## SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 1/21/2020 Requested_by: SFMTA Handled: Edgar Orozco	☐ Public Hearing X Public Hearing		No objections: <u>1-30-2020</u> Item Held:
BT for CL	PH - Regular	Other	Other:
<i>Location:</i> Columbus Avenue at G	reen Street and Stock	ton Street	
Subject: Crosswalk, Establish No	O LEFT TURN		
<b>PROPOSAL / REQUEST:</b> ESTABLISH – CROSSWALK Columbus Avenue at Green Street and S	Stockton Street, connect	ing northeas	t and southwest corners
ESTABLISH – NO LEFT TURN Columbus Avenue, northbound, at Stock Columbus Avenue, southbound, at Stocl			ylon Boulevard
(Supervisor District 3)			
Proposal to establish a diagonal crosswa improve pedestrian safety and enhance left turn restriction is intended to increase	the walking experience	oy decreasin	g crossing and waiting times. The
Edgar Orozco, edgar.orozco@sfmta.con	n		
<b>BACKGROUND INFORMATION / CO</b> •Supervisor Peskin's office and local stak at the intersection of Columbus Avenue,	ceholders have requested		A make pedestrian improvements
•This proposal would provide a direct ped crossing Columbus Avenue. This become 170 feet (~1 minute)			
•Pedestrians walking along Columbus wo rather than in two stages	ould be able to cross bot	n Stockton a	nd Green during a single phase,
<ul> <li>This new crosswalk would be incorporate Leading Pedestrian Intervals (LPI's)</li> </ul>	ed with a Stockton St. so	outhbound fla	ashing red operation and three new
•No added Muni delay, no parking impact	ts		
•Anticipated to reduce transit signal delay	y for NB Stockton.		
•Muni lines 8 Bayshore, 30 Stockton, and	d 45 Union travel through	this interse	ction
HEARING NOTIFICATION AND PRO	OCESSING NOTES:		MENTAL CLEARANCE BY:

2019 Counts

Vehicle and Pedestrian Traffic PM Peak Counts

Location: Intersection of Columbus Ave, Stockton St, Green St, and Beach Blanket Babylon Boulevard Date: Wednesday, July 10, 2019 5pm-6pm Lead Observer: Edgar Orozco from SFMTA SSD



## 2011 Counts

MARKS TRAFFIC DATA mietekm@comcast.net 916.806.0250

CITY OF SAN FRANCISCO

File Name : columbus-stockton-p Site Code : 38 Start Date : 11/16/2011 Page No : 1

