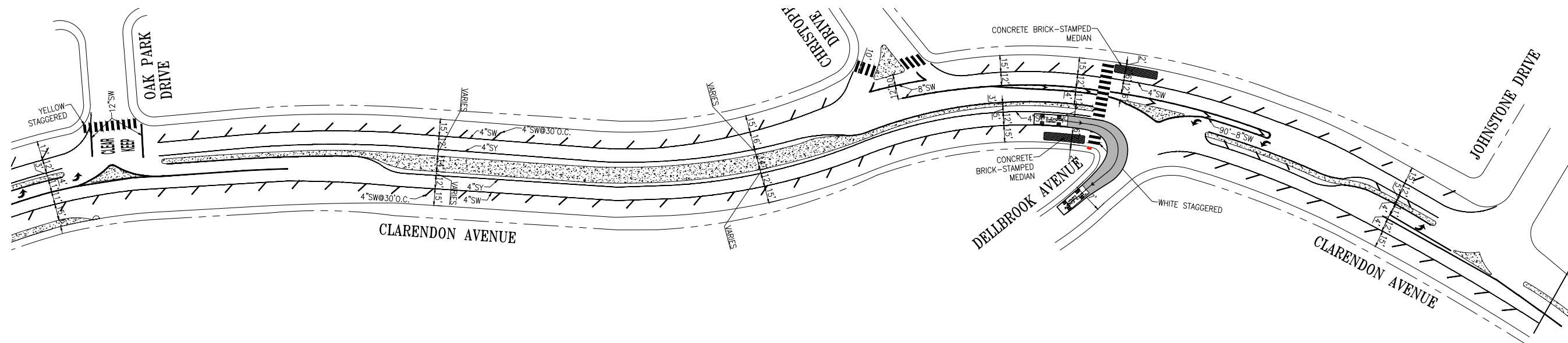
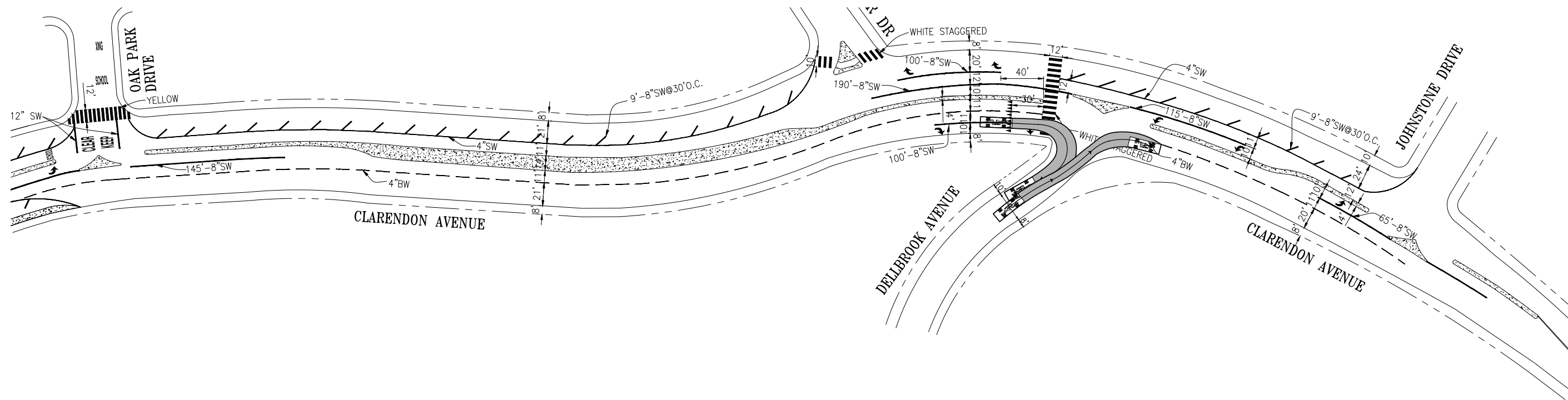
SCALE:	1" = 40'
SHEET/SHEETS:	

CLARENDON AVENUE
PANORAMA TO JOHNSTONE DRIVE
SFFD ENGINE LEFT

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



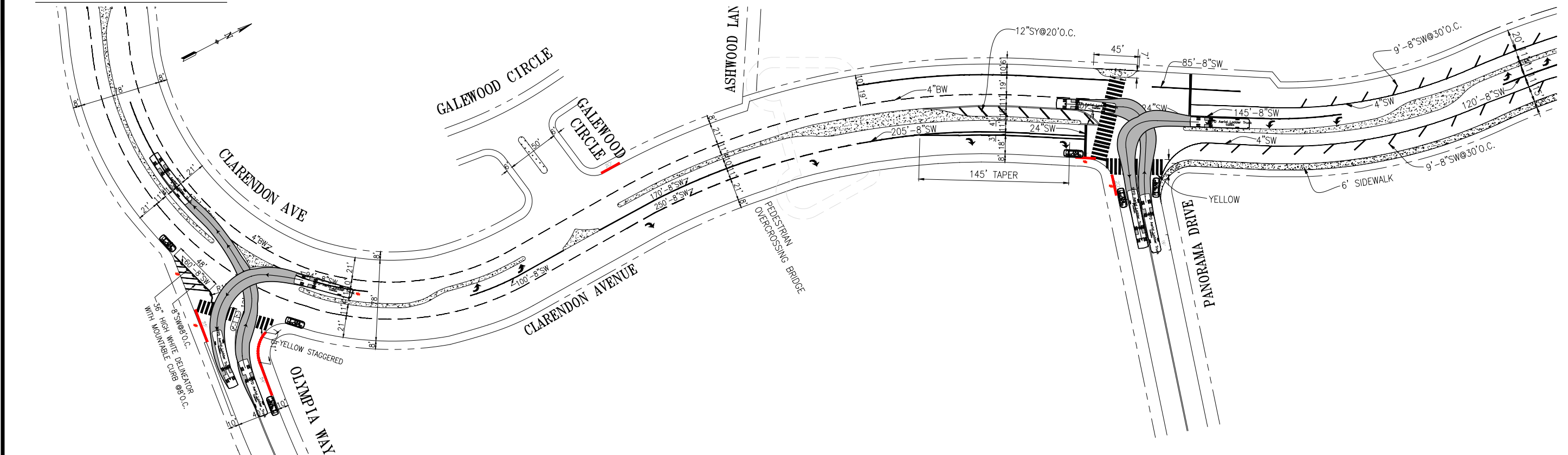
NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



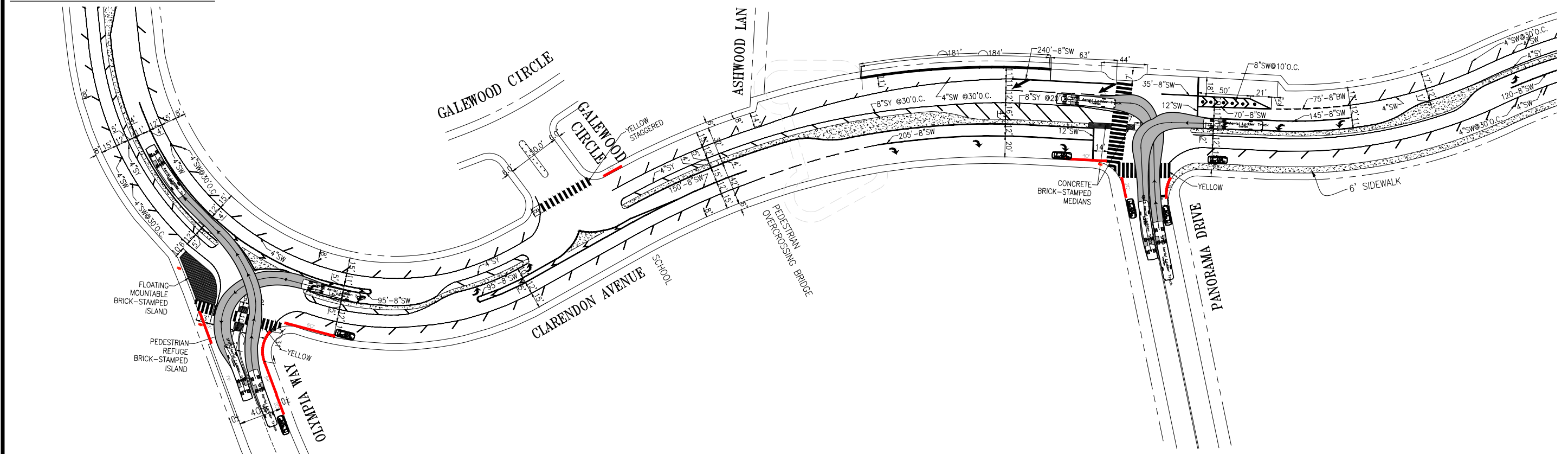
NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



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



PLAN – PROPOSED



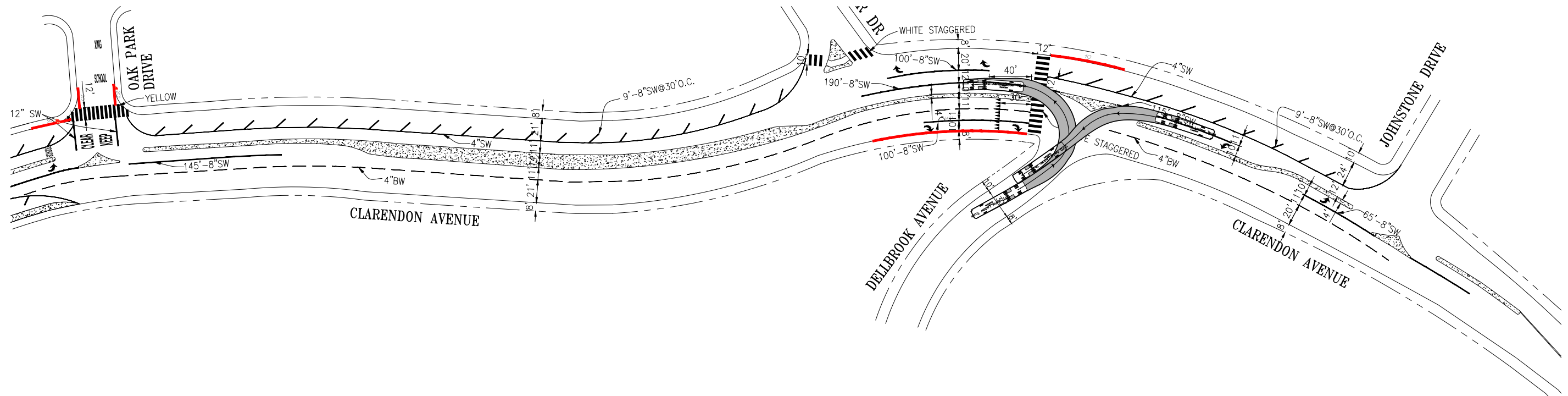
NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



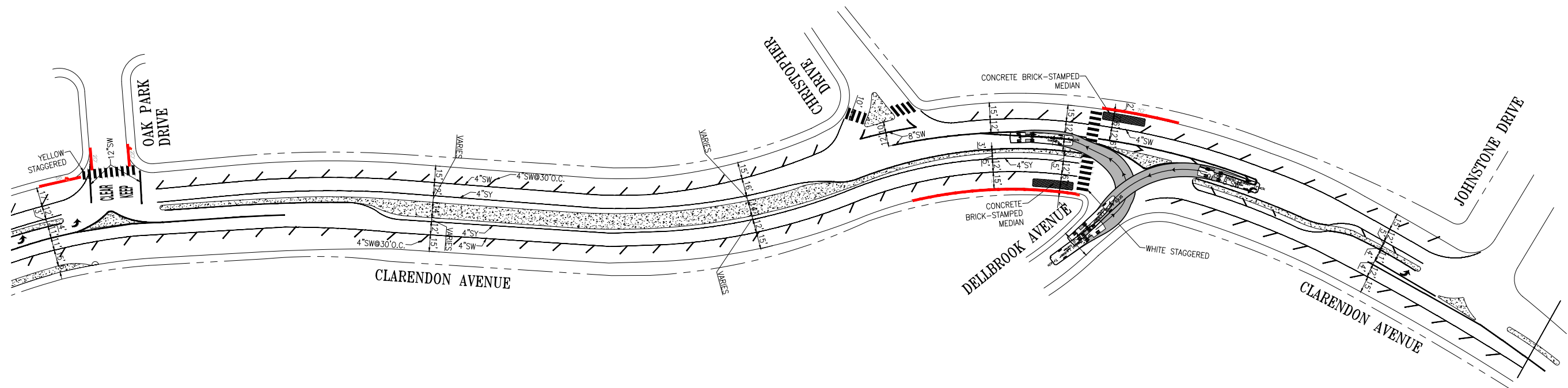
SFMTA



		APPROVED		SCALE: 1" = 40'	ALEMANY BOULEVARD JUSTIN DRIVE TO ELLSWORTH STREET SFFD LADDER LEFT	CONTRACT NO.
						DRAWING NO.
DRAWN:	DATE:	SENIOR ENGINEER	DATE:	SHEET/SHEETS:		FILE NO.
CHECKED:	DATE:					REV. NO.
		CITY TRAFFIC ENGINEER		DATE:		



PLAN – PROPOSED



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

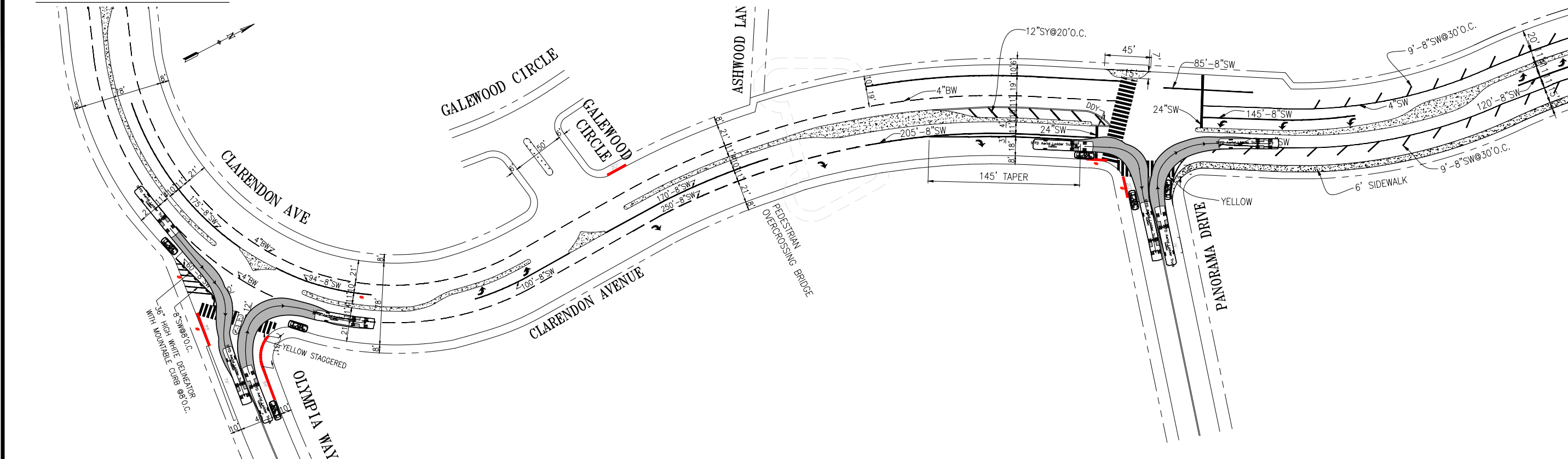
**SFMTA**

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

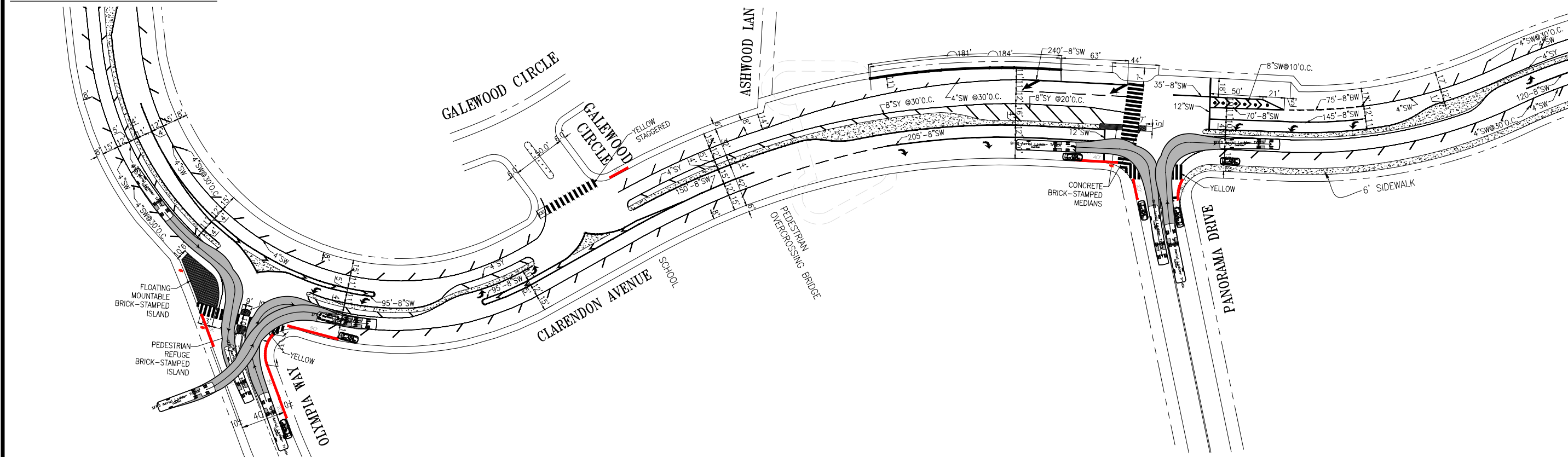
SCALE:	
1" = 40'	
E:	
SHEET/SHEETS:	

