

SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 8/13/2024 Requested_by: SFMTA Handled: Joceline Suhaimi GH Section Head M.Sallaberry MS	<input type="checkbox"/> Public Hearing Consent <input checked="" type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational / Other <small>PH - Regular</small>	No objections: _____ Item Held: _____ Other: _____
Location: Oak Street, between Stanyan Street and Baker Street		
Subject: Oak Street Quick-Build		
PROPOSAL / REQUEST: RESCIND – CLASS III BIKE LANE Baker Street, southbound, from Fell Street to Oak Street RESCIND – ANGLED PARKING ESTABLISH – PARALLEL PARKING Baker Street, west side, between Oak Street and Fell Street ESTABLISH – CLASS IV BIKEWAY Oak Street, eastbound, from John F. Kennedy Drive/Stanyan Street to Baker Street Baker Street, southbound, from Fell Street to Oak Street ESTABLISH – NO RIGHT TURN ON RED Baker Street, northbound, at Oak Street ESTABLISH – TOW-AWAY, NO STOPPING, AT ALL TIMES Oak Street, north side, from Cole Street west curb line to Cole Street east curb line Oak Street, north side, from Clayton Street west curb line to Clayton Street east curb line Oak Street, north side, from Ashbury Street west curb line to Ashbury Street east curb line		
BACKGROUND INFORMATION / COMMENTS Project Proposal: The Oak Quick-Build project will build a new eastbound protected bikeway on Oak Street along the Panhandle Park between Stanyan and Baker streets. This new bikeway will relieve congestion on the Panhandle Park's mixed-use path by providing bicycle riders with an alternative parallel route. The project will also reduce the risk of traffic crashes on the corridor by reducing one general travel lane, painting intersection daylighting, shortening pedestrian crossing distances crossing Oak Street, and adding full signal separation for the north crosswalk at Oak/Masonic. Project Elements: - Eastbound Class IV bikeway on Oak Street between Stanyan and Baker streets, protected by floating parking and concrete islands - Southbound Class IV bikeway on Baker Street between Fell and Oak streets, protected by delineators and floating parking - Daylighting throughout the corridor - Travel lane reduction: 1 lane removed on John F Kennedy Drive between Kezar Way and Stanyan Street (2 lanes remaining); 1 lane removed on Oak Street between Stanyan and Ashbury streets (2-3 lanes remaining); 1 lane removed on Oak Street between Masonic and Baker streets (3 lanes remaining).		
HEARING NOTIFICATION AND PROCESSING NOTES:		ENVIRONMENTAL CLEARANCE BY: <input type="checkbox"/> SFMTA <input type="checkbox"/> Attached <input checked="" type="checkbox"/> Pending
CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL: <input checked="" type="checkbox"/>		

Oak Quick-Build Legislation

Oak Street, between John F. Kennedy Drive and Baker Street

ESTABLISH – CLASS IV BIKEWAY

- a) Oak Street, eastbound, from John F. Kennedy Drive/Stanyan Street to Baker Street
- b) Baker Street, southbound, from Fell Street to Oak Street

RESCIND – CLASS III BIKEWAY

Baker Street, southbound, from Fell Street to Oak Street

ESTABLISH – NO TURN ON RED

Baker Street, northbound, approaching Oak Street

RESCIND – ANGLE PARKING

ESTABLISH – PARALLEL PARKING

Baker Street, west side, between Oak Street and Fell Street

ESTABLISH – TOWAWAY NO STOPPING AT ALL TIMES

- a) Oak Street, north side, from Cole Street west curb line to Cole Street east curb line
- b) Oak Street, north side, from Clayton Street west curb line to Clayton Street east curb line
- c) Oak Street, north side, from Ashbury Street west curb line to Ashbury Street east curb line
- d) Oak Street, north side, from Ashbury Street to Masonic Avenue
- e) Oak Street, north side, from 15 feet west of Central Avenue to 50 feet easterly
- f) Oak Street, north side, from Lyon Street west curb line to Lyon Street east curb line
- g) Oak Street, north side, from Baker Street to 40 feet westerly
- h) Baker Street, west side, from Oak Street to 55 feet northerly

ESTABLISH – YELLOW ZONE, 30-MINUTE COMMERCIAL LOADING, AT ALL TIMES

Oak Street, north side, from Clayton Street to 40 feet easterly

(Supervisor District 5)

Proposal to install a new eastbound protected bikeway on Oak Street along the Panhandle Park between Stanyan and Baker streets as part of the Oak Street Quick-Build project.

Joceline Suhaimi, joceline.suhaimi@sfmta.com

TASC Coversheet Background:

Project Proposal:

The Oak Quick-Build project will build a new eastbound protected bikeway on Oak Street along the Panhandle Park between Stanyan and Baker streets. This new bikeway will relieve congestion on the Panhandle Park's mixed use path by providing bicycle riders with an alternative parallel route. The project will also reduce the risk of traffic crashes on the corridor by reducing one general travel lane, painting intersection daylighting, shortening pedestrian crossing distances crossing Oak Street, and adding full signal separation for the north crosswalk at Oak/Masonic.

Project Elements:

- Eastbound Class IV bikeway on Oak Street between Stanyan and Baker streets, protected by floating parking and concrete islands
- Southbound Class IV bikeway on Baker Street between Fell and Oak streets, protected by delineators and floating parking
- Daylighting throughout the corridor
- Travel lane reduction: 1 lane removed on John F Kennedy Drive between Kezar Way and Stanyan Street (2 lanes remaining); 1 lane removed on Oak Street between Stanyan and Ashbury streets (2-3 lanes remaining); 1 lane removed on Oak Street between Masonic and Baker streets (3 lanes remaining).
- New bicycle signals at Baker and Masonic to remove conflicts between bicyclists and motorists.
- At Oak/Masonic
 - o modify signal to fully phase separate eastbound left turning vehicles (with red/yellow/green arrows) from north crosswalk and new eastbound bikeway
 - o add second eastbound left turn pocket to maintain level of service for eastbound left turn (up to 600 vehicles per hour)
 - o add segment of eastbound Class I bike path in Panhandle Park, between Masonic Ave and ~150 feet westerly
 - o various curb ramp modifications to accommodate new Class I bike path

Corridor Information:

- High Injury Network: Yes, Oak St from Cole St to Baker St
- Crashes: 74 traffic crashes in the past five years; 33 of these involved a pedestrian or bicyclist
- Vehicle Speeds: 30mph speed limit; 32-36mph 85th percentile speeds in 2023

- Muni Routes: None
- Bikeways: None

Summary of Community Engagement in 2023-2024:

- 11 meetings with stakeholder groups through two phases of outreach including North of Panhandle Neighborhood Association (NOPNA), Haight Ashbury Neighborhood Council (HANC), San Francisco Bike Coalition, WalkSF, and various nearby churches and schools
- 2400 mailers sent out to nearby residents, over 90 posters posted in and around the project area, two social media posts and two email/ text message blasts to advertise the proposed project and open house period engagement opportunity
- Two-week open house period consisting of an online Storymap and survey, pop-up event on the Panhandle, and office hours staffed by the project team
 - o Over 40 people engaged directly in person and via zoom
 - o 246 survey responses received
- Briefings with and support from the District 5 Supervisor's office

OAK STREET QUICK-BUILD PROJECT



311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / Librang tulong para sa wikang Filipino / 무료 언어 지원 / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم



Stanyan and JFK

An eastbound travel lane on JFK Drive would be repurposed to accommodate a wider bike lane and painted buffer. For the westbound bikeway along the north side of JFK Drive, the existing temporary cones would be replaced with flex posts and a buffer.

Typical Oak Cross-Section

Existing Conditions
 Parking Lane | Travel Lane | Travel Lane | Travel Lane | Travel Lane | Parking Lane | Sidewalk

Proposed Design
 Bikeway | Flex Posts | Parking Lane | Travel Lane | Travel Lane | Travel Lane | Parking Lane | Sidewalk

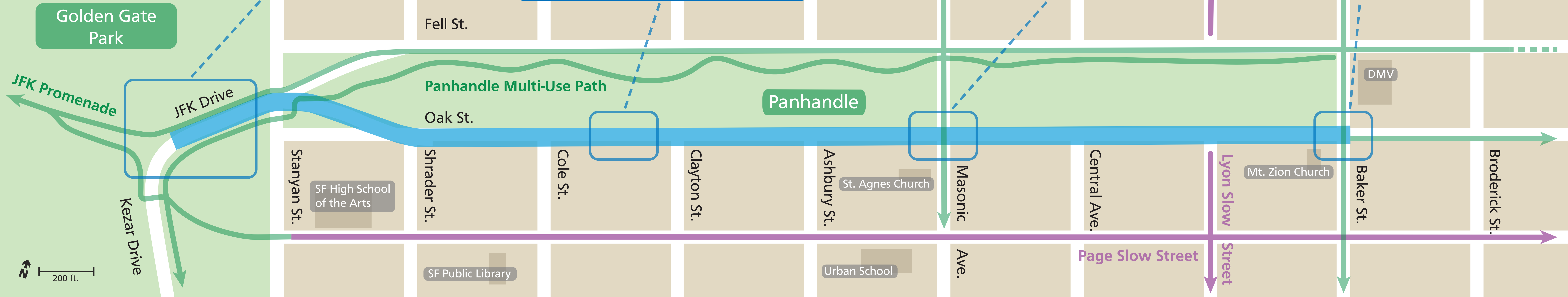
A travel-lane reduction would create space for a new physically protected eastbound bikeway on the north side of Oak Street, connecting the JFK Promenade in Golden Gate Park with the existing Oak Street bikeway at Baker Street. Pedestrians would have fewer travel lanes to cross Oak Street.

Masonic and Oak

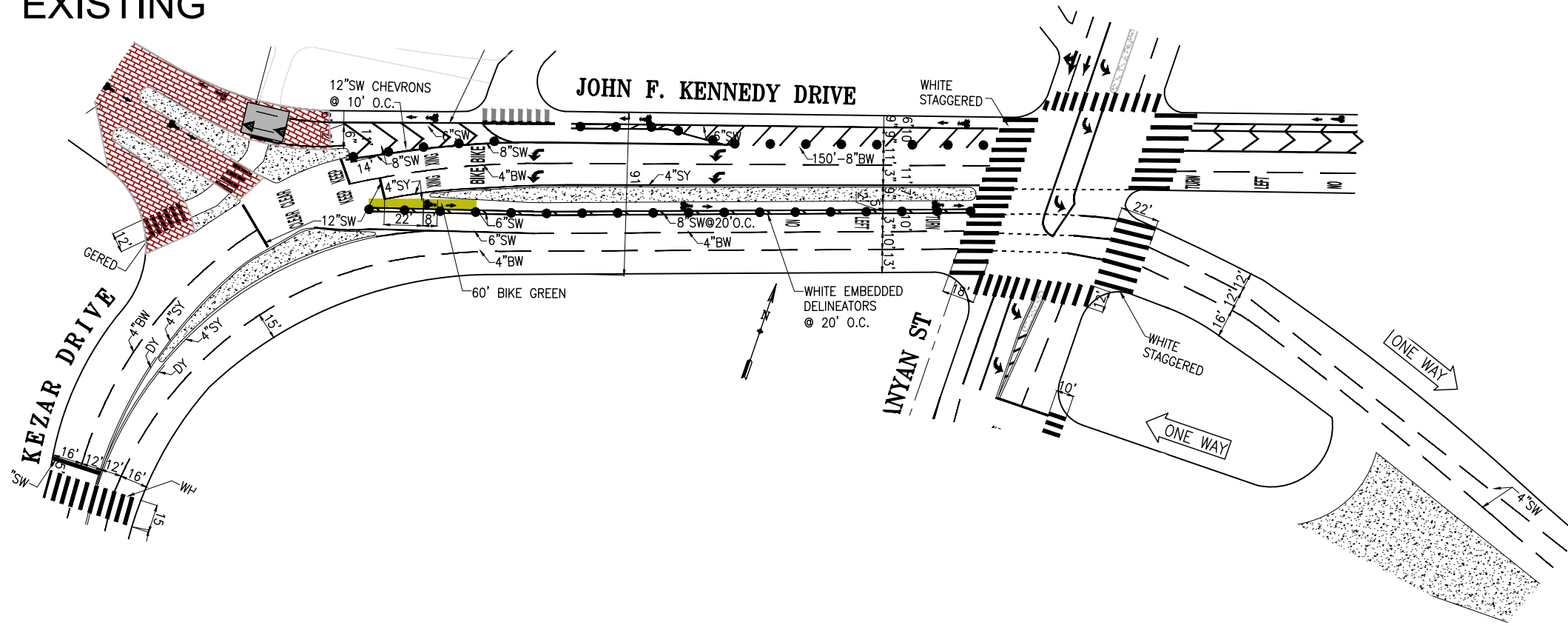
The bikeway would be routed onto a new path in the Panhandle Park adjacent to the existing pedestrian path. People walking/bicycling and left-turning drivers would have their own dedicated signals separate from one another.

Baker and Oak

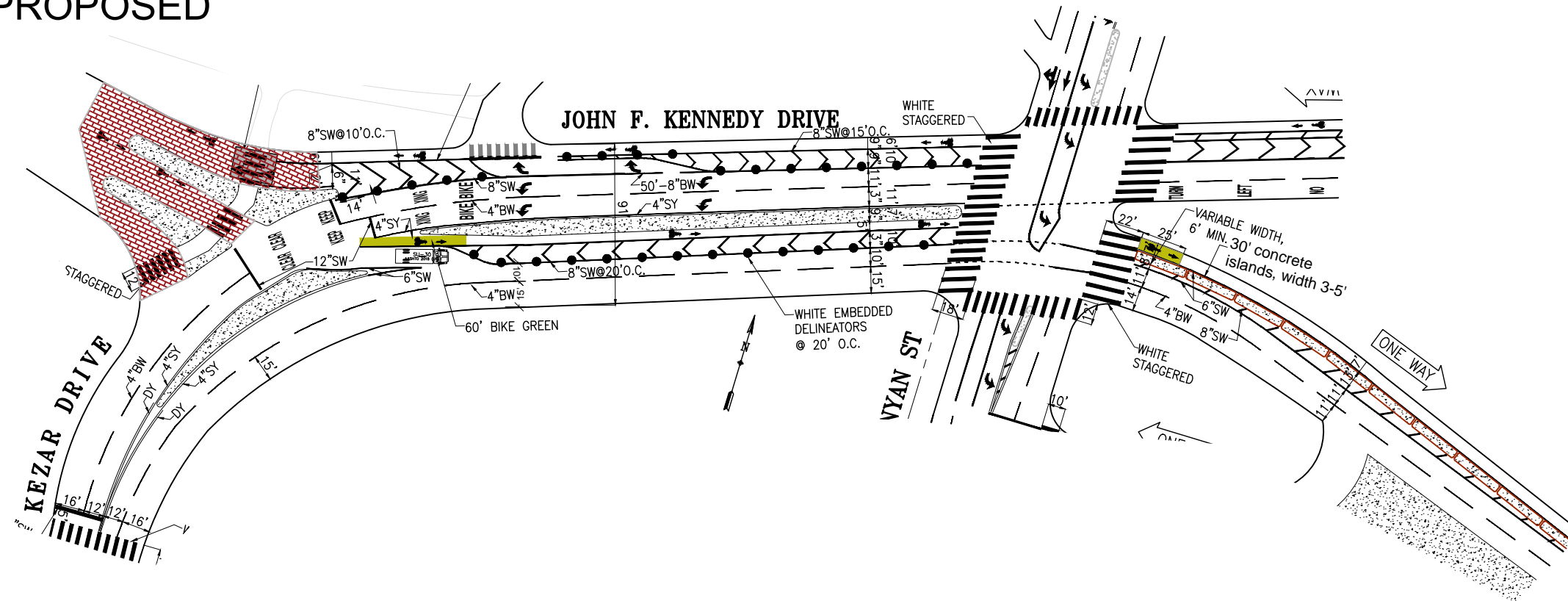
People continuing onto the existing bikeway east of Baker Street would wait in a new bike box and merge with southbound bikes during a signal-separated dedicated bike crossing.



EXISTING



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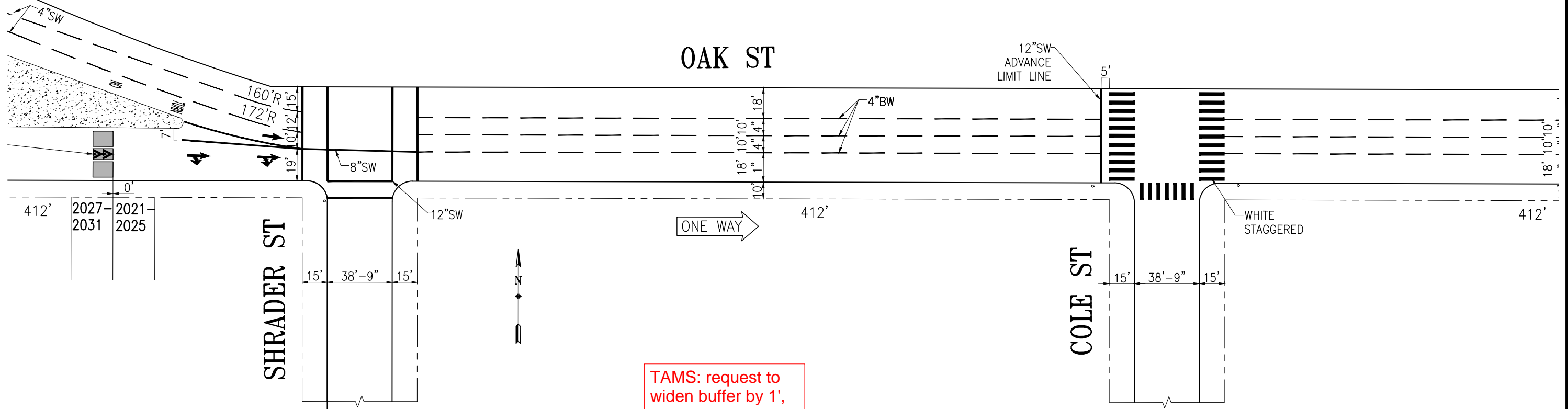
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OAK QUICK BUILD
Existing vs Proposed Striping Plan
JFK DR/KEZAR DR/STANYAN ST

CONTRACT NO.
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REV. NO.
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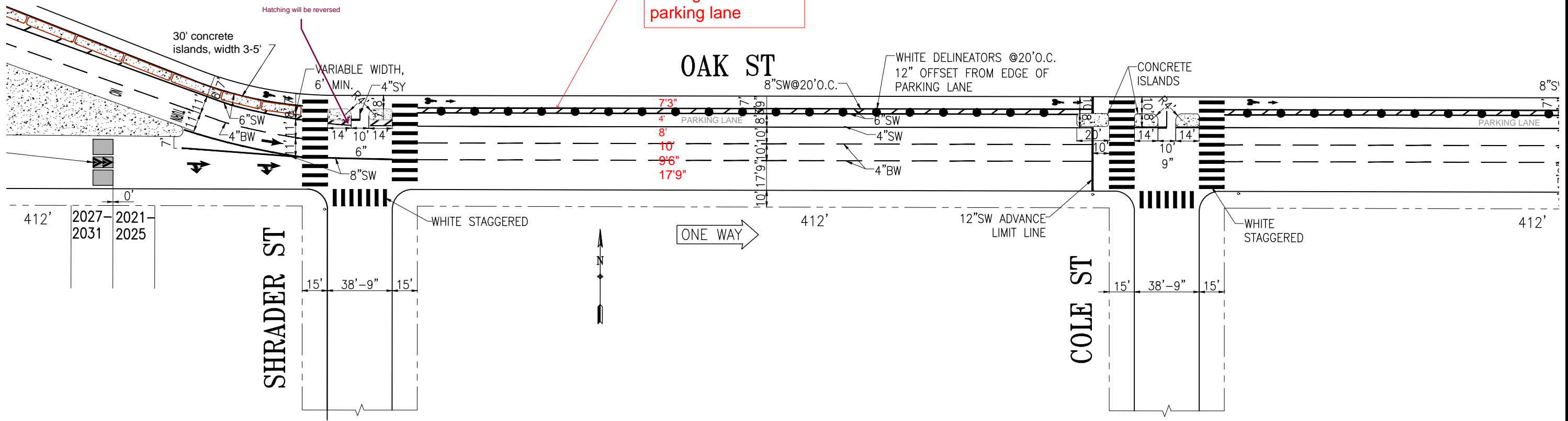
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TAMS: request to widen buffer by 1', place delineators on edge line of parking lane

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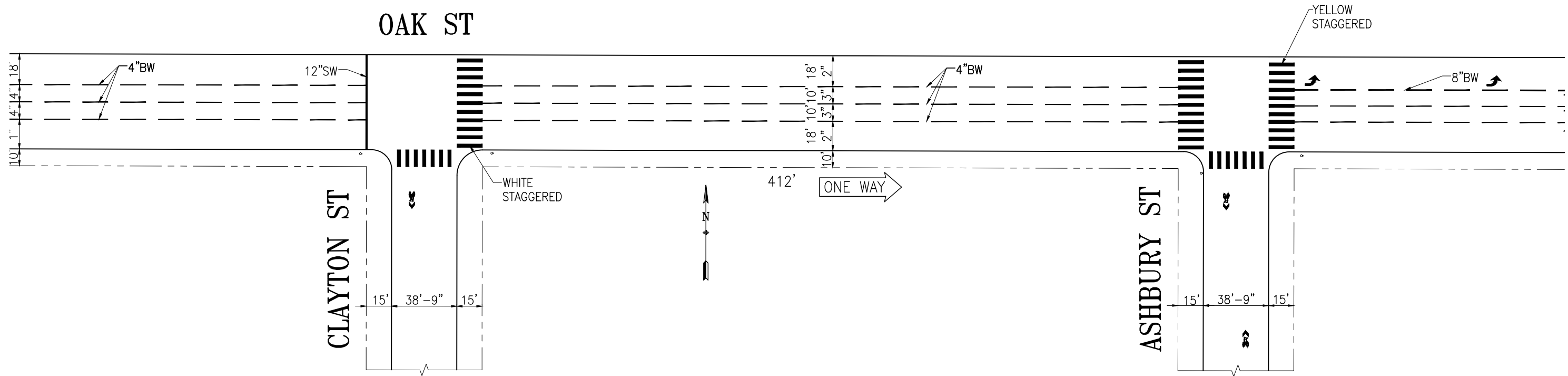
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OAK QUICK BUILD
Existing vs Proposed Striping Plan
SHRADER ST TO COLE ST