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													roups	Print	ted- Vel	hicles	Only													
	S	госк	TON	ST			GRE	EN ST	Г			COL	UMB	US AV	V		STO	СКТО	DN ST			GRE	EN ST	•		COL	UMB	US AV	1	
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16:15	6	0	0	6	2	5	1	3	1	12	3	25	78	1	107	4	3	- 4	12	23	2	4	0	6	3	28	69	2	102	256
16:30	4	0	0	4	4	5	1	3	0	13	5	23	91	0	119	3	0	3	10	16	4	5	2	- 11	5	19	64	2	90	253
16:45	11	0	0		1	4	1	6	- 5	17	5	17	110	0	132	3	2	6	8	19	3	3	0	6		12	66	2	81	266
Total	26	0	0	26	13	16	3	19	6	57	17	84	363	1	465	12	7	21	41	81	9	16	2	27	12	82	275	11	380	1036
17:00	7	0	0	7	8	2	0	3	3	16	5	29	101	2	137	3	3	9	10	25	3	9	1	13	2	26	63	Т	92	290
17:15	6	0	0	6	6	6	0	5	5	22	6	32	115	1	154	3	2	5	7	17	3	5	1	9	- 4	35	90	1	130	338
17:30	5	0	0	5	2	4	1	10	7	24	3	31	120	0	154	3	2	7	4	16	1	3	0	4	2	35	68	1	106	309
17:45	6	0	0	6	6	7	2	4_	7	26	4	26	129	2	161	1	0	9	7	17	4	4	1	9	5	36	84	2	127	346
Total	24	0	0	24	22	19	3	22	22	88	18	118	465	5	606	10	7	30	28	75	11	21	3	35	13	1.32	.305	5	455	1283
Grand Total	50	0	0	50	35	35	6	41	28	145	35	202	828	6	1071	22	14	51	69	156	20	37	5	62	25	214	580	16	835	2319
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17:30	5	0	0	5	2	4	1	10	7	24	3	31	120	0	154	3	2	7	4	16	1	3	0	4	2	35	68	1	106	309
17:45	6	0	0	6	6	7	2	4	7	26	-4	26	129	2	161	1	0	9	7	17	4	4	1	9	5	36	84	2	127	346
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212	80.0	42	4.0	7.0	2.0	10.0	4.0	3.0	4.0	3.0	7.0	4.0	3.0	6.0	4.0	2.0	10.0		3.0		-	
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#### Page 2 of 6 2/21/2018 Columbus, Green, & Stockton PHASE DIAGRAM Columbus, Green, & Stockton Φ12P Ф3 Φ2P Φ13P Φ8 Φ13P Φ15F ወ2 Φ6 Φ10F Φ15P Φ15F Φ6P Are there conflicting protected left turn phases? n/a BASE TIMINGS: Phase 1 2 3 4 5 6 7 8 10P 12P 13P 15P Movement NWB SB NB SEB EB WB SEP NWP ESP WSP Absolute Min Green (whole #) 10 10 10 19 10 6 Yellow 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 **Red Clearance** 3.0 3.0 3.0 3.0 3.0 3.0 2.0 3.0 3.0 3.0 Absolute Min Walk 4 4 4 4 4 4 FRH 10 19 16 10 12 ACTUATION: \*\* if Actuation setting vary by plan, use special comments. Phase 2 10P 3 4 5 6 7 8 12P 13P 15P Vehicle Det Type NONE NONE NONE NONE NONE NONE NONE **Ped Detection** NONE NONE NONE NONE NONE Vehicle Recall (Max, Min, Soft or None) MAX MAX MAX MAX MAX MAX Absolute Min Green (same as above) 10 10 10 19 10 6 Vehicle Extension (seconds) -----------Max Green (only used for FREE) 23 14 10 23 6 14 YES Pedestrian Recall (Yes or No) YES YES YES YES YES Ped Recycle (Yes or No) YES YES YES YES YES YES "WALK EXPAND" (Yes or No) YES YES YES YES YES YES COORDINATION (phase splits = Max G + Y + R Clearance) 2+4+7+8 Cycle 1 length 2 3 5 7 Phase 4 6 8 **Dial 1 Splits** 80 30 21 17 30 21 12 Max Trans 107 57 17 21 21 57 12 **Min Trans** 78 28 17 21 12 21 28 **Dial 2 Split** 80 30 21 17 30 21 12 Max Trans 107 21 57 21 57 17 12 **Min Trans** 78 28 21 17 28 21 12 Change **Dial 3 Splits** 80 30 21 17 30 21 12 Max Trans 107 21 57 21 17 57 12 **Min Trans** 78 28 21 17 28 21 12 **Dial 4 Splits** Max Trans Min Trans **Coordinated Phases** X X

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

Special Comments

startup all-red = 6 seconds

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Columbus, Green, & Stock	ton									-				-	1000	-			Cha	inge		0
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Intersection CNN								phas	ses 3/4	run o	oncum	ent, wi	th LPI	s for 2l to per	P, 6P, rmissiv			se cycl	le leng	th, cha	nge ph	ase 7
	Orozco				PH	ASE	5	TREE	T	Eme	rFlash	Progf	lash	Contr	oller:		2070		Α.	TTAC	HMEN	TS
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212 90.0	10.0	7.0	3.0	6.0	4.0	4.0	13.0	3.0	1.0	1.0	1.0	4.0	6.0	4.0	3.0	4.0	10.0	4.0	2.0	No. of the		Ser.
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		-	34	4.0					19.0			L		7.0				0.0	efore p		l i	