ALEMANY BOULEVARD
JUSTIN DRIVE TO ELLSWORTH STREET
SFFD LADDER LEFT 2/2

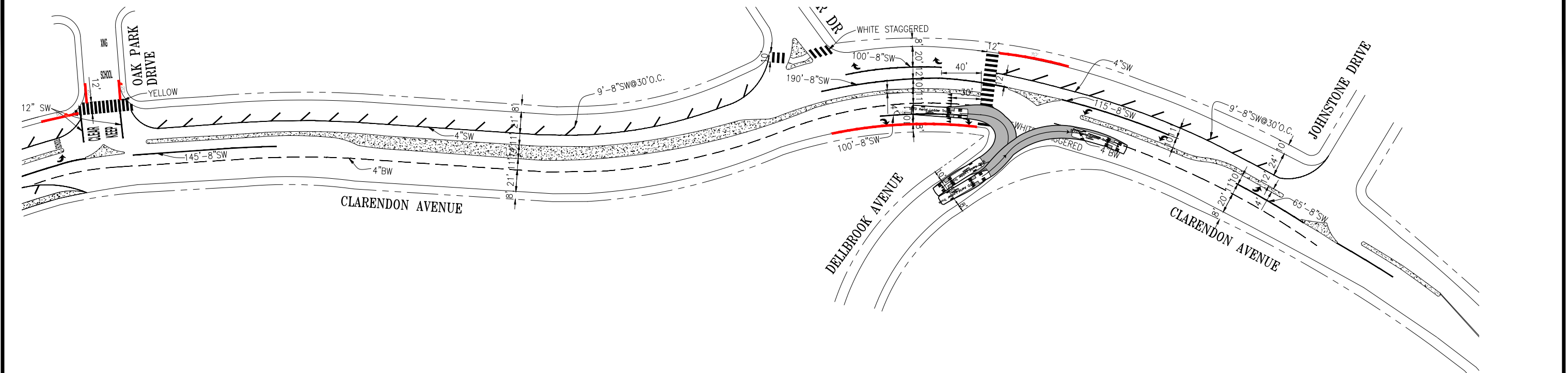
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.



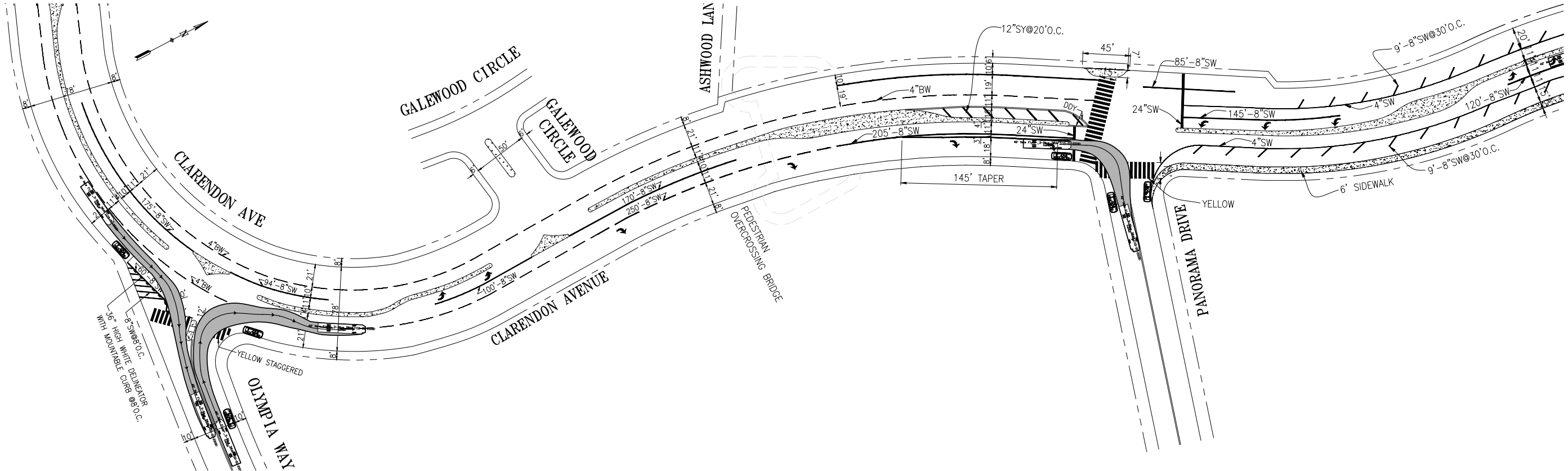
PLAN – PROPOSED

[illegible]**SFMTA**

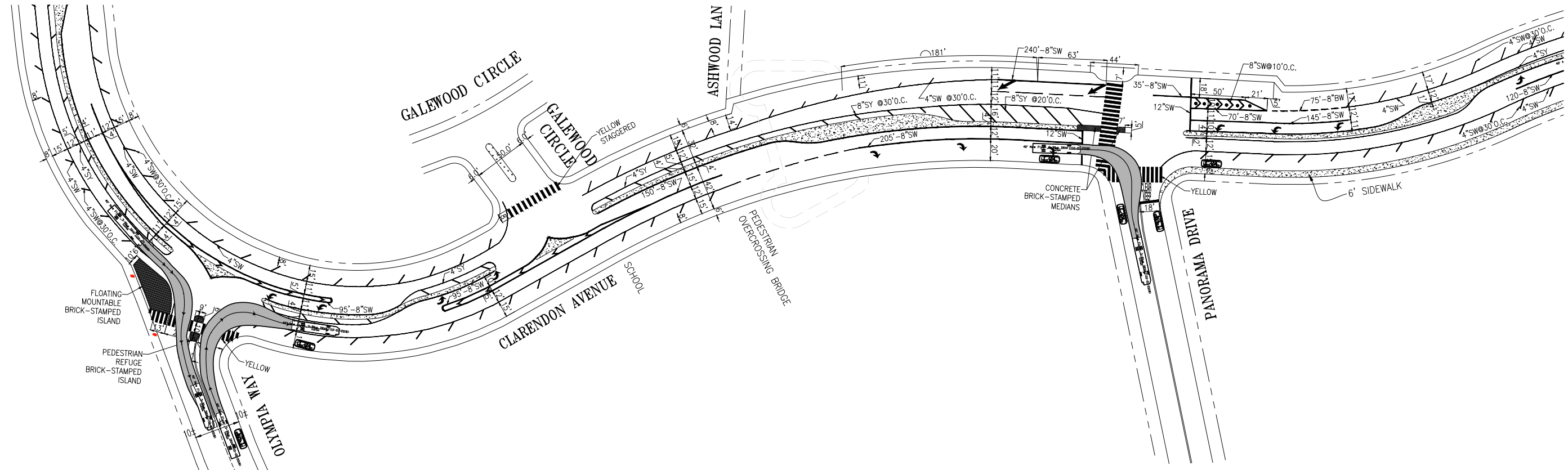
		APPROVED		SCALE: 1" = 40'	CLARENDON AVENUE OLYMPIA TO PANORAMA	CONTRACT NO.	
						DRAWING NO.	
DRAWN:	DATE:	SENIOR ENGINEER	DATE:	SHEET/SHEETS:		SFFD LADDER RIGHT	FILE NO.
CHECKED:	DATE:						REV. NO.
		CITY TRAFFIC ENGINEER	DATE:				

[illegible]

PLAN - EXISTING



PLAN - PROPOSED



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



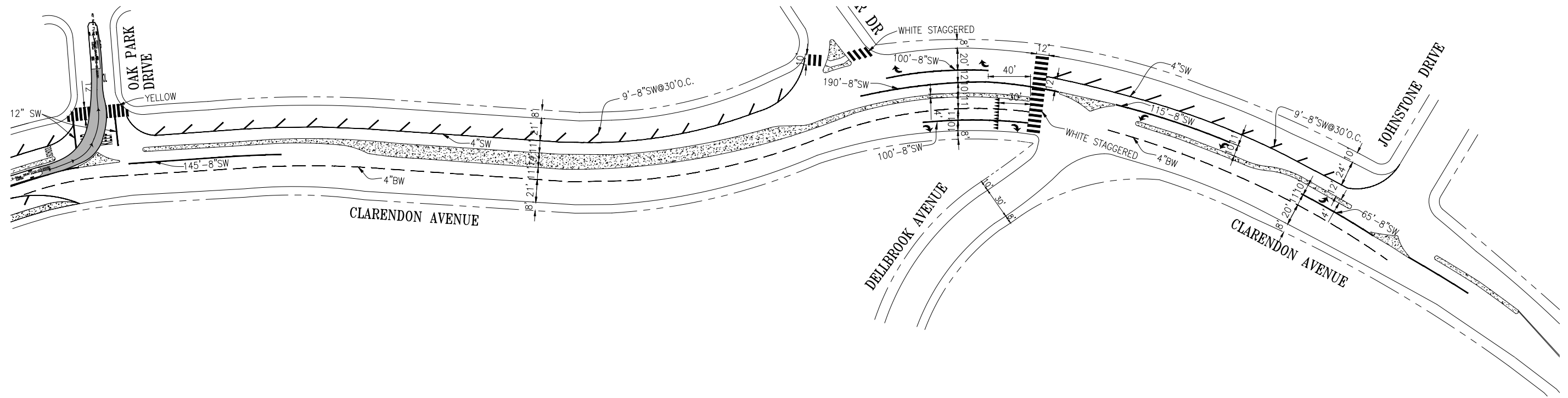
SFMTA



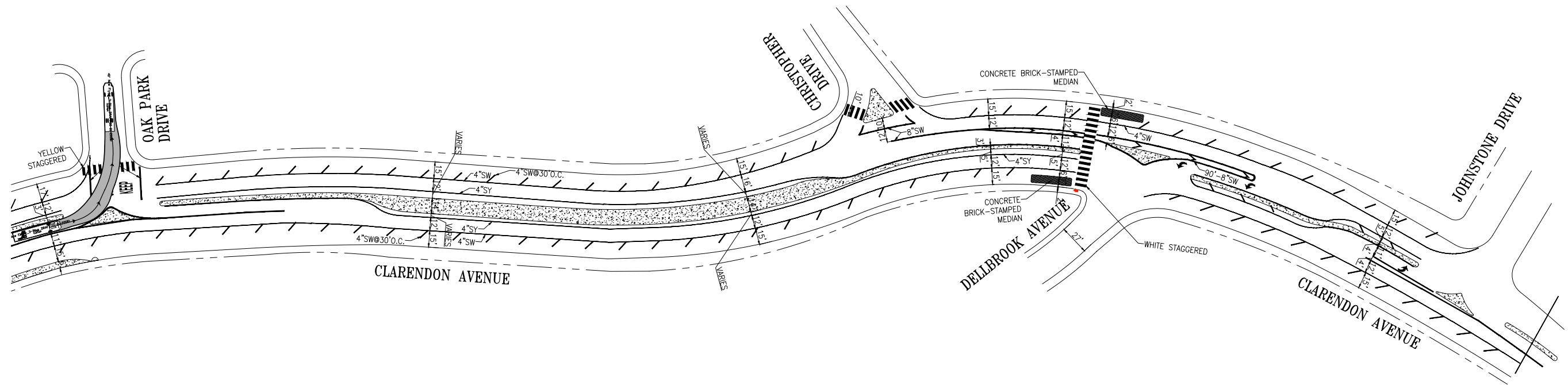
APPROVED	SCALE:	CLARENDON AVENUE OLYMPIA TO PANORAMA MUNI BUS 40	CONTRACT NO.
DRAWN: DATE:	SENIOR ENGINEER DATE:		DRAWING NO.
CHECKED: DATE:	CITY TRAFFIC ENGINEER DATE:		FILE NO.
			REV. NO.