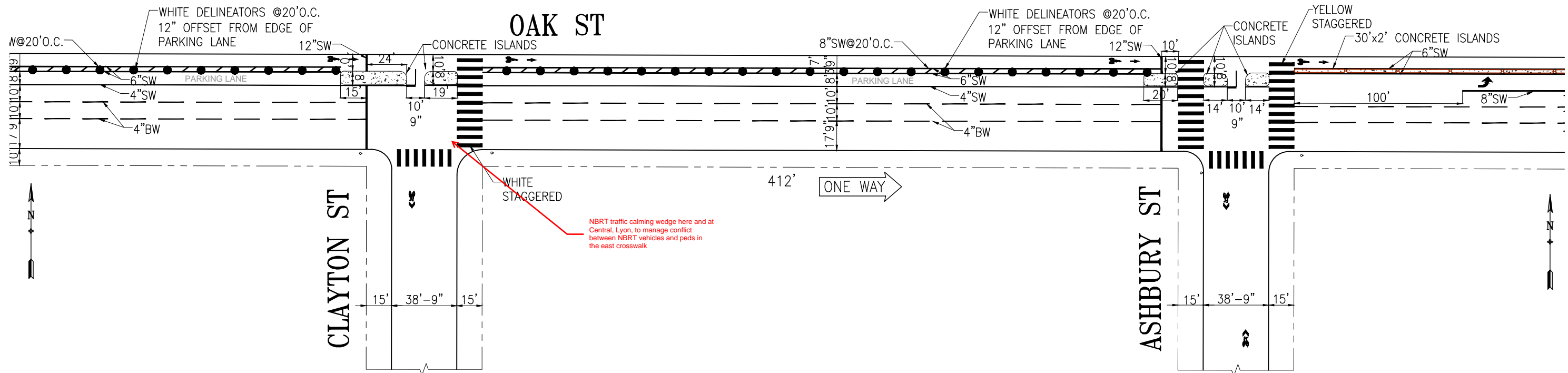
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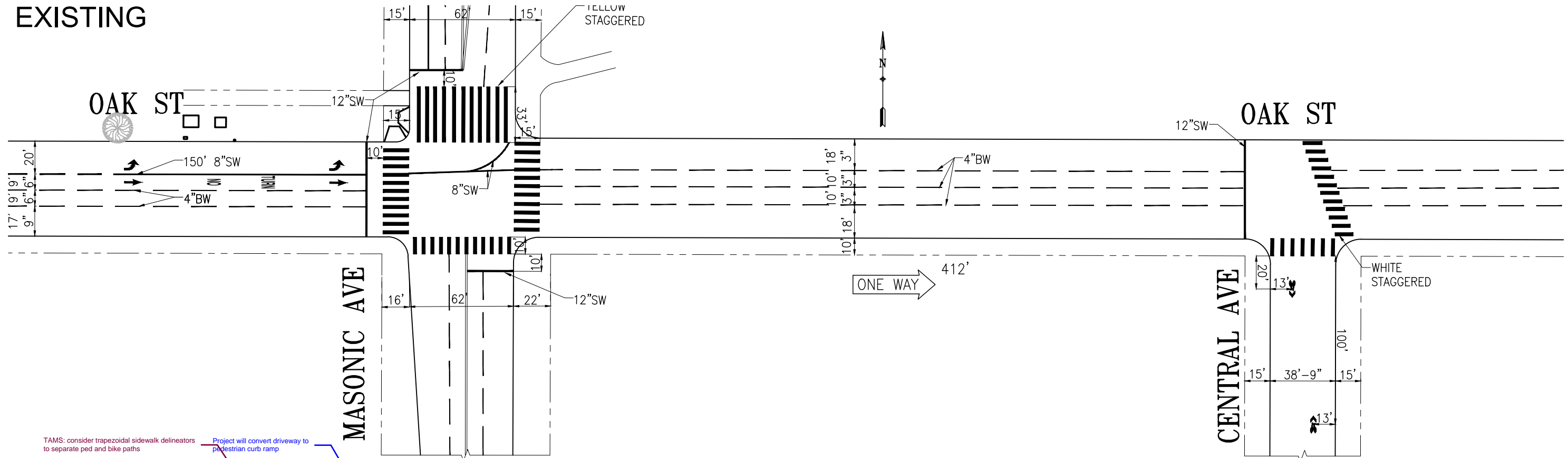
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OAK QUICK BUILD	
Existing vs Proposed Striping Plan	
CLAYTON ST TO ASHBURY ST	

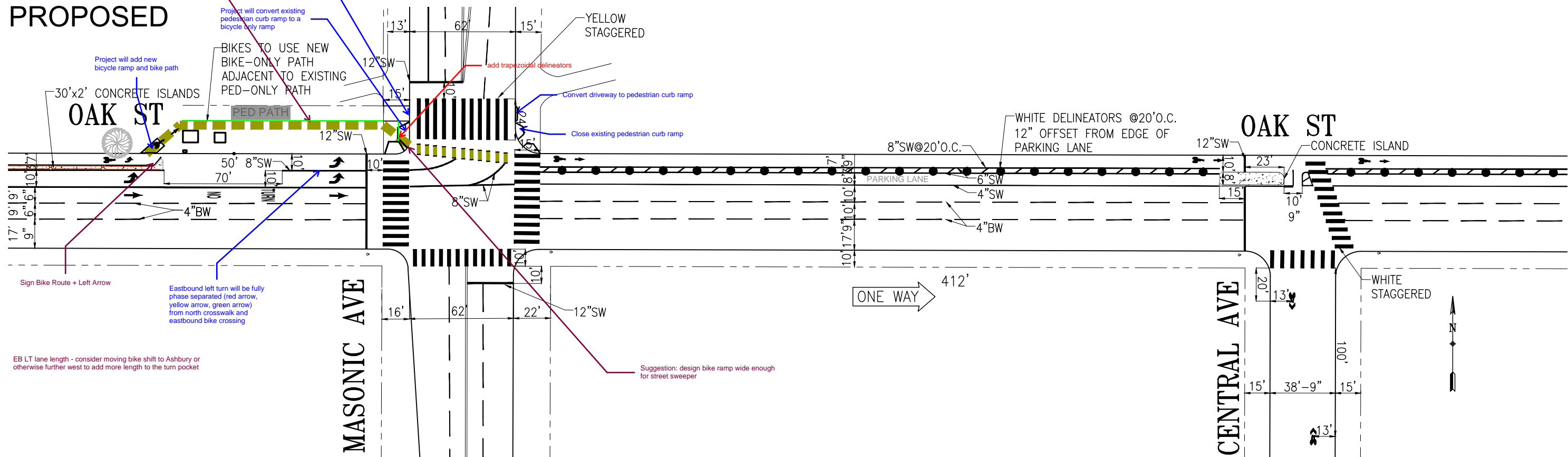
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PROPOSED



TAMS: consider trapezoidal sidewalk delineators to separate ped and bike paths

Project will convert driveway to pedestrian curb ramp

Project will convert existing pedestrian curb ramp to a bicycle only ramp

Project will add new bicycle ramp and bike path

BIKES TO USE NEW BIKE-ONLY PATH ADJACENT TO EXISTING PED-ONLY PATH

add trapezoidal delineators

Convert driveway to pedestrian curb ramp

Close existing pedestrian curb ramp

Sign Bike Route + Left Arrow

Eastbound left turn will be fully phase separated (red arrow, yellow arrow, green arrow) from north crosswalk and eastbound bike crossing

EB LT lane length - consider moving bike shift to Ashbury or otherwise further west to add more length to the turn pocket

Suggestion: design bike ramp wide enough for street sweeper

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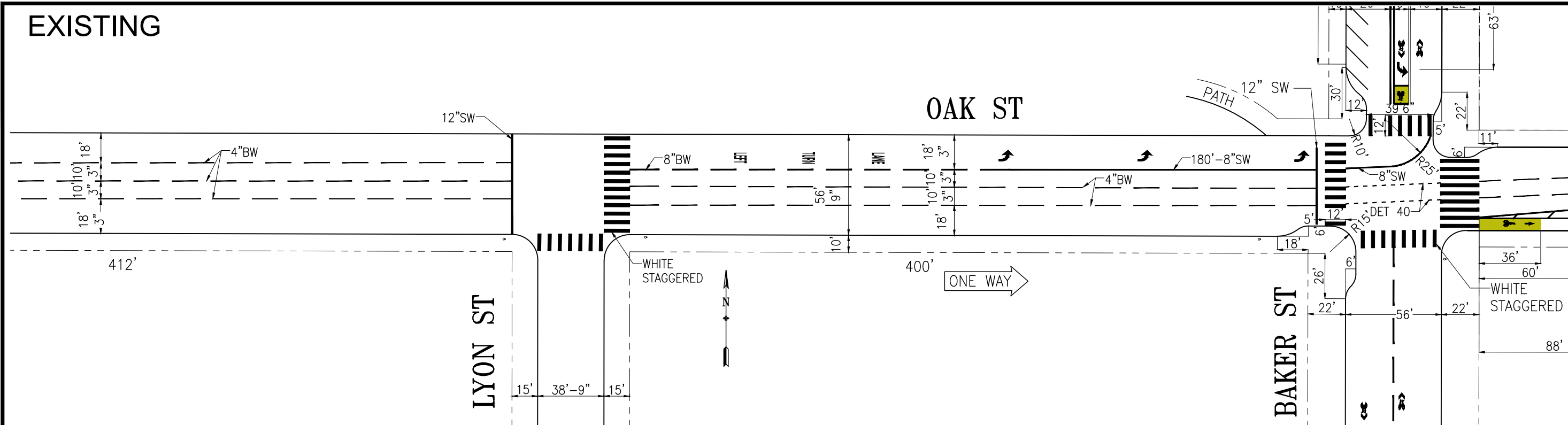
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OAK QUICK BUILD
Existing vs Proposed Striping Plan
MASONIC AVE TO CENTRAL AVE

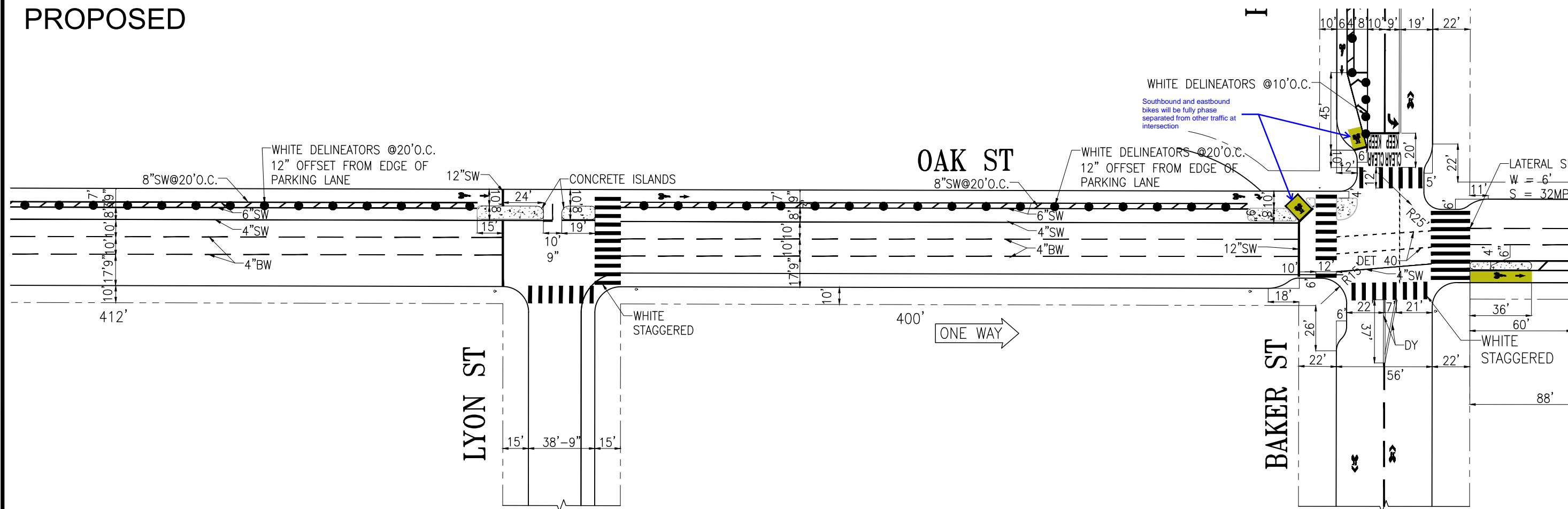
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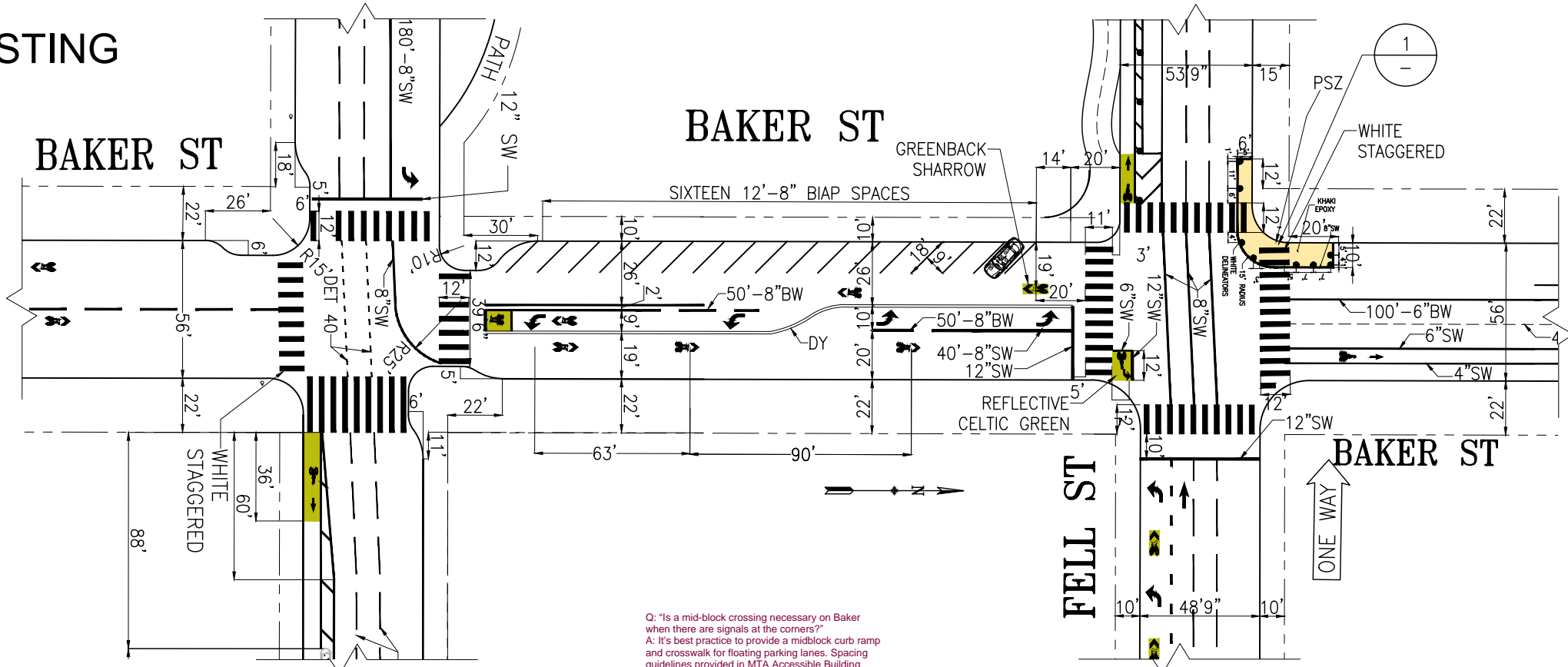
OAK QUICK BUILD

LYON ST TO BAKER ST

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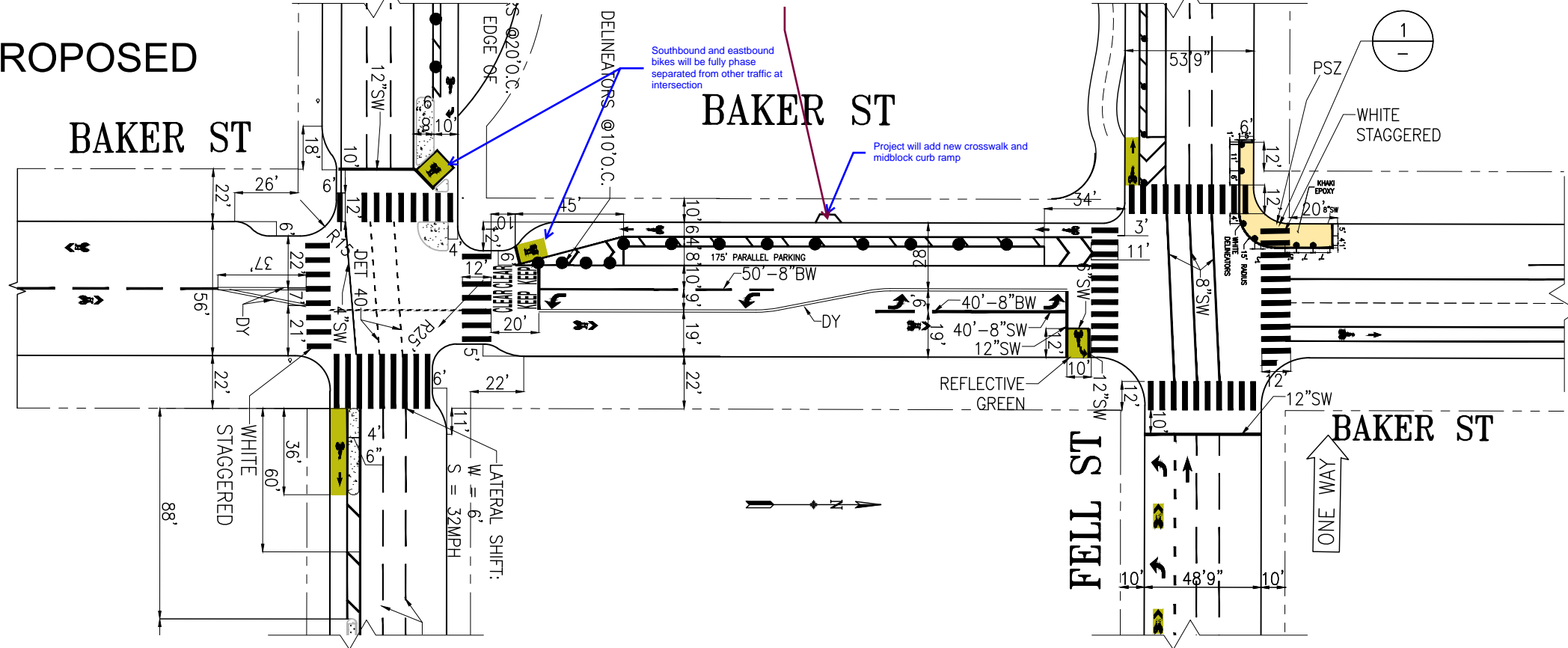
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Q: "Is a mid-block crossing necessary on Baker when there are signals at the corners?"
 A: It's best practice to provide a midblock curb ramp and crosswalk for floating parking lanes. Spacing guidelines provided in MTA Accessible Building Blocks document.