\*4 sec LPI recommended for phase 16P before phase 8

\*4 sec LPI recommended for phase 6P before phase 7 \*Phase 7 changed from green arrow to green ball given overlapping ped phases 6P and 16P

PHASE DIAGRAM





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Columbus, Gre	en, & Stock	ton _																Cha	inge		C
CHANGE				DESC	CRIPTI	ON:					Existin	ig con	ditions	@ 90	secor	nd cyc	le leng	th .			
Intersection CNI	N																				
ENGINEER:	Edgar	Orozco		PH/	ASE	s	TREE	Т	Eme	Flash	Prog	lash	Contr	oller:		2070		A'	TTACH	IMEN	TS
Revision Date	11/30	)/2018		21	\$ 6	C	olumb	us		R		IA	Cabir	net		M-SF		X	Base	Timino	
				3	84	s	Stockto	n		R	N N	IA	Oper.	Date:	11	/10/19	953	<u> </u>	Actua		
Programmed by:			_	7	8.8	Gree	en/BBB	Blvd		R	N	IA	Syste	m:	Col	umbu	s (7)	<u> </u>	Trans		itv
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212 90.0		11.0	5.0	1.0	10.0	4.0	4.0	7.0	3.0	7.0	4.0	3.0	6.0	4.0	1.0	1.0	12.0	4.0	3.0		1995
313 90.0		11.0	5.0	1.0	10.0	4.0	4.0	7.0	3.0	•7.0	4.0	3.0	6.0	4.0	1.0	1.0	12.0	4.0	3.0	<u> </u>	
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# **Baseline Conditions (90s)**



## **TransBASE Internal Dashboard**

Geographic Extent: 25352000: GREEN ST/STOCKTON ST at COLUMBUS AVE Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End) Data Range: 07/01/2014 to 06/30/2019 Pull Date: 11/6/2019

#### Collision/Party/Victim Table Showing 1 to 8 of 8 entries

#### **Count of Fatal Collisions: 0 Count of Non-Fatal Injury Collisions: 8** Total Count of Fatal/Non-Fatal Injury Collisions: 8

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
170676965	08/19/2017	18:01	Saturday	COLUMBUS AVE	STOCKTON ST	0	Not Stated	Driver	North	Proceeding Straight	Pedestrian	East	Other	CVC 21950(a)	Injury (Complaint of Pain)	Other	Pedestrian	Clear	Dayligh
170473216	06/10/2017	02:13	Saturday	COLUMBUS AVE	GREEN ST	0	Not Stated	Pedestrian	West	Crossed Into Opposing Lane - Unplanned	Driver	South	Proceeding Straight	CVC 21954(a)	lnjury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	Clear	Dark - Street Lights
170280817	04/06/2017	06:30	Thursday	STOCKTON ST	COLUMBUS AVE	0	Not Stated	Driver	North	Making Right Turn	Pedestrian	North	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Cloudy	Dayligh
170018298	01/07/2017	14:32	Saturday	STOCKTON ST	COLUMBUS AVE	20	South	Pedestrian	East	Proceeding Straight	Driver	South	Making Left Turn	CVC 21950(b)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	Clear	Daylig
170010272	01/04/2017	18:52	Wednesday	COLUMBUS AVE	STOCKTON ST	0	Not Stated	Driver	South	Making Left Turn	Pedestrian	East	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Sideswipe	Pedestrian	Raining	Dark - Street Lights
160736870	09/11/2016	02:10	Sunday	COLUMBUS AVE	STOCKTON ST	0	Not Stated	Driver	South	Stopped In Road	Pedestrian	Not Stated	Other	CVC 21453(d)	Injury (Severe)	Vehicle/ Pedestrian	Pedestrian	Clear	Dark - Street Lights
160588853	07/21/2016	18:22	Thursday	COLUMBUS AVE	STOCKTON ST	5	East	Driver	South	Making Right Turn	Pedestrian	East	Not Stated	CVC 21950(a)	Injury (Severe)	Vehicle/ Pedestrian	Pedestrian	Clear	Dayligi
141018548	12/02/2014	20:40	Tuesday	GREEN ST	COLUMBUS AVE	0	Not Stated	Driver	East	Making Left Turn	Pedestrian	South	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Sideswipe	Pedestrian	Raining	Dark - Street Lights