FILE NAME: ---
DATE: ---

PLAN - EXISTING



PLAN - PROPOSED



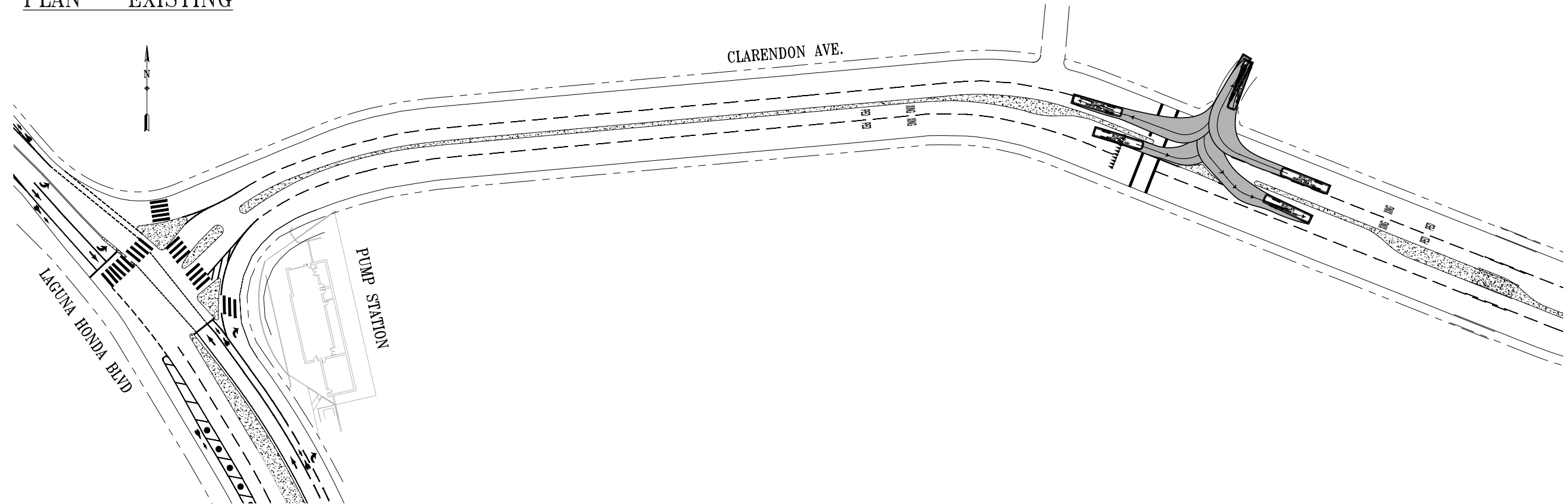
NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



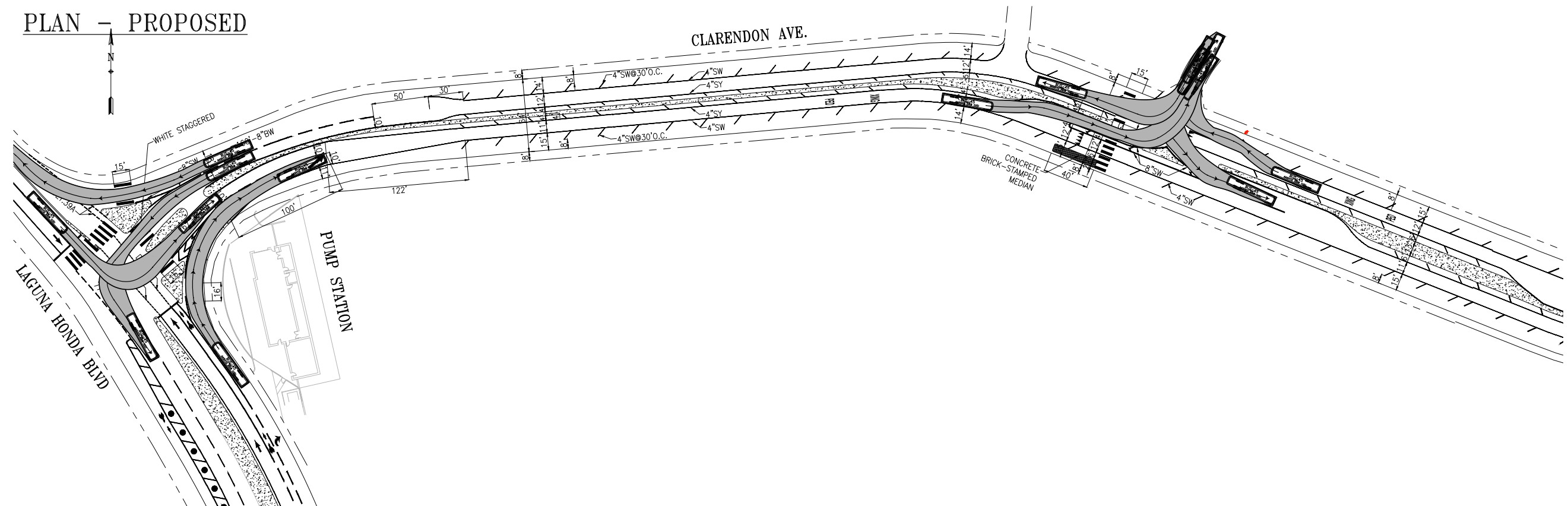
APPROVED	SCALE:
SENIOR ENGINEER	1" = 40'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:

CLARENDON AVENUE PANORAMA TO JOHNSTONE	CONTRACT NO.
MUNI BUS 40	DRAWING NO.
	FILE NO.
	REV. NO.

PLAN - EXISTING



PLAN - PROPOSED



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

**SFMTA**

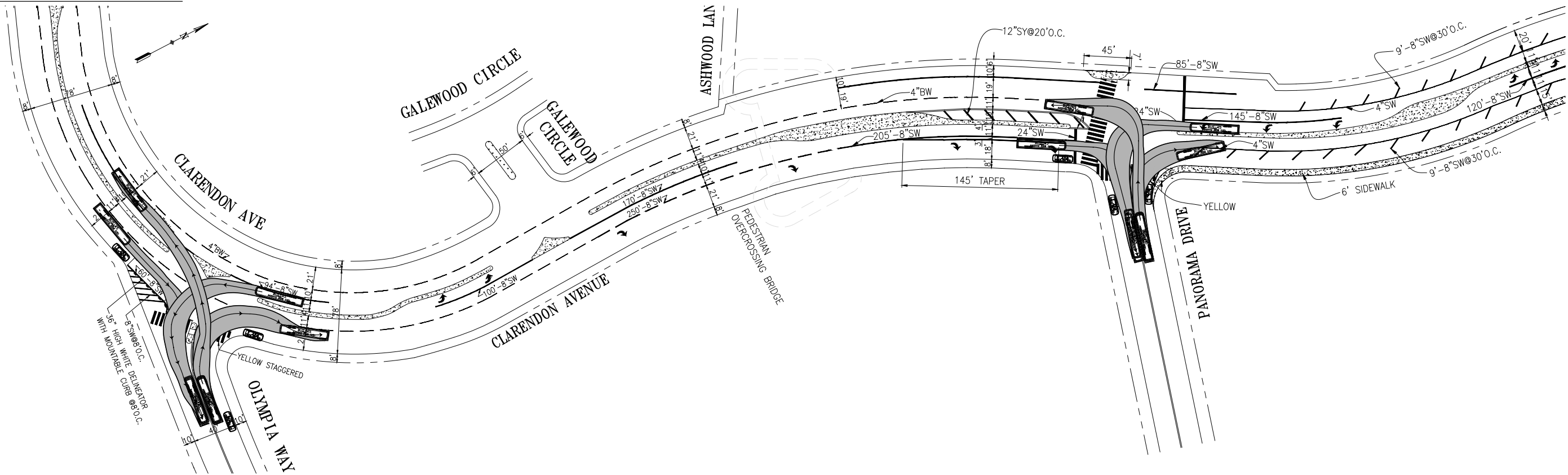
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		SENIOR ENGINEER	
CHECKED:		DATE:	
		CITY TRAFFIC ENGINEER	

SCALE:	
1" = 40'	
E:	
SHEET/SHEETS:	
E:	

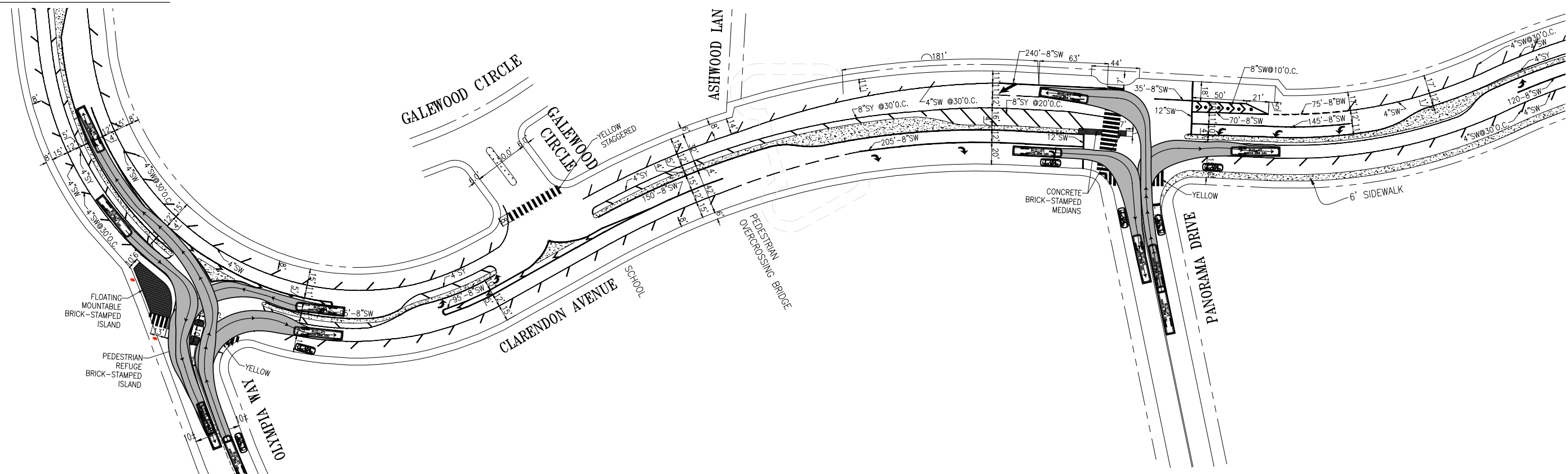
CLARENDON AVENUE
LAGUNA HONDA TO PANORAMA
BUS-45 TURNS

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

PLAN - EXISTING



PLAN - PROPOSED



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



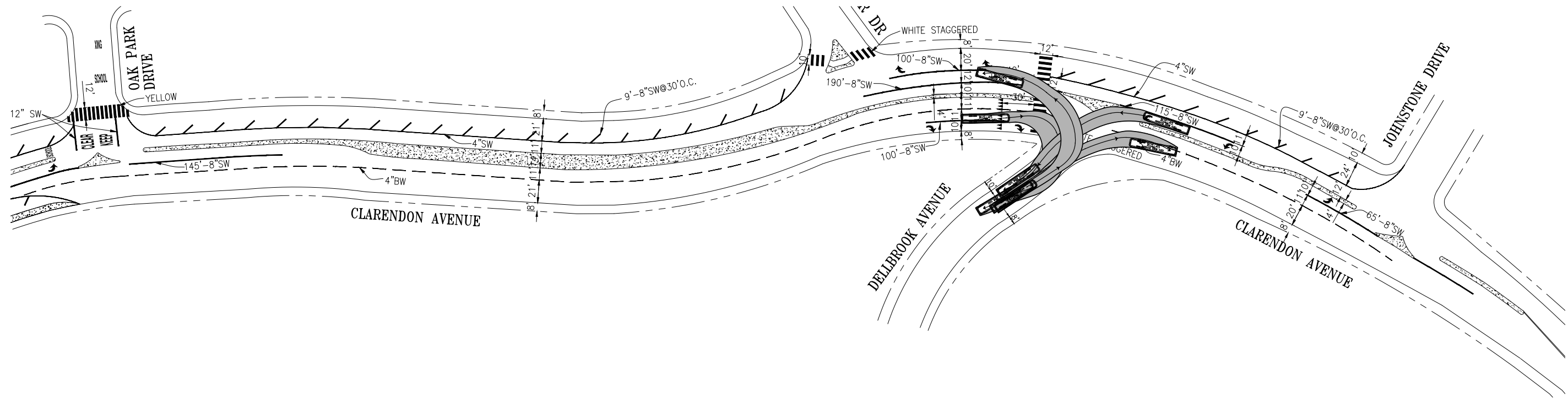
DRAWN:	DATE:
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APPROVED	SCALE:
SENIOR ENGINEER	1" = 40'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:

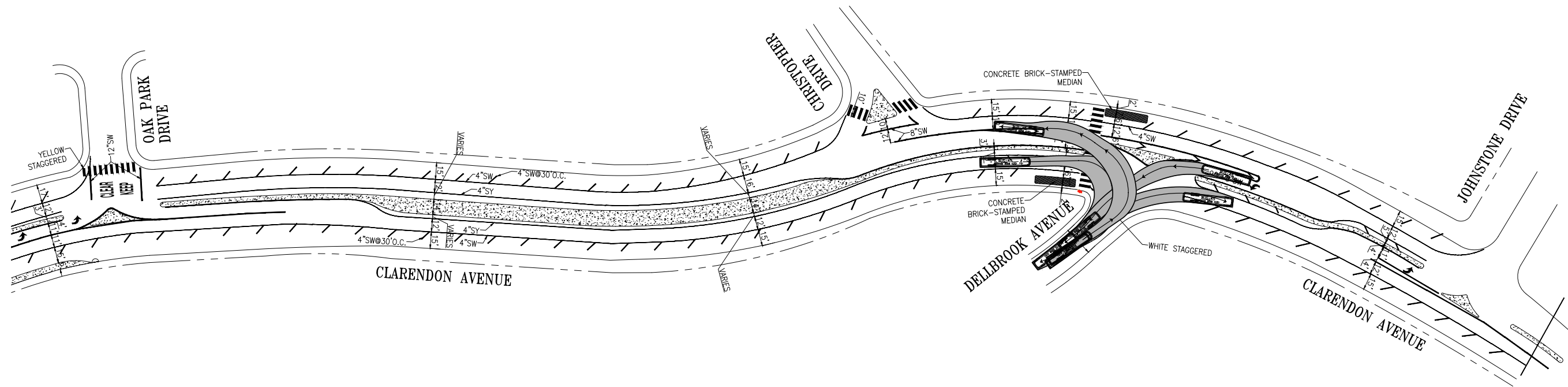
CLARENDON AVENUE OLYMPIA TO PANORAMA BUS-45 TURNS	CONTRACT NO.
	DRAWING NO.
	FILE NO.
	REV. NO.