PROPOSED



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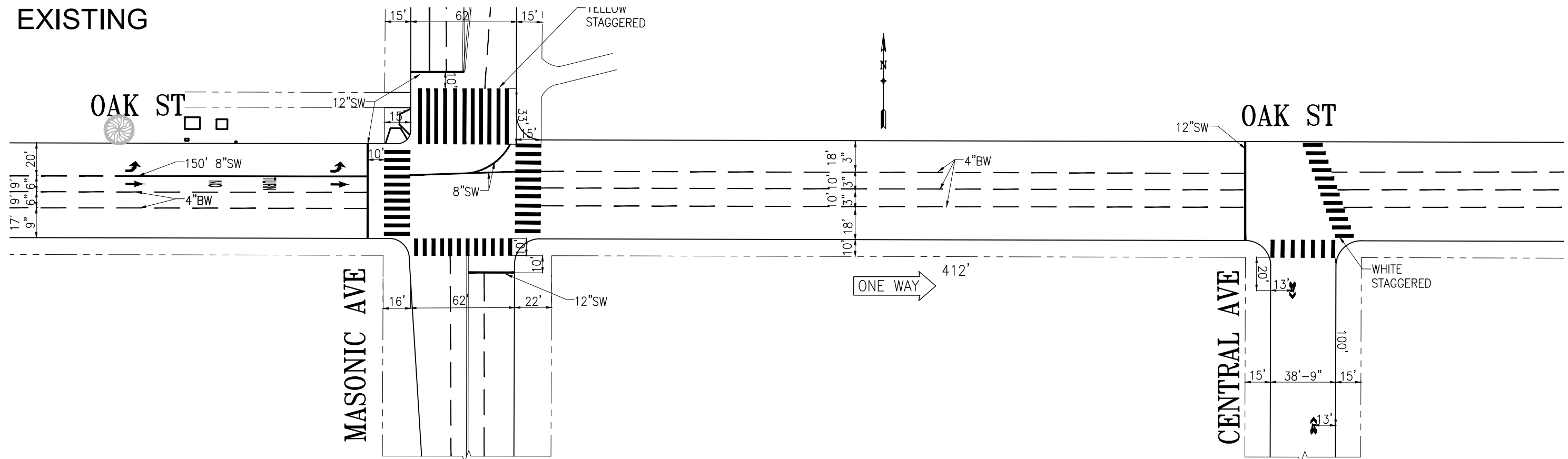


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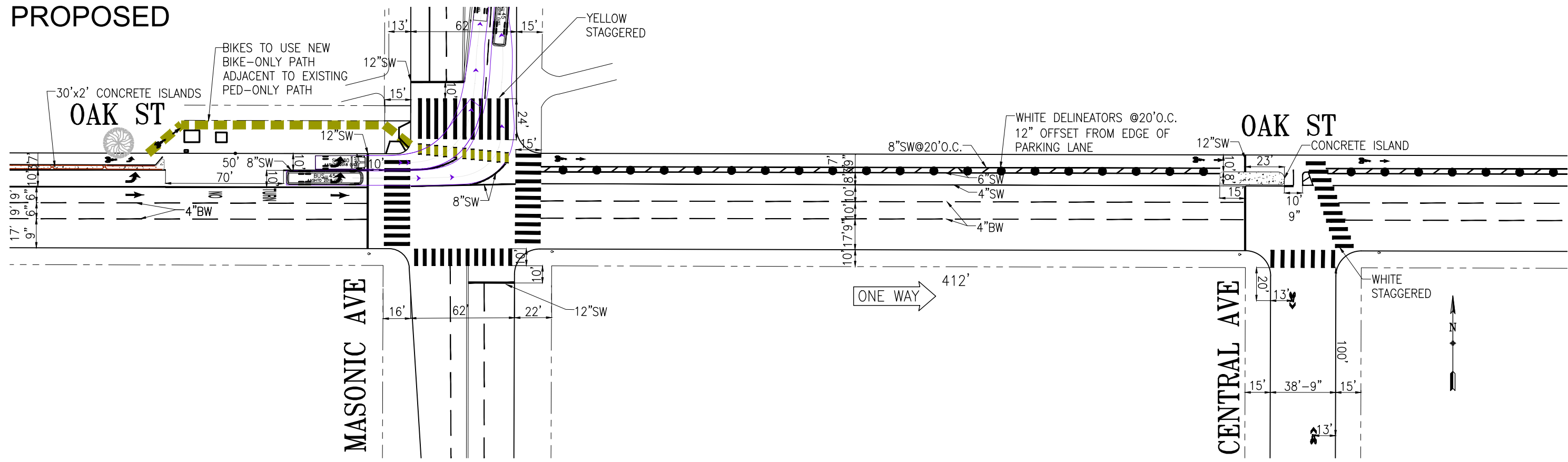
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BAKER ST, OAK ST TO FELL ST	DRAWING NO.
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**OAK QUICK BUILD
TURN TEMPLATES**

MASONIC AVE TO CENTRAL AVE

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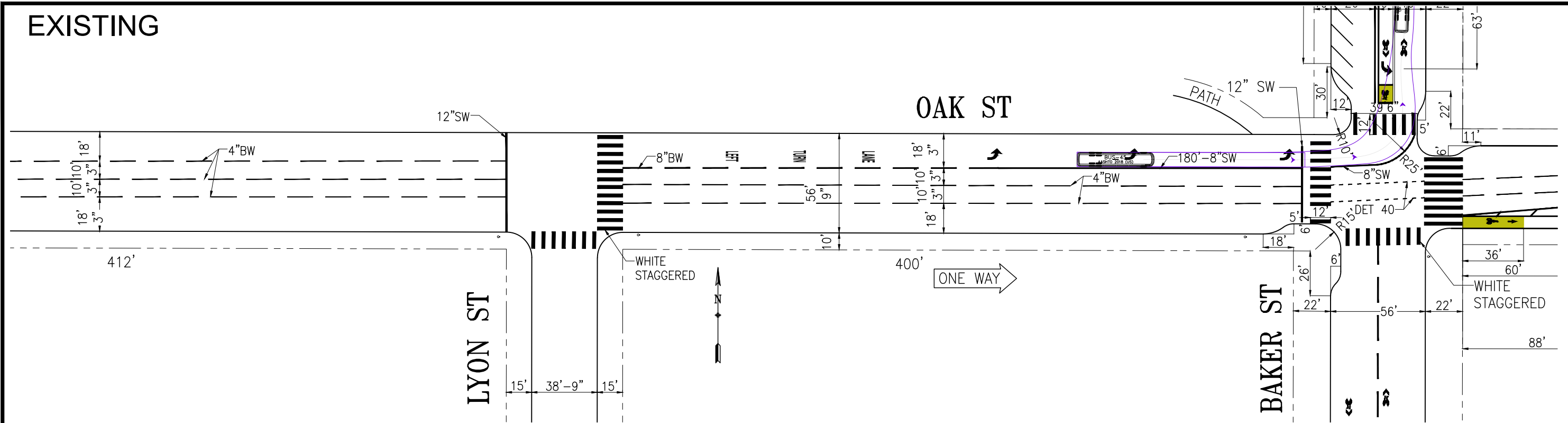
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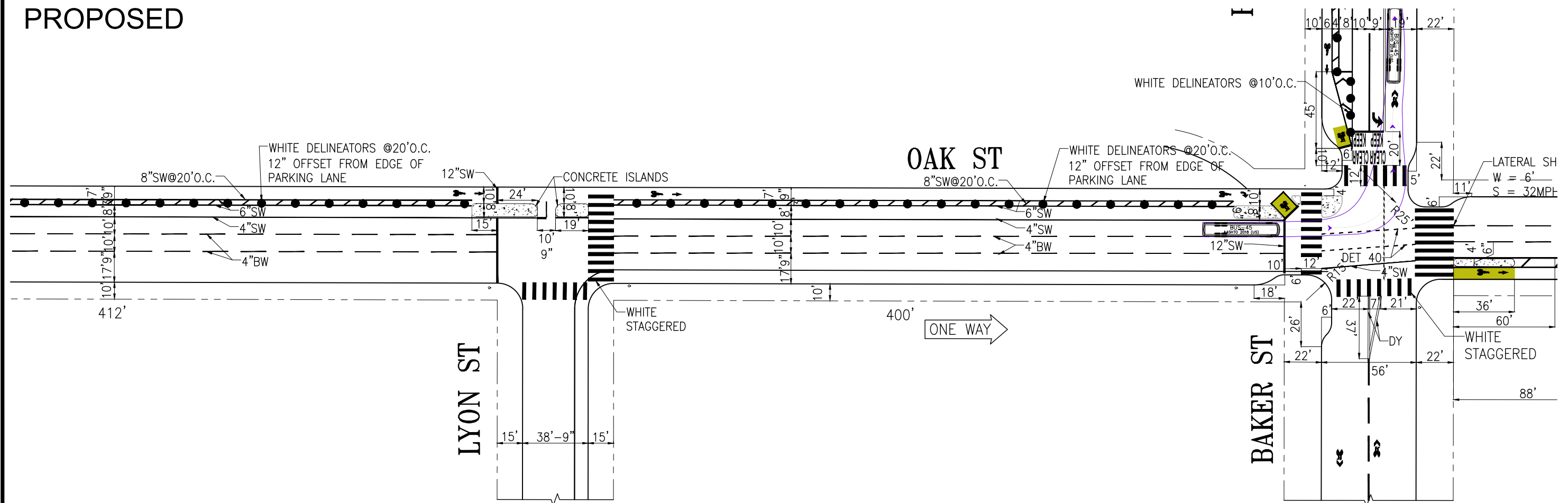
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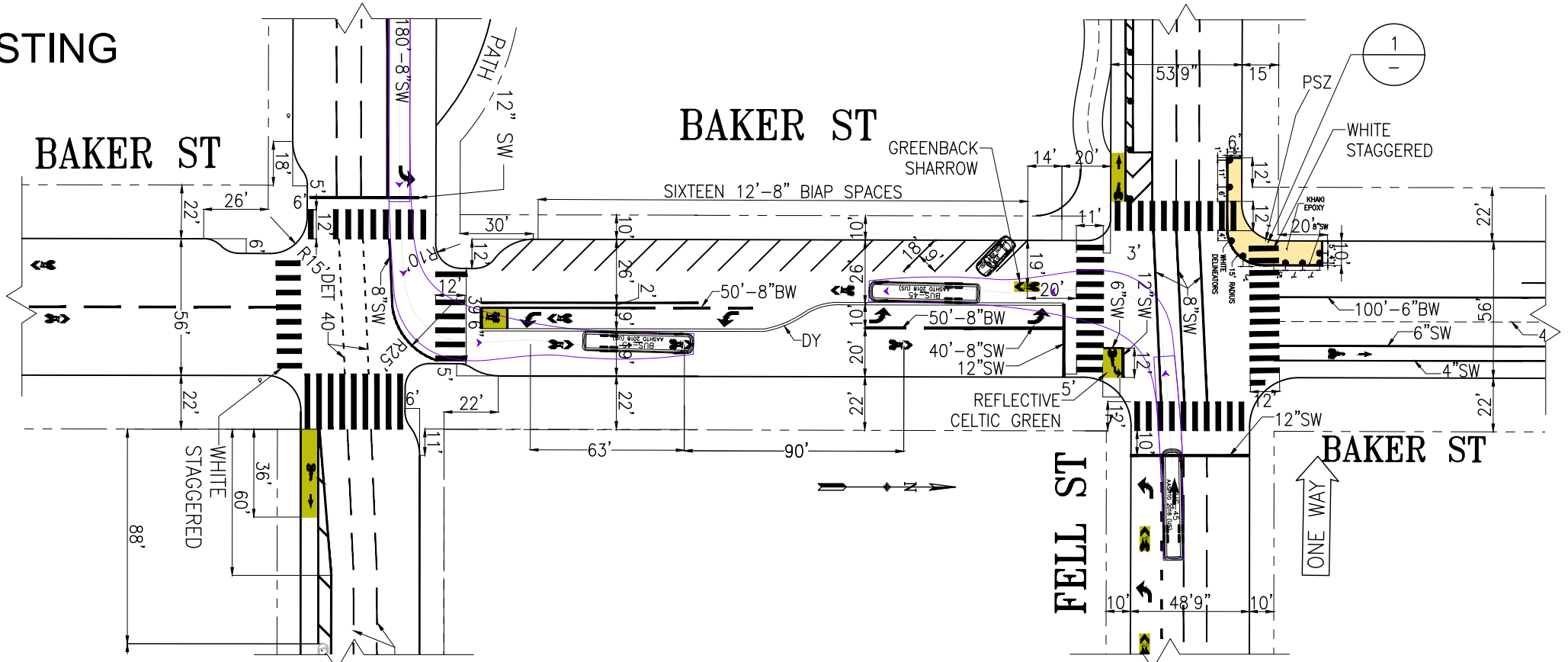
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OAK QUICK BUILD
LYON ST TO BAKER ST

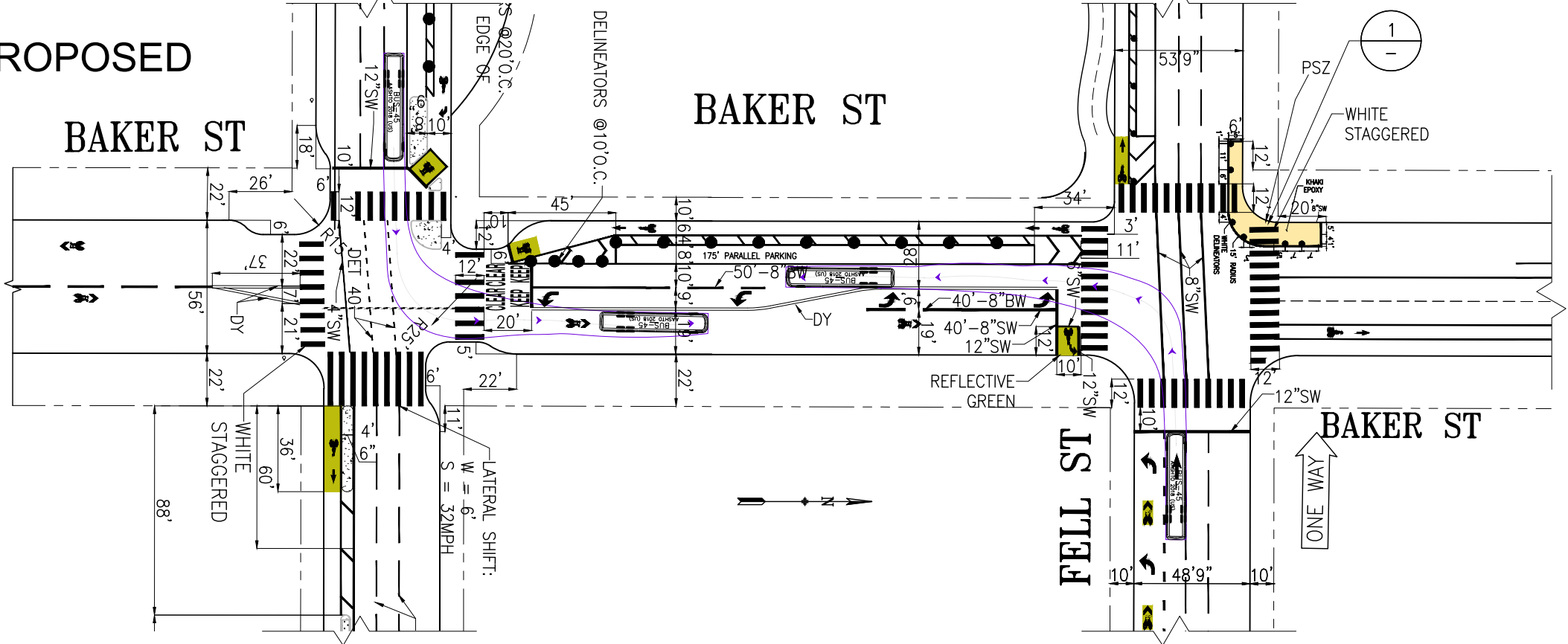
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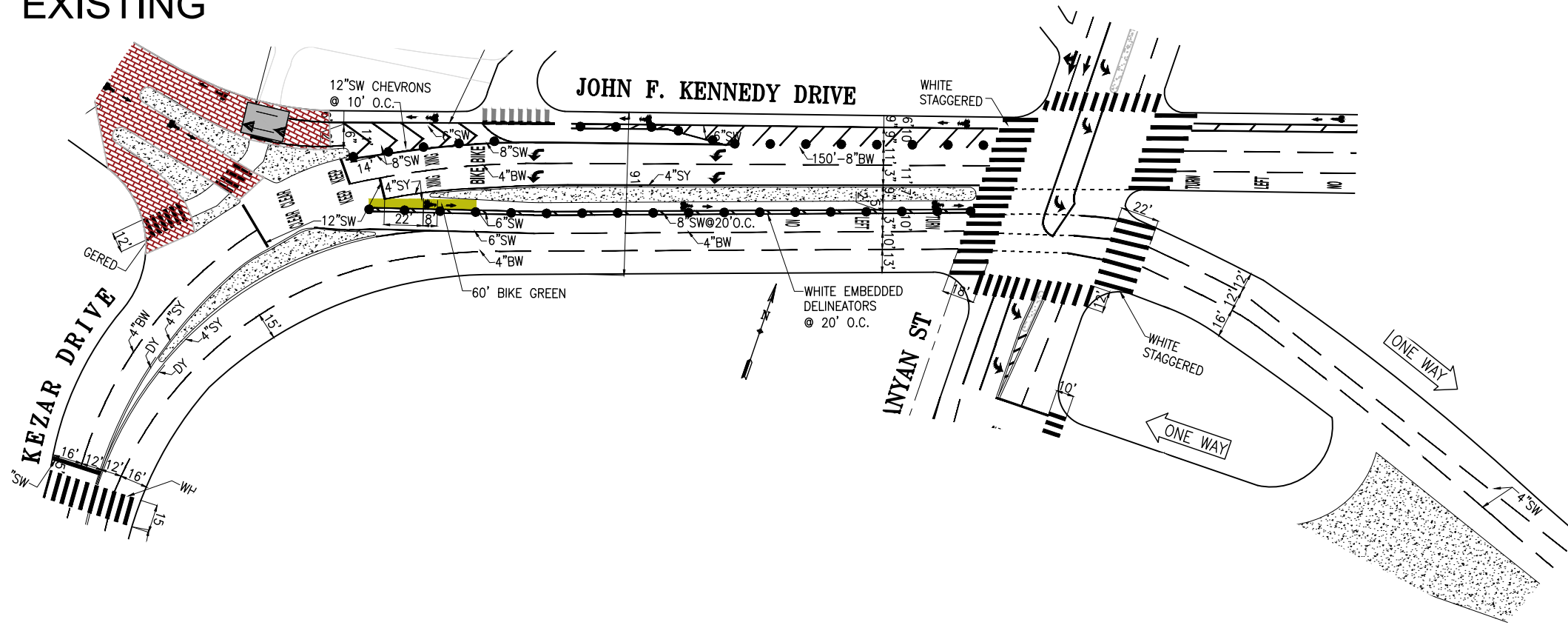
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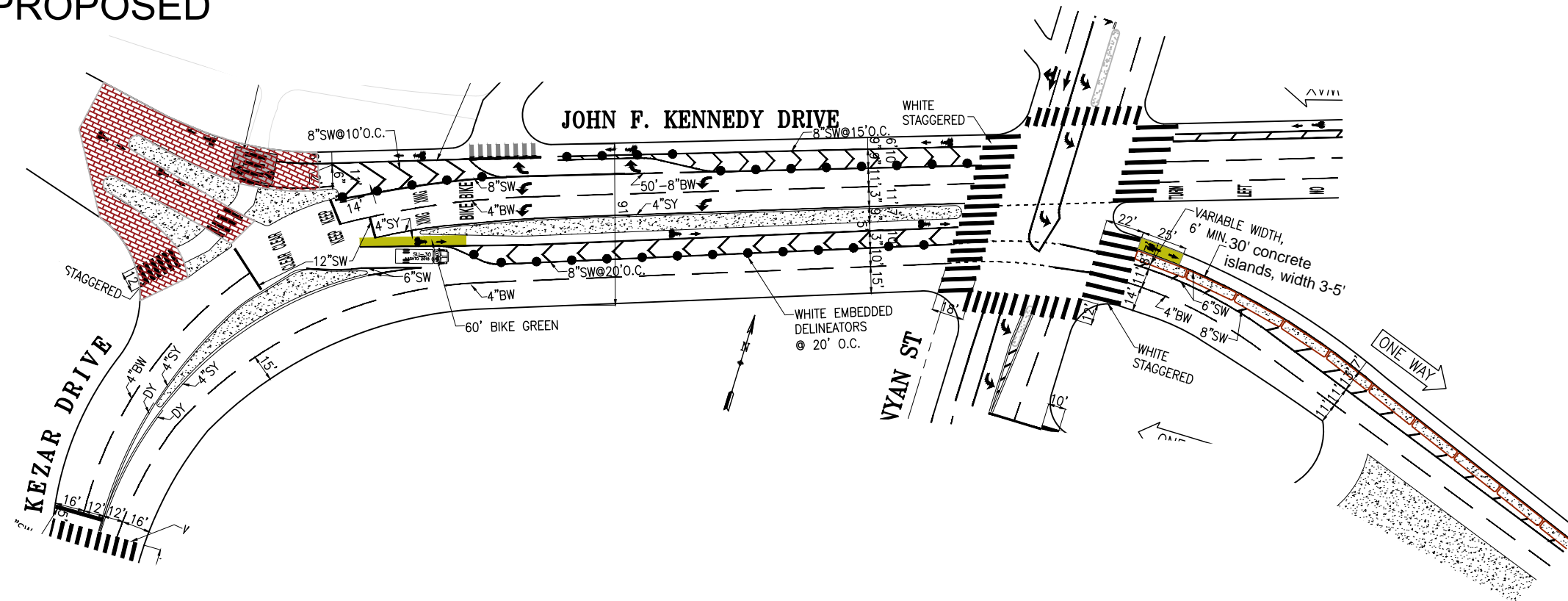
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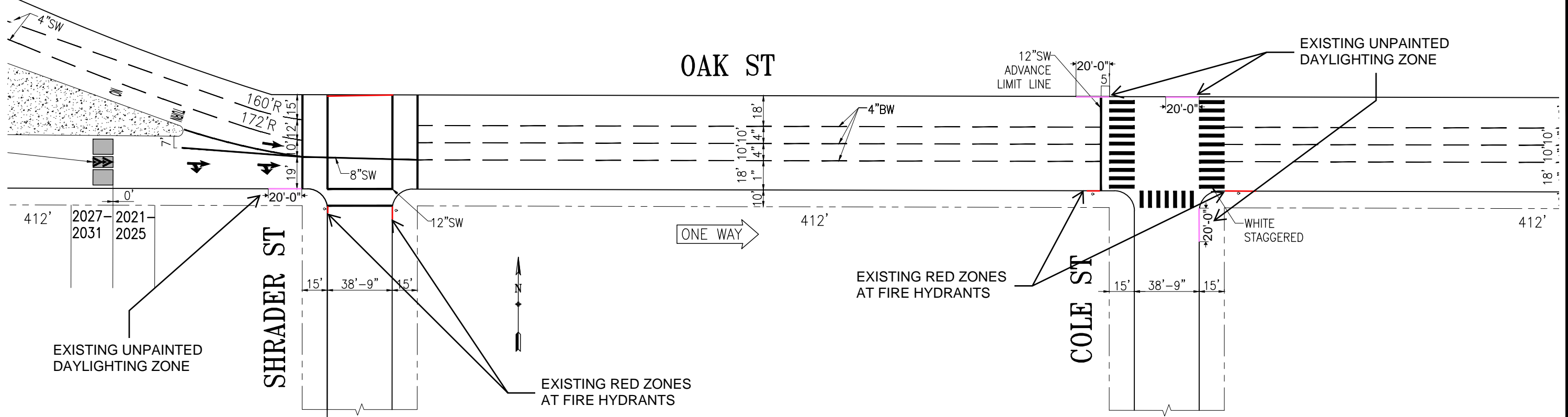
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OAK QUICK BUILD
COLOR CURB PLAN
JFK DR/KEZAR DR/STANYAN ST