#### Summary of Collisions at Columbus/Stockton/Green Intersection

#### Date Range: 7/1/14 - 6/30/19 (5 years)

#### Pull Date: 11/6/2019

- 1. NB vehicle at fault for not yielding to ped who was crossing legally.
- 2. Ped at fault. Ped crossed at uncontrolled crossing without yielding to vehicles. Ped was also intoxicated.
- 3. RT vehicle at fault for not yielding to Ped. Vehicle making RT onto Stockton from NB Columbus during Columbus phase.
- 4. Ped was named at fault. Ped crossed the street not in the crosswalk and did not 'yield' to vehicles. Ped was trying to catch bus. Vehicle was making legal NB LT.
- 5. WB vehicle making LT at fault for failing to yield to peds in crosswalk. Ped legally crossing. Vehicle making turn during AR.
- 6. Police report is wrong. Seems like ped was crossing on RH when SB vehicle hit him. Vehicle fled the scene. Vehicle was speeding.
- 7. RT Muni bus hits ped. Bus had green light and ped had walking man. Muni operator at fault for failing to yield to pedestrian.
- 8. SB vehicle making LT during yellow phase hits ped crossing Green. Vehicle at fault for failing to yield to ped.





Figure showing average crossing times (walk+wait) between SE and NE corners

	1 D				Colu	mbus SE	Colun	nbus NW	Stock	ton NB
Scenario	Stockton Green Ratio	Columbus Green Ratio	LPIs	New Xwalk	Delay (sec)	V/C	Delay (sec)	V/C	Delay (sec)	V/C
Existing conditions @ 80 sec. cycle length	13%	29%	No	No	29	0.61	35	0.78	248	1.37
Existing conditions @ 90 sec. cycle length	13%	30%	No	No	<b>3</b> 1	0.59	<b>3</b> 6	0.75	216	1.29
Proposed conditions @ 90 sec. cycle length	14%	29%	Yes (2P, 6P, 16P)	Yes	32	0.62	<b>3</b> 8	0.78	179	1.20
					30,1	45,8 51	3		30,4	5NB





Columbus, Stockton, and Green Mode Splits (PM Penk Havi)





Columbus NW NO LT onto Stockton reroute

Columbus NW NO LT onto BBB reroute

Columbus SE NO LT onto Green reroute

## Approach Photos

Approximate location of proposed crosswalk marked in red. All photos from Google StreetView.



Stockton NB; image taken June 2019



Columbus NWB; image taken June 2019



Green WB; image taken April 2019



Stockton SB; image taken April 2019 (This movement would not cross the proposed crosswalk due to the existing Right Turn Only restriction)



Columbus SEB; image taken Jun 2019



Green/Beach Blanket Babylon EB; image taken June 2019

Existing Conditions @ 80 sec.