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

PLAN - EXISTING



PLAN - PROPOSED

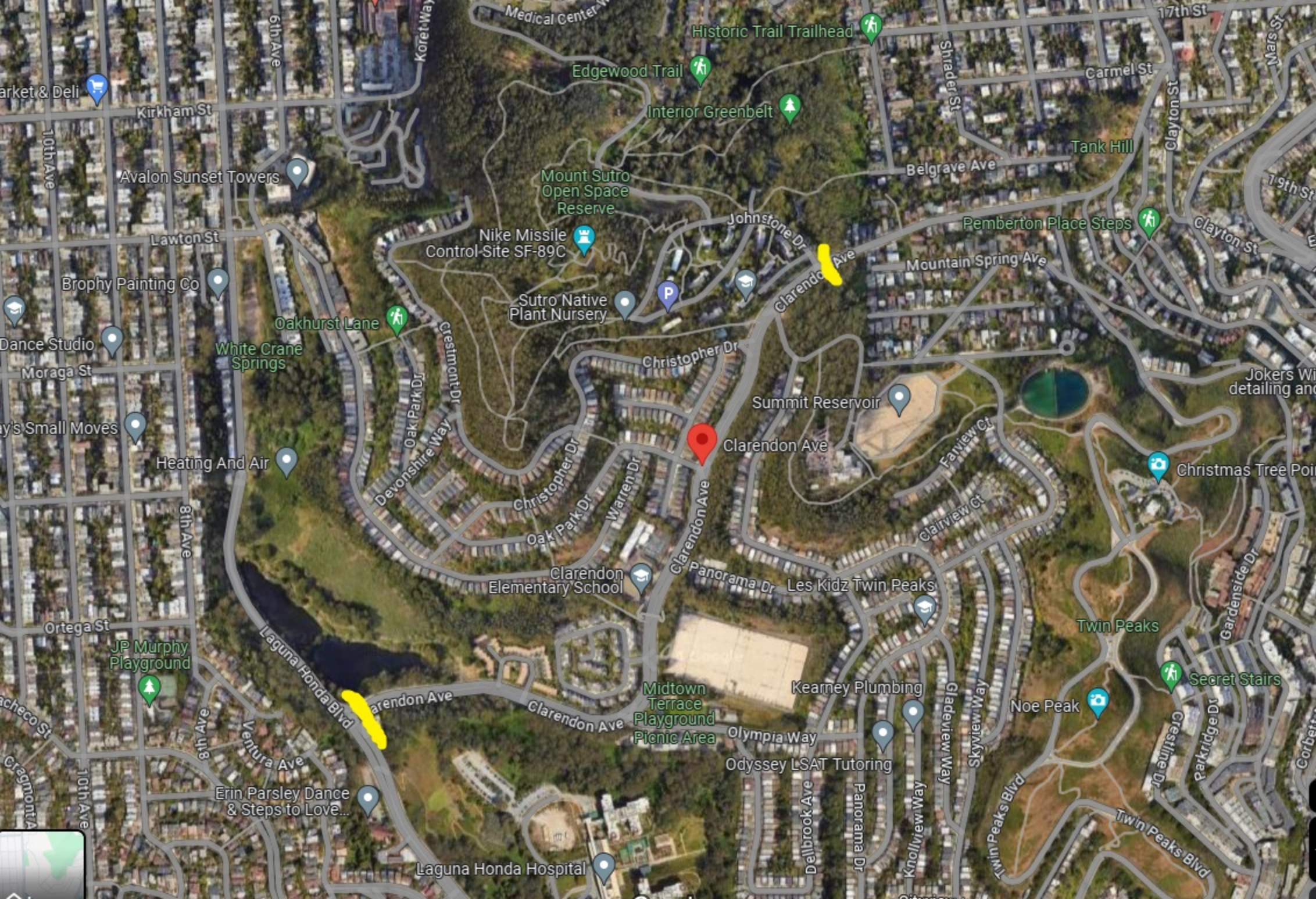


NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



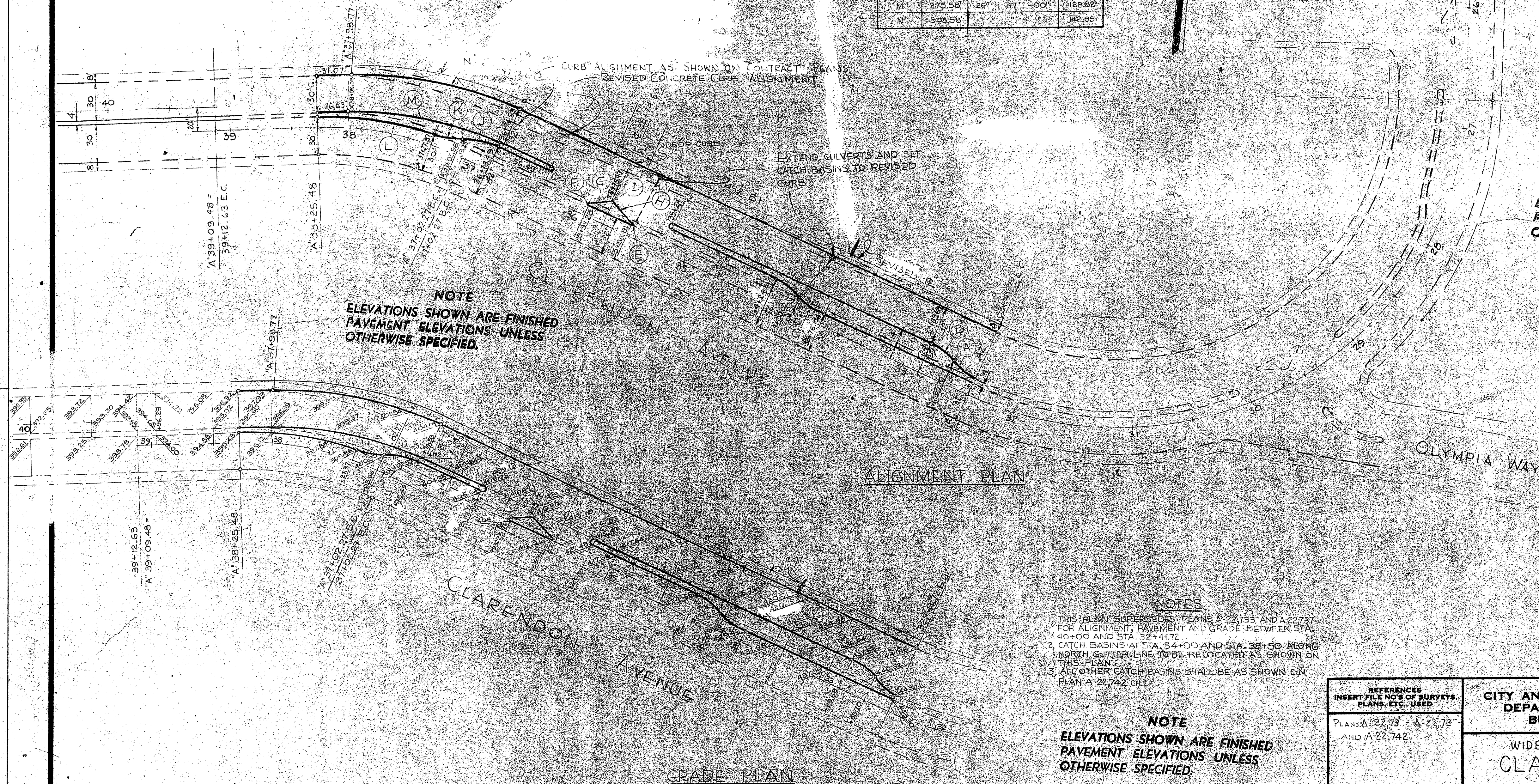
APPROVED	SCALE:
SENIOR ENGINEER	1" = 40'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:

CLARENDON AVENUE PANORAMA TO JOHNSTONE DRIVE BUS-45 TURNS	CONTRACT NO.
	DRAWING NO.
	FILE NO.
	REV. NO.



CURVE DATA

CURVE	R	Δ	A
A	60'	23° - 35' - 23"	24.67'
B	60'		
C	60'		
D	60'		
E	11'	153° - 54' - 04"	2.66'
F			
G	50'	24° - 01' - 13"	20.96'
H	50'		
I	1'	80° - 14' - 18"	1.40'
J	60'	27° - 26' - 37"	28.74'
K	60'	21° - 19' - 53"	23.03'
L	271.58'	21° - 19' - 53"	101.09'
M	275.58'	26° - 41' - 00"	128.88'
N	935.58'		142.85'



NOTE
ELEVATIONS SHOWN ARE FINISHED
PAVEMENT ELEVATIONS UNLESS
OTHERWISE SPECIFIED.

NOTE
ELEVATIONS SHOWN ARE FINISHED
PAVEMENT ELEVATIONS UNLESS
OTHERWISE SPECIFIED.

NOTES

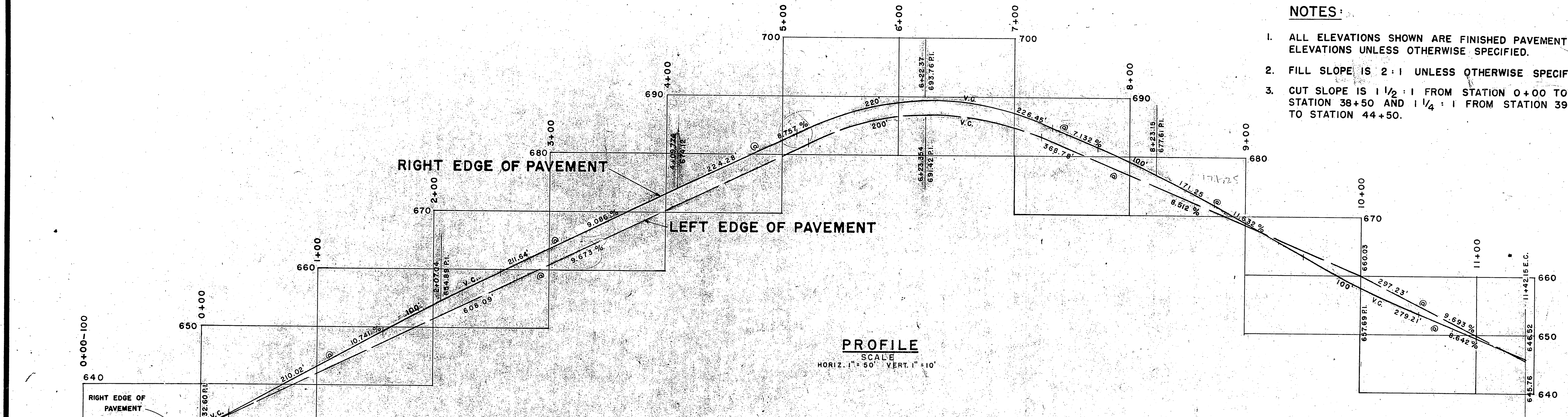
1. THIS PLAN SUPERSEDES PLANS A-22,733 AND A-22,737 FOR ALIGNMENT, PAVEMENT AND GRADE BETWEEN STA. 40+00 AND STA. 42+41.72.
2. CATCH BASINS AT STA. 34+00 AND STA. 38+50, ALONG NORTH GUTTER LINE TO BE RELOCATED AS SHOWN ON THIS PLAN.
3. ALL OTHER CATCH BASINS SHALL BE AS SHOWN ON PLAN A-22,742 CH1.

NOTE
ELEVATIONS SHOWN ARE FINISHED
PAVEMENT ELEVATIONS UNLESS
OTHERWISE SPECIFIED.

REFERENCES INSERT FILE NO'S OF SURVEYS, PLANS, ETC., USED		CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS BUREAU OF ENGINEERING	
PLANS A-22,733 - A-22,737 AND A-22,742		WIDENING AND IMPROVEMENT OF CLARENDON AVENUE BETWEEN STANYAN ST AND LAGUNA HONDA BLVD.	
DESIGNED BY J.D.VNU DRAWN BY VNU TRACED BY CHECKED BY T.T.T.		DATE 7-29-58 DATE 7-29-58 DATE 7-29-58 DATE 7-29-58	
APPROVED SECTION ENG. [Signature] DIVISION ENG. CUG		APPROVED [Signature] CITY ENGINEER	
TABLE OF CHANGES CAUTION: CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION		SCALE: 1" = 50' SHEET 1 OF 1 SHEETS FILE A-22,733.2 CHANGE	

NOTES:

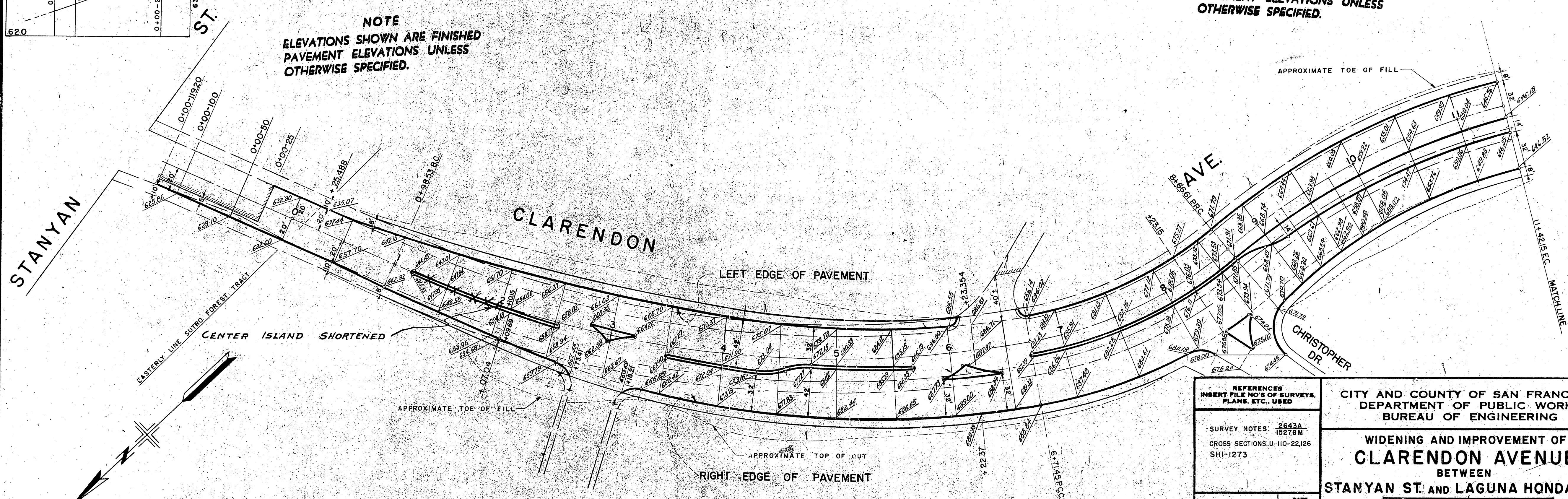
1. ALL ELEVATIONS SHOWN ARE FINISHED PAVEMENT ELEVATIONS UNLESS OTHERWISE SPECIFIED.
2. FILL SLOPE IS 2:1 UNLESS OTHERWISE SPECIFIED.
3. CUT SLOPE IS 1 1/2:1 FROM STATION 0+00 TO STATION 38+50 AND 1 1/4:1 FROM STATION 39+00 TO STATION 44+50.



PROFILE
SCALE
HORIZ. 1" = 50' VERT. 1" = 10'

NOTE
ELEVATIONS SHOWN ARE FINISHED
PAVEMENT ELEVATIONS UNLESS
OTHERWISE SPECIFIED.

NOTE
ELEVATIONS SHOWN ARE FINISHED
PAVEMENT ELEVATIONS UNLESS
OTHERWISE SPECIFIED.

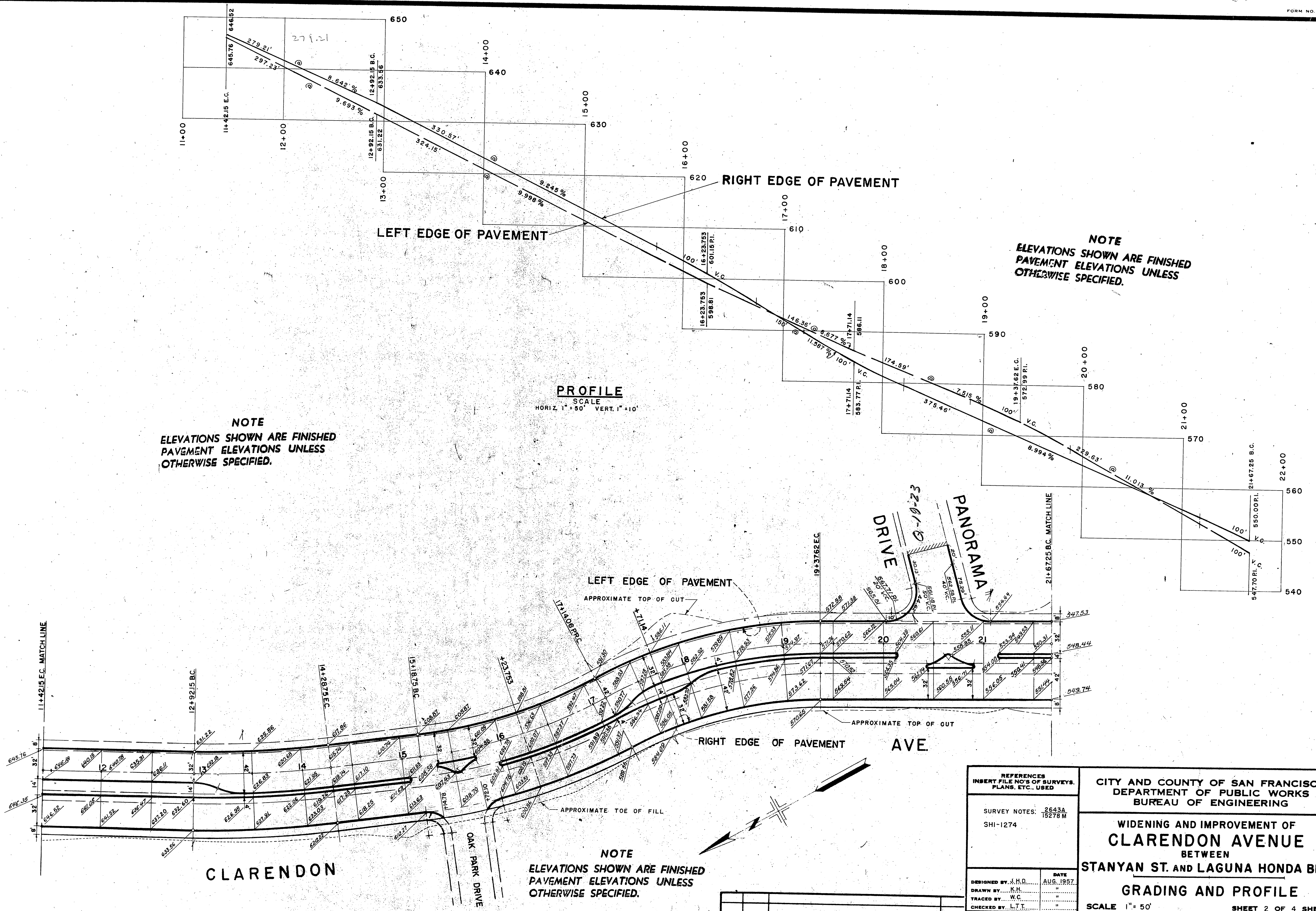


NOTE
ELEVATIONS SHOWN ARE FINISHED
PAVEMENT ELEVATIONS UNLESS
OTHERWISE SPECIFIED.