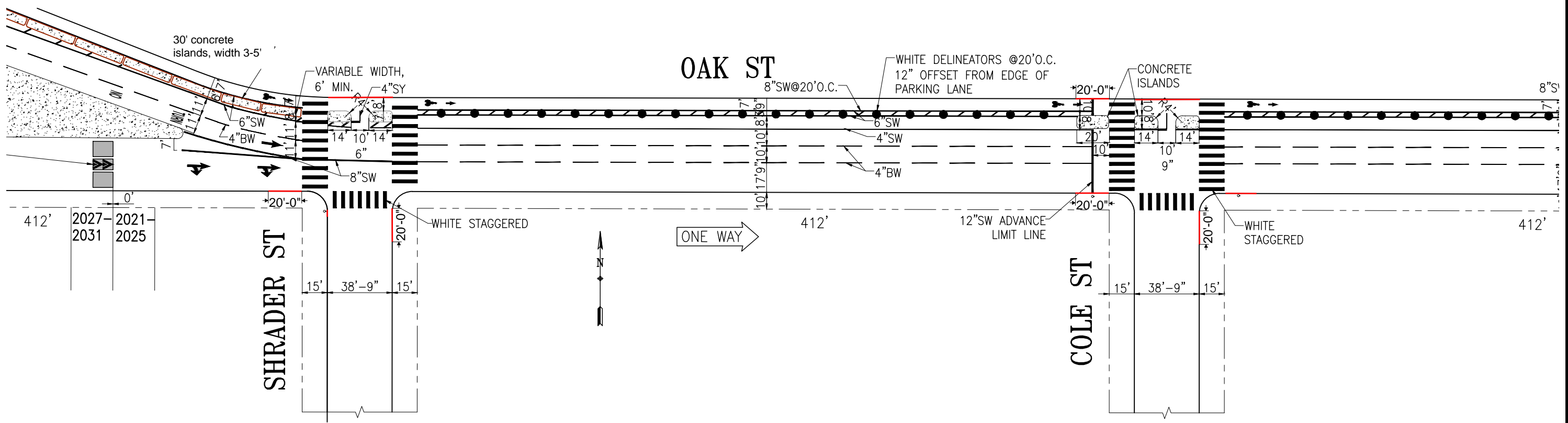
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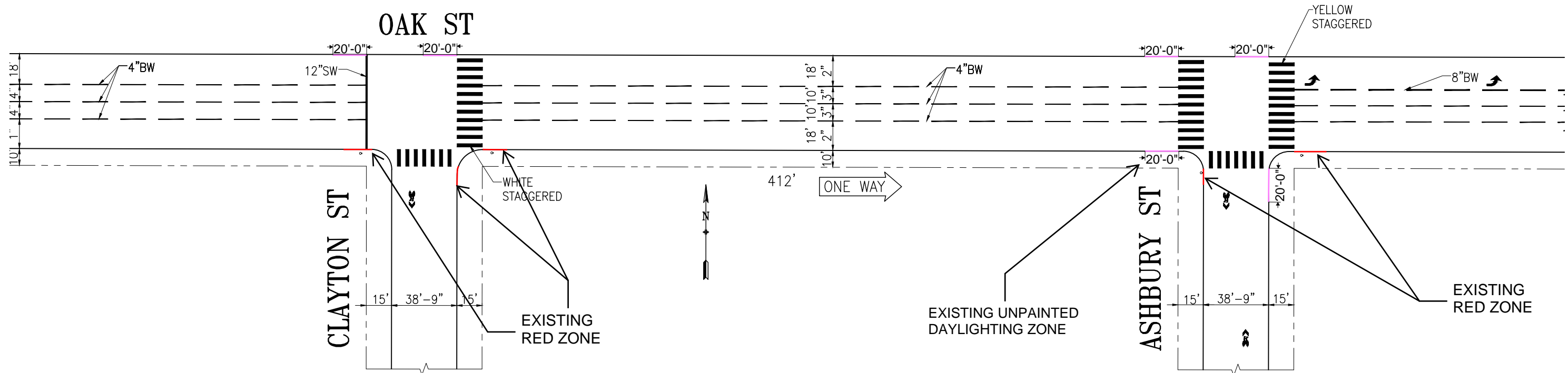
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**OAK QUICK BUILD
COLOR CURB PLAN
SHRADER ST TO COLE ST**

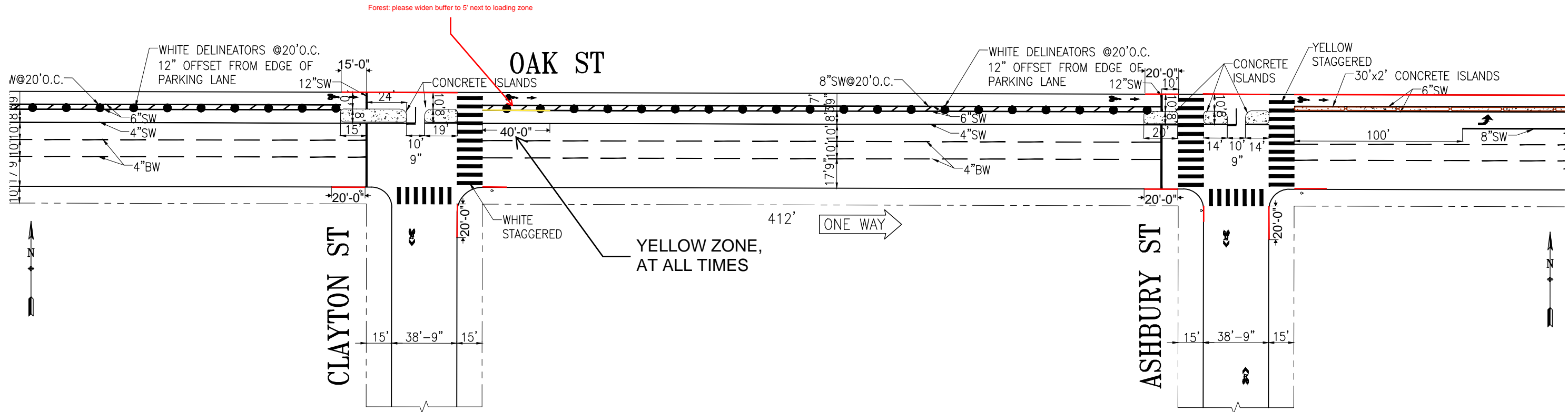
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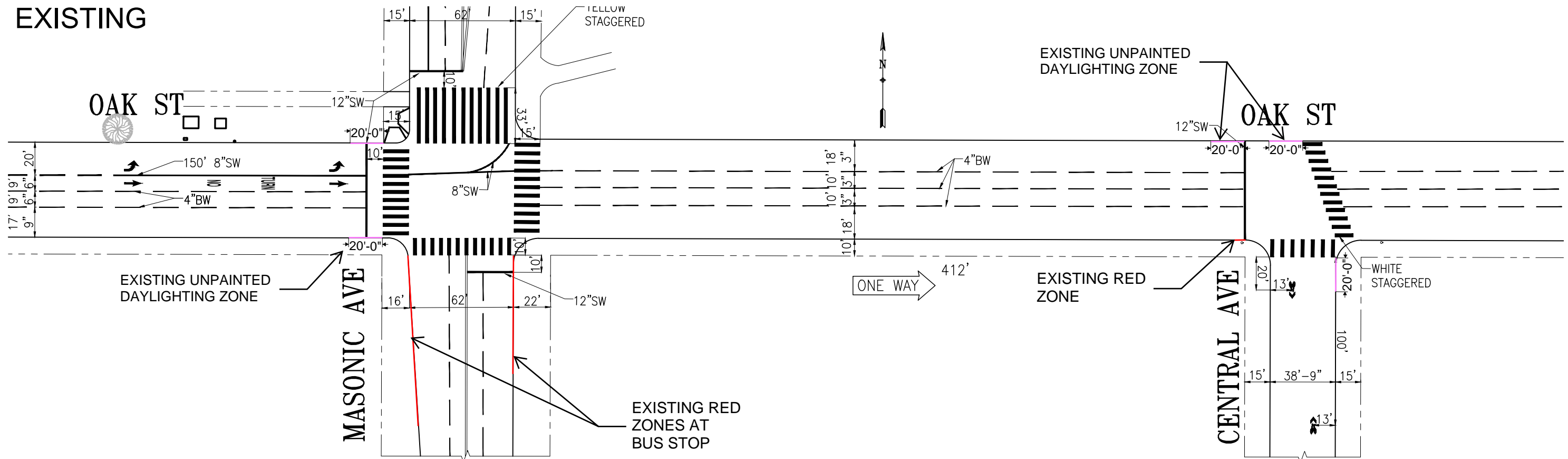
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OAK QUICK BUILD
COLOR CURB PLAN
 CLAYTON ST TO ASHBURY ST

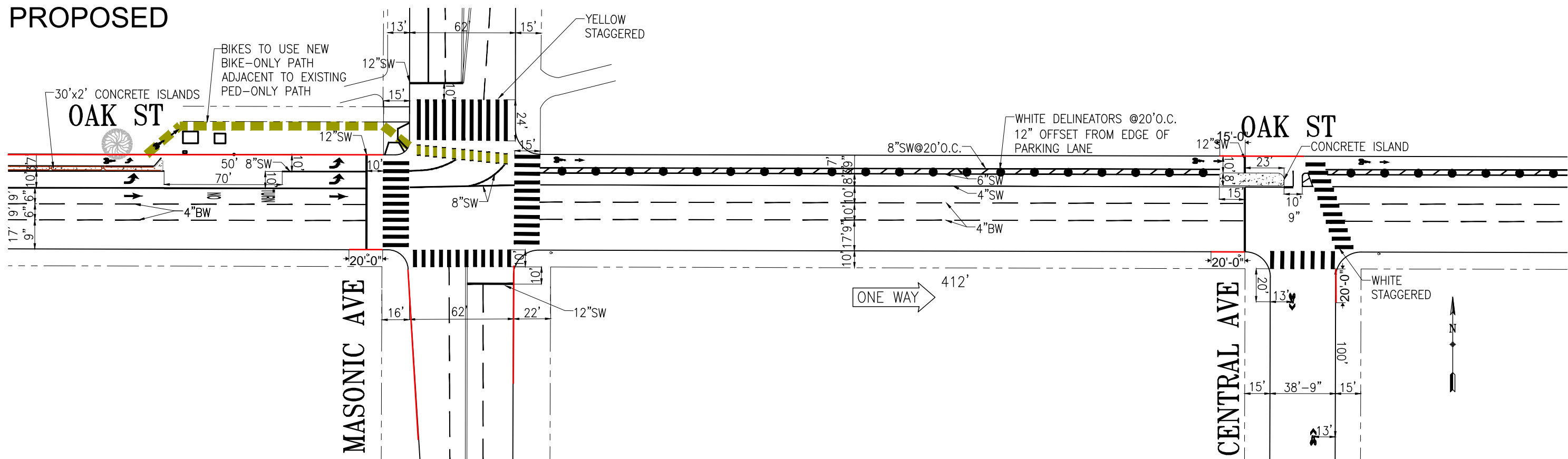
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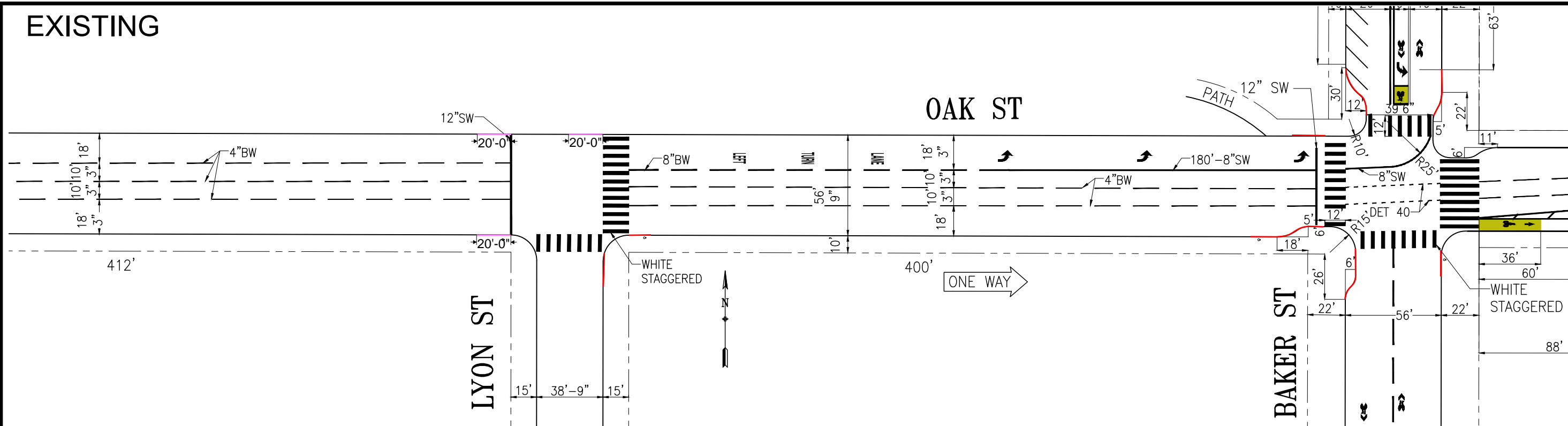


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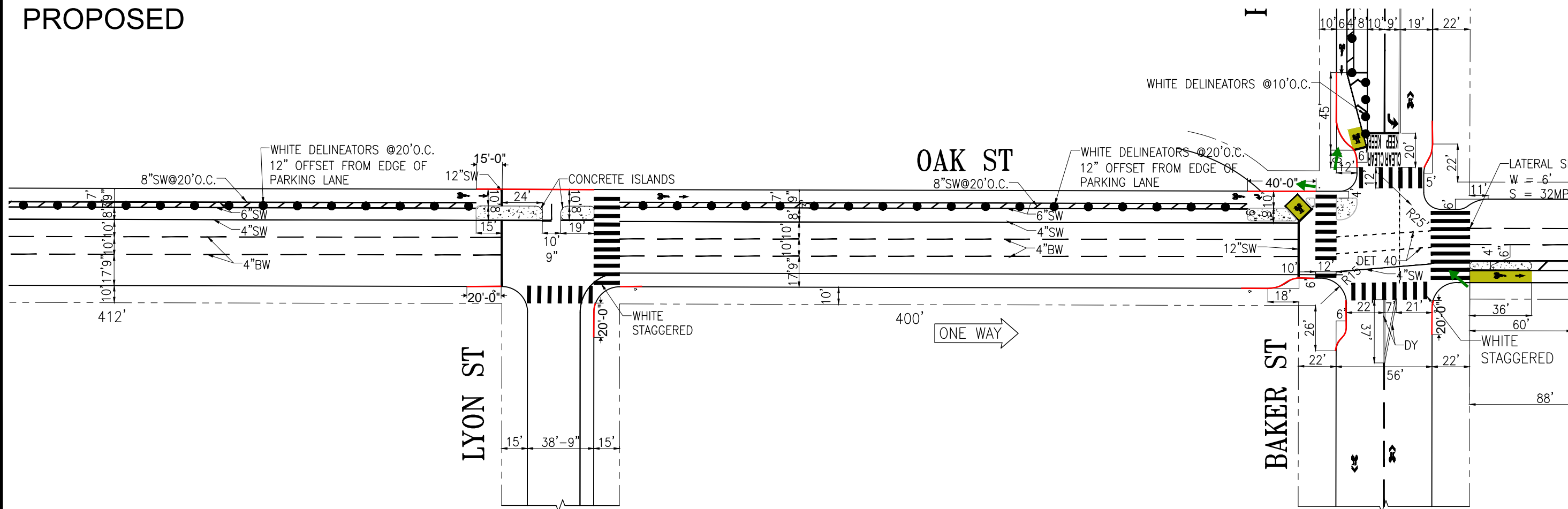
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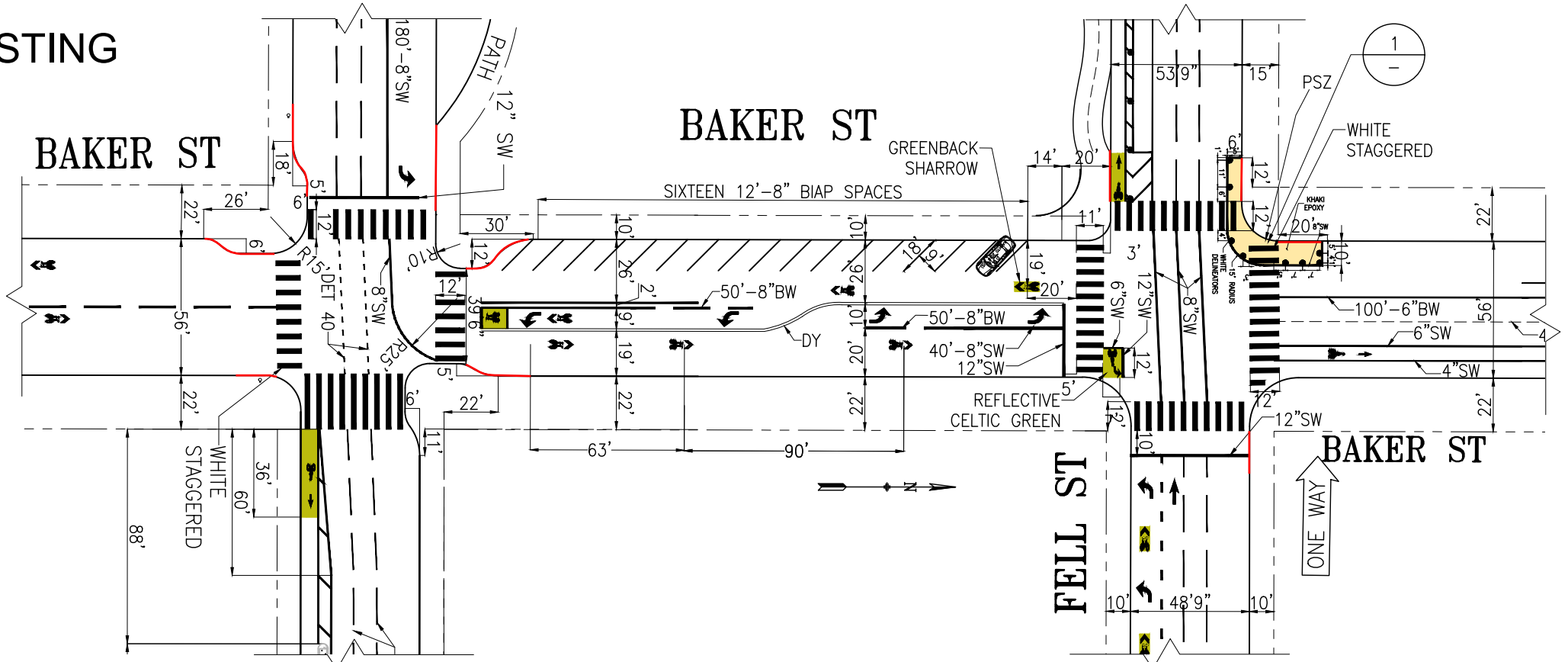
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OAK QUICK BUILD	
LYON ST TO BAKER ST	

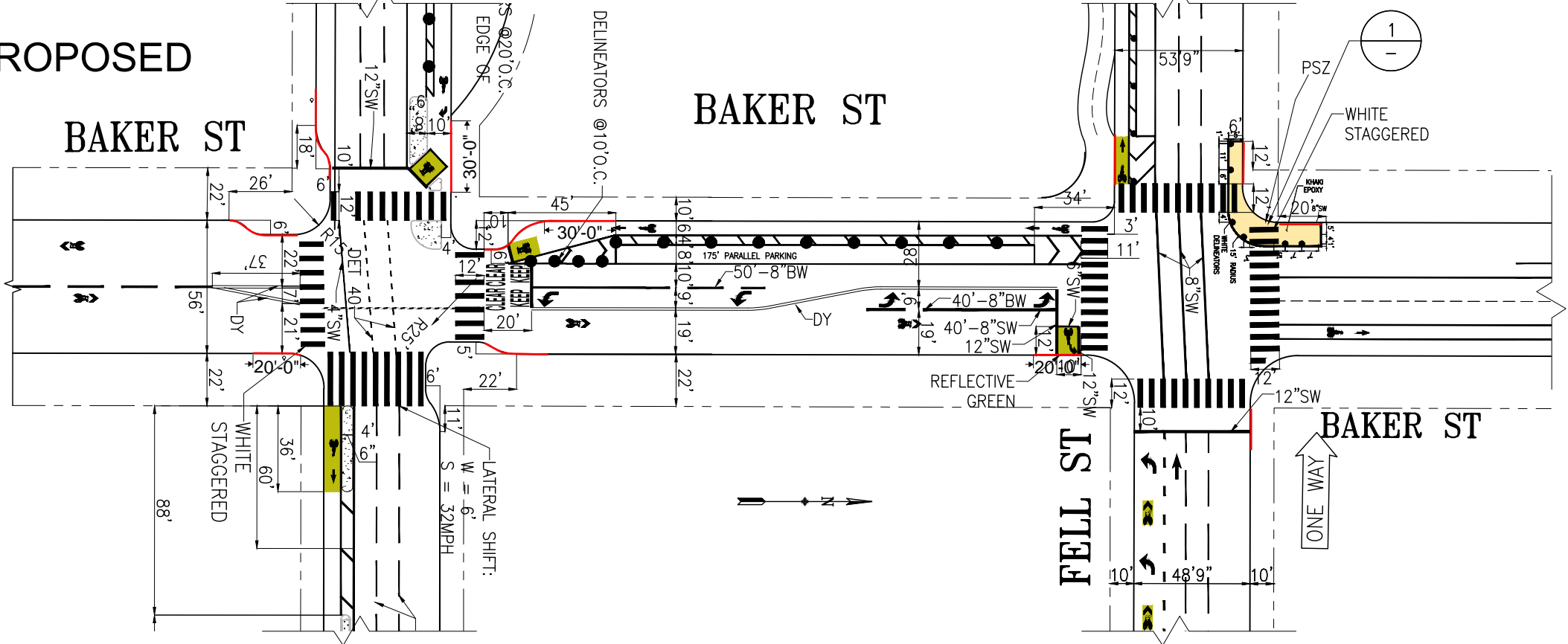
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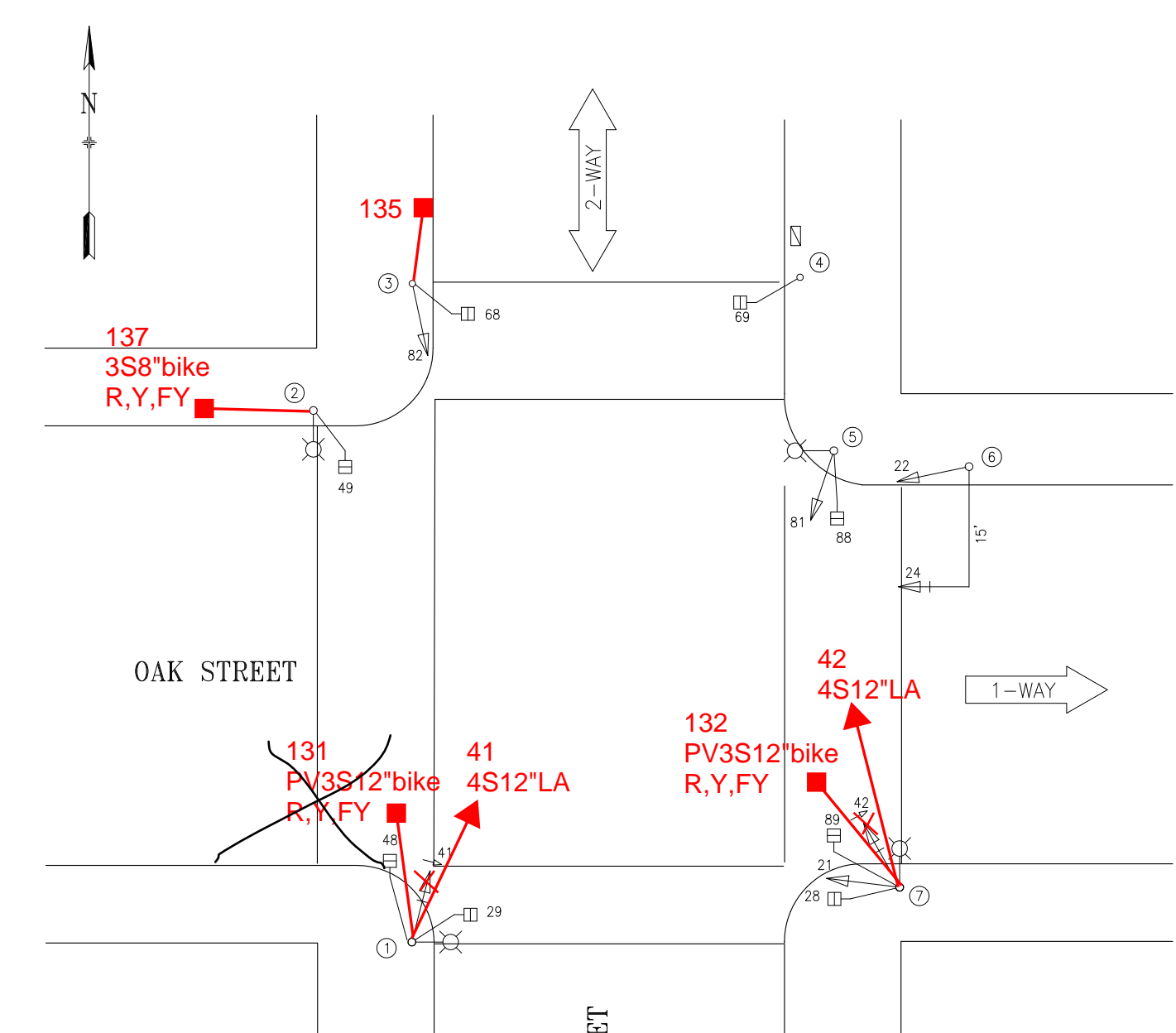
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OAK QUICK BUILD
BAKER ST, OAK ST TO FELL ST