## Queues

3: Stockton & Columbus & Green

01/15/2020

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Lane Group	EBR	WBT	NBT	SBR2	SEL	SET	NWL2	NWT		III.CHIMAN AND
Lane Configurations	R.	4	4	7		412	C. Par Street	đþ	TRACE AND A DEPARTMENT	a station and the second
Traffic Volume (vph)	21	0	23	30	7	260	3	457	States in States of the	AND
Future Volume (vph)	21	0	23	30	7	260	3	457	「山西部門」の一つの	M. S. Mariana
Lane Group Flow (vph)	33	76	147	33	0	403	0	585	Contraction of the second	ALL CONTRACTOR
Turn Type	Prot	NA	NA	Perm	Perm	NA	Perm	NA		
Protected Phases	7	8	4		5 20 20	6		2		Street with a lite
Permitted Phases				3	6		2			
Minimum Split (s)	21.0	12.0	17.0	21.0	30.0	30.0	30.0	30.0		
Total Split (s)	21.0	12.0	17.0	21.0	30.0	30.0	30.0	30.0		
Total Split (%)	26.3%	15.0%	21.3%	26.3%	37.5%	37.5%	37.5%	37.5%	and the state of the	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	3.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0	Concernation of the	INVICTION OF A DESCRIPTION
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0		
Total Lost Time (s)	7.0	6.0	7.0	7.0		7.0		7.0		ALL ARMENT
Lead/Lag										
Lead-Lag Optimize?	AND STORED	NOTIST		No.	12.22	4.200				and a state of the
Act Effct Green (s)	14.0	6.0	10.0	14.0		23.0		23.0		
Actuated g/C Ratio	0.18	0.08	0.12	0.18		0.29	Electro Alert	0.29	and the second second	HARLING CONTRACT
v/c Ratio	0.13	0.29	1.37	0.08	4	0.61	a fan fan her f	0.78		
Control Delay	29.6	2.9	247.7	0.4	A DE LA PERSONA	29.1		34.7	C. N. WANKS-SHOLEDO	
Queue Delay	0.0	0.0	0.0	0.0		0.0	The Second Second	0.0	The second second	
Total Delay	29.6	2.9	247.7	0.4	S. Frank	29.1		34.7		
LOS	C	A	F	A		C		C	and the second se	
Approach Delay	Contra Tra	2.9	247.7	and and a		29.1	22,7132-0	34.7	and the second	A CONTRACTOR OF THE OWNER
Approach LOS		A	F			C		C		
Queue Length 50th (ft)	14	0	~98	0	- States	90	an internet	140	and the second se	
Queue Length 95th (ft)	38	0	#213	0		138		#208		
Internal Link Dist (ft)		385	384		S. Carlos	542	1124 8	493	Vertex and	and the second se
Turn Bay Length (ft)	24012								in the second second	
Base Capacity (vph)	245	259	107	389	1. Section 1	657	20100	750		
Starvation Cap Reductn	0	0	0	0		0		0		
Spillback Cap Reductn	0	0	0	0	and the second	0	a l'étaite	0	Carl Carl State of the State	
Storage Cap Reductn	0	0	0	0		0	and the same	0	and a state of the state	
Reduced v/c Ratio	0.13	0.29	1.37	0.08	No.	0.61		0.78		
Intersection Summary				LAL CONTRACT						
Cycle Length: 80				100			and and			
Actuated Cycle Length: 80										
Offset: 45 (56%), Reference	d to phase	2:NWTL	and 6:SE	TL, Star	of Green				influence and an	NAME OF TAXABLE PARTY.
Natural Cycle: 90	•					x				
Control Type: Pretimed		a state		5412	Sec. 1	A STATE	144710-500		a the first of the state	Compare Barrier
Maximum v/c Ratio: 1.37										
Intersection Signal Delay: 54	4.5	21501	- Sec. 199	Ir	tersection	n LOS: D	142	11.7 74	The second s	martin and and
Intersection Capacity Utiliza				and the second second second	CU Level	the second se				
Analysis Period (min) 15			111. 3.2				The We	L. Carton		
~ Volume exceeds capaci	ty, queue is	s theoreti	cally infin	ite.		•	and the second sec	10,00000		
Queue shown is maximu					U-Unit-		No. 12 and			
# 95th percentile volume e			ueue mav	be longe	er.					
Queue shown is maximu			,	Jerienige		244750	1 - Frank			

Baseline

## Queues 3: Stockton & Columbus & Green

Splits and Phases: 3: Stockton & Columbus & Green

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206 (R)	- 07		G (4) 2)

Baseline

Existing Conditions @ 90 sec.