REFERENCES INSERT FILE NO'S OF SURVEYS, PLANS, ETC., USED		CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS BUREAU OF ENGINEERING	
SURVEY NOTES: 2643A 15278M		WIDENING AND IMPROVEMENT OF CLARENDON AVENUE BETWEEN STANYAN ST. AND LAGUNA HONDA BLVD.	
CROSS SECTIONS: U-110-22,126 SHI-1273		GRADING AND PROFILE	
DESIGNED BY: J.H.D.	DATE: AUG. 1957	SCALE: 1" = 50'	
DRAWN BY: K.H.		SHEET: 1 OF 4 SHEETS	
TRACED BY: S.J.		FILE: A-22,734	
CHECKED BY: L.T.T.		CHANGE:	
APPROVED: [Signature] DATE: 4-13-58		APPROVED: [Signature] DATE: 4-13-58	
SECTION ENG. C.16		DIVISION ENG. C.16	

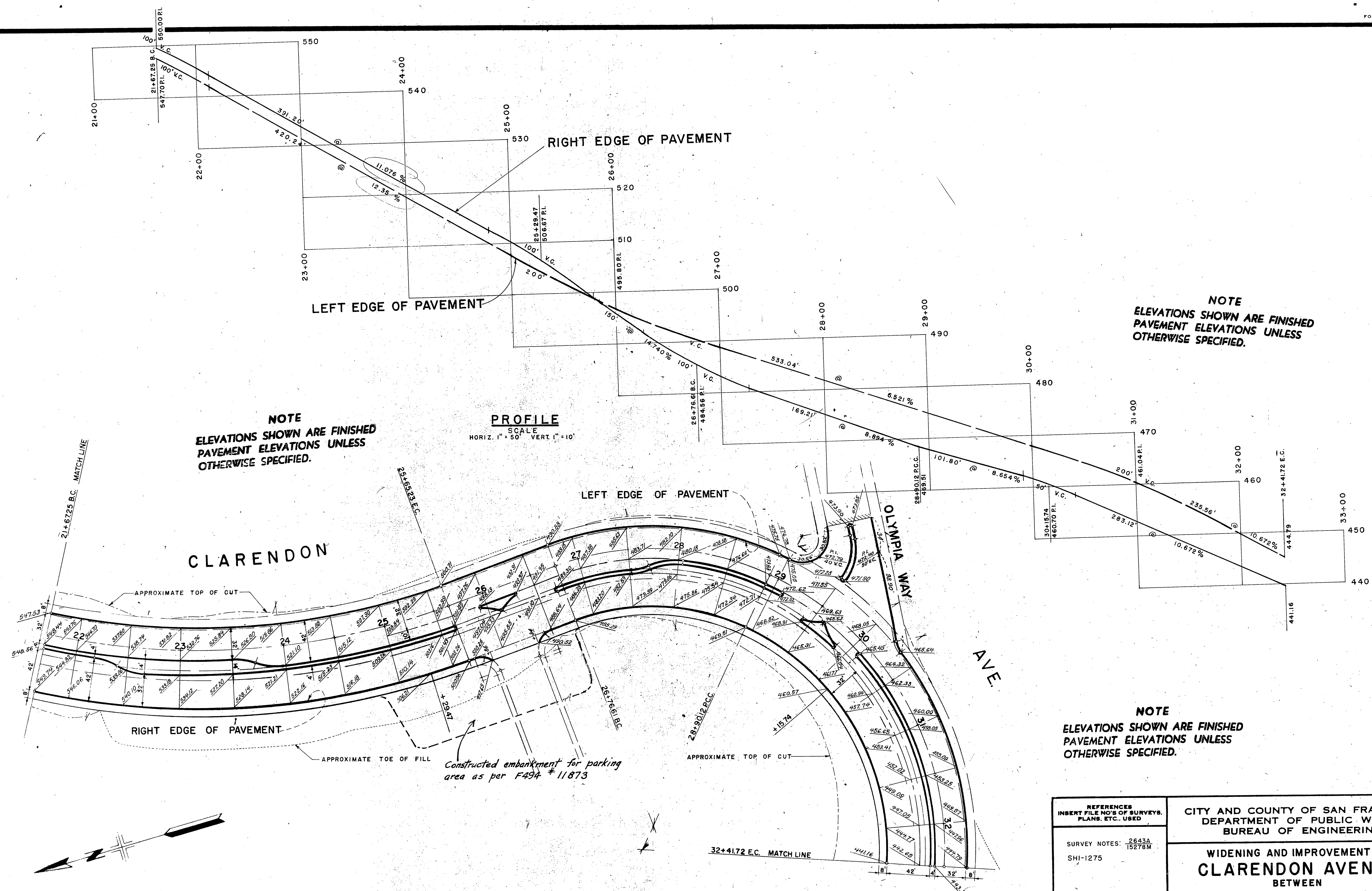
TABLE OF CHANGES			
NO.	DATE	DESCRIPTION	BY
1	DEC. 60	Inspectors corrections entered WAD	
CAUTION: CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION			

Q-3-94



REFERENCES INSERT FILE NO'S OF SURVEYS, PLANS, ETC., USED		CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS BUREAU OF ENGINEERING	
SURVEY NOTES: 2643A SHI-1274		WIDENING AND IMPROVEMENT OF CLARENDON AVENUE BETWEEN STANYAN ST. AND LAGUNA HONDA BLVD.	
DESIGNED BY: J.H.D. DRAWN BY: K.H. TRACED BY: W.C. CHECKED BY: L.T.I.		DATE: AUG. 1957	
APPROVED: [Signature] SECTION ENG. [Signature] DIVISION ENG. [Signature]		APPROVED: [Signature] CITY ENGINEER	
TABLE OF CHANGES CAUTION: CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION		SCALE 1" = 50' SHEET 2 OF 4 SHEETS FILE A-22,735 CHANGE	

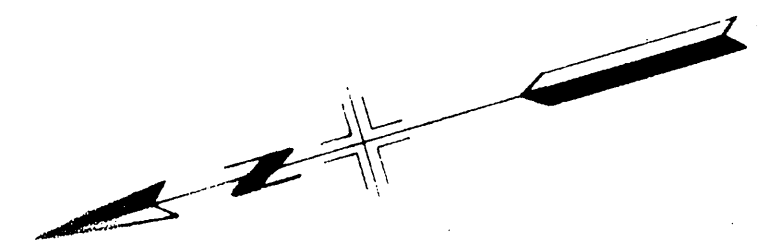
Q-3-94



NOTE
ELEVATIONS SHOWN ARE FINISHED
PAVEMENT ELEVATIONS UNLESS
OTHERWISE SPECIFIED.

NOTE
ELEVATIONS SHOWN ARE FINISHED
PAVEMENT ELEVATIONS UNLESS
OTHERWISE SPECIFIED.

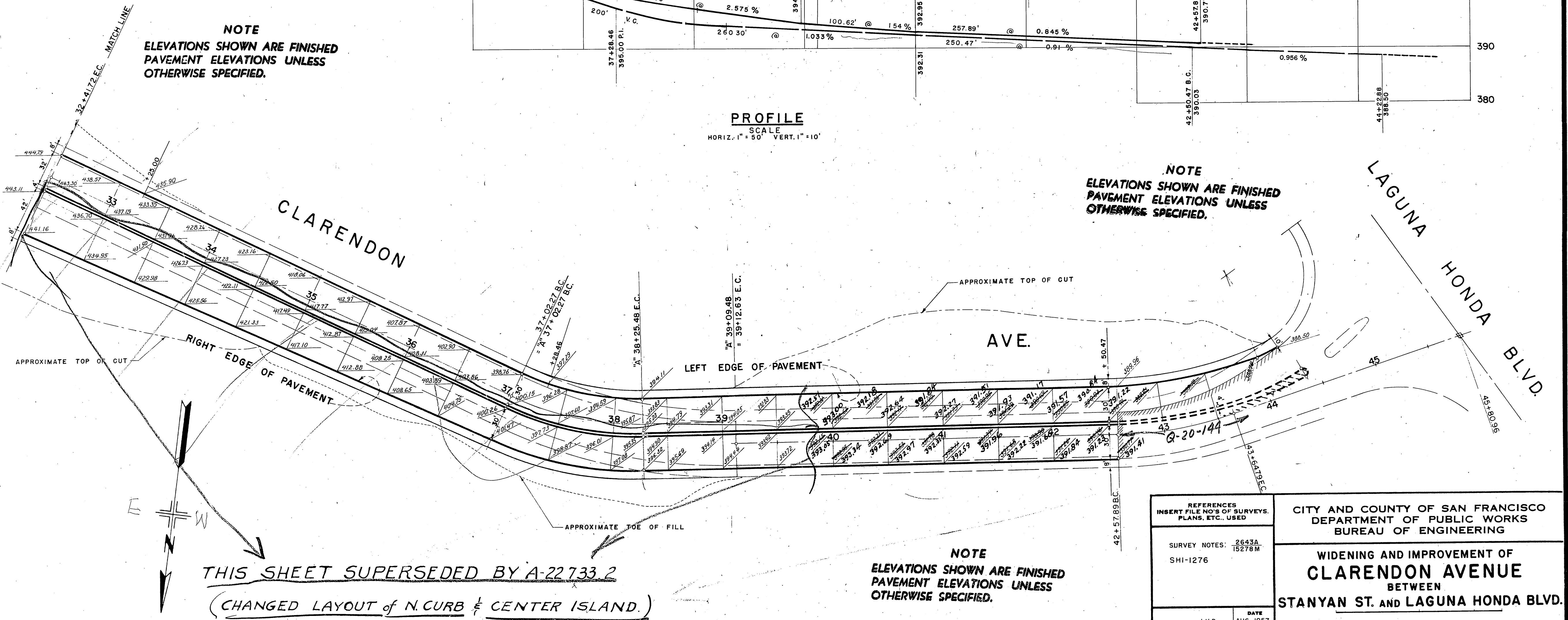
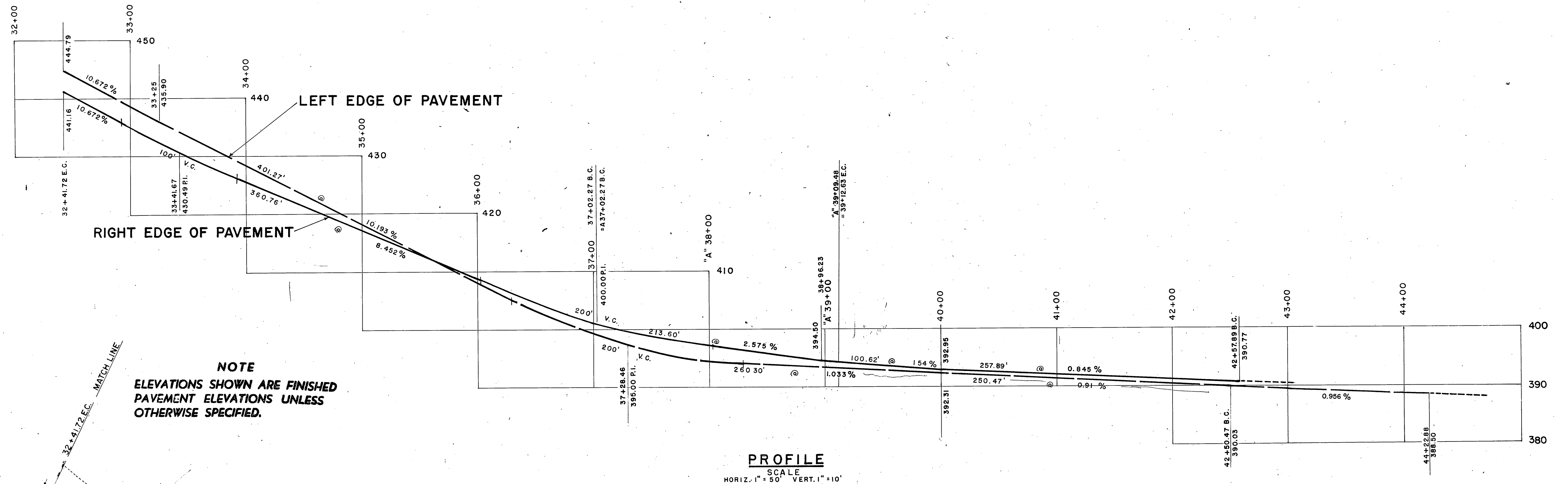
NOTE
ELEVATIONS SHOWN ARE FINISHED
PAVEMENT ELEVATIONS UNLESS
OTHERWISE SPECIFIED.



NO.	DATE	DESCRIPTION	BY

TABLE OF CHANGES
CAUTION: CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCES INSERT FILE NO'S OF SURVEYS, PLANS, ETC., USED		CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS BUREAU OF ENGINEERING	
SURVEY NOTES: 2643A SHI-1275		WIDENING AND IMPROVEMENT OF CLARENDON AVENUE BETWEEN STANYAN ST. AND LAGUNA HONDA BLVD.	
DESIGNED BY: J.H.D. DRAWN BY: K.H. CHECKED BY: E.F. DATE: AUG. 1957		GRADING AND PROFILE	
APPROVED: [Signature] SECTION ENG. C.J.G. DIVISION ENG. C.J.G.		SCALE 1" = 50' & AS SHOWN SHEET 3 OF 4 SHEETS FILE A-22,736 CHANGE	



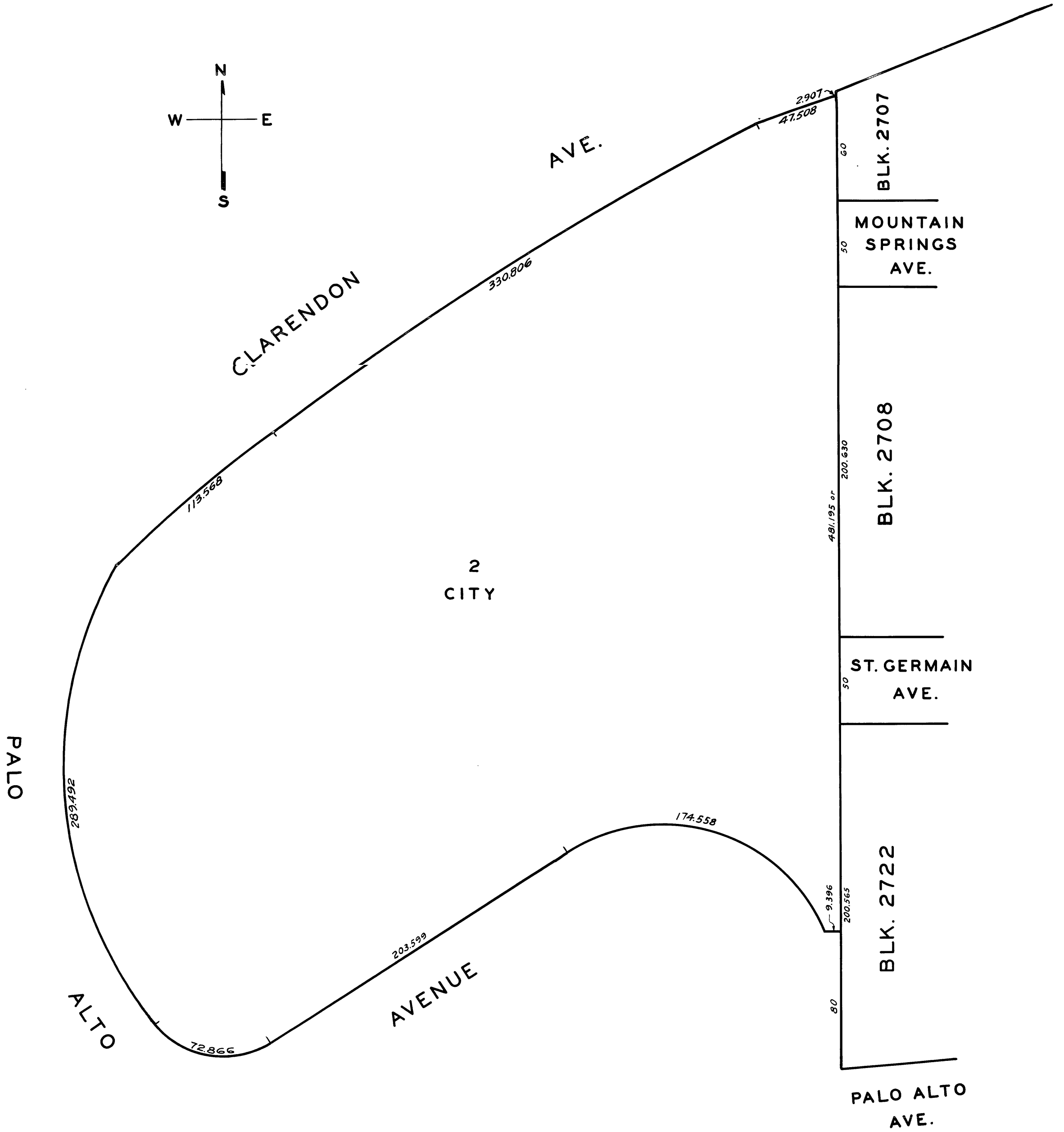
1.	Del 60	Inspectors Corrections Entered	WAD
NO.	DATE	DESCRIPTION	BY
TABLE OF CHANGES			
CAUTION: CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION			