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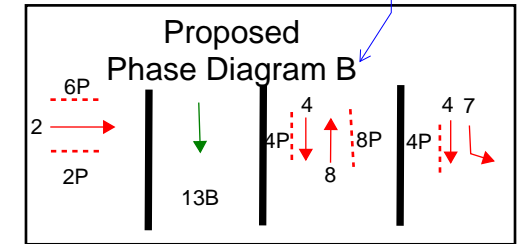
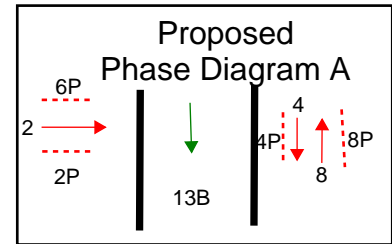
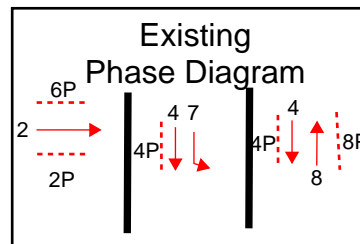
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DATE: ---/---/---

Conceptual Traffic Signal Plan for Oak Quick-Build Wires to be pulled via SRC 2024-193



POLE No.	TYPE OF POLE	VEHICLE SIGNAL			PEDESTRIAN SIGNAL			PEDESTRIAN PUSHBUTTON (PPB)	LUMINAIRE (HPS)		REMARKS
		No.	TYPE	MOUNTING (F/I)	No.	TYPE	MOUNTING (F/I)		VOLTAGE	WATTS	
1	EX SL	41 131	4S12\"/>								

only feasible if all new wires are pulled in SRC 2024-193



Existing Splits and V/Cs:

	Oak	SB	SBLT	NB	
splits	111	50s	40s	16s	24s
	212	50s	40s	16s	24s
	313	50s	40s	16s	24s
v/c ratios	111	0.64	0.28	0.44	0.64
	212	0.95	0.27	0.52	0.93
	313	0.63	0.44	0.57	0.68

Proposed Splits and V/Cs:

	Oak	bikes	NB/SB/SBLT	
splits	111	42s	18s	30s
	212	50s	16s	24s
	313	42s	18s	30s
v/c ratios	111	0.79	TBD	0.48/0.76/0.77
	212	1.09	TBD	0.89/0.49/1.25
	313	0.84	TBD	0.50/0.62/0.75

Proposed Splits and V/Cs:

	Oak	bikes	NB/SB	SB+SBLT	
splits	111	42s	18s		
	212	50s	16s	15s	9sec
	313	42s	18s		
v/c ratios	111	0.79	TBD		
	212	1.09	TBD	1.71/0.49/0.91	
	313	0.84	TBD		



SB Baker approach:

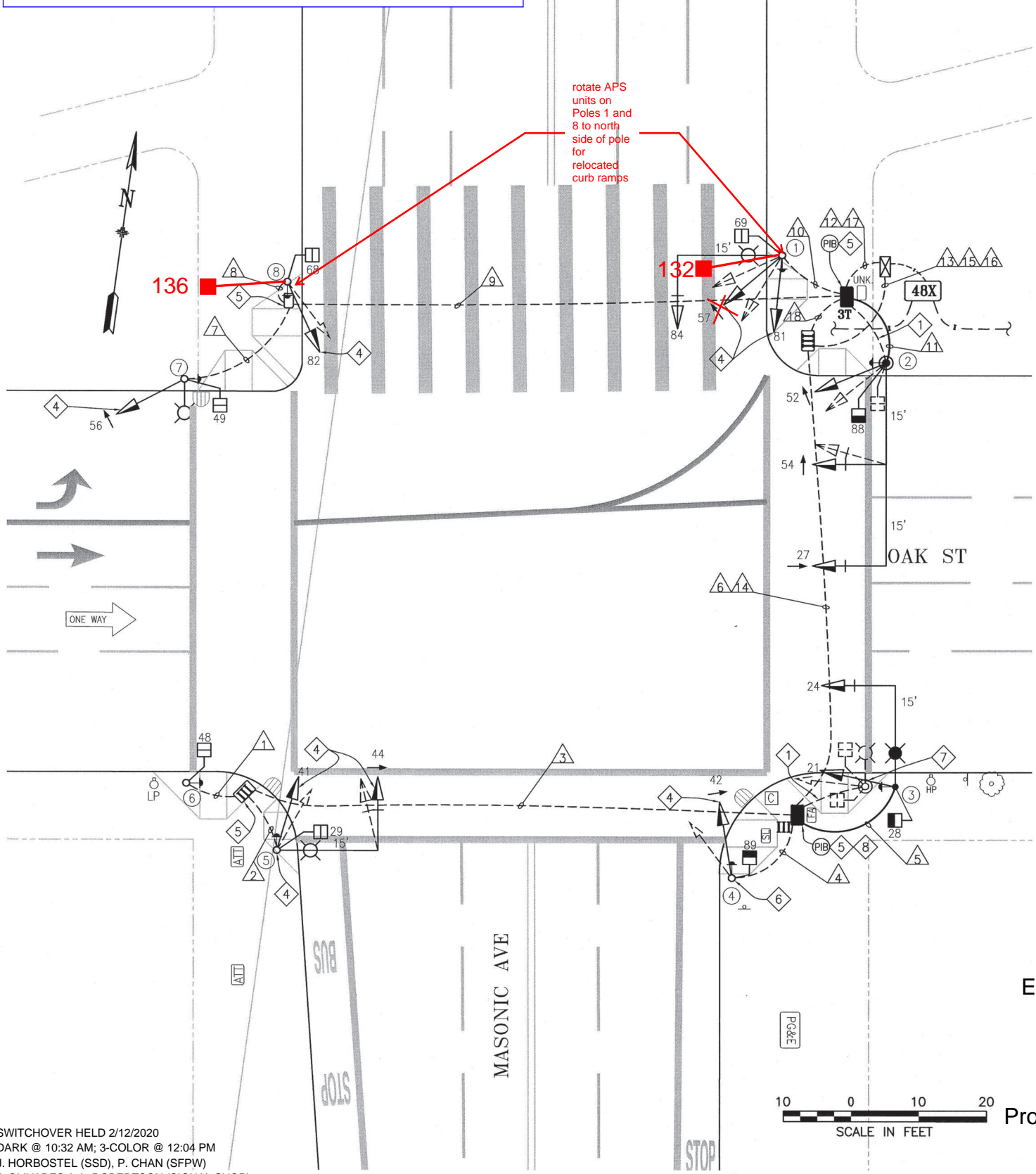
NO.	DATE	DESCRIPTION	BY	APP.
2	10/29/18	HEAD 81 TO 12\"/>		

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
CITY AND COUNTY OF SAN FRANCISCO

MG DRAWN: DATE:	SCALE: 1" = 10 feet	TRAFFIC SIGNAL INVENTORY DIAGRAM	CNN NO. N/A
MG CHECKED: DATE:	SHEET OF SHEETS N/A	BAKER AND OAK STREETS	REV NO.
MS			2

EXTERNAL REFERENCES: 10-34-22.dwg
FONTS USED: ROMANS.SHX ROMANS.SHX ROMANS.SHX ROMANT.txt
SCALE FACTOR: 120
PLOT SCALE: 1"=1'
ORIGIN: ELECTRICAL
FILE NAME: N/A
DATE: Apr 09 1998 12:11

Conceptual Traffic Signal Plan for Oak Quick-Build
Wires to be pulled via SRC 2024-193

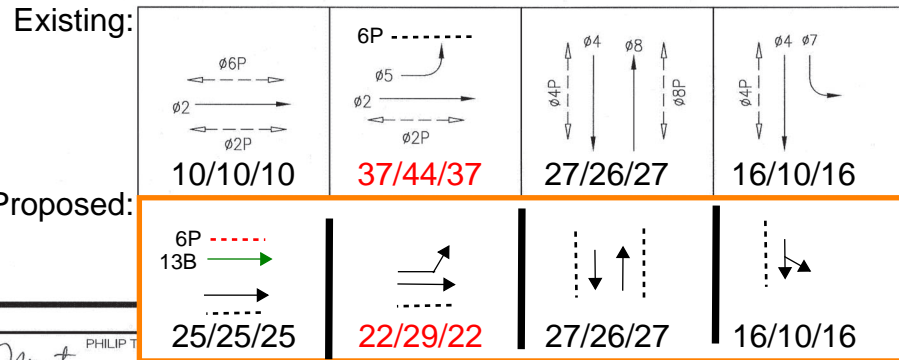


POLE No.	TYPE OF POLE	LUMINAIRE VOLTAGE/WATTAGE	VEHICLE SIGNAL					PEDESTRIAN SIGNAL			REMARKS
			No.	TYPE	MOUNTING	VISORS	LOUVERS	No.	TYPE	MOUNTING	
①	17-1-70 WITH 15' MA AND 6' LA		132 57 81 84	3S12"bike 3S12"FLA 3S12" 3S12"	SV-2-TC MAS	T T T		69	1S-COUNT	SP-1	APS-4W BACKPLATE
②	18-3-100 WITH 30' MA		52 27 54	3S12"FLA 3S12"FLA 3S12"FLA 3S12"LA	SV-1-T MAS MAS	T T T		88	1S-COUNT	SP-1	APS-4W BACKPLATE BACKPLATE
③	17-2-100 WITH 15' MA AND 6' LA	A3 145 9	21 24	3S12" 3S12"	SV-1-T MAS	T T		28	1S-COUNT	SP-1	APS-4W BACKPLATE
④	MARBELITE (10')		42	4S12"GLA	TV-1-T	T		89	1S-COUNT	SP-1	APS-4W
⑤	17-1-70 WITH 15' MA AND 6' LA		41 44	3S12" 4S12"GLA	SV-1-T MAS-B	T T		29	1S-COUNT	SP-1	APS-4W BACKPLATE
⑥	1-A (7')							48	1S-COUNT	TP-1	APS-4W
⑦	MARBELITE STREETLIGHT		56	3S12"LA 3S12"FLA	TV-1-T	T		49	1S-COUNT	SP-1	APS-4W
⑧	1-A (10')		82 136	3S12" 3S8"bike	TV-1-T TV-2-T	T T		68	1S-COUNT	SP-1	APS-4W

SHEET NOTES:

- ① ABANDON EXISTING CONDUIT AND WIRING, CUT EXISTING CONDUIT TO PULLBOX WALL AND CAP ENDS. PRIOR TO REMOVING OF EXISTING CABLES IN EXISTING CONDUIT, FIELD VERIFY AND MAINTAIN SERVICES TO STREETLIGHTS AND TRAFFIC CONTROLLER.
- ② INSTALL CITY FURNISHED ONE SECTION LED PEDESTRIAN COUNTDOWN SIGNAL MODULE IN CONTRACTOR FURNISHED ONE SECTION PEDESTRIAN SIGNAL HOUSING.
- ③ CITY FORCES TO INSTALL CITY FURNISHED APS PUSH BUTTONS ON POLES AS SHOWN ON INTERSECTION DRAWING AND AS INDICATED IN POLE & EQUIPMENT SCHEDULE.
- ④ F/I NEW SIGNALS AS INDICATED IN THE INTERSECTION PLAN AND THE POLE & EQUIPMENT SCHEDULE. REUSE AND RECONNECT EXISTING WIRING TO THE NEW TRAFFIC SIGNALS AS SHOWN IN THE CONDUIT AND WIRING SCHEDULE.
- ⑤ SPLICE NEW #14 NEUTRAL(S) TO EXISTING #10 NEUTRAL.
- ⑥ R/S HAND HOLE COVER FROM EXISTING MARBELITE POLE AT ET-4.0 AND F/I HAND HOLE COVER ON POLE 4.
- ⑦ CITY FORCES TO RELOCATE TRAFFIC OBSERVATION CAMERA EQUIPMENT. FIFTEEN WORKING DAY NOTICE IS REQUIRED.
- ⑧ SPLICE NEW STREET LIGHT WIRES TO EXISTING STREETLIGHT SERVICE. PROVIDE 10A FUSE AND FUSE HOLDER
- ⑨ SEE LIGHTING FIXTURE SCHEDULE ON E-0.1

PHASE DIAGRAM & SPLITS (111/212/313, SEC)



Synchro - Ph5 EBLT:

v/c	Existing	Proposed
111	1.11	0.93
212	1.17	0.87
313	1.04	0.87

queue lengths (ft)*	Existing	Proposed
111	~302 / #487	134 / #226
212	~442 / m#644	174 / #268
313	~267 / #447	138 / #214

*50th percentile / 95th percentile

Synchro model assumptions:
 - counts from Oct 2023
 - existing timing = Synchro model from Nikki with new timings to be implemented spring 2024
 - no changes to Masonic splits or overall Oak split

SWITCHOVER HELD 2/12/2020
 DARK @ 10:32 AM; 3-COLOR @ 12:04 PM
 J. HORBOSTEL (SSD), P. CHAN (SFPW)
 J. OLIVARES & A. ROBERTSON (SIGNAL SHOP)

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



DESIGN & ENGINEERING
 CITY & COUNTY OF SAN FRANCISCO
 SAN FRANCISCO PUBLIC WORKS
 30 VAN NESS AVENUE, 5TH FLOOR
 SAN FRANCISCO, CA 94102 - 6028

Section Mgr: PHILIP T.
 Deputy Division Mgr: IQBALBHAI DHAPA
 Division Mgr: PATRICK RIVERA

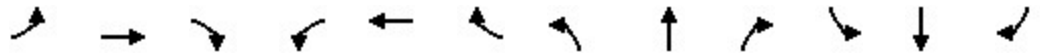
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 JH/CMF
 CHECKED: DATE: 5/2017
 GD/SL



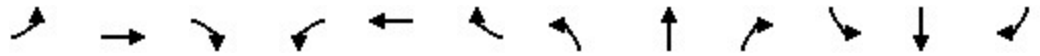
AS SHOWN
 SHEET OF SHEETS
 38 OF 63

**MASONIC AVENUE AND OAK STREET
 TRAFFIC SIGNAL WORK
 POLE AND EQUIPMENT SCHEDULE**

CONTRACT NO. 2805J
 DRAWING NO. E-14.0
 FILE NO. 109,574
 REV. NO.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑↑			↑↑			↑↑		↑	↑↑		
Traffic Volume (vph)	0	1156	71	0	1174	2	0	616	26	309	568	355	
Future Volume (vph)	0	1156	71	0	1174	2	0	616	26	309	568	355	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0			6.0			5.0		6.5	6.5		
Lane Util. Factor		0.91			0.95			0.95		1.00	0.95		
Frbp, ped/bikes		1.00			1.00			1.00		1.00	0.96		
Flpb, ped/bikes		1.00			1.00			1.00		1.00	1.00		
Frt		0.99			1.00			0.99		1.00	0.94		
Flt Protected		1.00			1.00			1.00		0.95	1.00		
Satd. Flow (prot)		4386			3078			3061		1540	2784		
Flt Permitted		1.00			1.00			1.00		0.22	1.00		
Satd. Flow (perm)		4386			3078			3061		362	2784		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	0	1217	75	0	1236	2	0	648	27	325	598	374	
RTOR Reduction (vph)	0	7	0	0	0	0	0	3	0	0	0	0	
Lane Group Flow (vph)	0	1285	0	0	1238	0	0	672	0	325	972	0	
Confl. Peds. (#/hr)												100	
Confl. Bikes (#/hr)												10	
Turn Type		NA			NA			NA		pm+pt		NA	
Protected Phases		2			6			8		7		4	
Permitted Phases										4			
Actuated Green, G (s)		42.0			42.0			22.0		35.5		35.5	
Effective Green, g (s)		42.0			42.0			22.0		35.5		35.5	
Actuated g/C Ratio		0.47			0.47			0.24		0.39		0.39	
Clearance Time (s)		6.0			6.0			5.0		6.5		6.5	
Lane Grp Cap (vph)		2046			1436			748		254		1098	
v/s Ratio Prot		0.29			c0.40			0.22		c0.12		0.35	
v/s Ratio Perm										c0.38			
v/c Ratio		0.63			0.86			0.90		1.28		0.89	
Uniform Delay, d1		18.1			21.4			32.9		32.1		25.4	
Progression Factor		1.00			1.70			1.00		1.00		1.00	
Incremental Delay, d2		1.5			5.8			15.8		152.5		10.5	
Delay (s)		19.6			42.1			48.7		184.6		35.9	
Level of Service		B			D			D		F		D	
Approach Delay (s/veh)		19.6			42.1			48.7				73.1	
Approach LOS		B			D			D				E	
Intersection Summary													
HCM 2000 Control Delay (s/veh)			45.6									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			1.09										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	17.5
Intersection Capacity Utilization			89.6%									ICU Level of Service	E
Analysis Period (min)			15										
c Critical Lane Group													



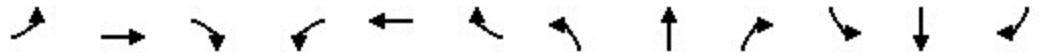
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑			↑↑			↑↑		↑	↑↑		
Traffic Volume (vph)	0	1156	71	0	1174	2	0	616	26	309	568	355	
Future Volume (vph)	0	1156	71	0	1174	2	0	616	26	309	568	355	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0			6.0			5.0		6.5	6.5		
Lane Util. Factor		0.95			0.95			0.95		1.00	0.95		
Frbp, ped/bikes		1.00			1.00			1.00		1.00	0.96		
Flpb, ped/bikes		1.00			1.00			1.00		0.99	1.00		
Frt		0.99			1.00			0.99		1.00	0.94		
Flt Protected		1.00			1.00			1.00		0.95	1.00		
Satd. Flow (prot)		3052			3078			3061		1528	2784		
Flt Permitted		1.00			1.00			1.00		0.22	1.00		
Satd. Flow (perm)		3052			3078			3061		360	2784		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	0	1217	75	0	1236	2	0	648	27	325	598	374	
RTOR Reduction (vph)	0	5	0	0	0	0	0	3	0	0	0	0	
Lane Group Flow (vph)	0	1287	0	0	1238	0	0	672	0	325	972	0	
Confl. Peds. (#/hr)										100		100	
Confl. Bikes (#/hr)												10	
Turn Type		NA			NA			NA		pm+pt		NA	
Protected Phases					6			8		7		4	
Permitted Phases		2								4			
Actuated Green, G (s)		42.0			42.0			22.0		35.5		35.5	
Effective Green, g (s)		42.0			42.0			22.0		35.5		35.5	
Actuated g/C Ratio		0.47			0.47			0.24		0.39		0.39	
Clearance Time (s)		6.0			6.0			5.0		6.5		6.5	
Lane Grp Cap (vph)		1424			1436			748		252		1098	
v/s Ratio Prot					0.40			0.22		c0.12		0.35	
v/s Ratio Perm		c0.42								c0.39			
v/c Ratio		0.90			0.86			0.90		1.29		0.89	
Uniform Delay, d1		22.1			21.4			32.9		32.1		25.4	
Progression Factor		1.00			1.66			1.00		1.00		1.00	
Incremental Delay, d2		9.7			5.8			15.8		156.8		10.5	
Delay (s)		31.9			41.4			48.7		188.9		35.9	
Level of Service		C			D			D		F		D	
Approach Delay (s/veh)		31.9			41.4			48.7				74.2	
Approach LOS		C			D			D				E	
Intersection Summary													
HCM 2000 Control Delay (s/veh)			49.2									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			1.12										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	17.5
Intersection Capacity Utilization			91.5%									ICU Level of Service	F
Analysis Period (min)			15										
c Critical Lane Group													