## Queues

3: Columbus & Green & Stockton

01/15/2020

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24.0	12.0	19.0	24.0	35.0	35.0	35.0	35.0		
26.7%	13.3%	21.1%	26.7%	38.9%	38.9%	38.9%	38.9%	E PANIN F	and the second sec
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3.0	2.0	3.0	3.0	4.0				And Longer House	
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17.0	6.0	12.0	17.0		27.0		27.0		
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     NBT         SBR2         SEL         SET         NWL2           A         A         A         F         A         C         Z         Z         Z         A</td> <td>EBR         WBT         NBT         SBR2         SEL         SET         NWL2         NWT           L         4         6         7         41         41         41           21         0         23         30         7         260         3         457           21         0         23         30         7         260         3         457           33         76         147         33         0         403         0         585           Perm         NA         NA         Perm         Perm         NA         Perm         NA           8         4         6         2         2         7         3         6         2           7         3         6         2         35.0         35.0         35.0         35.0           24.0         12.0         19.0         24.0         35.0         36.9%         38.9%         38.9%         38.9%           4.0         4.0         4.0         4.0         4.0         4.0         4.0         4.0           3.0         2.0         3.0         3.0         0.0         0.0         0.0         0.0         0.0<td>EBR         WBT         NBT         SBR2         SEL         SET         NWL2         NWT           21         0         23         30         7         260         3         457           21         0         23         30         7         260         3         457           21         0         23         30         7         260         3         457           33         76         147         33         0         403         0         585           Perm         NA         NA         Perm         NA         Perm         NA           8         4         6         2         2         7         3         6         2           74.0         12.0         19.0         24.0         35.0         35.0         35.0         35.0           26.7%         13.3%         21.1%         26.7%         38.9%         38.9%         38.9%         38.9%           4.0         4.0         4.0         4.0         4.0         4.0         4.0           0.0         0.0         0.0         0.0         0.0         0.0         0.0           7.0         7.0</td></td>	EBR         WBT         NBT         SBR2         SEL         SET           1         0         23         30         7         260           21         0         23         30         7         260           33         76         147         33         0         403           Perm         NA         NA         Perm         Perm         NA           8         4         6         7         3         6           24.0         12.0         19.0         24.0         35.0         35.0           26.7%         13.3%         21.1%         26.7%         38.9%         38.9%           4.0         4.0         4.0         4.0         4.0         4.0           3.0         2.0         3.0         3.0         4.0         4.0           0.0         0.0         0.0         0.0         0.0         0.0           7.0         6.0         12.0         17.0         27.0         0.0           0.19         0.07         0.13         0.19         0.30         0.75         0.31         1.29         0.08         0.59           115.5         3.3         215.6	EBR         WBT         NBT         SBR2         SEL         SET         NWL2           A         A         A         F         A         C         Z         Z         Z         A	EBR         WBT         NBT         SBR2         SEL         SET         NWL2         NWT           L         4         6         7         41         41         41           21         0         23         30         7         260         3         457           21         0         23         30         7         260         3         457           33         76         147         33         0         403         0         585           Perm         NA         NA         Perm         Perm         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07/15/2019 Baseline

## Queues 3: Columbus & Green & Stockton

Splits and Phases: 3: Columbus & Green & Stockton

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07/15/2019 Baseline

Proposed Conditions @ 90 sec.

## Queues

3: Columbus & Green & Stockton

01/15/2020

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Lane Group	EBR	WBT	NBT	SBR2	SEL	SET	NWL2	NWT	Ø1	Ø5	and the second
Lane Configurations	A	4	4	1	11 2347	4 î b	1.5-7/15-5	đþ		30110-20	£
Traffic Volume (vph)	21	0	23	30	7	260	3	457	in the second	and a lot	10-10-10-00
Future Volume (vph)	21	0	23	30	7	260	3	457	and the state	12	A CONTRACTOR OF THE OWNER
Lane Group Flow (vph)	33	76	147	33	0	403	0	585	an Mente	S. Sugar	State Market St
Turn Type	Perm	NA	NA	Perm	Perm	NA	Perm	NA			
Protected Phases	1 million	8	4			6	SUE IS	2	1	5	
Permitted Phases	7			3	6		2				
Minimum Split (s)	16.0	17.0	19.0	19.0	34.0	34.0	34.0	34.0	4.0	4.0	HER HERE
Total Split (s)	16.0	13.0	19.0	19.0	34.0	34.0	34.0	34.0	4.0	4.0	1
Total Split (%)	17.8%	14.4%	21.1%	21.1%	37.8%	37.8%	37.8%	37.8%	4%	4%	Set out the
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	2.0	2.0	
All-Red Time (s)	2.0	3.0	2.0	2.0	4.0	4.0	4.0	4.0	1.0	1.0	a summer a
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0			
Total Lost Time (s)	6.0	7.0	6.0	6.0	N. H. Come	8.0		8.0		ALL SCALE	
Lead/Lag	Lag	Lag							Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		1.1.1.1				A CONTRACTOR	Yes	Yes	State of the party of
Act Effct Green (s)	10.0	6.0	13.0	13.0		26.0		26.0			
Actuated g/C Ratio	0.11	0.07	0.14	0.14	10-10X	0.29		0.29	a contraction	and the second	
v/c Ratio	2.20	0.26	1.20	0.07		0.62		0.78			
Control Delay	732.1	2.2	179.3	0.3		32.3		37.9	- alter and		Constant of the second
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0			
Total Delay	732.1	2.2	179.3	0.3		32.3	50 m / 5	37.9	a partition	Service Ships Hours	
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Approach LOS		A	F			С		D			
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Internal Link Dist (ft)	Story 2	985	732	The second		1185		1079		1000000	
Turn Bay Length (ft)											
Base Capacity (vph)	15	290	123	447	MINE STA	653	A DOLT	748			
Starvation Cap Reductn	0	0	0	0		0		0			
Spillback Cap Reductn	0	0	0	0	1	0	C Since	0	A DISTRICT		
Storage Cap Reductn	0	0	0	0		0		0			
Reduced v/c Ratio	2.20	0.26	1.20	0.07		0.62		0.78		34.33	
Intersection Summary				an Brita		ALC: BUT			- Aller	Succession of the	
Cycle Length: 90											
Actuated Cycle Length: 90											
Offset: 45 (50%), Reference	ed to phase	2:NWTL	and 6:SE	ETL, Star	t of Green						
Natural Cycle: 105											
Control Type: Pretimed								New York	SHOWN .	John States	
Maximum v/c Ratio: 2.20											
Intersection Signal Delay: 6	7.3	SHEWA	A State State	Ir	ntersectio	n LOS: E		The summer	Jack miles	1. 74. 1	
Intersection Capacity Utilization 71.9% ICU Level of Service C											
Analysis Period (min) 15											
~ 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 maximu						CAR BY	- Artenia	1212/3			

07/15/2019 Baseline

## Queues 3: Columbus & Green & Stockton

Splits and Phases: 3: Columbus & Green & Stockton

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07/15/2019 Baseline



April 23, 2019

Aaron Peskin, Supervisor City Hall 1 Dr. Carlton B. Goodlett Place, Room 244 San Francisco, Ca 94102-4689 Via email: <u>Aaron.Peskin@sfgov.org</u>

## Re: Reimagining Intersection of Columbus/Stockton/Green with "The Columbus Teardrop"

Dear Supervisor Peskin,

We are writing to join our fellow neighborhood group, Telegraph Hill Dwellers, in support of the placement of a pedestrian scramble scenario at the intersection of Columbus Avenue, Stockton, and Green Streets. We would also like to ask that pedestrian safety and transit efficiency be taken a step further by considering reimagining the intersection as a combination pedestrian scramble and teardrop-shaped rotary intersection with a small sculpture plaza/pedestrian refuge at center.

This idea is not new. Similar conceptual designs for an oval-shaped rotary intersection were drawn up by the neighborhood group RENEW SF, in the years leading up to the recent Columbus Avenue Project. Those designs were revolutionary then, but seem like common sense now in light of our Vision Zero commitments.