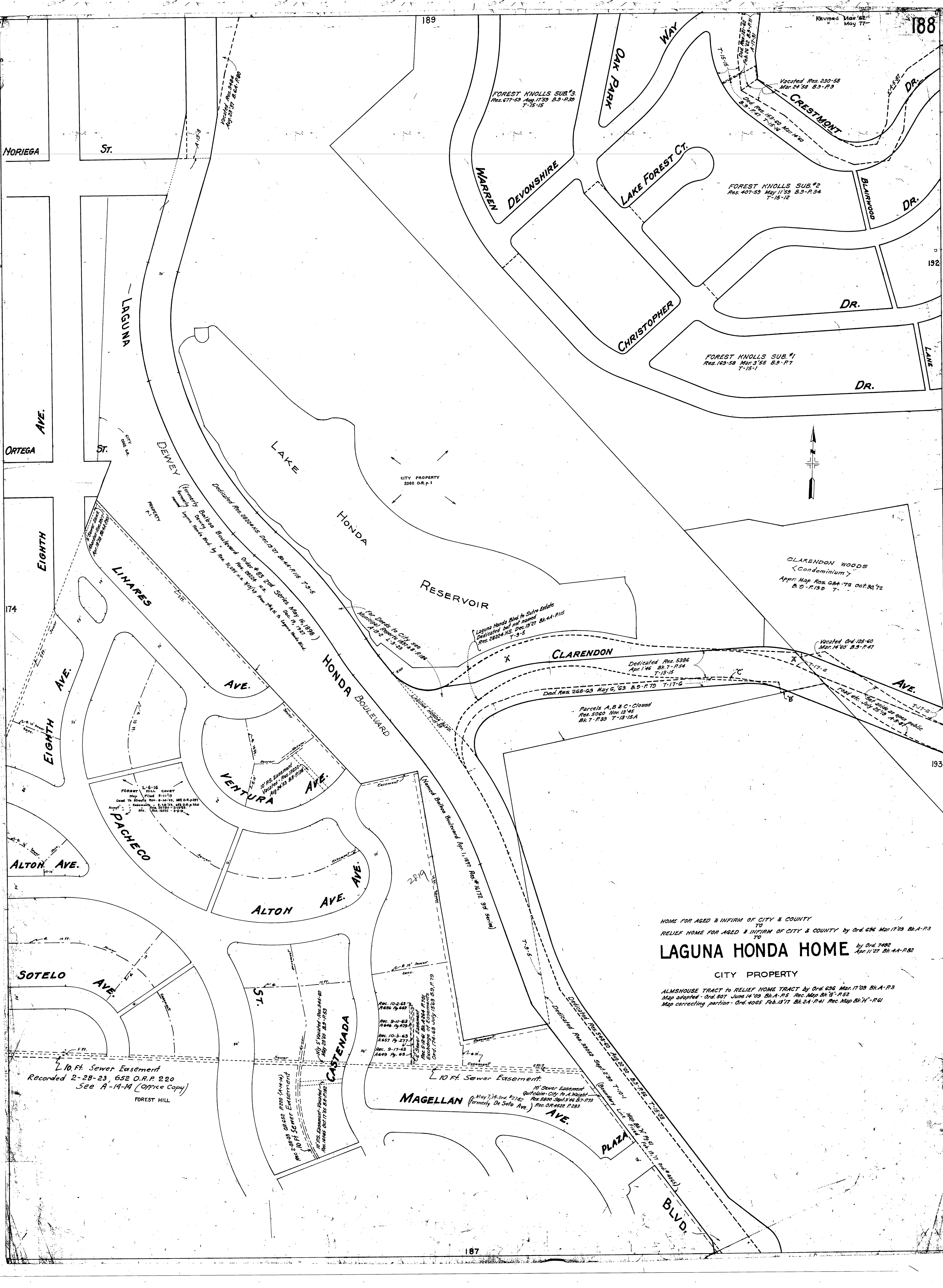
REFERENCES INSERT FILE NO'S OF SURVEYS, PLANS, ETC., USED		CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS BUREAU OF ENGINEERING	
SURVEY NOTES: 2643A SHI-1276		WIDENING AND IMPROVEMENT OF CLARENDON AVENUE BETWEEN STANYAN ST. AND LAGUNA HONDA BLVD.	
DESIGNED BY J.H.D. DRAWN BY K.H. TRACED BY S.J. CHECKED BY L.T.T.		GRADING AND PROFILE	
DATE AUG. 1957		SCALE 1" = 50'	
APPROVED SECTION ENG. M.C.B. Nov 57		SHEET 4 OF 4 SHEETS	
DIVISION ENG. C.J.S. Apr 58		FILE A-22,737	
DATE 4-18-58		CHANGE	

2723

SAN MIGUEL RANCHO

REVISED '64





HOME FOR AGED & INFIRM OF CITY & COUNTY
TO
RELIEF HOME FOR AGED & INFIRM OF CITY & COUNTY by Ord. 636 Mar. 17 '09 Bk. A-P.3
TO
LAGUNA HONDA HOME by Ord. 7492
CITY PROPERTY Apr. 11 '21 Bk. 44-P.82

ALMSHOUSE TRACT TO RELIEF HOME TRACT by Ord. 636 Mar. 17 '09 Bk. A-P.3
Map adopted - Ord. 807 June 14 '09 Bk. A-P.5 Rec. Map Bk. 9-P.52
Map correcting portion - Ord. 4065 Feb. 13 '17 Bk. 24-P.41 Rec. Map Bk. 14-P.61

CHANGE: 2
CNN #: 26245000
ENGINEER: André Wright
Revision date: 3/21/2023
Programmed by: KM
Installed by: KM
Date Completed: 7-12-

NOTES: page 1 of 2

PHASE	STREET	EmerFlash	ProgFlash	Controller:	2070
2	Clarendon (NB)	R	---	Cabinet	G
6	Clarendon (SB)	R	---	Oper. Date:	12/9/2010
8	Panorama (WB)	R	---	System:	Isolated
				Master:	n/a
				Network:	n/a

0930

☒ Actuation ☐ Transit Priority ☐ Preemption

X = YES

.. = NO

X = YES -- = NO	S	M	T	W	T	F	S	CYCLE	SPLIT	OFFSET	FLASH
ALL OTHER TIMES	X	X	X	X	X	X	X	1	1	--	--

STREET	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
--------	-------	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----

Clarendon (NB)	2	G	Y	R					
----------------	---	---	---	---	--	--	--	--	--

Clarendon (SB)	6	G	Y	R					
----------------	---	---	---	---	--	--	--	--	--

Panorama (WB)	8	R	G	Y	R					
---------------	---	---	---	---	---	--	--	--	--	--

Peds Xing Panorama	2P	W	FRH	RH					
--------------------	----	---	-----	----	--	--	--	--	--

Peds Xing Clarendon	4P	RH	W	FRH	RH					
---------------------	----	----	---	-----	----	--	--	--	--	--

[illegible][illegible][illegible][illegible]

ws3.0

CSO	CYCLE	OFFSET	SIGNAL INTERVALS (seconds)
-----	-------	--------	----------------------------

(seconds)	(seconds)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
-----------	-----------	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----

11-	69	--	14.0	15	4.5	1.5	4.0	2	22	4	2						
-----	----	----	------	----	-----	-----	-----	---	----	---	---	--	--	--	--	--	--

[illegible][illegible][illegible][illegible]

ws3.0

Clarendon and Panorama

CHANGE

2

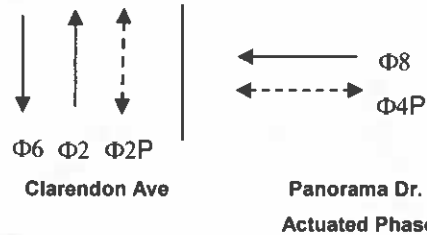
PAGE 2: BASE TIMING, ACTUATION, COORDINATION SETTINGS

page 2 of 2

3/21/2023

Clarendon and Panorama

PHASE DIAGRAM



Are there conflicting protected left turn phases?

No

BASE TIMINGS:

Phase	1	2	3	4	5	6	7	8
Movement		NB				SB		WB
Absolute Min Green (whole #)		15				15		10
Early Walk				4				
Yellow		4.5		4		4.5		4
Red Clearance		1.5		2		1.5		2
Absolute Min Walk (whole #)		7		6				
FRH (whole #)		15		22				

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

Phase	1	2	3	4	5	6	7	8
Vehicle Detection Type		NONE				NONE		Wireless
Ped Detection Type		PPB		PPB				
Vehicle Recall (Max, Min, Soft or None)		MAX				MAX		None
Absolute Min Green (same as above)		15				15		10
Vehicle Extension (seconds)		--				--		3
Max Green (only used for FREE)		29		--		29		24
Pedestrian Recall (Yes or No)		No		No		--		--
Ped Recycle (Yes or No)		Yes		Yes		--		--
"WALK EXPAND" (Yes or No)		Yes		Yes		--		--

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

Phase	1-4 Cycle length	1	2	3	4	5	6	7	8	5-8 cycle length
Dial 1 Splits										--
Max Trans										
Min Trans										
Dial 2 Split										0
Max Trans										
Min Trans										
Dial 3 Splits										0
Max Trans										
Min Trans										
Coordinated Phase										

Special Comments

Startup all-red = 6 seconds

Clarendon and Panorama

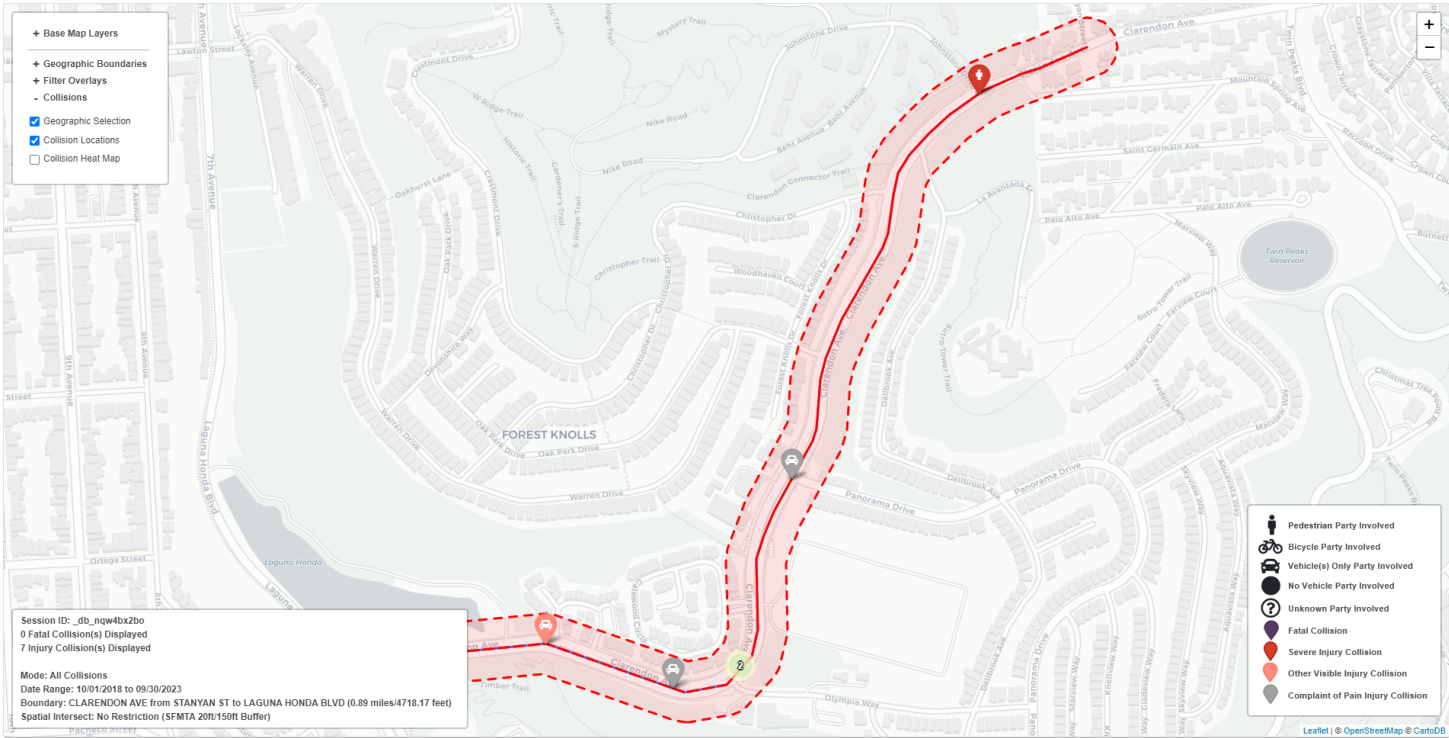
Change

2

TransBASE Internal Dashboard

Geographic Extent: CLARENDON AVE from STANYAN ST to LAGUNA HONDA BLVD (0.89 miles/4718.17 feet)
Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)
Data Range: 10/01/2018 to 09/30/2023
Pull Date: 12/12/2023