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑			↑↑		↑	↑↑	
Traffic Volume (vph)	0	1674	31	0	1069	0	0	727	11	288	581	227
Future Volume (vph)	0	1674	31	0	1069	0	0	727	11	288	581	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0		6.5	6.5	
Lane Util. Factor		0.91			0.95			0.95		1.00	0.95	
Frb, ped/bikes		1.00			1.00			1.00		1.00	0.97	
Flpb, ped/bikes		1.00			1.00			1.00		1.00	1.00	
Frt		1.00			1.00			1.00		1.00	0.96	
Flt Protected		1.00			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		4412			3079			3072		1540	2862	
Flt Permitted		1.00			1.00			1.00		0.19	1.00	
Satd. Flow (perm)		4412			3079			3072		302	2862	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1762	33	0	1125	0	0	765	12	303	612	239
RTOR Reduction (vph)	0	2	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	1793	0	0	1125	0	0	775	0	303	851	0
Confl. Peds. (#/hr)												100
Confl. Bikes (#/hr)												10
Turn Type		NA			NA			NA		pm+pt		NA
Protected Phases		2			6			8		7		4
Permitted Phases										4		
Actuated Green, G (s)		42.0			42.0			22.0		31.5		31.5
Effective Green, g (s)		42.0			42.0			22.0		31.5		31.5
Actuated g/C Ratio		0.47			0.47			0.24		0.35		0.35
Clearance Time (s)		6.0			6.0			5.0		6.5		6.5
Lane Grp Cap (vph)		2058			1436			750		222		1001
v/s Ratio Prot		c0.41			0.37			c0.25		c0.13		0.30
v/s Ratio Perm										c0.35		
v/c Ratio		0.87			0.78			1.03		1.36		0.85
Uniform Delay, d1		21.6			20.2			34.0		33.9		27.1
Progression Factor		0.89			0.32			0.80		0.77		0.70
Incremental Delay, d2		2.9			3.5			41.4		187.1		7.8
Delay (s)		22.0			9.9			68.7		213.1		26.8
Level of Service		C			A			E		F		C
Approach Delay (s/veh)		22.0			9.9			68.7				75.7
Approach LOS		C			A			E				E

Intersection Summary

HCM 2000 Control Delay (s/veh)	39.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

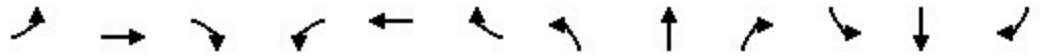


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑↑		↑	↑↑	
Traffic Volume (vph)	0	1674	31	0	1069	0	0	727	11	288	581	227
Future Volume (vph)	0	1674	31	0	1069	0	0	727	11	288	581	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			4.0			5.0		6.5	6.5	
Lane Util. Factor		0.95			0.95			0.95		1.00	0.95	
Frb, ped/bikes		1.00			1.00			1.00		1.00	0.97	
Flpb, ped/bikes		1.00			1.00			1.00		0.99	1.00	
Frt		1.00			1.00			1.00		1.00	0.96	
Flt Protected		1.00			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		3071			3079			3072		1531	2862	
Flt Permitted		1.00			1.00			1.00		0.19	1.00	
Satd. Flow (perm)		3071			3079			3072		301	2862	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1762	33	0	1125	0	0	765	12	303	612	239
RTOR Reduction (vph)	0	2	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	1793	0	0	1125	0	0	775	0	303	851	0
Confl. Peds. (#/hr)										100		100
Confl. Bikes (#/hr)												10
Turn Type		NA			NA			NA		pm+pt		NA
Protected Phases					6			8		7		4
Permitted Phases		2								4		
Actuated Green, G (s)		42.0			44.0			22.0		31.5		31.5
Effective Green, g (s)		42.0			44.0			22.0		31.5		31.5
Actuated g/C Ratio		0.47			0.49			0.24		0.35		0.35
Clearance Time (s)		6.0			4.0			5.0		6.5		6.5
Lane Grp Cap (vph)		1433			1505			750		221		1001
v/s Ratio Prot					0.37			c0.25		c0.13		0.30
v/s Ratio Perm		c0.58								c0.35		
v/c Ratio		1.25			0.75			1.03		1.37		0.85
Uniform Delay, d1		24.0			18.5			34.0		33.9		27.1
Progression Factor		0.57			1.37			0.81		0.82		0.76
Incremental Delay, d2		116.3			2.9			41.4		189.7		7.8
Delay (s)		130.0			28.3			69.0		217.4		28.5
Level of Service		F			C			E		F		C
Approach Delay (s/veh)		130.0			28.3			69.0				78.1
Approach LOS		F			C			E				E

Intersection Summary		
HCM 2000 Control Delay (s/veh)	84.3	HCM 2000 Level of Service F
HCM 2000 Volume to Capacity ratio	1.30	
Actuated Cycle Length (s)	90.0	Sum of lost time (s) 17.5
Intersection Capacity Utilization	107.5%	ICU Level of Service G
Analysis Period (min)	15	
c Critical Lane Group		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑↑			↑↑			↑↑		↑	↑↑		
Traffic Volume (vph)	0	1099	74	0	1587	1	0	650	19	215	650	356	
Future Volume (vph)	0	1099	74	0	1587	1	0	650	19	215	650	356	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0			6.0			5.0		6.5	6.5		
Lane Util. Factor		0.91			0.95			0.95		1.00	0.95		
Frbp, ped/bikes		0.99			1.00			1.00		1.00	0.96		
Flpb, ped/bikes		1.00			1.00			1.00		0.99	1.00		
Frt		0.99			1.00			1.00		1.00	0.95		
Flt Protected		1.00			1.00			1.00		0.95	1.00		
Satd. Flow (prot)		4347			3079			3066		1528	2807		
Flt Permitted		1.00			1.00			1.00		0.22	1.00		
Satd. Flow (perm)		4347			3079			3066		352	2807		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
Adj. Flow (vph)	0	1121	76	0	1619	1	0	663	19	219	663	363	
RTOR Reduction (vph)	0	9	0	0	0	0	0	2	0	0	0	0	
Lane Group Flow (vph)	0	1188	0	0	1620	0	0	680	0	219	1026	0	
Confl. Peds. (#/hr)			100							100		100	
Confl. Bikes (#/hr)												10	
Turn Type		NA			NA			NA		pm+pt		NA	
Protected Phases					6			8		7		4	
Permitted Phases		2								4			
Actuated Green, G (s)		42.0			42.0			22.0		35.5		35.5	
Effective Green, g (s)		42.0			42.0			22.0		35.5		35.5	
Actuated g/C Ratio		0.47			0.47			0.24		0.39		0.39	
Clearance Time (s)		6.0			6.0			5.0		6.5		6.5	
Lane Grp Cap (vph)		2028			1436			749		249		1107	
v/s Ratio Prot					c0.53			0.22		0.08		c0.37	
v/s Ratio Perm		0.27								0.26			
v/c Ratio		0.59			1.13			0.91		0.88		0.93	
Uniform Delay, d1		17.6			24.0			33.0		31.5		26.0	
Progression Factor		1.00			1.00			1.00		1.00		1.00	
Incremental Delay, d2		1.2			67.1			16.8		32.9		14.3	
Delay (s)		18.9			91.1			49.8		64.4		40.4	
Level of Service		B			F			D		E		D	
Approach Delay (s/veh)		18.9			91.1			49.8				44.6	
Approach LOS		B			F			D				D	
Intersection Summary													
HCM 2000 Control Delay (s/veh)			54.7									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			1.11										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	17.5
Intersection Capacity Utilization			97.2%									ICU Level of Service	F
Analysis Period (min)			15										
c Critical Lane Group													



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑↑		↑	↑↑	
Traffic Volume (vph)	0	1099	74	0	1587	1	0	650	19	215	650	356
Future Volume (vph)	0	1099	74	0	1587	1	0	650	19	215	650	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			5.0		6.5	6.5	
Lane Util. Factor		0.95			0.95			0.95		1.00	0.95	
Frbp, ped/bikes		0.99			1.00			1.00		1.00	0.96	
Flpb, ped/bikes		1.00			1.00			1.00		0.99	1.00	
Frt		0.99			1.00			1.00		1.00	0.95	
Flt Protected		1.00			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		3025			3079			3066		1528	2807	
Flt Permitted		1.00			1.00			1.00		0.22	1.00	
Satd. Flow (perm)		3025			3079			3066		352	2807	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	1121	76	0	1619	1	0	663	19	219	663	363
RTOR Reduction (vph)	0	5	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	1192	0	0	1620	0	0	680	0	219	1026	0
Confl. Peds. (#/hr)			100							100		100
Confl. Bikes (#/hr)												10
Turn Type		NA			NA			NA		pm+pt		NA
Protected Phases					6			8		7		4
Permitted Phases		2								4		
Actuated Green, G (s)		42.0			42.0			22.0		35.5		35.5
Effective Green, g (s)		42.0			42.0			22.0		35.5		35.5
Actuated g/C Ratio		0.47			0.47			0.24		0.39		0.39
Clearance Time (s)		6.0			6.0			5.0		6.5		6.5
Lane Grp Cap (vph)		1411			1436			749		249		1107
v/s Ratio Prot					c0.53			0.22		0.08		c0.37
v/s Ratio Perm		0.39								0.26		
v/c Ratio		0.84			1.13			0.91		0.88		0.93
Uniform Delay, d1		21.1			24.0			33.0		31.5		26.0
Progression Factor		1.00			0.80			1.00		1.00		1.00
Incremental Delay, d2		6.4			66.5			16.8		32.9		14.3
Delay (s)		27.5			85.6			49.8		64.4		40.4
Level of Service		C			F			D		E		D
Approach Delay (s/veh)		27.5			85.6			49.8				44.6
Approach LOS		C			F			D				D

Intersection Summary		
HCM 2000 Control Delay (s/veh)	55.0	HCM 2000 Level of Service E
HCM 2000 Volume to Capacity ratio	1.11	
Actuated Cycle Length (s)	90.0	Sum of lost time (s) 17.5
Intersection Capacity Utilization	97.2%	ICU Level of Service F
Analysis Period (min)	15	
c Critical Lane Group		

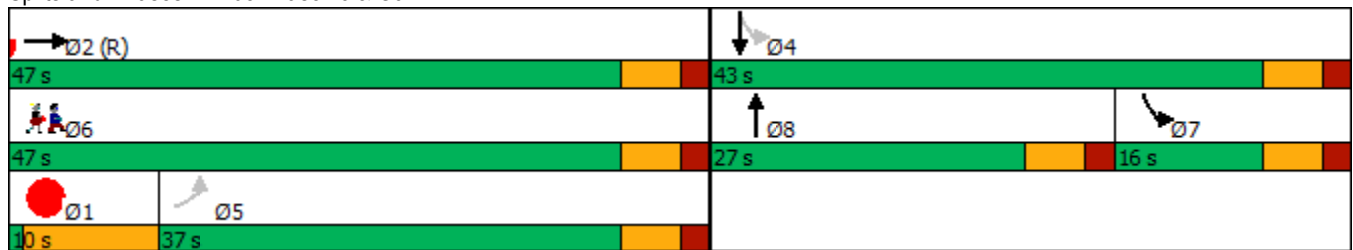


Lane Group	EBL	EBT	NBT	SBL	SBT	Ø1	Ø6
Lane Configurations							
Traffic Volume (vph)	438	1131	281	160	528		
Future Volume (vph)	438	1131	281	160	528		
Lane Group Flow (vph)	461	1289	351	0	724		
Turn Type	custom	NA	NA	pm+pt	NA		
Protected Phases		2	8	7	4	1	6
Permitted Phases	5			4			
Minimum Split (s)	10.0	30.0	26.0	10.0	27.0	10.0	28.0
Total Split (s)	37.0	47.0	27.0	16.0	43.0	10.0	47.0
Total Split (%)	41.1%	52.2%	30.0%	17.8%	47.8%	11%	52%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	9.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	6.0	6.0	6.0		6.0		
Lead/Lag	Lag		Lead	Lag		Lead	
Lead-Lag Optimize?							
v/c Ratio	1.11	0.68	0.52		0.72		
Control Delay	106.4	21.2	31.3		28.0		
Queue Delay	0.0	0.0	0.0		1.3		
Total Delay	106.4	21.2	31.3		29.2		
Queue Length 50th (ft)	~302	201	85		163		
Queue Length 95th (ft)	#487	252	130		221		
Internal Link Dist (ft)		388	273		265		
Turn Bay Length (ft)							
Base Capacity (vph)	417	1902	680		1011		
Starvation Cap Reductn	0	0	0		122		
Spillback Cap Reductn	0	0	0		0		
Storage Cap Reductn	0	0	0		0		
Reduced v/c Ratio	1.11	0.68	0.52		0.81		

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 70 (78%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 ~ 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.

Splits and Phases: 208: Masonic & Oak



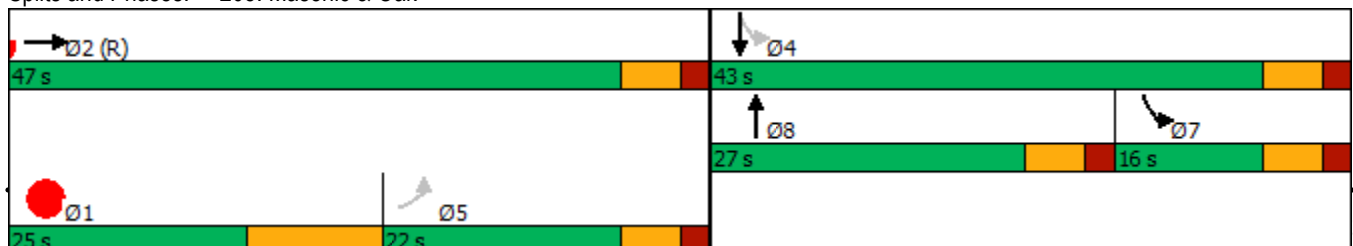


Lane Group	EBL	EBT	NBT	SBL	SBT	Ø1
Lane Configurations	↖↗	↑↑↔	↑↔		↕↕	
Traffic Volume (vph)	438	1131	281	160	528	
Future Volume (vph)	438	1131	281	160	528	
Lane Group Flow (vph)	461	1289	351	0	724	
Turn Type	custom	NA	NA	pm+pt	NA	
Protected Phases		2	8	7	4	1
Permitted Phases	5			4		
Detector Phase	5	2	8	7	4	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	1.0
Minimum Split (s)	10.0	30.0	26.0	10.0	27.0	10.0
Total Split (s)	22.0	47.0	27.0	16.0	43.0	25.0
Total Split (%)	24.4%	52.2%	30.0%	17.8%	47.8%	28%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	9.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lag		Lead	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
v/c Ratio	0.93	0.68	0.52		0.72	
Control Delay	63.8	21.2	31.3		28.0	
Queue Delay	0.0	0.0	0.0		1.3	
Total Delay	63.8	21.2	31.3		29.2	
Queue Length 50th (ft)	134	201	85		163	
Queue Length 95th (ft)	#226	252	130		221	
Internal Link Dist (ft)		388	273		265	
Turn Bay Length (ft)	130					
Base Capacity (vph)	497	1902	680		1011	
Starvation Cap Reductn	0	0	0		122	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.93	0.68	0.52		0.81	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 60 (67%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 70
 Control Type: Pretimed
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 208: Masonic & Oak





Lane Group	EBL	EBT	NBT	SBL	SBT	Ø1	Ø6
Lane Configurations	↘	↑↑↑	↑↑		↑↑		
Traffic Volume (vph)	591	1907	335	159	441		
Future Volume (vph)	591	1907	335	159	441		
Lane Group Flow (vph)	622	2053	425	0	631		
Turn Type	custom	NA	NA	pm+pt	NA		
Protected Phases		2	8	7	4	1	6
Permitted Phases	5			4			
Minimum Split (s)	10.0	30.0	26.0	10.0	27.0	10.0	28.0
Total Split (s)	44.0	54.0	26.0	10.0	36.0	10.0	54.0
Total Split (%)	48.9%	60.0%	28.9%	11.1%	40.0%	11%	60%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	9.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	6.0	6.0	6.0		6.0		
Lead/Lag	Lag		Lead	Lag		Lead	
Lead-Lag Optimize?							
v/c Ratio	1.17	0.91	0.66		0.87		
Control Delay	110.7	16.2	29.5		23.9		
Queue Delay	0.6	0.2	0.0		0.0		
Total Delay	111.3	16.3	29.5		23.9		
Queue Length 50th (ft)	~442	450	111		73		
Queue Length 95th (ft)	m#644	#521	163		#185		
Internal Link Dist (ft)		388	273		265		
Turn Bay Length (ft)							
Base Capacity (vph)	533	2250	646		722		
Starvation Cap Reductn	0	14	0		0		
Spillback Cap Reductn	36	0	0		0		
Storage Cap Reductn	0	0	0		0		
Reduced v/c Ratio	1.25	0.92	0.66		0.87		

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 60 (67%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 100
 Control Type: Pretimed
 ~ 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: 208: Masonic & Oak





Lane Group	EBL	EBT	NBT	SBL	SBT	Ø1
Lane Configurations	↖↗	↑↑↓	↑↓		↖↗	
Traffic Volume (vph)	591	1907	335	159	441	
Future Volume (vph)	591	1907	335	159	441	
Lane Group Flow (vph)	622	2053	425	0	631	
Turn Type	custom	NA	NA	pm+pt	NA	
Protected Phases		2	8	7	4	1
Permitted Phases	5			4		
Detector Phase	5	2	8	7	4	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	1.0
Minimum Split (s)	10.0	30.0	26.0	10.0	27.0	10.0
Total Split (s)	29.0	54.0	26.0	10.0	36.0	25.0
Total Split (%)	32.2%	60.0%	28.9%	11.1%	40.0%	28%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	9.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lag		Lead	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
v/c Ratio	0.87	0.91	0.66		0.87	
Control Delay	46.7	26.8	35.6		44.0	
Queue Delay	0.0	11.2	0.0		0.0	
Total Delay	46.7	38.0	35.6		44.0	
Queue Length 50th (ft)	174	365	110		157	
Queue Length 95th (ft)	#268	#461	161		#248	
Internal Link Dist (ft)		388	273		265	
Turn Bay Length (ft)	130					
Base Capacity (vph)	715	2250	646		722	
Starvation Cap Reductn	0	218	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.87	1.01	0.66		0.87	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 60 (67%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 80
 Control Type: Pretimed
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 208: Masonic & Oak



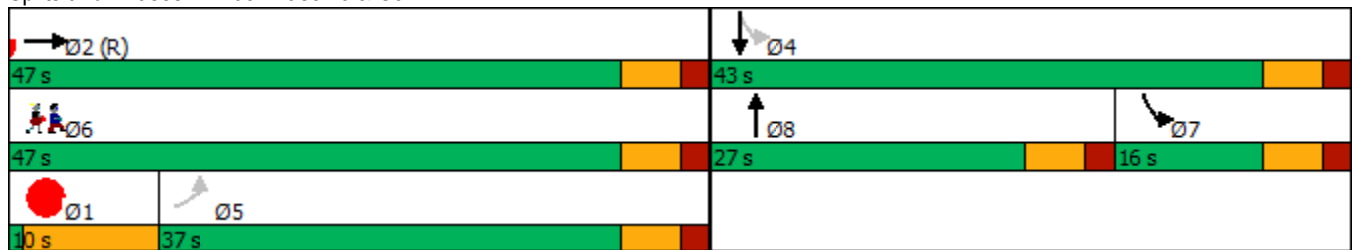


Lane Group	EBL	EBT	NBT	SBL	SBT	Ø1	Ø6
Lane Configurations							
Traffic Volume (vph)	423	1143	389	218	620		
Future Volume (vph)	423	1143	389	218	620		
Lane Group Flow (vph)	432	1257	456	0	855		
Turn Type	custom	NA	NA	pm+pt	NA		
Protected Phases		2	8	7	4	1	6
Permitted Phases	5			4			
Minimum Split (s)	28.0	30.0	26.0	10.0	27.0	10.0	28.0
Total Split (s)	37.0	47.0	27.0	16.0	43.0	10.0	47.0
Total Split (%)	41.1%	52.2%	30.0%	17.8%	47.8%	11%	52%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	9.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		
Total Lost Time (s)	6.0	6.0	6.0		6.0		
Lead/Lag	Lag		Lead	Lag		Lead	
Lead-Lag Optimize?							
v/c Ratio	1.04	0.66	0.67		0.91		
Control Delay	85.1	20.9	35.8		41.4		
Queue Delay	0.0	0.0	0.0		2.3		
Total Delay	85.1	20.9	35.8		43.6		
Queue Length 50th (ft)	~267	193	120		204		
Queue Length 95th (ft)	#447	243	173		#316		
Internal Link Dist (ft)		388	273		265		
Turn Bay Length (ft)							
Base Capacity (vph)	417	1902	679		944		
Starvation Cap Reductn	0	0	0		33		
Spillback Cap Reductn	0	0	0		0		
Storage Cap Reductn	0	0	0		0		
Reduced v/c Ratio	1.04	0.66	0.67		0.94		

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 6 (7%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 ~ 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.