We request that NTIP funds be allocated for the expedited design and implementation of this project. After recent pedestrian and bicycle fatalities were deemed preventable, elected officials, SFMTA, and other city departments all worked together to ensure such improvements were installed in a matter of weeks, not years. North Beach Neighbors believes such responsiveness by those same parties could result in the rapid realization of this very important and much overdue street improvement.

Please see the image below for a schematic visualization of the proposed "Columbus Teardrop."

Sincerely yours,

Daniel J. Sauter

Daniel J. Sauter, President



Tony Wessling, Chair, Complete Streets Committee

cc: Director of Transportation, Edward D. Reiskin ed.reiskin@sfmta.com Local Government Affairs Manager, Joél T. Ramos Joel.Ramos@sfmta.com District 3 Supervisor, Aaron Peskin aaron.peskin@sfgov.org PSAC, Gabrielle Haug gabriellehaug@gmail.com



Red arrow over curb lane on Columbus indicates MUNI and RIGHT TURN ONLY.
Yellow triangles could start as paint and posts, and move to permanent pedestrian islands if

concept proves viable.



• Current DO NOT ENTER restriction from Stockton across to Green would be removed to allow full flow of vehicular traffic around the Teardrop.

• Vehicular traffic could be on a completely separate cycle from pedestrians, pedestrians could have permanent right-of-way with signs requiring vehicular traffic to yield, or there could be a hybrid of the two: Every couple of minutes, traffic would be given a red light in all directions to allow a pedestrian scramble, and then revert to amber flashing lights with pedestrian-priority right of way.



March 4, 2019

Aaron Peskin, Supervisor City Hall 1 Dr. Carlton B. Goodlett Place, Room 244 San Francisco, Ca 94102-4689 *Via email: <<u>Aaron.Peskin@sfgov.org</u>>* 

#### Re: Scramble - Columbus/Stockton/Green

Dear Supervisor Aaron Peskin,

The Telegraph Hill Dwellers are writing to you in support of placing a pedestrian scramble signal in North Beach at the intersection of Columbus, Stockton, and Green St.

For pedestrians, crosswalks are the most dangerous portion of the street. The current intersection requires a pedestrian to traverse 3 crosswalks in order to cross the street. This greatly increases exposure to traffic and the probability of a potential accident. It is also unnecessarily taxing for seniors and the disabled in our community.

Many residents give up on the current design and choose to take their chances and jaywalk across the street from points A to B on the illustration below. This intersection is extremely dangerous to jaywalk because there are 6 potential sources of traffic.

We request the immediate review and reassessment of the current street design and a timely implementation of a scramble signal in this intersection.

We would like a follow up on the SFCTA Neighborhood Transportation Improvement Project dollars that were allocated to SFMTA to study pedestrian safety design on Kearny and scramble at Columbus, Stockton, and Green St.

In addition, although bulbouts have been placed on each of the 6 corners at this intersection, we recommend that consideration be given to the expansion of the small island in the center of Columbus Ave at point C on the illustration below into a pedestrian safety zone for those who require more time to cross.

P.O. BOX 330159 SAN FRANCISCO, CA 94133 + 415 273 1004 www.thd.org

Founded in 1954 to perpetuate the historic traditions of San Francisco's Telegraph Hill and to represent the community interests of its residents and property owners

March 4, 2019 Page 2

Lastly, we want to encourage the placement of "No Right Turn On Red" signs in this intersection to prevent cars from turning into crosswalks while pedestrians are crossing.

Sincerely, Tudy Irving

Judy Irving President Telegraph Hill Dwellers



cc: Director of Transportation, Edward D. Reiskin <u>ed.reiskin@sfmta.com</u> Local Government Affairs Manager, Joél T. Ramos <u>Joel.Ramos@sfmta.com</u> PSAC, Gabrielle Haug <u>gabriellehaug@gmail.com</u>