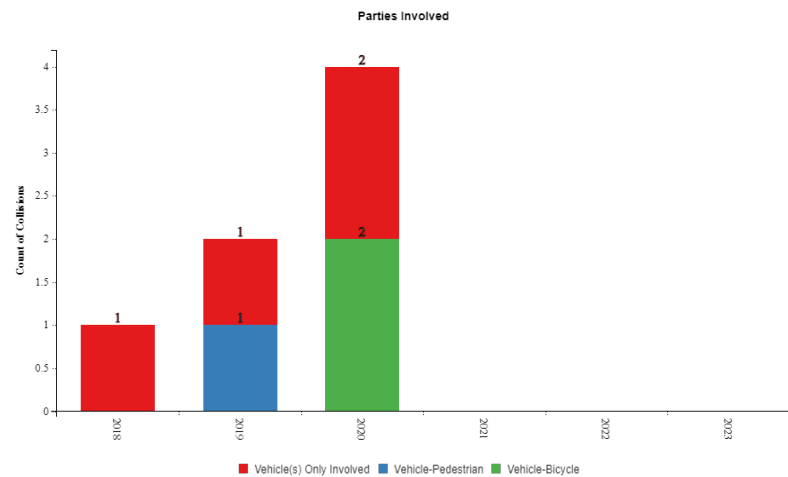
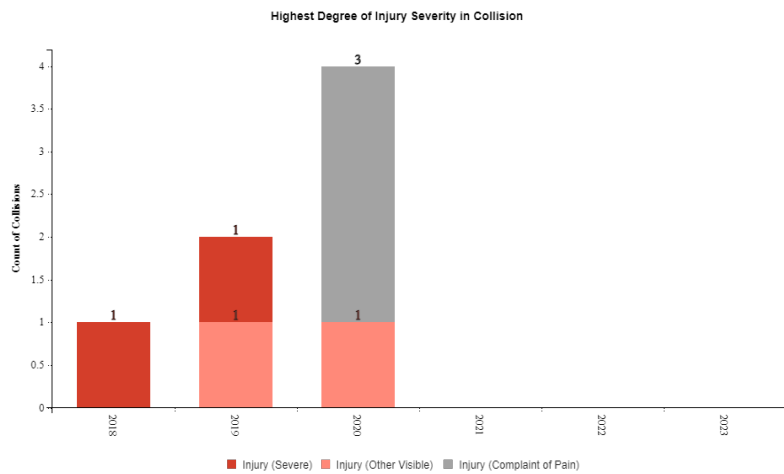
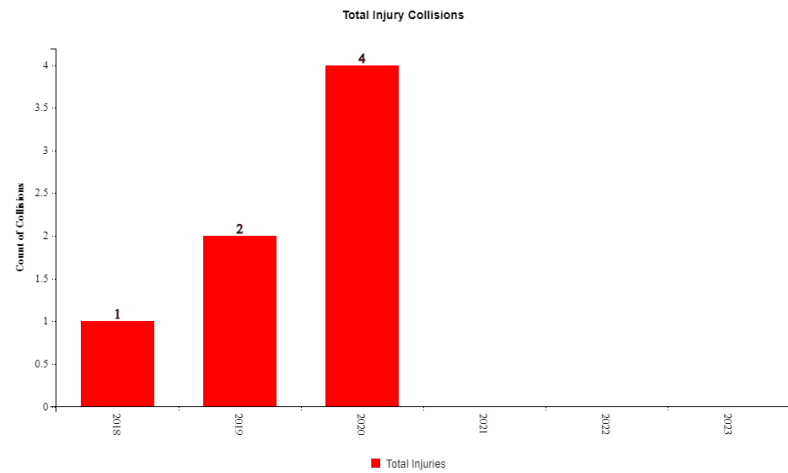
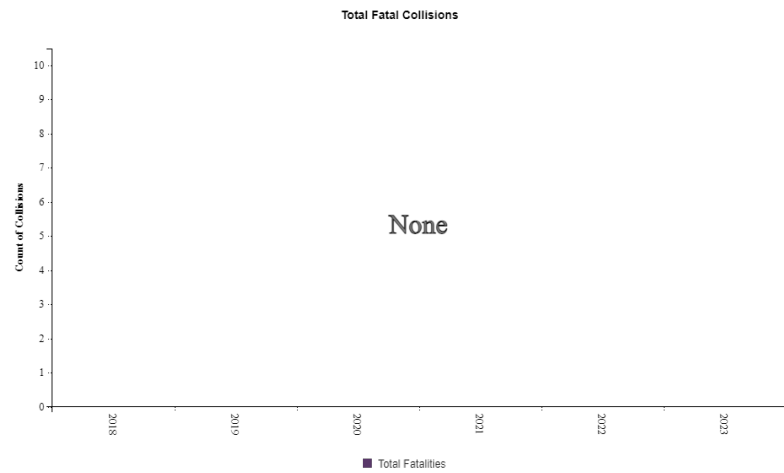
Geographic Extent



TransBASE Internal Dashboard

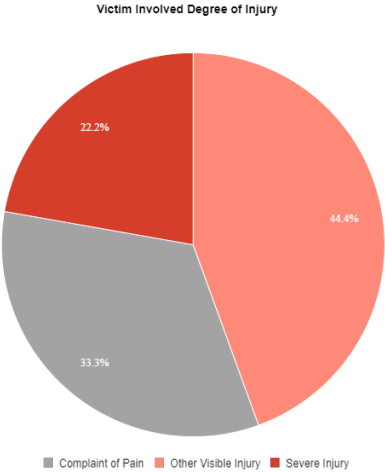
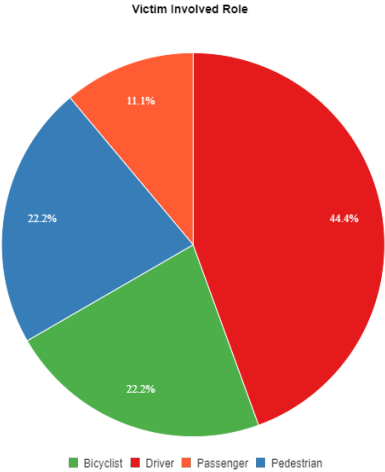
Geographic Extent: CLARENDON AVE from STANYAN ST to LAGUNA HONDA BLVD (0.89 miles/4718.17 feet)
Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)
Data Range: 10/01/2018 to 09/30/2023
Pull Date: 12/12/2023

Graphs and Trends



TransBASE Internal Dashboard

Geographic Extent: CLARENDON AVE from STANYAN ST to LAGUNA HONDA BLVD (0.89 miles/4718.17 feet)
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TransBASE Internal Dashboard

Geographic Extent: CLARENDON AVE from STANYAN ST to LAGUNA HONDA BLVD (0.89 miles/4718.17 feet)

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

Data Range: 10/01/2018 to 09/30/2023

Pull Date: 12/12/2023

Collision/Party/Victim Table

Showing 1 to 7 of 7 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 7

Total Count of Fatal/Non-Fatal Injury Collisions: 7

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	Lighting
200483127	08/12/2020	08:50	Wednesday	CLARENDON AVE	PANORAMA DR	0	Not Stated	Driver	West	Making U Turn	Driver	West	Proceeding Straight	CVC 21451(a)	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Daylight
200466032	08/04/2020	12:30	Tuesday	CLARENDON AVE	OLYMPIA WAY	225	West	Driver	East	Ran Off Road	Parked Vehicle	Not Stated	Parked	CVC 22350	Injury (Complaint of Pain)	Rear End	Not Stated	No	Dry	No Unusual Condition/ Not Stated	Daylight
200338613	06/04/2020	12:25	Thursday	CLARENDON AVE	OLYMPIA WAY	0	Not Stated	Bicyclist	North	Proceeding Straight	Driver	West	Proceeding Straight	CVC 22450(a)	Injury (Complaint of Pain)	Broadside	Bicycle	No	Dry	No Unusual Condition/ Not Stated	Daylight
200331827	06/01/2020	13:00	Monday	LAGUNA HONDA BLVD	CLARENDON AVE	0	Not Stated	Driver	West	Making Right Turn	Bicyclist	West	Making Left Turn	CVC 22107	Injury (Other Visible)	Other	Bicycle	No	Dry	No Unusual Condition/ Not Stated	Daylight
190563922	08/02/2019	15:27	Friday	CLARENDON AVE	LAGUNA HONDA BLVD	759	East	Driver	West	Proceeding Straight				CVC 22350	Injury (Other Visible)	Hit Object	Fixed Object	Felony	Dry	Not Stated/ Not Stated	Daylight
190296593	04/26/2019	09:45	Friday	CLARENDON AVE	JOHNSTONE DR	0	Not Stated	Driver	East	Making Left Turn	Driver	West	Proceeding Straight	CVC 21801(a)	Injury (Severe)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Daylight
180947013	12/16/2018	19:43	Sunday	CLARENDON AVE	OLYMPIA WAY	200	North	Driver	West	Proceeding Straight				CVC 22350	Injury (Severe)	Hit Object	Fixed Object	No	Wet	No Unusual Condition/ Not Stated	Dark - Street Lights

TransBASE Internal Dashboard

Geographic Extent: CLARENDON AVE from STANYAN ST to LAGUNA HONDA BLVD (0.89 miles/4718.17 feet)
Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)
Data Range: 10/01/2018 to 09/30/2023
Pull Date: 12/12/2023

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 12/12/2023
Collision Level: Injury Collisions
Boundary: CLARENDON AVE from STANYAN ST to LAGUNA HONDA BLVD (0.89 miles/4718.17 feet)
Collision Dates: 10/01/2018 to 09/30/2023
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

Neaest 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

ADT Volume and Speed Summary

Site Characteristics FOR DATA COLLECTOR TO COMPLETE		
Location (primary street name)		Dellbrook Ave
Between (minor street name)		Panorama
And (minor street name)		Clarendon
Direction 1		Westbound
Direction 2		Eastbound
CNN of Location & Direction 1		Test
CNN of Location & Direction 2		Test
Time Period(s)		48 hrs
Date Range (incl. days of week)		
Date Day 1 (date)	11/20/2019	Wednesday
Date Day 2 (date)	11/21/2019	Thursday
Date Day 3 (date)	N/A	

Photo of Tube on Site	

Coordinates		
Latitude / Longitude Location of Tube	37.753835	-122.4533928

Vehicle Classification Data Available	Y N
---------------------------------------	-------

Analyze By	
Time Group:	AM-Peak
Xth Percentile:	25

Traffic Direction - N/W

[illegible]

Traffic Direction - S/E

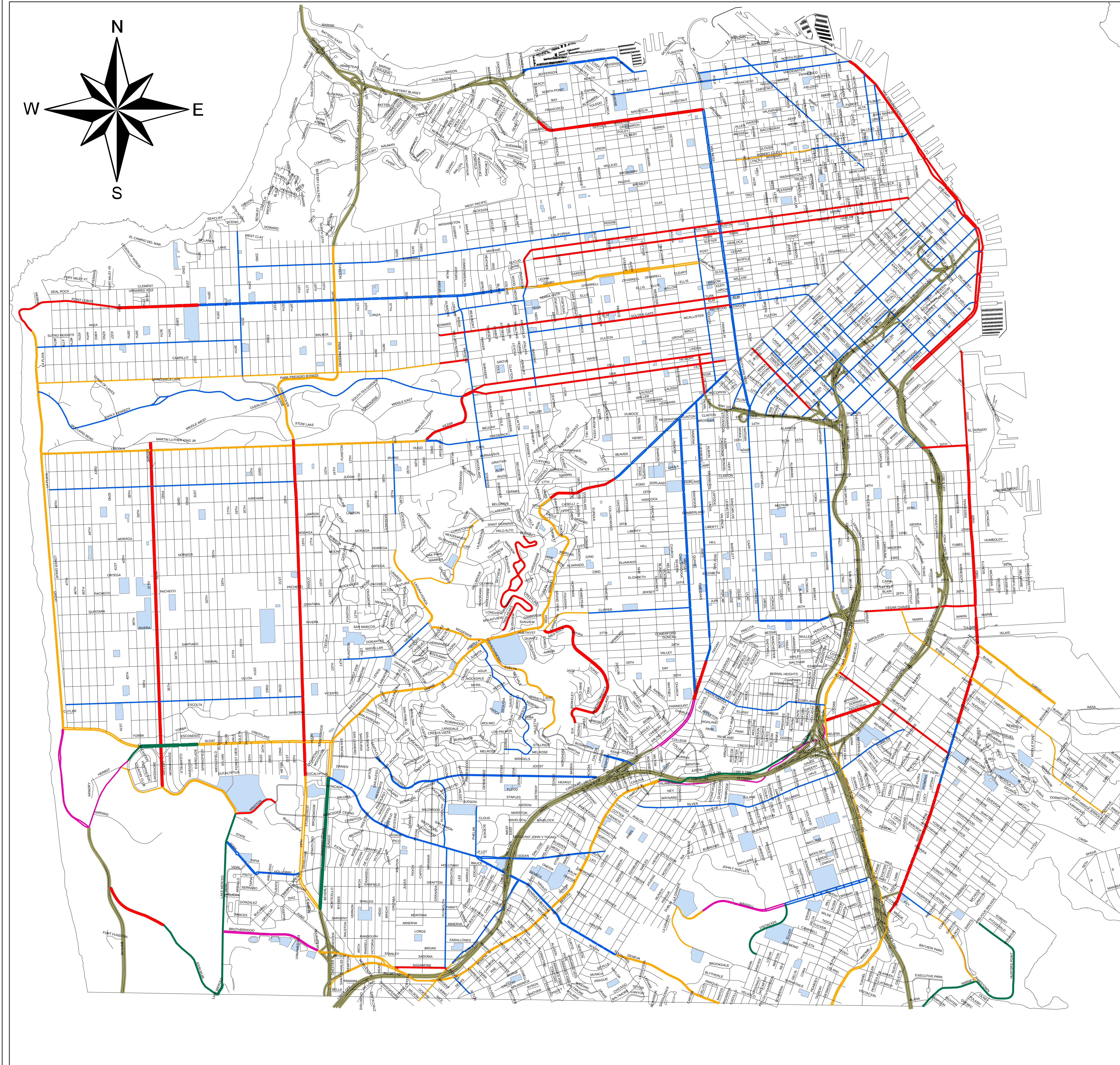
[illegible]

Count Firm: Traffic Research && Analysis, Inc.
Phone Number: (602) 840-1500
Type: 48-Hour Tube Count
Location: Btwn PANORAMA DR & OAK PARK DR
City/State: San Francisco, CA
Dates: 11/16/2016
GPS: 37.754521, -122.455168
Photo:



AM Peak Hr	7:30 AM	Pct > 25 mph	79%	Avg Spd	29.1
AM Peak Vol	566	Pct > 30 mph	44%	P50 Spd	29.2
AM PHF	0.8681	Pct > 35 mph	12%	P85 Spd	34.6
PM Peak Hr	5:00 PM	Pct > 40 mph	2%	P95 Spd	38.2
PM Peak Vol	336	Pct > 45 mph	0%	Pace Spd	25
PM PHF	0.9545	Pct > 50 mph	0%	Pct in Pace	66%