Splits and Phases: 208: Masonic & Oak



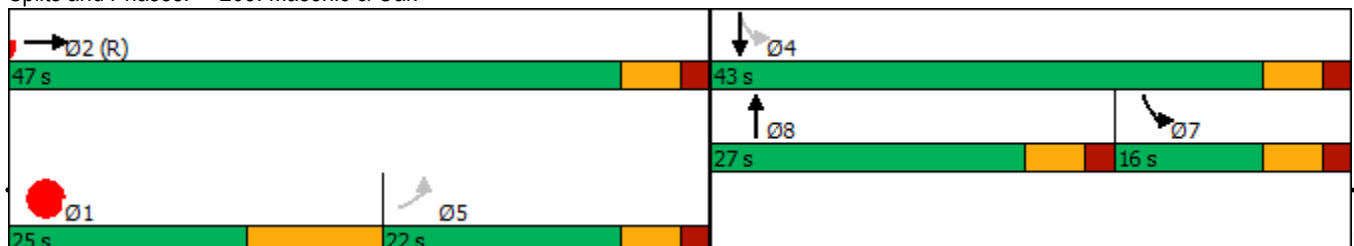


Lane Group	EBL	EBT	NBT	SBL	SBT	Ø1
Lane Configurations	↖↗	↑↑↔	↑↔		↕↑	
Traffic Volume (vph)	423	1143	389	218	620	
Future Volume (vph)	423	1143	389	218	620	
Lane Group Flow (vph)	432	1257	456	0	855	
Turn Type	custom	NA	NA	pm+pt	NA	
Protected Phases		2	8	7	4	1
Permitted Phases	5			4		
Detector Phase	5	2	8	7	4	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	1.0
Minimum Split (s)	28.0	30.0	26.0	10.0	27.0	10.0
Total Split (s)	22.0	47.0	27.0	16.0	43.0	25.0
Total Split (%)	24.4%	52.2%	30.0%	17.8%	47.8%	28%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	9.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lag		Lead	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
v/c Ratio	0.87	0.66	0.67		0.91	
Control Delay	55.7	22.3	29.1		45.7	
Queue Delay	0.0	0.0	0.0		3.3	
Total Delay	55.7	22.3	29.1		49.0	
Queue Length 50th (ft)	138	280	121		266	
Queue Length 95th (ft)	#214	330	174		#366	
Internal Link Dist (ft)		388	273		265	
Turn Bay Length (ft)	130					
Base Capacity (vph)	497	1902	679		944	
Starvation Cap Reductn	0	0	0		43	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.87	0.66	0.67		0.95	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 6 (7%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 75
 Control Type: Pretimed
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 208: Masonic & Oak





Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations	↶	↶↶↶	↶	↷	↷
Traffic Volume (vph)	103	1231	114	121	145
Future Volume (vph)	103	1231	114	121	145
Lane Group Flow (vph)	108	1314	189	127	153
Turn Type	Perm	NA	NA	pm+pt	NA
Protected Phases		2	8	7	4
Permitted Phases	2			4	
Minimum Split (s)	25.5	25.5	21.5	10.0	25.5
Total Split (s)	50.0	50.0	24.0	16.0	40.0
Total Split (%)	55.6%	55.6%	26.7%	17.8%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?					
v/c Ratio	0.22	0.64	0.64	0.44	0.28
Control Delay	14.6	18.8	38.4	24.6	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	18.8	38.4	24.6	21.0
Queue Length 50th (ft)	34	193	83	49	59
Queue Length 95th (ft)	67	241	#158	91	106
Internal Link Dist (ft)		386	271		231
Turn Bay Length (ft)				122	
Base Capacity (vph)	502	2062	297	289	543
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.64	0.64	0.44	0.28

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 32 (36%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 211: Baker & Oak



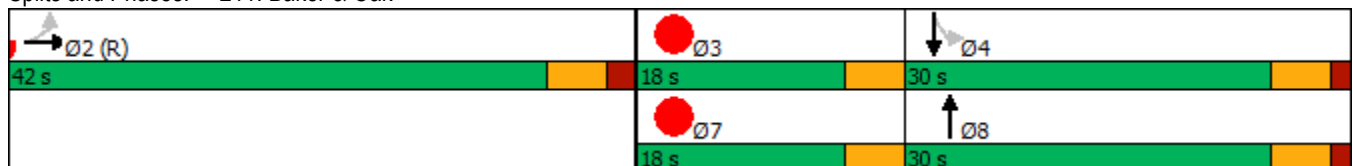


Lane Group	EBT	NBT	SBL	SBT	Ø3	Ø7
Lane Configurations	↔↔↔	↔	↔	↔		
Traffic Volume (vph)	1222	133	161	279		
Future Volume (vph)	1222	133	161	279		
Lane Group Flow (vph)	1326	195	169	294		
Turn Type	NA	NA	Perm	NA		
Protected Phases	2	8		4	3	7
Permitted Phases			4			
Detector Phase	2	8	4	4		
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	25.5	19.0	19.0	19.0	8.0	8.0
Total Split (s)	42.0	30.0	30.0	30.0	18.0	18.0
Total Split (%)	46.7%	33.3%	33.3%	33.3%	20%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	1.5	1.5	1.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	5.5	5.5	5.5		
Lead/Lag		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
v/c Ratio	0.79	0.48	0.77	0.76		
Control Delay	27.8	28.8	55.0	44.8		
Queue Delay	0.0	0.0	0.0	1.4		
Total Delay	27.8	28.8	55.0	46.1		
Queue Length 50th (ft)	235	82	88	153		
Queue Length 95th (ft)	294	148	#196	#277		
Internal Link Dist (ft)	386	271		231		
Turn Bay Length (ft)			122			
Base Capacity (vph)	1678	409	220	386		
Starvation Cap Reductn	0	0	0	20		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.79	0.48	0.77	0.80		

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 32 (36%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 211: Baker & Oak



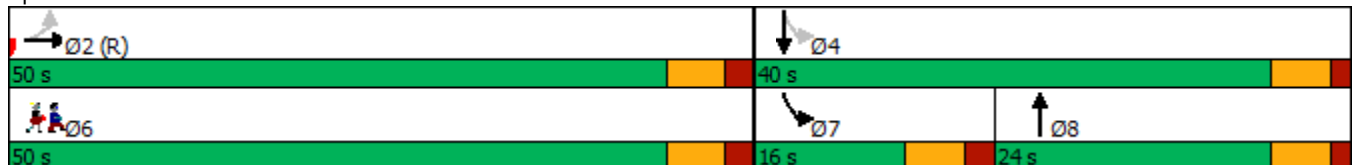


Lane Group	EBL	EBT	NBT	SBL	SBT	Ø6
Lane Configurations	↶	↶↶↶	↶	↶	↶	
Traffic Volume (vph)	276	1816	207	120	137	
Future Volume (vph)	276	1816	207	120	137	
Lane Group Flow (vph)	291	1948	278	126	144	
Turn Type	Perm	NA	NA	pm+pt	NA	
Protected Phases		2	8	7	4	6
Permitted Phases	2			4		
Minimum Split (s)	25.5	25.5	21.5	10.0	25.5	21.0
Total Split (s)	50.0	50.0	24.0	16.0	40.0	50.0
Total Split (%)	55.6%	55.6%	26.7%	17.8%	44.4%	56%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	1.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	5.5	6.0	5.5	
Lead/Lag			Lag	Lead		
Lead-Lag Optimize?						
v/c Ratio	0.58	0.95	0.93	0.52	0.27	
Control Delay	9.9	18.9	71.7	22.0	15.1	
Queue Delay	0.7	44.4	0.4	0.0	0.0	
Total Delay	10.6	63.3	72.2	22.0	15.1	
Queue Length 50th (ft)	41	282	149	34	39	
Queue Length 95th (ft)	m93	m#474	#301	58	64	
Internal Link Dist (ft)		386	271		231	
Turn Bay Length (ft)				122		
Base Capacity (vph)	502	2058	300	242	543	
Starvation Cap Reductn	0	24	0	0	0	
Spillback Cap Reductn	53	447	1	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.65	1.21	0.93	0.52	0.27	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 4 (4%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Pretimed
 # 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: 211: Baker & Oak



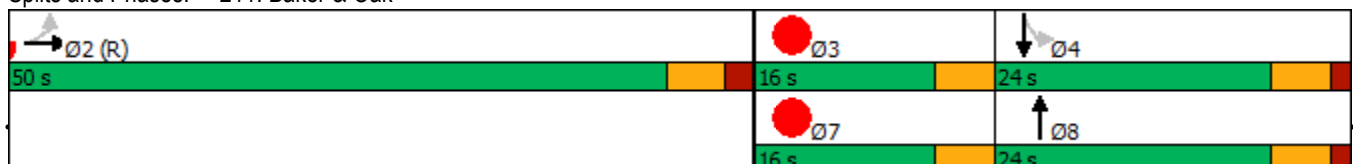


Lane Group	EBT	NBT	SBL	SBT	Ø3	Ø7
Lane Configurations	↔↑↑↔	↑	↘	↑		
Traffic Volume (vph)	2092	207	120	137		
Future Volume (vph)	2092	207	120	137		
Lane Group Flow (vph)	2238	278	126	144		
Turn Type	NA	NA	Perm	NA		
Protected Phases	2	8		4	3	7
Permitted Phases			4			
Detector Phase	2	8	4	4		
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	25.5	21.5	25.5	25.5	8.0	8.0
Total Split (s)	50.0	24.0	24.0	24.0	16.0	16.0
Total Split (%)	55.6%	26.7%	26.7%	26.7%	18%	18%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	1.5	1.5	1.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	5.5	5.5	5.5		
Lead/Lag		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
v/c Ratio	1.09	0.89	1.25	0.49		
Control Delay	71.5	65.0	204.7	38.3		
Queue Delay	6.4	0.0	0.0	0.0		
Total Delay	77.9	65.0	204.7	38.3		
Queue Length 50th (ft)	~529	148	~90	73		
Queue Length 95th (ft)	#627	#295	#201	133		
Internal Link Dist (ft)	386	271		231		
Turn Bay Length (ft)			122			
Base Capacity (vph)	2062	311	101	291		
Starvation Cap Reductn	115	0	0	0		
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	1.15	0.89	1.25	0.49		

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 4 (4%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 ~ 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.

Splits and Phases: 211: Baker & Oak





Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations	↗	↕↕↕	↖	↗	↕
Traffic Volume (vph)	126	1236	156	157	236
Future Volume (vph)	126	1236	156	157	236
Lane Group Flow (vph)	129	1287	204	160	241
Turn Type	Perm	NA	NA	pm+pt	NA
Protected Phases		2	8	7	4
Permitted Phases	2			4	
Minimum Split (s)	25.5	25.5	21.5	10.0	25.5
Total Split (s)	50.0	50.0	24.0	16.0	40.0
Total Split (%)	55.6%	55.6%	26.7%	17.8%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.5	2.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.5	6.0	5.5
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?					
v/c Ratio	0.26	0.63	0.68	0.57	0.44
Control Delay	15.2	18.6	43.6	28.8	23.9
Queue Delay	0.0	0.0	0.0	0.0	1.3
Total Delay	15.2	18.6	43.6	28.8	25.2
Queue Length 50th (ft)	41	188	100	63	100
Queue Length 95th (ft)	79	234	#194	114	168
Internal Link Dist (ft)		386	271		231
Turn Bay Length (ft)				122	
Base Capacity (vph)	502	2058	300	281	543
Starvation Cap Reductn	0	0	0	0	147
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.63	0.68	0.57	0.61

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 58 (64%), Referenced to phase 2:EBTL and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 211: Baker & Oak



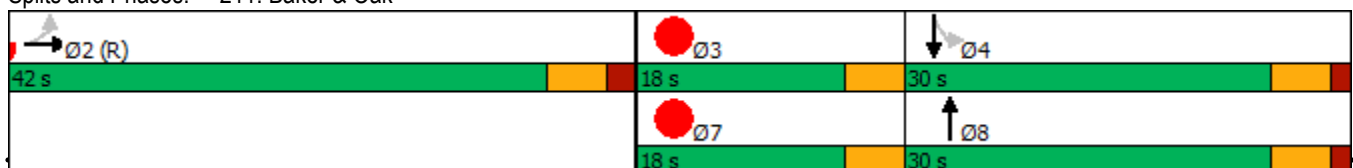


Lane Group	EBT	NBT	SBL	SBT	Ø3	Ø7
Lane Configurations	↔↔↔	↔	↔	↔		
Traffic Volume (vph)	1362	156	157	236		
Future Volume (vph)	1362	156	157	236		
Lane Group Flow (vph)	1416	204	160	241		
Turn Type	NA	NA	Perm	NA		
Protected Phases	2	8		4	3	7
Permitted Phases			4			
Detector Phase	2	8	4	4		
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	25.5	19.0	19.0	19.0	8.0	8.0
Total Split (s)	42.0	30.0	30.0	30.0	18.0	18.0
Total Split (%)	46.7%	33.3%	33.3%	33.3%	20%	20%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	1.5	1.5	1.5	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	5.5	5.5	5.5		
Lead/Lag		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
v/c Ratio	0.84	0.50	0.75	0.62		
Control Delay	17.3	30.3	48.8	32.6		
Queue Delay	0.3	0.0	0.0	0.6		
Total Delay	17.6	30.3	48.8	33.2		
Queue Length 50th (ft)	304	90	92	137		
Queue Length 95th (ft)	358	159	m#178	216		
Internal Link Dist (ft)	386	271		231		
Turn Bay Length (ft)			122			
Base Capacity (vph)	1685	409	214	386		
Starvation Cap Reductn	0	0	0	23		
Spillback Cap Reductn	43	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.86	0.50	0.75	0.66		

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 58 (64%), Referenced to phase 2:EBTL and 6:, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 # 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: 211: Baker & Oak



TransBASE Internal Dashboard

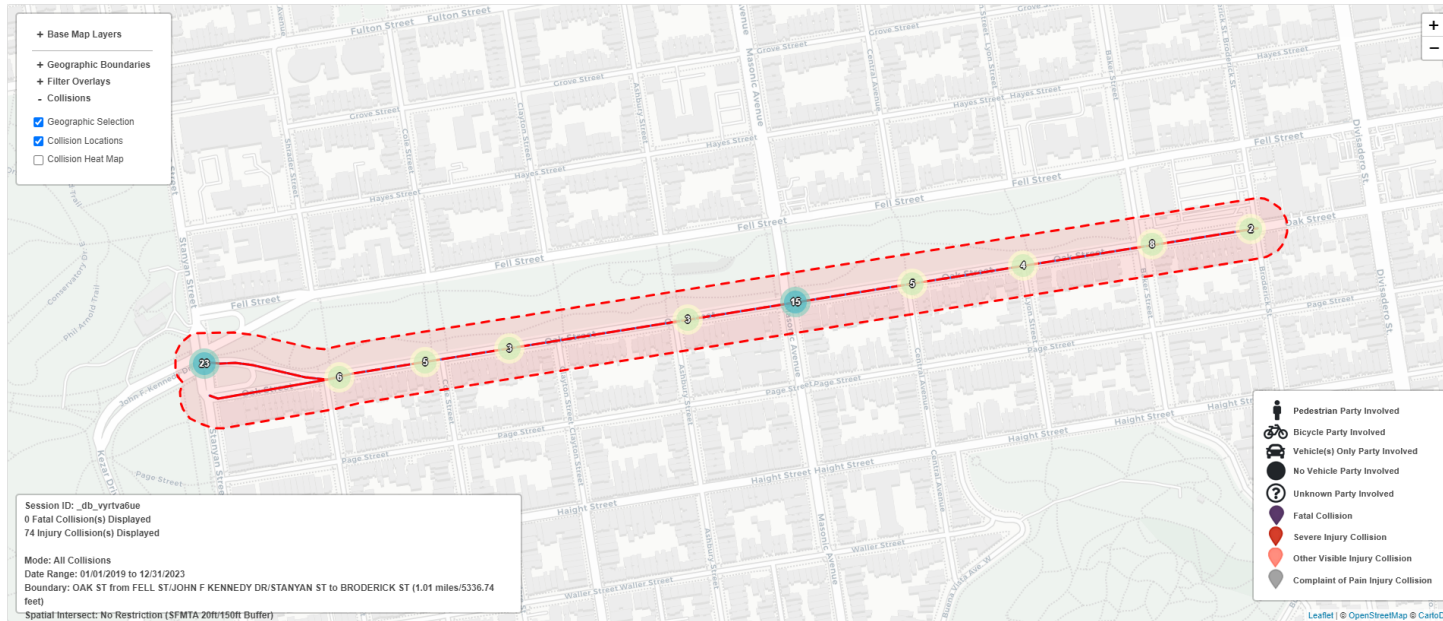
Geographic Extent: OAK ST from FELL ST/JOHN F KENNEDY DR/STANYAN ST to BRODERICK ST (1.01 miles/5336.74 feet)

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

Data Range: 01/01/2019 to 12/31/2023

Pull Date: 6/13/2024

Geographic Extent



TransBASE Internal Dashboard

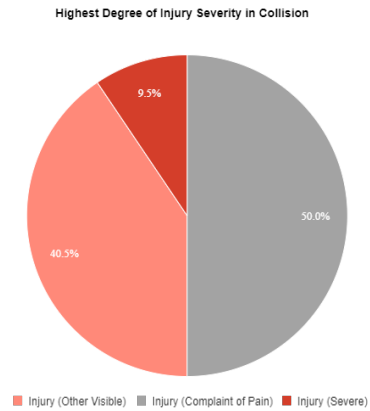
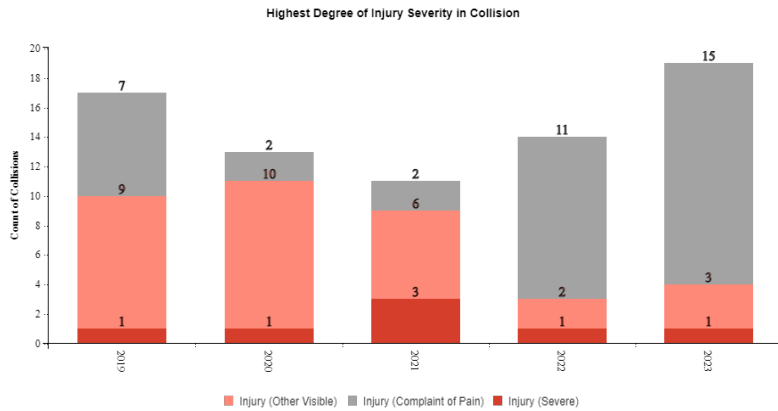
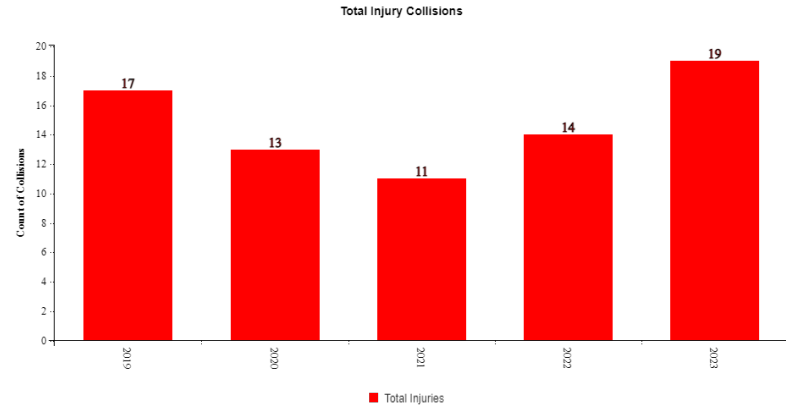
Geographic Extent: OAK ST from FELL ST/JOHN F KENNEDY DR/STANYAN ST to BRODERICK ST (1.01 miles/5336.74 feet)

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

Data Range: 01/01/2019 to 12/31/2023

Pull Date: 6/13/2024

Graphs and Trends



TransBASE Internal Dashboard

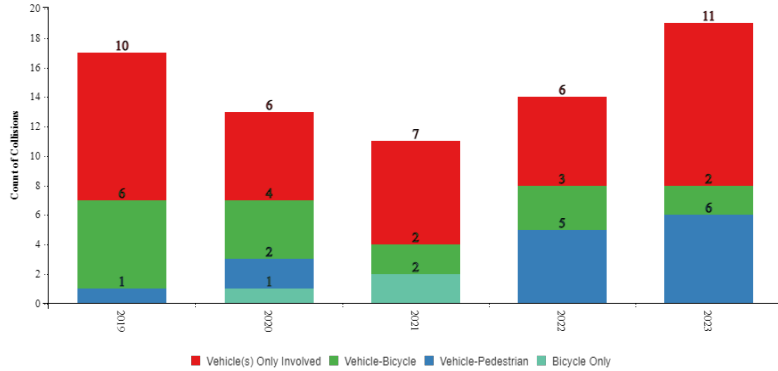
Geographic Extent: OAK ST from FELL ST/JOHN F KENNEDY DR/STANYAN ST to BRODERICK ST (1.01 miles/5336.74 feet)

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

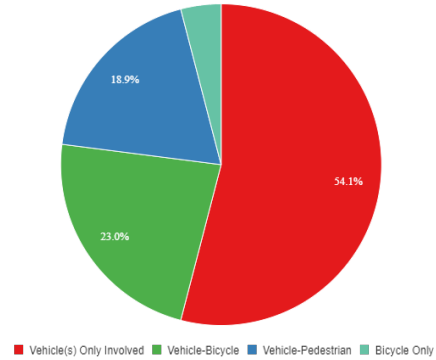
Data Range: 01/01/2019 to 12/31/2023

Pull Date: 6/13/2024

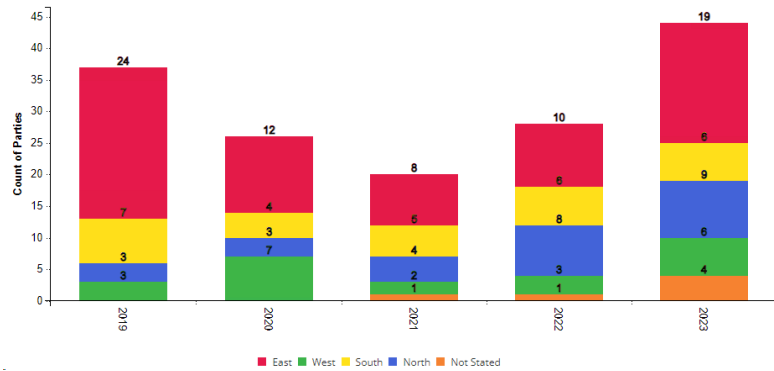
Parties Involved



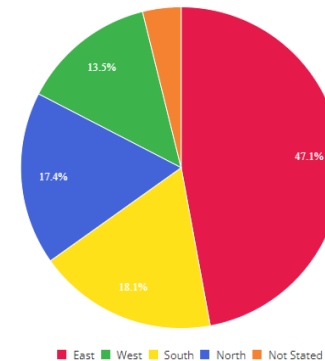
Parties Involved



Party Involved Direction of Travel



Party Involved Direction of Travel



TransBASE Internal Dashboard

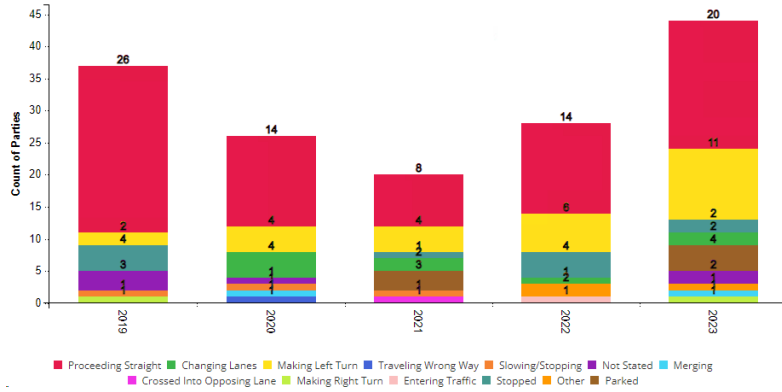
Geographic Extent: OAK ST from FELL ST/JOHN F KENNEDY DR/STANYAN ST to BRODERICK ST (1.01 miles/5336.74 feet)