Client:		Kittelson & Associates - Oakland		Traffic Research & Analysis, Inc.		Site Ref: 122																																							
File Number:		1605063		3844 East Indian School Road		Direction: SB																																							
Route:		CLARENDON AVE (LIGHT POLE IN MEDIAN)		Phoenix, AZ 85018		Latitude: 37.8																																							
Location:		Btwn PANORAMA DR & OAK PARK DR		(602) 840-1500		Longitude: -122																																							
Count Date	Total	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	
11/16/2016 13:30	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1	3	3	1	5	7	3	4	3	1	1	1	2	1	1	0	0	0	
11/16/2016 13:45	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	3	3	1	2	5	1	7	3	3	4	3	1	3	0	0	0	0		
11/16/2016 14:00	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	3	1	2	5	5	1	3	1	1	1	1	0	2	1	1	0	0	0		
11/16/2016 14:15	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	4	1	1	4	5	6	3	4	3	0	1	3	3	0	0	1	0	0	0	0	0	0	0		
11/16/2016 14:30	70	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	2	0	0	1	2	4	6	5	2	7	7	8	3	3	5	2	2	3	3	1	1	0	0	0	0	0	0		
11/16/2016 14:45	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	5	4	3	3	3	4	5	9	6	4	4	4	2	1	2	0	0	0	0		
11/16/2016 15:00	47	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4	2	4	5	7	2	4	2	0	2	2	1	2	2	3	1	0	0	0	2	0	
11/16/2016 15:15	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	1	3	8	2	7	4	10	5	8	4	3	2	1	1	1	0	0	0	0		
11/16/2016 15:30	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	6	5	4	5	6	7	9	1	1	3	3	1	1	0	0	0	0	
11/16/2016 15:45	71	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	5	8	6	11	4	1	8	4	4	4	2	2	1	1	0	0	0	0	0		
11/16/2016 16:00	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	4	5	6	9	8	6	11	1	4	3	1	1	1	1	0	0	0	0		
11/16/2016 16:15	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	2	0	3	3	7	4	13	10	2	5	8	8	1	4	2	2	2	0	0	1	0	0	
11/16/2016 16:30	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	4	5	5	10	7	4	2	4	5	9	5	2	3	0	2	1	1	1	0	0	
11/16/2016 16:45	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3	2	4	6	10	6	4	9	10	5	4	3	4	1	2	1	0	0	0	0		
11/16/2016 17:00	97	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	2	0	0	2	3	8	4	6	5	7	4	5	14	7	7	3	5	4	2	3	1	0	1	0	0	0	
11/16/2016 17:15	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	3	7	5	7	10	8	15	11	12	4	3	5	1	4	0	0	1	0	0		
11/16/2016 17:30	95	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	2	3	3	6	3	9	8	14	10	10	8	4	4	1	0	5	0	0	0	1	0	0	
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11/16/2016 18:00	77	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	2	0	1	0	2	1	1	5	4	9	7	9	6	7	8	3	2	3	2	1	1	0	0	0	0	
11/16/2016 18:15	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	2	1	10	3	9	8	5	4	2	7	1	0	3	1	0	0	0	0	0	0	
11/16/2016 18:30	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7	3	8	9	5	5	4	6	9	5	3	6	2	0	1	0	2	0	0	
11/16/2016 18:45	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	3	3	1	6	7	1	7	4	4	2	5	1	2	2	1	0	1	0	0	
11/16/2016 19:00	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	2	1	3	7	5	3	11	4	3	5	1	2	0	0	0	0	0	1	0	0		
11/16/2016 19:15	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	1	2	3	3	9	4	3	7	5	2	4	3	1	1	1	1	1	0	0	0	
11/16/2016 19:30	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	2	0	3	3	3	3	2	3	4	2	2	2	0	1	0	1	0	0	
11/16/2016 19:45	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	3	2	4	6	4	6	2	0	2	0	4	0	0	0	1	0		
11/16/2016 20:00	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	2	1	3	5	1	2	3	0	1	4	0	1	0	0	1	0	0	0		
11/16/2016 20:15	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	1	2	1	2	3	2	3	1	2	1	4	3	0	0	1	0	1	0	
11/16/2016 20:30	23	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	2	5	2	2	5	0	0	1	1	0	0	0	0	0	
11/16/2016 20:45	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	2	1	0	2	3	1	2	1	2	0	1	1	0	0	0	0	0	0	0	0	
11/16/2016 21:00	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	4	0	1	2	2	1	2	2	1	3	1	1	1	0	0	0	
11/16/2016 21:15	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	2	1	2	1	3	3	2	1	0	0	0	1	0	1	0	0	
11/16/2016 21:30	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	3	1	3	2	2	0	0	0	0	0	0	
11/16/2016 21:45	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	1	1	1	3	2	1	1	1	0	0	1	0	1	0	0	0	
11/16/2016 22:00	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	1	2	1	2	0	3	1	0	0	0	1	0	0	0	0	
11/16/2016 22:15	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3	2	1	3	1	0	3	0	2	1	0	0	0	0	0	
11/16/2016 22:30	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	1	0	0	1	0	1	0	0	0	0	0	0	
11/16/2016 22:45	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	1	2	1	1	0	1	0	0	0	0	0	0	
11/16/2016 23:00	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	1	1	1	0	1	1	1	0	0	0	0	0	0
11/16/2016 23:15	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	1	0	1	1	0	1	1	0	0	0	0	0	0	0	0	1



SPEED LIMITS

San Francisco, CA 2015

SPEED LIMITS

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

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

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



SFMTA
Municipal Transportation Agency



Disclaimer: The City and County of San Francisco does not guarantee the accuracy or completeness of any information provided.

SOURCE: Basemap - Department of Public Works
Speed limit layer - SFMTA-Sustainable Streets

Prepared by - Ricardo Olea
Updates & Revisions by - Tamam Abdallah

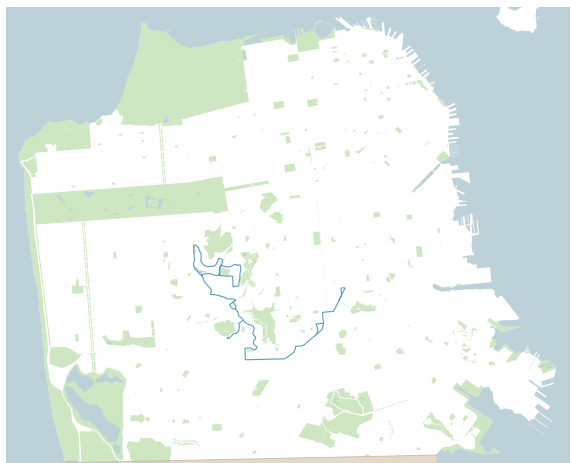
Last Modified: May 06, 2015

1st St., from Market St., to Harrison St., (increased to 25MPH)
Monterey Blvd., from Ridgewood to I-280S (decreased to 25MPH)
Eucalyptus St., from Clearfield St., to 19th Ave., (reduced to de Facto)
Sunset Blvd., Eucalyptus Dr., to 19th Ave., (reduced to 30MPH)

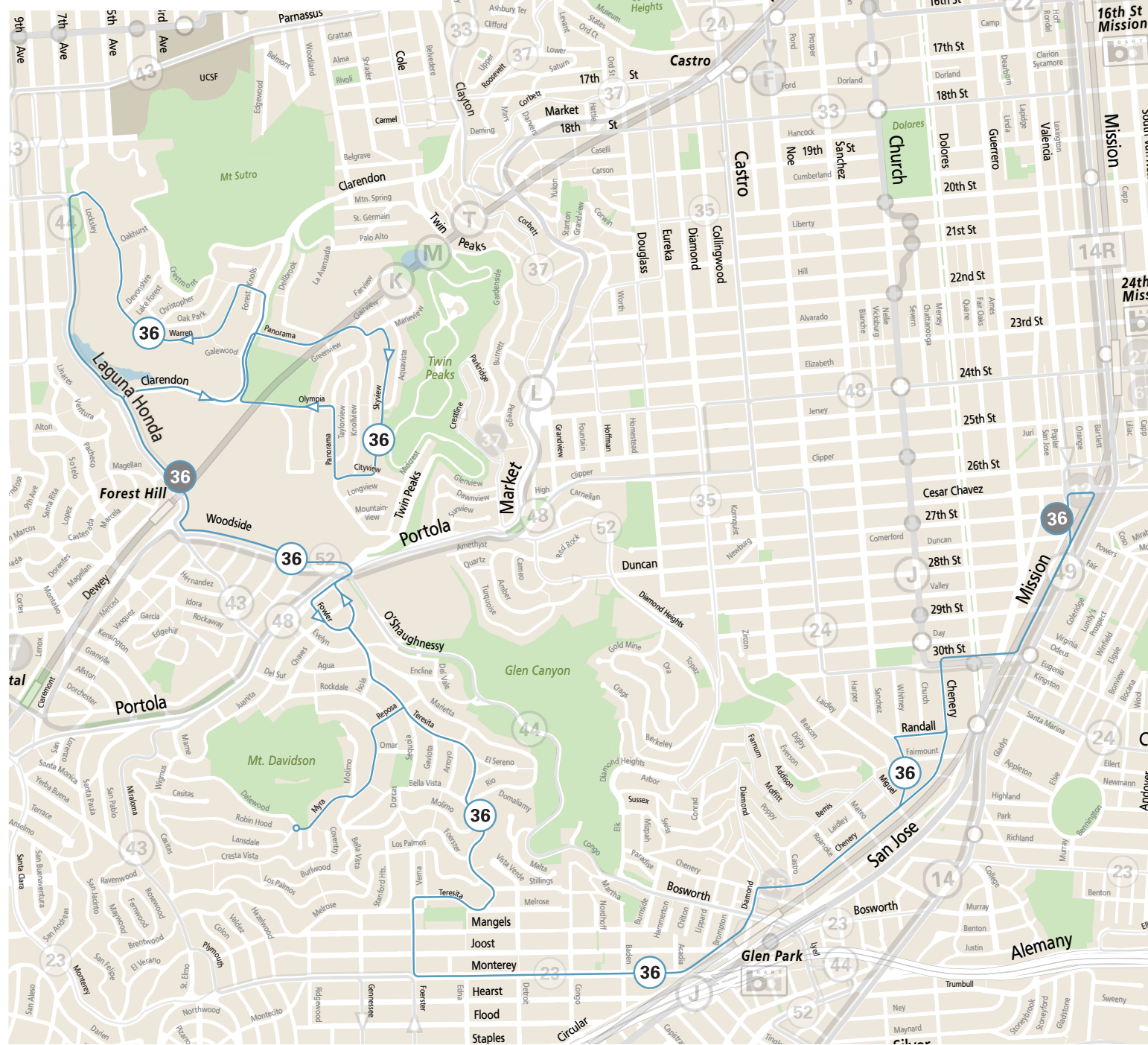


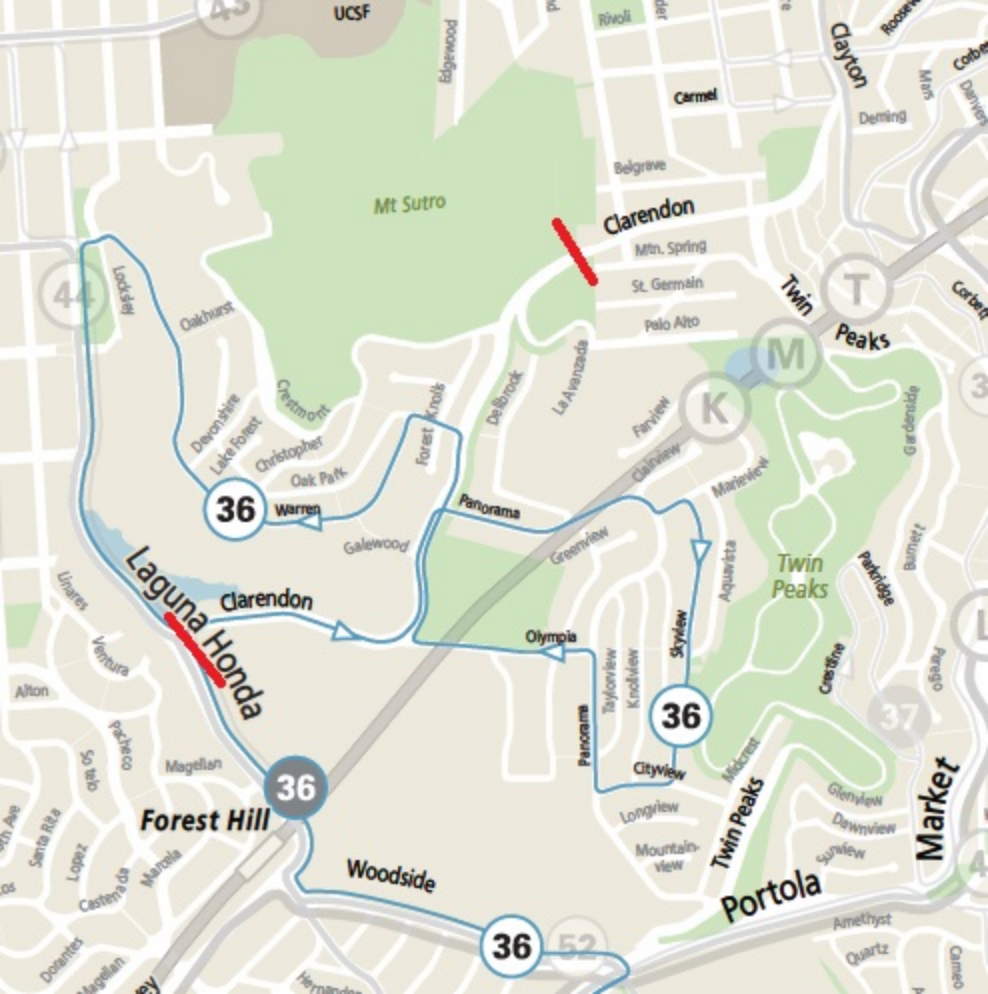
36 Teresita

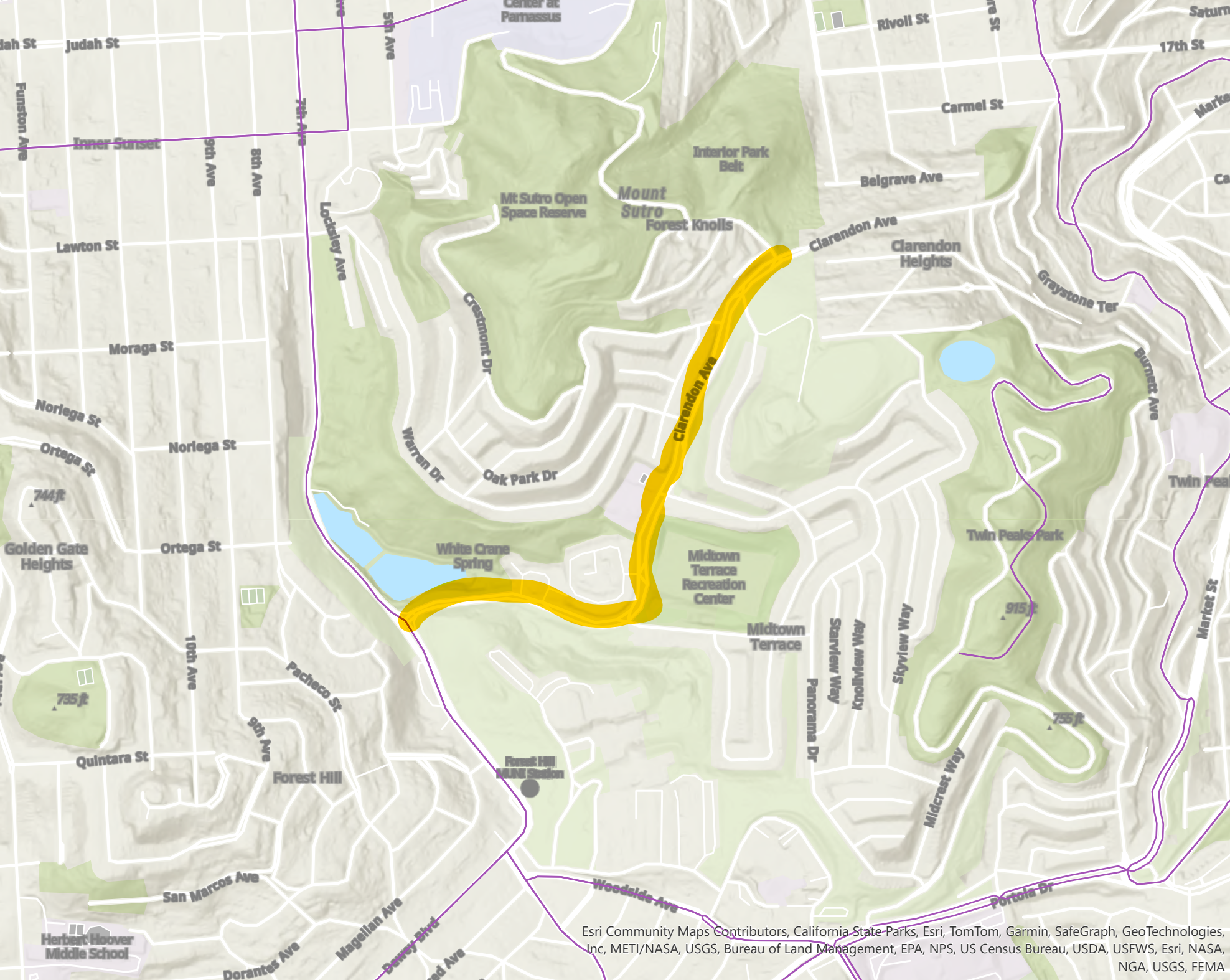
effective 8/14/2021



Twin Peaks









Clarendon Avenue at Ashwood
Lane pedestrian bridge. Looking
West towards Olympia Way
11/17/2023



Clarendon Avenue at Ashwood Lane pedestrian bridge. Looking east uphill towards Panorama Drive