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

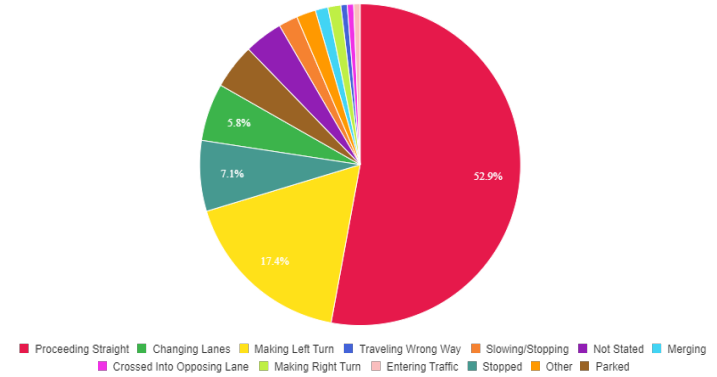
Data Range: 01/01/2019 to 12/31/2023

Pull Date: 6/13/2024

Party Involved Movement Preceding Accident



Party Involved Movement Preceding Accident



TransBASE Internal Dashboard

Geographic Extent: OAK ST from FELL ST/JOHN F KENNEDY DR/STANYAN ST to BRODERICK ST (1.01 miles/5336.74 feet)

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

Data Range: 01/01/2019 to 12/31/2023

Pull Date: 6/13/2024

Collision/Party/Victim Table Showing 1 to 74 of 74 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 74

Total Count of Fatal/Non-Fatal Injury Collisions: 74

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
230908509	12/30/2023	08:14	Saturday	STANYAN ST	FELL ST	0	Not Stated	Driver	West	Proceeding Straight	Parked Vehicle	West	Parked	CVC 21658(a)	Injury (Other Visible)	Rear End	Parked Motor Vehicle	No	Wet	No Unusual Condition/ Not Stated
230874615	12/13/2023	23:28	Wednesday	OAK ST	BRODERICK ST	55	West	Driver	East	Proceeding Straight	Driver	East	Stopped	CVC 22350	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
230871809	12/12/2023	23:44	Tuesday	OAK ST	COLE ST	0	Not Stated	Pedestrian	Not Stated	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21954(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated
230850706	12/03/2023	18:26	Sunday	STANYAN ST	OAK ST	0	Not Stated	Driver	East	Making Left Turn	Driver	North	Proceeding Straight	CVC Unknown	Injury (Complaint of Pain)	Head-On	Motor Vehicle on Other Roadway	No	Dry	No Unusual Condition/ Not Stated
230847684	12/02/2023	05:50	Saturday	OAK ST	SHRADER ST	159	East	Driver	East	Proceeding Straight	Parked Vehicle	Not Stated	Parked	CVC 23123(a)	Injury (Severe)	Sideswipe	Parked Motor Vehicle	No	Wet	No Unusual Condition/ Not Stated
230826246	11/22/2023	09:51	Wednesday	OAK ST	SHRADER ST	27	East	Driver	East	Changing Lanes	Driver	East	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
230810120	11/14/2023	18:48	Tuesday	MASONIC AVE	OAK ST	0	Not Stated	Driver	South	Making Left Turn	Bicyclist	North	Proceeding Straight	CVC 21801(a)	Injury (Complaint of Pain)	Head-On	Bicycle	No	Dry	No Unusual Condition/ Not Stated
230774504	10/29/2023	21:00	Sunday	MASONIC AVE	OAK ST	0	Not Stated	Driver	North	Making Left Turn	Pedestrian	West	Other	CVC 21453(c)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated

TransBASE Internal Dashboard

Geographic Extent: OAK ST from FELL ST/JOHN F KENNEDY DR/STANYAN ST to BRODERICK ST (1.01 miles/5336.74 feet)

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

Data Range: 01/01/2019 to 12/31/2023

Pull Date: 6/13/2024

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
230763002	10/25/2023	21:34	Wednesday	MASONIC AVE	OAK ST	0	Not Stated	Driver	East	Making Left Turn	Driver	North	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Head-On	Not Stated	No	Dry	No Unusual Condition/ Not Stated
230699043	09/28/2023	20:05	Thursday	MASONIC AVE	OAK ST	0	North	Driver	North	Making Left Turn	Pedestrian	East	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Sideswipe	Pedestrian	No	Dry	No Unusual Condition/ Not Stated
230637673	09/06/2023	11:47	Wednesday	OAK ST	BAKER ST	0	Not Stated	Driver	East	Making Left Turn	Pedestrian	North	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated
230599904	08/23/2023	08:40	Wednesday	BRODERICK ST	OAK ST	0	Not Stated	Driver	North	Making Left Turn	Pedestrian	West	Proceeding Straight	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated
230568846	08/11/2023	22:23	Friday	OAK ST	CENTRAL AVE	0	Not Stated	Bicyclist	East	Proceeding Straight	Driver	South	Making Right Turn	CVC 22350	Injury (Complaint of Pain)	Sideswipe	Bicycle	No	Dry	No Unusual Condition/ Not Stated
230533350	07/30/2023	10:51	Sunday	MASONIC AVE	OAK ST	0	Not Stated	Driver	North	Making Left Turn	Pedestrian	West	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated
230278766	04/22/2023	01:00	Saturday	STANYAN ST	OAK ST	0	Not Stated	Driver	South	Making Left Turn	Driver	North	Proceeding Straight	CVC 21801(a)	Injury (Complaint of Pain)	Head-On	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
230246058	04/09/2023	12:13	Sunday	OAK ST	LYON ST	0	Not Stated	Driver	East	Changing Lanes	Driver	East	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
230216998	03/28/2023	19:27	Tuesday	STANYAN ST	OAK ST	0	Not Stated	Driver	South	Making Left Turn	Driver	South	Making Left Turn	CVC 22100(b)	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
230129341	02/22/2023	07:52	Wednesday	STANYAN ST	OAK ST	0	East	Driver	Not Stated	Proceeding Straight	Other	South	Proceeding Straight		Injury (Complaint of Pain)	Other	Not Stated	No	Dry	No Unusual Condition/ Not Stated

TransBASE Internal Dashboard

Geographic Extent: OAK ST from FELL ST/JOHN F KENNEDY DR/STANYAN ST to BRODERICK ST (1.01 miles/5336.74 feet)

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

Data Range: 01/01/2019 to 12/31/2023

Pull Date: 6/13/2024

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
230079718	02/02/2023	15:34	Thursday	OAK ST	COLE ST	125	East	Driver	East	Merging	Driver	East	Proceeding Straight	CVC 21804(a)	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
220831330	12/04/2022	00:16	Sunday	STANYAN ST	FELL ST	0	Not Stated	Driver	South	Making Left Turn	Driver	North	Proceeding Straight	CVC 21801(a)	Injury (Complaint of Pain)	Broadside	Not Stated	No	Wet	No Unusual Condition/ Not Stated
220813322	11/26/2022	12:42	Saturday	OAK ST	ASHBURY ST	0	Not Stated	Pedestrian	North	Other	Driver	East	Proceeding Straight	CVC 21453(d)	Injury (Complaint of Pain)	Other	Pedestrian	No	Dry	No Unusual Condition/ Not Stated
220799885	11/20/2022	18:31	Sunday	BAKER ST	OAK ST	16	North	Driver	North	Making Left Turn	Bicyclist	South	Stopped	CVC 22107	Injury (Complaint of Pain)	Head-On	Bicycle	No	Dry	No Unusual Condition/ Not Stated
220715239	10/18/2022	06:15	Tuesday	OAK ST	CENTRAL AVE	0	Not Stated	Driver	East	Proceeding Straight	Bicyclist	South	Proceeding Straight	CVC 21453(a)	Injury (Other Visible)	Broadside	Bicycle	Felony	Dry	No Unusual Condition/ Not Stated
220717304	10/18/2022	21:30	Tuesday	OAK ST	SHRADER ST	0	Not Stated	Driver	East	Proceeding Straight	Bicyclist	East	Other	CVC 22350	Injury (Complaint of Pain)	Rear End	Bicycle	Felony	Dry	No Unusual Condition/ Not Stated
220675893	10/02/2022	18:37	Sunday	OAK ST	BAKER ST	165	East	Driver	West	Proceeding Straight	Driver	West	Stopped	CVC 21703	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
220628660	09/14/2022	21:01	Wednesday	STANYAN ST	OAK ST	0	Not Stated	Driver	South	Making Left Turn	Driver	North	Proceeding Straight	CVC 21801(a)	Injury (Complaint of Pain)	Broadside	Motor Vehicle on Other Roadway	No	Dry	No Unusual Condition/ Not Stated
220588070	08/31/2022	05:36	Wednesday	OAK ST	CENTRAL AVE	85	East	Pedestrian	South	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21955	Injury (Severe)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated
220524870	08/07/2022	21:07	Sunday	STANYAN ST	OAK ST	0	Not Stated	Driver	East	Making Left Turn	Driver	North	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated

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220502365	07/28/2022	22:50	Thursday	OAK ST	CENTRAL AVE	230	West	Driver	East	Changing Lanes				CVC 22350	Injury (Complaint of Pain)	Other	Non-Collision	No	Wet	No Unusual Condition/ Not Stated
220365975	06/04/2022	10:16	Saturday	MASONIC AVE	OAK ST	0	Not Stated	Pedestrian	North	Stopped	Driver	East	Stopped	CVC 21950(b)	Injury (Complaint of Pain)	Broadside	Not Stated	Felony	Dry	No Unusual Condition/ Not Stated
220262832	04/22/2022	12:02	Friday	STANYAN ST	OAK ST	0	Not Stated	Driver	East	Making Left Turn	Pedestrian	North	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated
220261527	04/21/2022	18:05	Thursday	STANYAN ST	OAK ST	0	Not Stated	Driver	Not Stated	Making Left Turn	Driver	North	Proceeding Straight	CVC 22350	Injury (Complaint of Pain)	Other	Other Motor Vehicle	Felony	Dry	No Unusual Condition/ Not Stated
220014906	01/07/2022	18:34	Friday	OAK ST	COLE ST	0	Not Stated	Pedestrian	South	Entering Traffic	Driver	East	Proceeding Straight	CVC 21453(d)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated
210852829	12/26/2021	08:33	Sunday	OAK ST	SHRADER ST	0	Not Stated	Driver	East	Changing Lanes				CVC 22350	Injury (Other Visible)	Broadside	Fixed Object	No	Wet	No Unusual Condition/ Not Stated
210728963	11/05/2021	19:54	Friday	STANYAN ST	OAK ST	0	Not Stated	Driver	South	Making Left Turn	Bicyclist	West	Proceeding Straight	CVC 22350	Injury (Other Visible)	Broadside	Bicycle	No	Dry	No Unusual Condition/ Not Stated
210635017	09/30/2021	06:50	Thursday	BAKER ST	OAK ST	0	Not Stated	Driver	North	Making Left Turn	Bicyclist	South	Proceeding Straight	CVC 21658(a)	Injury (Complaint of Pain)	Sideswipe	Bicycle	No	Dry	No Unusual Condition/ Not Stated
210586971	09/11/2021	08:16	Saturday	CENTRAL AVE	OAK ST	0	Not Stated	Driver	North	Crossed Into Opposing Lane	Parked Vehicle	South	Parked	CVC 21650	Injury (Other Visible)	Head-On	Parked Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
210526999	08/17/2021	23:20	Tuesday	STANYAN ST	OAK ST	0	Not Stated	Driver	South	Making Left Turn	Driver	North	Proceeding Straight	CVC 21801(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated

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210403159	06/27/2021	19:02	Sunday	OAK ST	CLAYTON ST	0	Not Stated	Driver	Not Stated	Proceeding Straight	Driver	East	Stopped	CVC 22350	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Misdemeanor	Dry	No Unusual Condition/ Not Stated
210298160	05/15/2021	09:55	Saturday	OAK ST	MASONIC AVE	0	Not Stated	Driver	East	Slowing/ Stopping				CVC 22350	Injury (Severe)	Not Stated	Other Object	No	Wet	No Unusual Condition/ Not Stated
210296233	05/14/2021	13:33	Friday	OAK ST	BAKER ST	200	East	Bicyclist	East	Proceeding Straight				CVC 22350	Injury (Severe)	Other	Other Object	No	Dry	No Unusual Condition/ Not Stated
210101541	02/14/2021	11:50	Sunday	JOHN F KENNEDY DR	STANYAN ST	0	Not Stated	Bicyclist	West	Proceeding Straight				CVC 21954(a)	Injury (Severe)	Other	Not Stated	No	Dry	No Unusual Condition/ Not Stated
210066917	01/30/2021	13:17	Saturday	OAK ST	COLE ST	214	East	Driver	East	Changing Lanes	Driver	East	Proceeding Straight	CVC 21658(a)	Injury (Other Visible)	Sideswipe	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
210032190	01/15/2021	06:55	Friday	STANYAN ST	OAK ST	0	Not Stated	Driver	East	Making Left Turn	Driver	North	Proceeding Straight	CVC 21451(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
200699158	11/19/2020	10:36	Thursday	OAK ST	LYON ST	0	Not Stated	Driver	East	Changing Lanes	Driver	East	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Felony	Dry	No Unusual Condition/ Not Stated
200641488	10/23/2020	22:56	Friday	STANYAN ST	OAK ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	East	Making Left Turn	CVC 21453(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
200595976	10/03/2020	14:59	Saturday	OAK ST	CENTRAL AVE	0	Not Stated	Driver	East	Slowing/ Stopping	Other	South	Proceeding Straight	CVC 21453(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
200589866	09/30/2020	20:20	Wednesday	FELL ST	STANYAN ST	0	Not Stated	Bicyclist	West	Changing Lanes	Driver	West	Proceeding Straight	CVC 22107	Injury (Other Visible)	Sideswipe	Bicycle	No	Dry	No Unusual Condition/ Not Stated

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200579215	09/24/2020	01:05	Thursday	STANYAN ST	FELL ST	0	Not Stated	Bicyclist	South	Proceeding Straight				CVC 22350	Injury (Other Visible)	Other	Not Stated	No	Dry	No Unusual Condition/ Not Stated
200533885	09/04/2020	20:15	Friday	OAK ST	BAKER ST	0	Not Stated	Driver	East	Merging	Driver	East	Proceeding Straight	CVC 23152(a)	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
200426337	07/16/2020	18:00	Thursday	FELL ST	STANYAN ST	0	Not Stated	Bicyclist	West	Changing Lanes	Driver	West	Proceeding Straight	CVC 21804(a)	Injury (Other Visible)	Sideswipe	Bicycle	No	Dry	No Unusual Condition/ Not Stated
200372928	06/21/2020	16:48	Sunday	OAK ST	COLE ST	47	West	Driver	East	Proceeding Straight	Bicyclist	East	Proceeding Straight	CVC 22350	Injury (Other Visible)	Sideswipe	Bicycle	No	Dry	No Unusual Condition/ Not Stated
200348979	06/09/2020	17:33	Tuesday	OAK ST	MASONIC AVE	0	Not Stated	Driver	East	Making Left Turn	Pedestrian	West	Proceeding Straight	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated
200345975	06/08/2020	12:32	Monday	OAK ST	STANYAN ST	0	Not Stated	Bicyclist	South	Making Left Turn	Driver	East	Proceeding Straight	CVC 22101(d)	Injury (Other Visible)	Broadside	Bicycle	No	Dry	No Unusual Condition/ Not Stated
200315683	05/24/2020	18:25	Sunday	STANYAN ST	JOHN F KENNEDY DR	0	Not Stated	Driver	North	Traveling Wrong Way	Driver	West	Proceeding Straight	CVC 21453(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	No	Dry	Not Stated/ Not Stated
200258265	04/24/2020	18:07	Friday	OAK ST	COLE ST	225	West	Driver	East	Changing Lanes	Driver	East	Proceeding Straight	CVC 22350	Injury (Other Visible)	Rear End	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
200009488	01/04/2020	17:37	Saturday	MASONIC AVE	OAK ST	0	Not Stated	Driver	South	Making Left Turn	Driver	North	Proceeding Straight	CVC 21801(a)	Injury (Severe)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
190931614	12/11/2019	10:40	Wednesday	OAK ST	LYON ST	10	West	Driver	East	Not Stated	Driver	East	Slowing/ Stopping	CVC 22350	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	No	Wet	No Unusual Condition/ Not Stated

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190931711	12/11/2019	10:40	Wednesday	OAK ST	LYON ST	23	West	Driver	East	Proceeding Straight	Driver	East	Stopped	CVC 22350	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	No	Wet	No Unusual Condition/ Not Stated
190906253	12/01/2019	21:09	Sunday	MASONIC AVE	OAK ST	0	Not Stated	Driver	East	Making Left Turn	Pedestrian	South	Proceeding Straight	CVC 21950(a)	Injury (Complaint of Pain)	Vehicle/ Pedestrian	Pedestrian	No	Wet	No Unusual Condition/ Not Stated
190886473	11/23/2019	03:24	Saturday	OAK ST	BAKER ST	0	Not Stated	Driver	East	Proceeding Straight	Driver	South	Proceeding Straight	CVC 21453(a)	Injury (Other Visible)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
190813799	10/28/2019	04:05	Monday	OAK ST	MASONIC AVE	0	Not Stated	Driver	South	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
190791888	10/20/2019	17:44	Sunday	OAK ST	SHRADER ST	90	East	Driver	East	Proceeding Straight	Bicyclist	East	Proceeding Straight	CVC 21760(b)	Injury (Other Visible)	Sideswipe	Bicycle	No	Dry	No Unusual Condition/ Not Stated
190772383	10/13/2019	19:31	Sunday	OAK ST	COLE ST	101	West	Driver	East	Proceeding Straight	Driver	East	Stopped	CVC 22350	Injury (Other Visible)	Rear End	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
190735074	09/30/2019	21:07	Monday	STANYAN ST	OAK ST	0	Not Stated	Driver	South	Making Left Turn	Driver	North	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Head-On	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
190655478	09/17/2019	16:49	Tuesday	STANYAN ST	FELL ST	0	Not Stated	Bicyclist	North	Proceeding Straight	Driver	West	Proceeding Straight	CVC 21453(a)	Injury (Other Visible)	Broadside	Bicycle	No	Dry	No Unusual Condition/ Not Stated
190695478	09/17/2019	16:49	Tuesday	STANYAN ST	FELL ST	0	Not Stated	Bicyclist	North	Proceeding Straight	Driver	West	Proceeding Straight	CVC 21453(a)	Injury (Other Visible)	Broadside	Bicycle	No	Dry	No Unusual Condition/ Not Stated
190631999	08/26/2019	11:21	Monday	OAK ST	ASHBURY ST	0	Not Stated	Driver	East	Proceeding Straight	Bicyclist	South	Proceeding Straight	CVC 21453(a)	Injury (Complaint of Pain)	Broadside	Other Object	No	Dry	No Unusual Condition/ Not Stated

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190367990	05/23/2019	08:08	Thursday	OAK ST	BAKER ST	0	Not Stated	Driver	East	Making Right Turn	Bicyclist	East	Proceeding Straight	CVC 22107	Injury (Other Visible)	Broadside	Bicycle	Felony	Dry	No Unusual Condition/ Not Stated
190311301	05/01/2019	20:41	Wednesday	OAK ST	MASONIC AVE	180	East	Driver	East	Proceeding Straight	Driver	East	Stopped	CVC 22350	Injury (Other Visible)	Rear End	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated
190249025	04/08/2019	13:50	Monday	MASONIC AVE	OAK ST	10	North	Bicyclist	West	Proceeding Straight	Driver	South	Proceeding Straight	CVC 21804(a)	Injury (Other Visible)	Broadside	Bicycle	No	Dry	No Unusual Condition/ Not Stated
190114371	02/15/2019	11:59	Friday	OAK ST	MASONIC AVE	0	Not Stated	Driver	South	Proceeding Straight	Driver	East	Proceeding Straight	CVC 23152(a)	Injury (Severe)	Broadside	Motor Vehicle on Other Roadway	No	Wet	No Unusual Condition/ Not Stated
190084809	02/03/2019	12:26	Sunday	OAK ST	ASHBURY ST	150	East	Driver	East	Proceeding Straight	Driver	East	Stopped	CVC 22350	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	No	Wet	No Unusual Condition/ Not Stated
190028910	01/12/2019	12:04	Saturday	OAK ST	SHRADER ST	40	East	Driver	East	Proceeding Straight	Driver	East	Proceeding Straight	CVC 22350	Injury (Other Visible)	Sideswipe	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated

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Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 6/13/2024
Collision Level: Injury Collisions
Boundary: OAK ST from FELL ST/ JOHN F KENNEDY DR/
STANYAN ST to BRODERICK ST (1.01 miles/5336.74 feet)
Collision Dates: 01/01/2019 to 12/31/2023
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

Nearest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions