

SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 10/18/2022	<input type="checkbox"/> Public Hearing Consent	No objections: _____
Requested_by: SFMTA	<input checked="" type="checkbox"/> Public Hearing Regular	Item Held: _____
Handled: Julia Malmo-Laycock	<input type="checkbox"/> Informational / Other <small>PH - Regular</small>	Other: _____
Section Head : MS <i>MS</i>		

Location: Franklin Street, between Broadway Street and Lombard Street

Subject: Franklin Street Quick-Build Project

PROPOSAL / REQUEST:

NO-RIGHT ON RED
Franklin Street, northbound, at Broadway Street
Broadway Street, westbound, at Franklin Street
Franklin Street, northbound, at Green Street
Green Street, westbound, at Franklin Street
Franklin Street, northbound, at Union Street
Union Street, westbound, at Franklin Street

(Supervisor District 2)
Proposal to implement quick-build improvements on Franklin Street to improve pedestrian and traffic safety.
Contact: Julia Malmo-Laycock, Julia.Malmo@sfmta.com

BACKGROUND INFORMATION / COMMENTS

TASC Coversheet Background:
This proposal implements no right on red for northbound and westbound movements at Franklin and Broadway, Franklin and Green, and Franklin and Union, to reduce instances of vehicles blocking crosswalks, and potential conflicts between pedestrians and vehicles.

This is part of a larger project that includes quick-build improvements at intersections on Franklin Street between Lombard and Broadway to improve pedestrian and traffic safety including Painted Safety Zones, slow turn wedges, and advanced stop lines.

Franklin Street Speed Limit: 25 mph 85th %ile Speed: 28 mph
Street Width: 49'
Grade: 2% - 12%
Average Weekday Traffic (between Vallejo and Green): 15,618 northbound
Average Weekday Traffic (between Filbert and Greenwich): 11,737 northbound

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

Franklin Street Quick-Build Project

Franklin Street between Broadway and Lombard Streets

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Franklin Street Legislation Description

NO-RIGHT ON RED

Franklin Street, northbound, at Broadway Street

Broadway Street, westbound, at Franklin Street

~~Franklin Street, northbound, at Vallejo Street~~

~~Vallejo Street, westbound, at Franklin Street~~

Franklin Street, northbound, at Green Street

Green Street, westbound, at Franklin Street

Franklin Street, northbound, at Union Street

Union Street, westbound, at Franklin Street

~~Franklin Street, northbound, at Filbert Street~~

~~Filbert Street, westbound, at Franklin Street~~

~~Franklin Street, northbound, at Greenwich Street~~

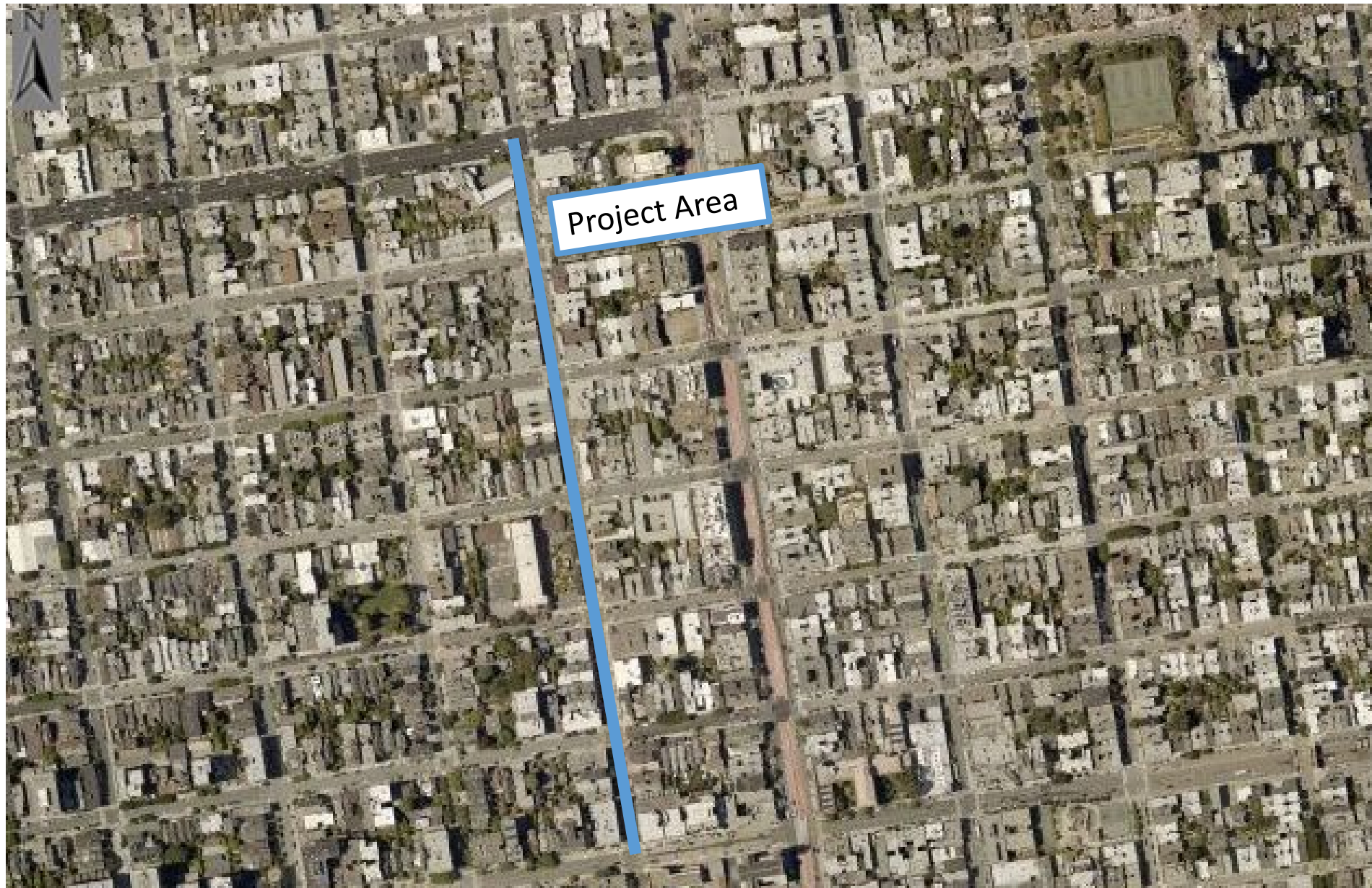
~~Greenwich Street, westbound, at Franklin Street~~

(Supervisor District 2)

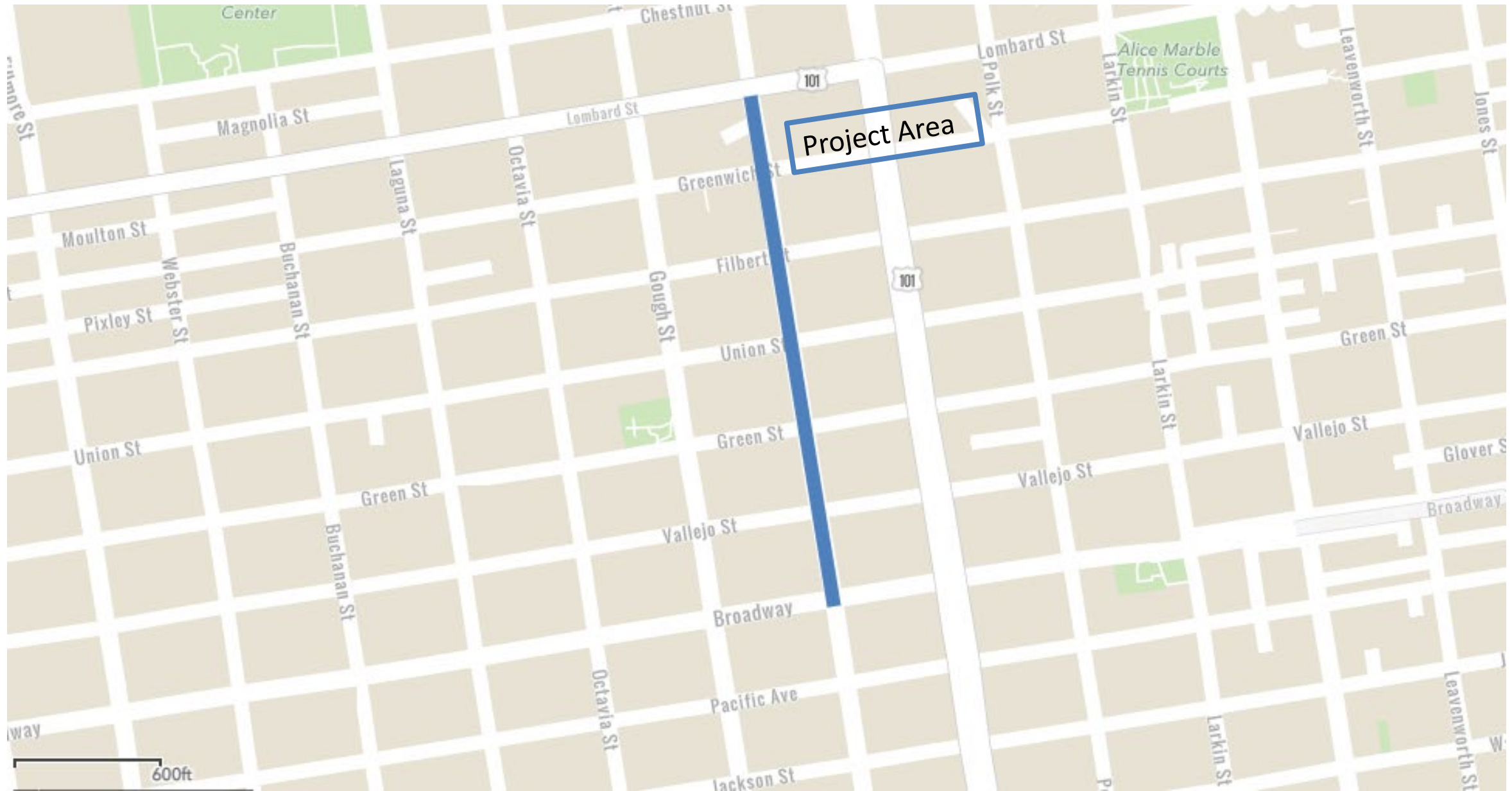
Proposal to implement quick-build improvements on Franklin Street to improve pedestrian and traffic safety.

Contact: Julia Malmo-Laycock, Julia.Malmo@sfmta.com

Project Area: Aerial Map (1 of 2)



Project Area: GIS Map (2 of 2)



Approach Images (1 of 4)

Franklin Street at Broadway, facing north



Approach Images (2 of 4)

Franklin Street at Broadway, facing south



Approach Images (3 of 4)

Franklin Street at Lombard, facing north

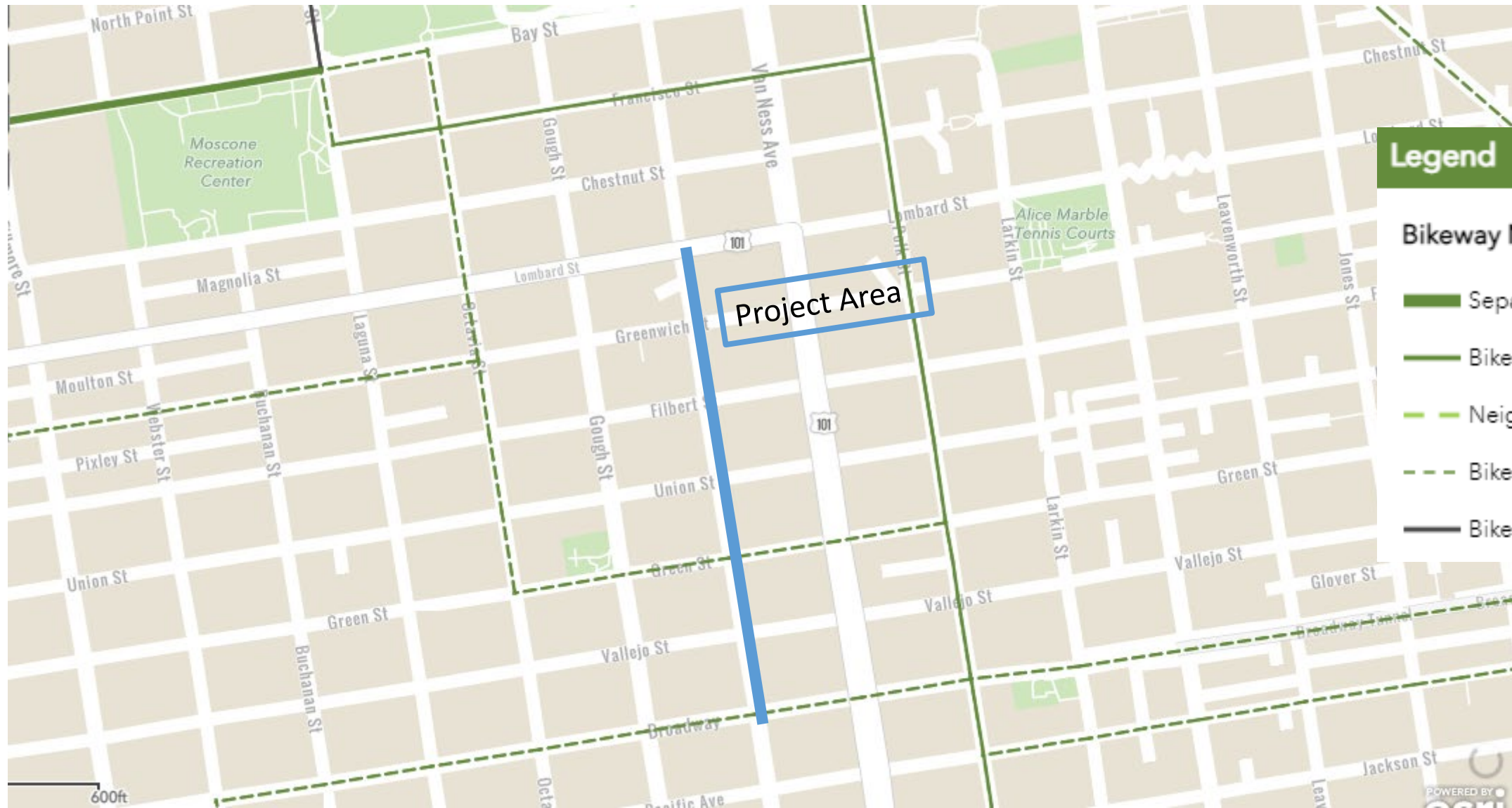


Approach Images (4 of 4)

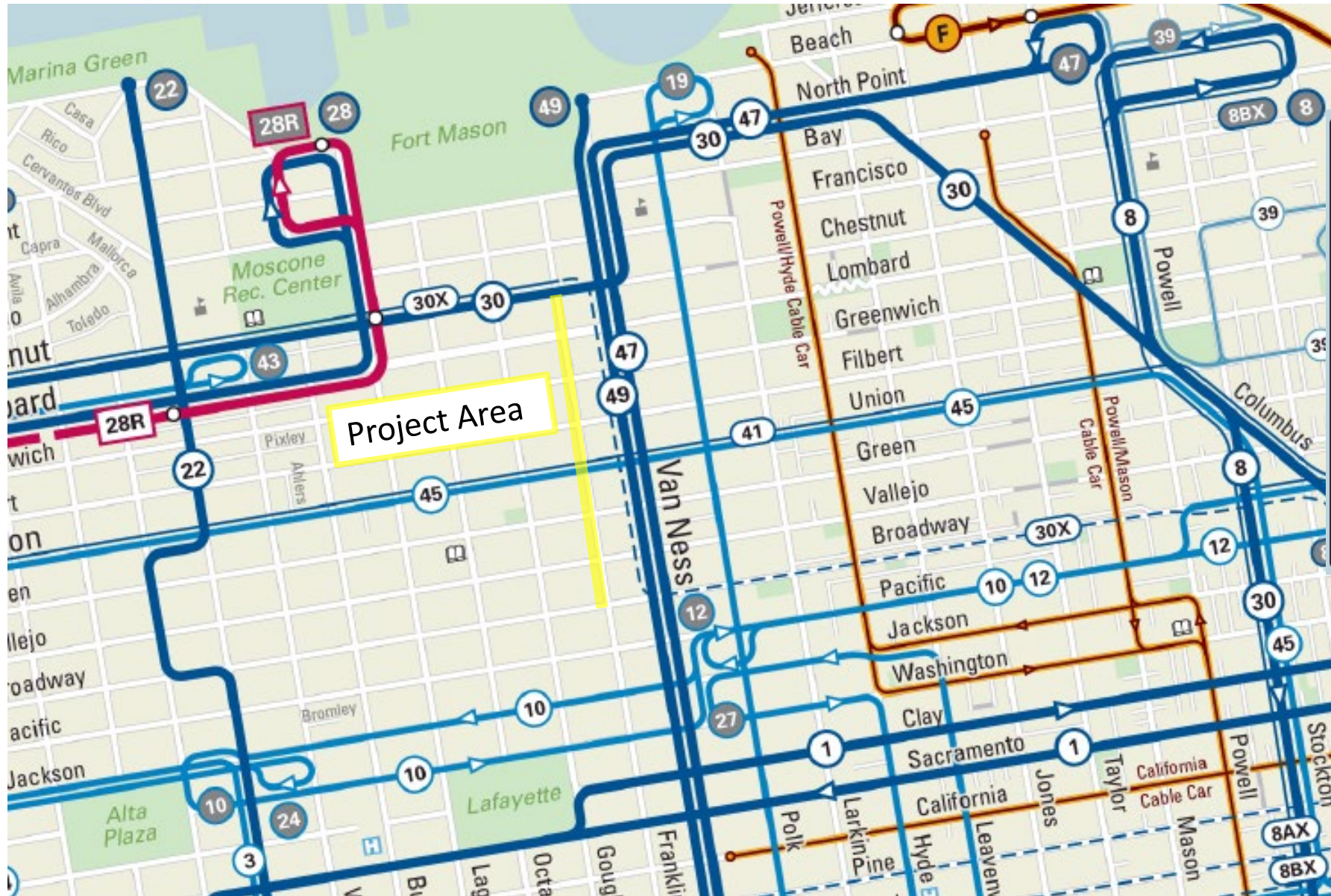
Franklin Street at Lombard, facing south



Bike Map



Transit Map



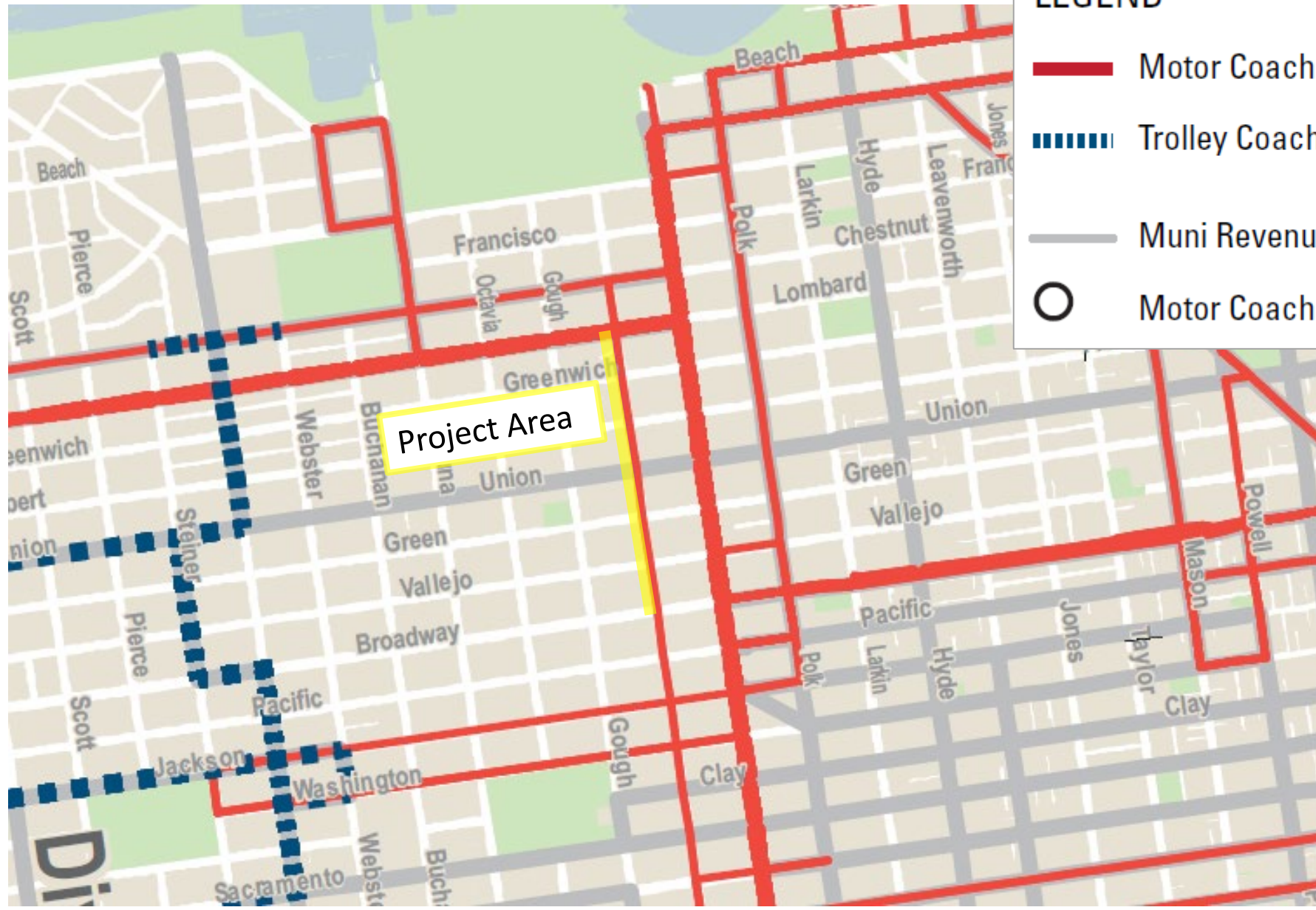
San Francisco Transit Map

Muni Metro 10 minutes or less	BART/Caltrain
Muni Rapid 10 minutes or less	PresidiGo Shuttle
10 minutes or less	Line Terminals
Every 10-20 minutes	One way
Every 20-30 minutes	Nonstop
Express	Underground
Historic Streetcar	Accessible Metro/Rapid Stops
Cable Car	Non-Accessible Metro/Rapid Stops
	Point of Interest
	Hospital
	Library
	School
	Market St. Elevator





Note: Frequencies listed above are for daytime service only.

0 0.5 mi

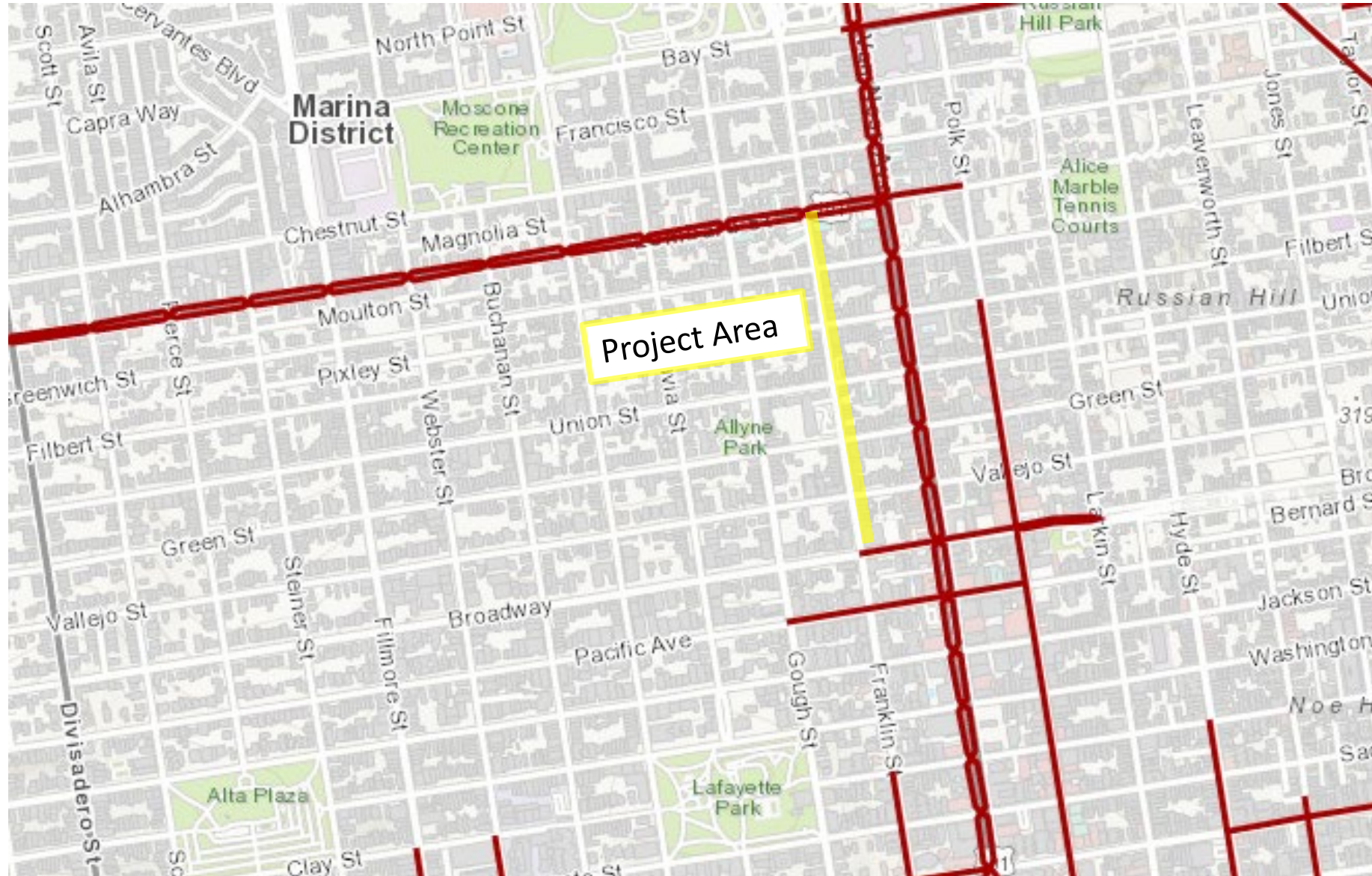
Non-Revenue Transit Map



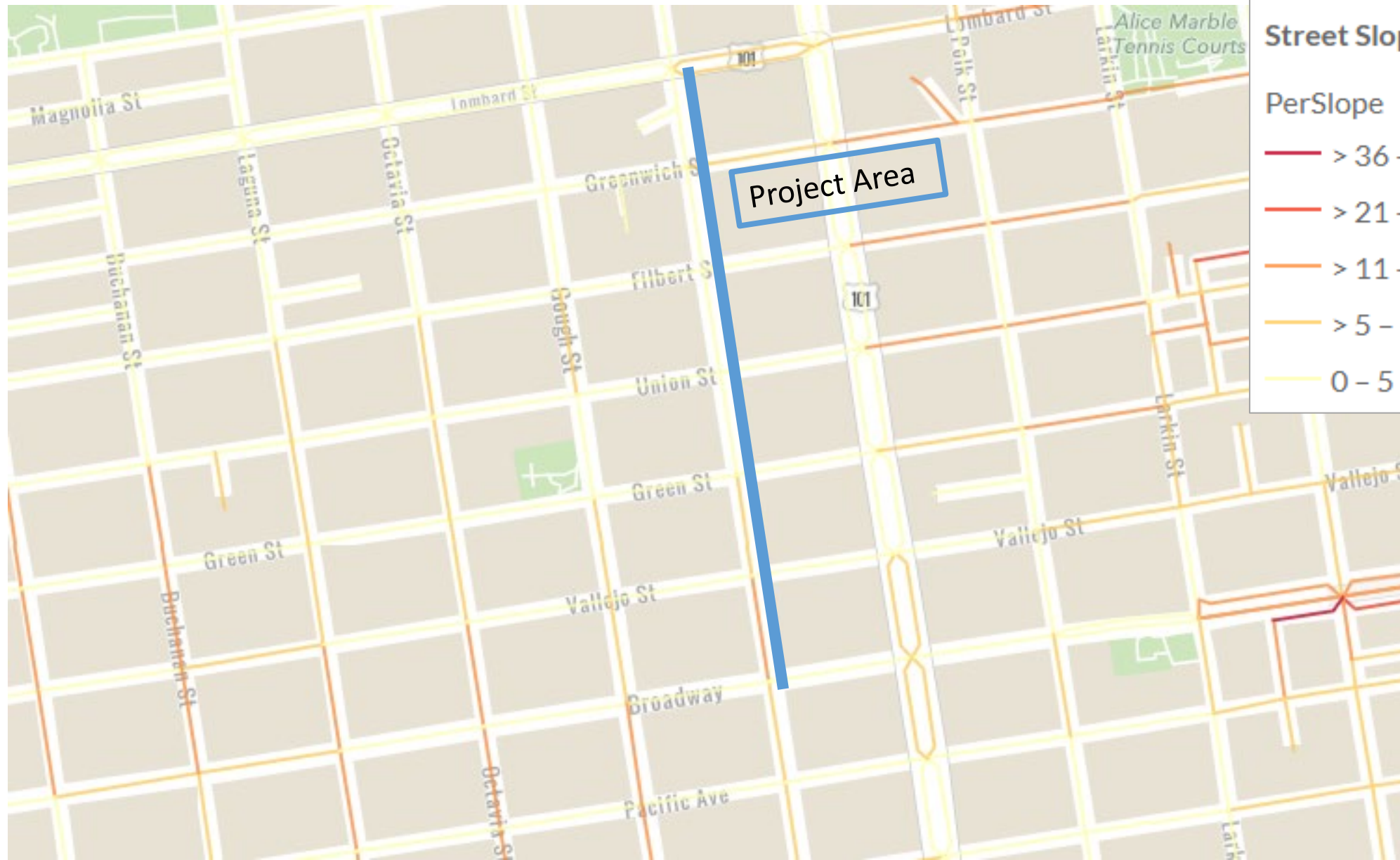
LEGEND

-  Motor Coach Muni Non-Revenue Routes
-  Trolley Coach Muni Non-Revenue Routes
-  Muni Revenue Routes
-  Motor Coach and Trolley Coach Divisions

High-Injury Network



Grade Map



Legend

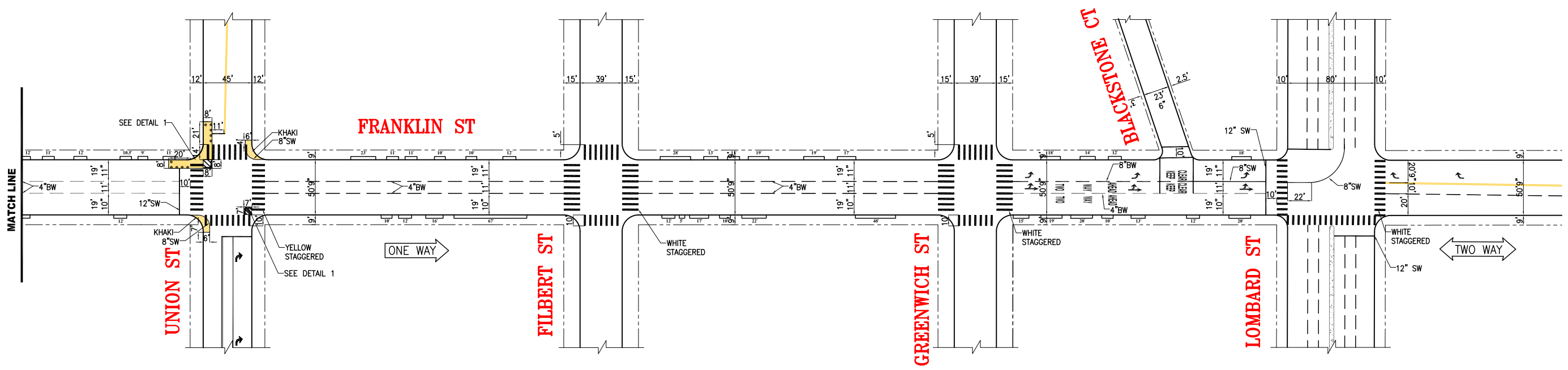
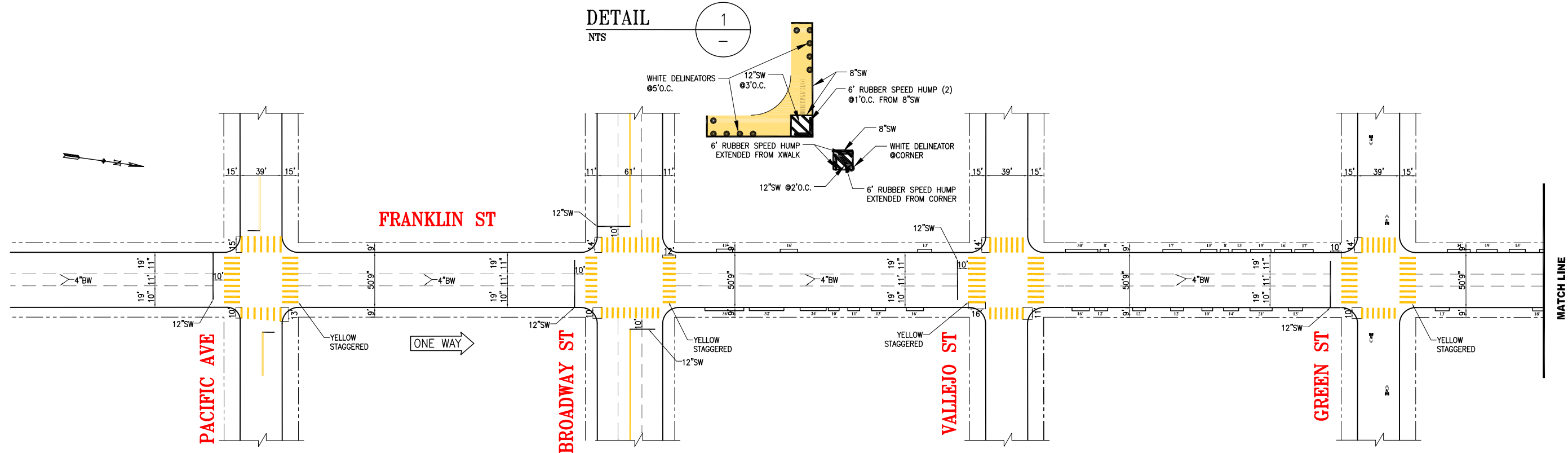
Street Slope

PerSlope

- > 36 - 81
- > 21 - 36
- > 11 - 21
- > 5 - 11
- 0 - 5

DETAIL
NTS

1
-



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



APPROVED	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:

DRAWN:	DATE:
A.UY	2022.08.22
CHECKED:	DATE:

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

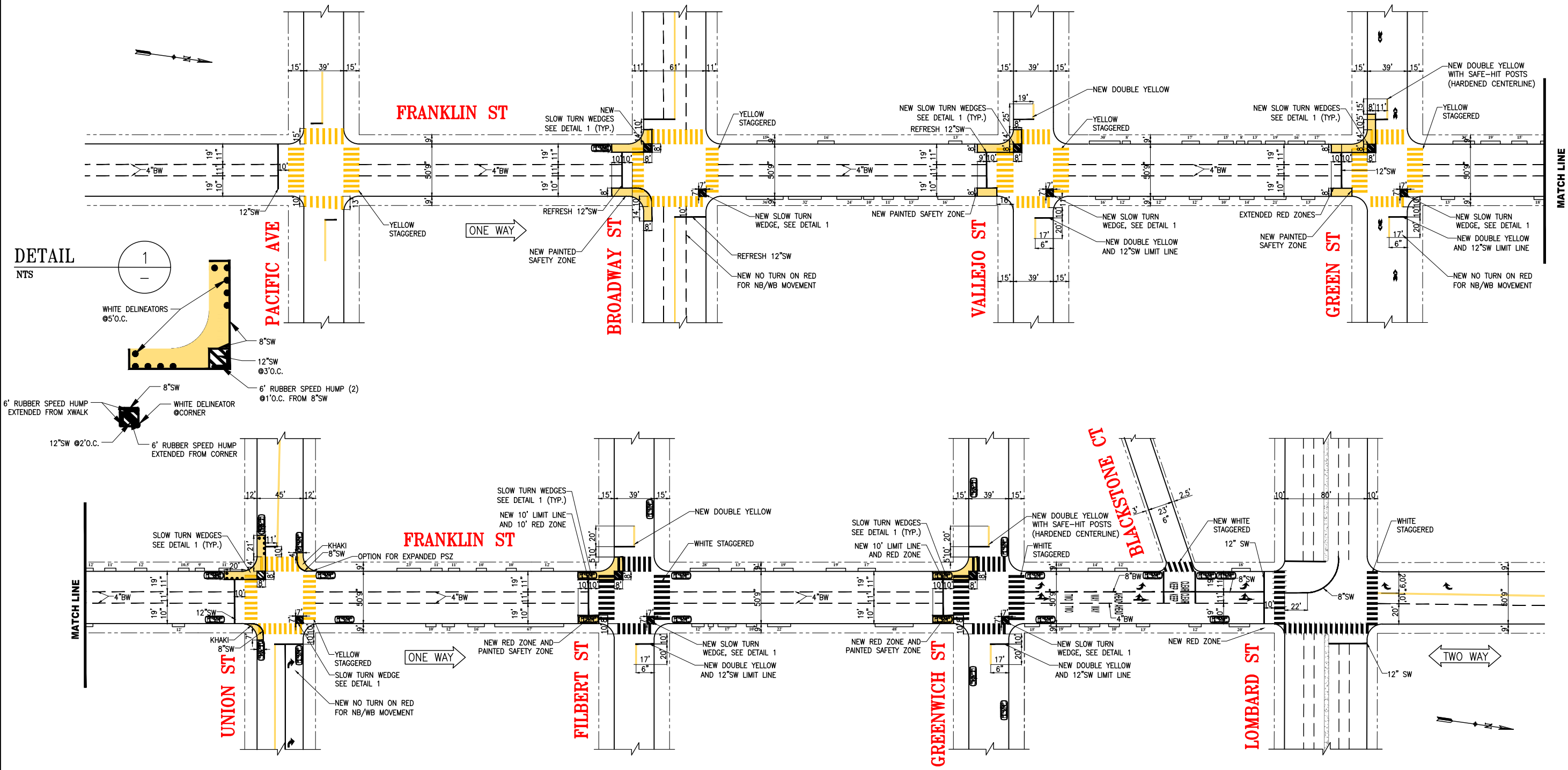
SCALE:
1" = 50'
SHEET/SHEETS:

**FRANKLIN QUICK BUILD
EXISTING CONDITIONS**

**TRAFFIC STRIPING PLAN
FRANKLIN STREET
BROADWAY STREET TO LOMBARD STREET**

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

FILE NAME:
DATE:



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

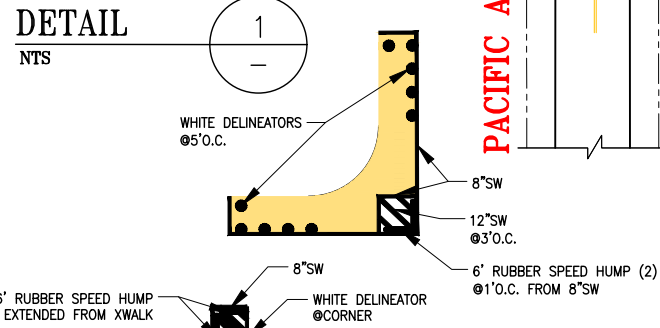
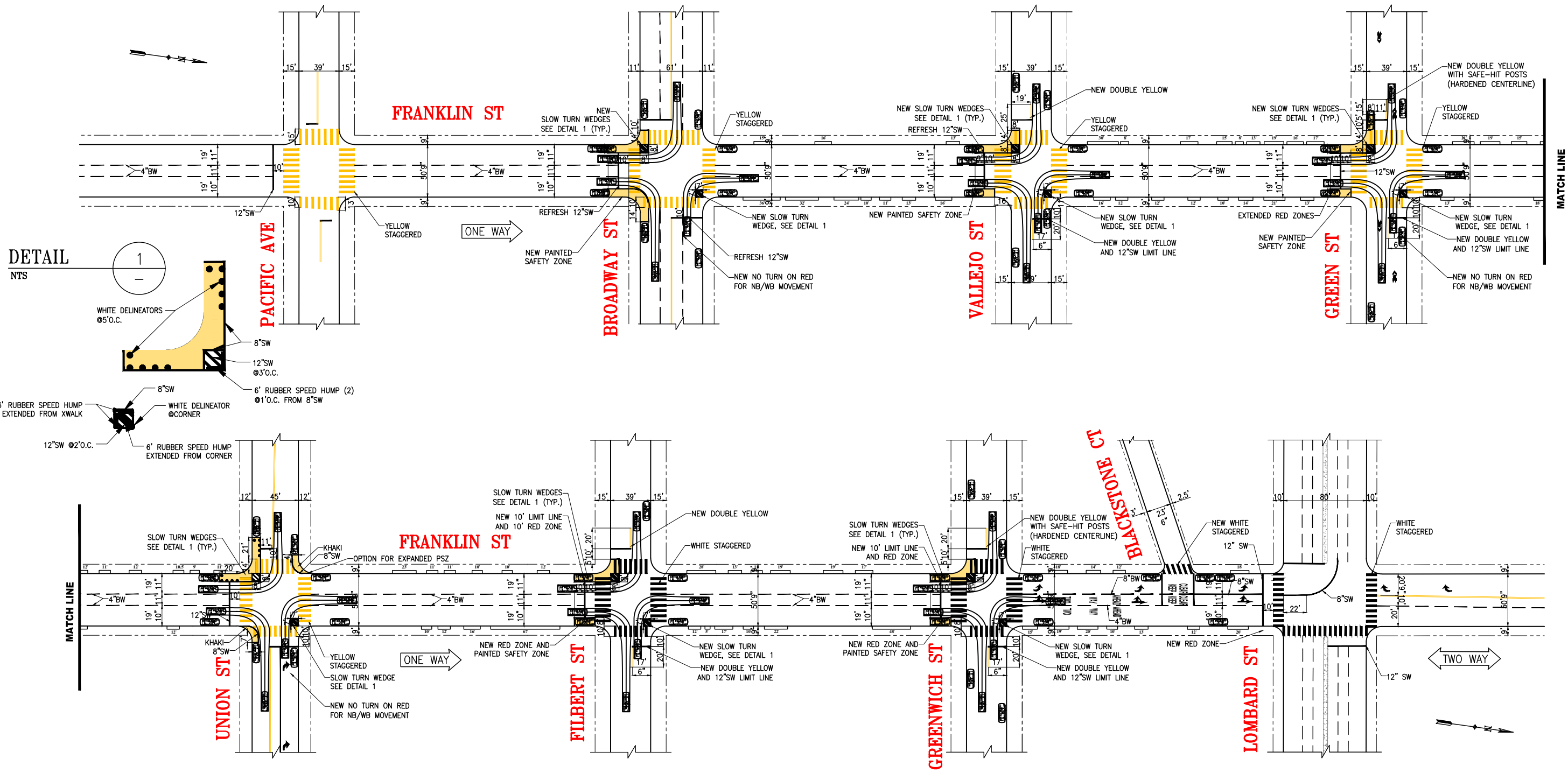


APPROVED	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
DRAWN: A.UY	DATE: 2022.08.31
CHECKED: M.SALLABERRY	DATE: 2022.09.01

FRANKLIN QUICK BUILD
ALTERNATIVE 1
INTERSECTION FOCUS
TRAFFIC STRIPING PLAN
FRANKLIN STREET
BROADWAY STREET TO LOMBARD STREET

CONTRACT NO.
DRAWING NO. DRAFT
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FILE NAME:
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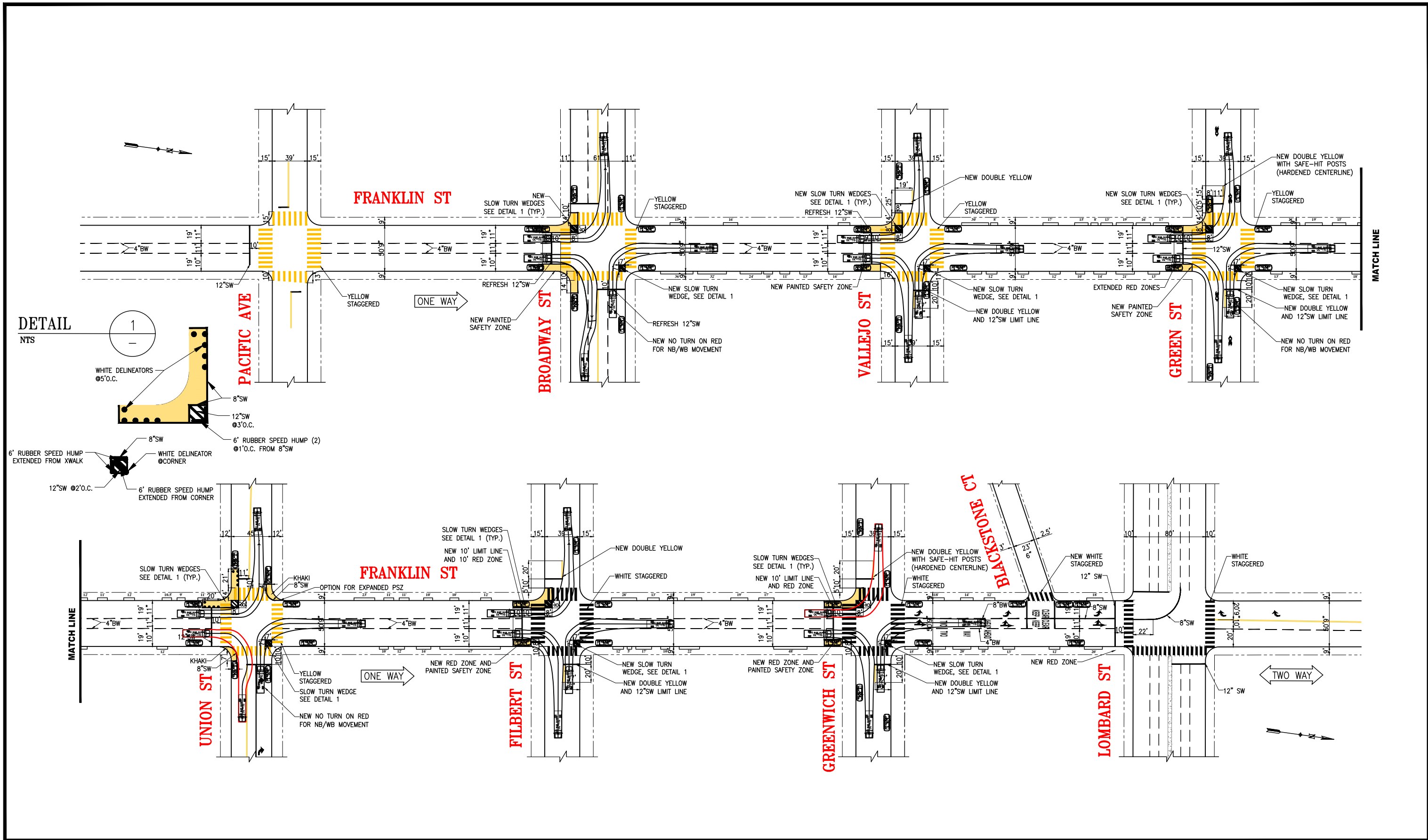


DRAWN: A.UY		DATE: 2022.08.31		APPROVED		SCALE: 1" = 50'	
CHECKED: M.SALLABERRY		DATE: 2022.09.01		SENIOR ENGINEER		SHEET/SHEETS:	
				CITY TRAFFIC ENGINEER			

FRANKLIN QUICK BUILD
TURNING TEMPLATES
PASSENGER VEHICLE
TRAFFIC STRIPING PLAN
FRANKLIN STREET
BROADWAY STREET TO LOMBARD STREET

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

FILE NAME:
DATE:



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

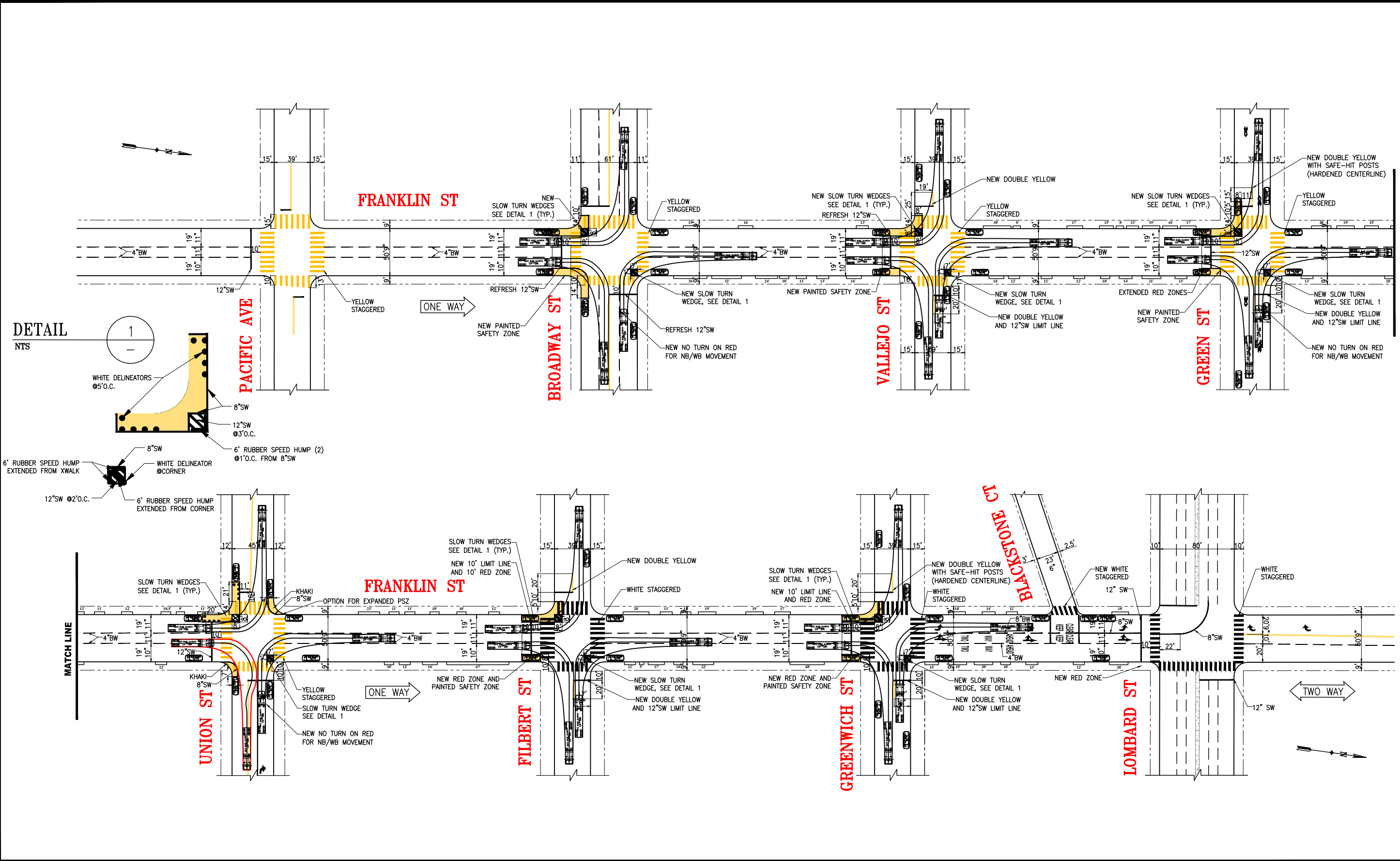


DRAWN: A.UY		DATE: 2022.08.31		APPROVED		SCALE: 1" = 50'	
CHECKED: M.SALLABERRY		DATE: 2022.09.01		SENIOR ENGINEER		SHEET/SHEETS:	
				CITY TRAFFIC ENGINEER			

FRANKLIN QUICK BUILD
TURNING TEMPLATES
SU-30 VEHICLE
TRAFFIC STRIPING PLAN
FRANKLIN STREET
BROADWAY STREET TO LOMBARD STREET

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

FILE NAME:
DATE:



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

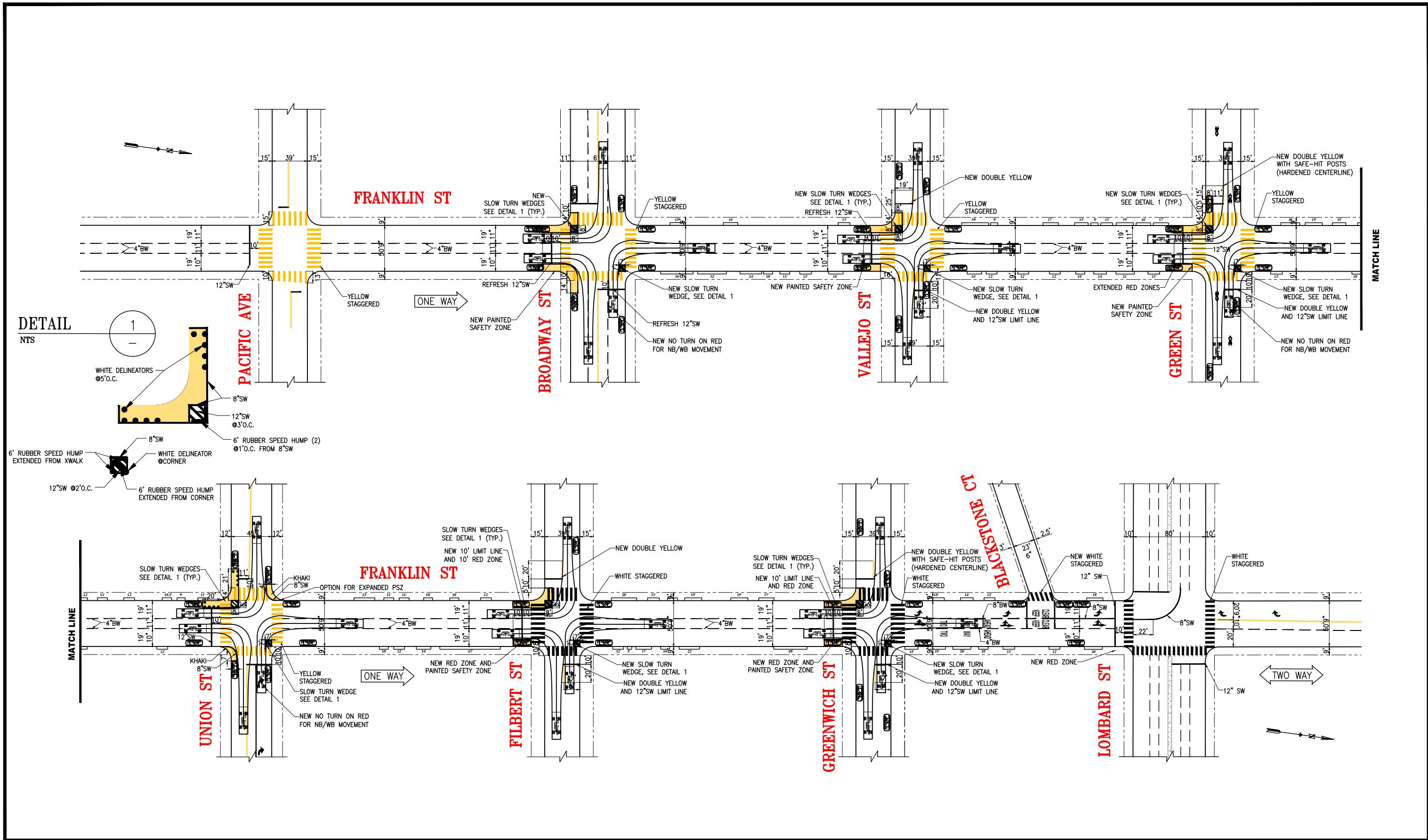


DRAWN: A.UY		DATE: 2022.08.31		APPROVED		SCALE: 1" = 50'	
CHECKED: M.SALLABERRY		DATE: 2022.09.01		SENIOR ENGINEER		SHEET/SHEETS:	
				CITY TRAFFIC ENGINEER			

FRANKLIN QUICK BUILD
TURNING TEMPLATES
WB-40 VEHICLE
TRAFFIC STRIPING PLAN
FRANKLIN STREET
BROADWAY STREET TO LOMBARD STREET

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

FILE NAME:
DATE:



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

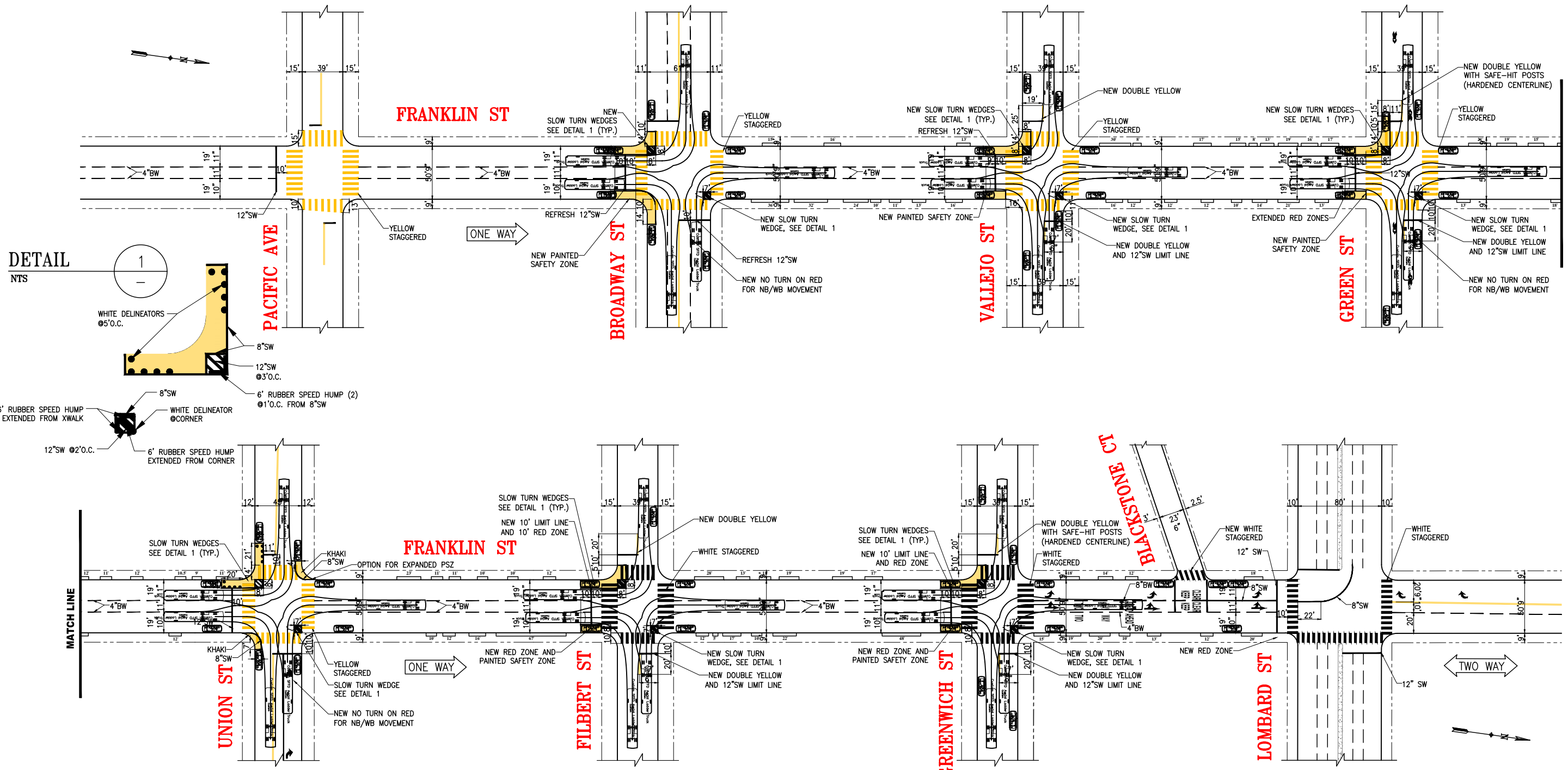


DRAWN: A.UY		DATE: 2022.08.31		APPROVED		SCALE: 1" = 50'	
CHECKED: M.SALLABERRY		DATE: 2022.09.01		SENIOR ENGINEER		SHEET/SHEETS:	
				CITY TRAFFIC ENGINEER			

FRANKLIN QUICK BUILD
TURNING TEMPLATES
SFFD ENGINE VEHICLE
TRAFFIC STRIPING PLAN
FRANKLIN STREET
BROADWAY STREET TO LOMBARD STREET

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

FILE NAME:
DATE:



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



DRAWN: A.UY		DATE: 2022.08.31		APPROVED		SCALE: 1" = 50'	
CHECKED: M.SALLABERRY		DATE: 2022.09.01		SENIOR ENGINEER		SHEET/SHEETS:	
				CITY TRAFFIC ENGINEER			

FRANKLIN QUICK BUILD
TURNING TEMPLATES
SFFD AERIAL LADDER VEHICLE
TRAFFIC STRIPING PLAN
FRANKLIN STREET
BROADWAY STREET TO LOMBARD STREET

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

FILE NAME:
DATE:

Phasings

699: Franklin St. & Broadway

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕↕				
Traffic Volume (vph)	12	382	0	0	662	301	96	2038	208	0	0	0
Future Volume (vph)	12	382	0	0	662	301	96	2038	208	0	0	0
Satd. Flow (prot)	0	3532	0	0	3373	0	0	5009	0	0	0	0
Flt Permitted		0.773						0.998				
Satd. Flow (perm)	0	2736	0	0	3373	0	0	5009	0	0	0	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	428	0	0	1014	0	0	2545	0	0	0	0
Turn Type	Perm	NA			NA		Split	NA				
Protected Phases		4			4		2	2				
Permitted Phases	4											
Total Split (s)	36.0	36.0			36.0		54.0	54.0				
Total Lost Time (s)		8.0			8.0			8.0				
Act Effct Green (s)		28.0			28.0			46.0				
Actuated g/C Ratio		0.31			0.31			0.51				
v/c Ratio		0.50			0.97			0.99				
Control Delay		19.0			30.0			25.3				
Queue Delay		0.0			0.0			12.2				
Total Delay		19.0			30.0			37.5				
LOS		B			C			D				
Approach Delay		19.0			30.0			37.5				
Approach LOS		B			C			D				

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 39 (43%), Referenced to phase 2:NBTL, Start of Green	
Control Type: Pretimed	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 33.6	Intersection LOS: C
Intersection Capacity Utilization 87.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 699: Franklin St. & Broadway



Phasings

901: Franklin St. & Vallejo St.

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Traffic Volume (vph)	14	73	0	0	83	49	47	2216	88	0	0	0
Future Volume (vph)	14	73	0	0	83	49	47	2216	88	0	0	0
Satd. Flow (prot)	0	1848	0	0	1768	0	0	5050	0	0	0	0
Flt Permitted		0.914						0.999				
Satd. Flow (perm)	0	1703	0	0	1768	0	0	5050	0	0	0	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	92	0	0	139	0	0	2475	0	0	0	0
Turn Type	Perm	NA			NA		Split	NA				
Protected Phases		4			4		2	2				
Permitted Phases	4											
Total Split (s)	22.0	22.0			22.0		68.0	68.0				
Total Lost Time (s)		7.5			7.5			8.5				
Act Effct Green (s)		14.5			14.5			59.5				
Actuated g/C Ratio		0.16			0.16			0.66				
v/c Ratio		0.34			0.49			0.74				
Control Delay		37.4			39.9			3.1				
Queue Delay		0.0			0.0			2.6				
Total Delay		37.4			39.9			5.8				
LOS		D			D			A				
Approach Delay		37.4			39.9			5.8				
Approach LOS		D			D			A				

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 44 (49%), Referenced to phase 2:NBTL, Start of Green	
Control Type: Pretimed	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 901: Franklin St. & Vallejo St.



Phasings

701: Franklin St. & Green St.

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↔			↕↕↕				
Traffic Volume (vph)	115	78	0	0	100	44	142	2051	86	0	0	0
Future Volume (vph)	115	78	0	0	100	44	142	2051	86	0	0	0
Satd. Flow (prot)	0	1809	0	0	1786	0	0	5040	0	0	0	0
Flt Permitted		0.732						0.997				
Satd. Flow (perm)	0	1364	0	0	1786	0	0	5040	0	0	0	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	203	0	0	151	0	0	2399	0	0	0	0
Turn Type	Perm	NA			NA		Split	NA				
Protected Phases		4			4		2	2				
Permitted Phases	4											
Total Split (s)	29.0	29.0			29.0		61.0	61.0				
Total Lost Time (s)		7.5			7.5			7.5				
Act Effct Green (s)		21.5			21.5			53.5				
Actuated g/C Ratio		0.24			0.24			0.59				
v/c Ratio		0.62			0.35			0.80				
Control Delay		40.3			33.7			3.8				
Queue Delay		0.0			0.0			0.5				
Total Delay		40.3			33.7			4.3				
LOS		D			C			A				
Approach Delay		40.3			33.7			4.3				
Approach LOS		D			C			A				

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 56 (62%), Referenced to phase 2:NBTL, Start of Green	
Control Type: Pretimed	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 701: Franklin St. & Green St.



Phasings

703: Franklin St. & Union St.

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑	↗		↖	↖			
Traffic Volume (vph)	34	281	0	0	195	73	220	1907	83	0	0	0
Future Volume (vph)	34	281	0	0	195	73	220	1907	83	0	0	0
Satd. Flow (prot)	0	1720	0	0	1729	1583	0	5030	0	0	0	0
Flt Permitted		0.937						0.995				
Satd. Flow (perm)	0	1620	0	0	1729	1583	0	5030	0	0	0	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	332	0	0	205	77	0	2326	0	0	0	0
Turn Type	Perm	NA			NA	Perm	Split	NA				
Protected Phases		4			4		2	2				
Permitted Phases	4					4						
Total Split (s)	33.0	33.0			33.0	33.0	57.0	57.0				
Total Lost Time (s)		7.5			7.5	7.5		7.5				
Act Effct Green (s)		25.5			25.5	25.5		49.5				
Actuated g/C Ratio		0.28			0.28	0.28		0.55				
v/c Ratio		0.72			0.42	0.17		0.84				
Control Delay		39.6			22.2	18.0		6.7				
Queue Delay		0.0			0.0	0.0		0.6				
Total Delay		39.6			22.2	18.0		7.3				
LOS		D			C	B		A				
Approach Delay		39.6			21.1			7.3				
Approach LOS		D			C			A				

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 68 (76%), Referenced to phase 2:NBTL, Start of Green	
Control Type: Pretimed	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 88.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 703: Franklin St. & Union St.



Phasings

705: Franklin St. & Filbert St.

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖			↗↖↔				
Traffic Volume (vph)	19	113	0	0	47	12	130	1718	166	0	0	0
Future Volume (vph)	19	113	0	0	47	12	130	1718	166	0	0	0
Satd. Flow (prot)	0	1850	0	0	1811	0	0	5009	0	0	0	0
Flt Permitted		0.949						0.997				
Satd. Flow (perm)	0	1768	0	0	1811	0	0	5009	0	0	0	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	139	0	0	62	0	0	2120	0	0	0	0
Turn Type	Perm	NA			NA		Split	NA				
Protected Phases		4			4		2	2				
Permitted Phases	4											
Total Split (s)	30.0	30.0			30.0		60.0	60.0				
Total Lost Time (s)		7.5			7.5			7.5				
Act Effct Green (s)		22.5			22.5			52.5				
Actuated g/C Ratio		0.25			0.25			0.58				
v/c Ratio		0.31			0.14			0.73				
Control Delay		29.9			26.3			3.7				
Queue Delay		0.0			0.0			0.8				
Total Delay		29.9			26.3			4.6				
LOS		C			C			A				
Approach Delay		29.9			26.3			4.6				
Approach LOS		C			C			A				

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 79 (88%), Referenced to phase 2:NBTL, Start of Green	
Control Type: Pretimed	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 6.7	Intersection LOS: A
Intersection Capacity Utilization 65.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 705: Franklin St. & Filbert St.



Phasings

706: Franklin St. & Greenwich St.

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗↘				
Traffic Volume (vph)	29	107	0	0	71	29	163	1513	73	0	0	0
Future Volume (vph)	29	107	0	0	71	29	163	1513	73	0	0	0
Satd. Flow (prot)	0	1842	0	0	1790	0	0	5030	0	0	0	0
Flt Permitted		0.907						0.995				
Satd. Flow (perm)	0	1690	0	0	1790	0	0	5030	0	0	0	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	144	0	0	106	0	0	1842	0	0	0	0
Turn Type	Perm	NA			NA		Split	NA				
Protected Phases		4			4		2	2				
Permitted Phases	4											
Total Split (s)	30.0	30.0			30.0		60.0	60.0				
Total Lost Time (s)		7.5			7.5			7.5				
Act Effct Green (s)		22.5			22.5			52.5				
Actuated g/C Ratio		0.25			0.25			0.58				
v/c Ratio		0.34			0.24			0.63				
Control Delay		30.4			28.7			3.1				
Queue Delay		0.0			0.0			0.3				
Total Delay		30.4			28.7			3.4				
LOS		C			C			A				
Approach Delay		30.4			28.7			3.4				
Approach LOS		C			C			A				

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 3 (3%), Referenced to phase 2:NBTL, Start of Green	
Control Type: Pretimed	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 6.6	Intersection LOS: A
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

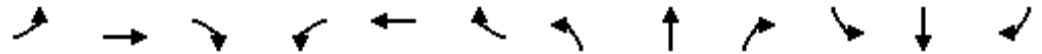
Splits and Phases: 706: Franklin St. & Greenwich St.



Phasings

923: Franklin St. & Lombard St.

08/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑		↑	↑↑				↑
Traffic Volume (vph)	2	1049	0	0	1066	34	925	603	43	0	0	52
Future Volume (vph)	2	1049	0	0	1066	34	925	603	43	0	0	52
Satd. Flow (prot)	0	5085	0	0	5060	0	1610	3306	0	0	0	1611
Flt Permitted		0.939					0.950	0.981				
Satd. Flow (perm)	0	4775	0	0	5060	0	1610	3306	0	0	0	1611
Satd. Flow (RTOR)												97
Lane Group Flow (vph)	0	1236	0	0	1183	0	585	1220	0	0	0	69
Turn Type	Perm	NA			NA		Perm	NA				Perm
Protected Phases		2			6			8				
Permitted Phases	2						8					5
Total Split (s)	42.0	42.0			31.0		48.0	48.0				11.0
Total Lost Time (s)		3.0			3.0		4.0	4.0				4.0
Act Effct Green (s)		40.6			28.0		42.4	42.4				8.6
Actuated g/C Ratio		0.45			0.31		0.47	0.47				0.10
v/c Ratio		0.57			0.75		0.77	0.78				0.29
Control Delay		12.5			31.5		10.5	7.3				7.4
Queue Delay		0.0			0.0		0.4	0.2				0.0
Total Delay		12.5			31.5		10.8	7.5				7.4
LOS		B			C		B	A				A
Approach Delay		12.5			31.5			8.6				7.4
Approach LOS		B			C			A				A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 56 (62%), Referenced to phase 2:EBTL and 5:SBR, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 16.0

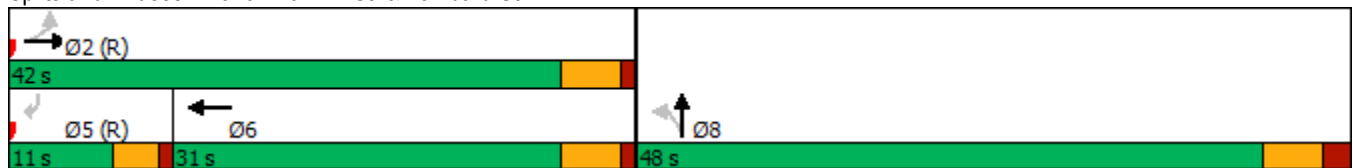
Intersection LOS: B

Intersection Capacity Utilization 65.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 923: Franklin St. & Lombard St.



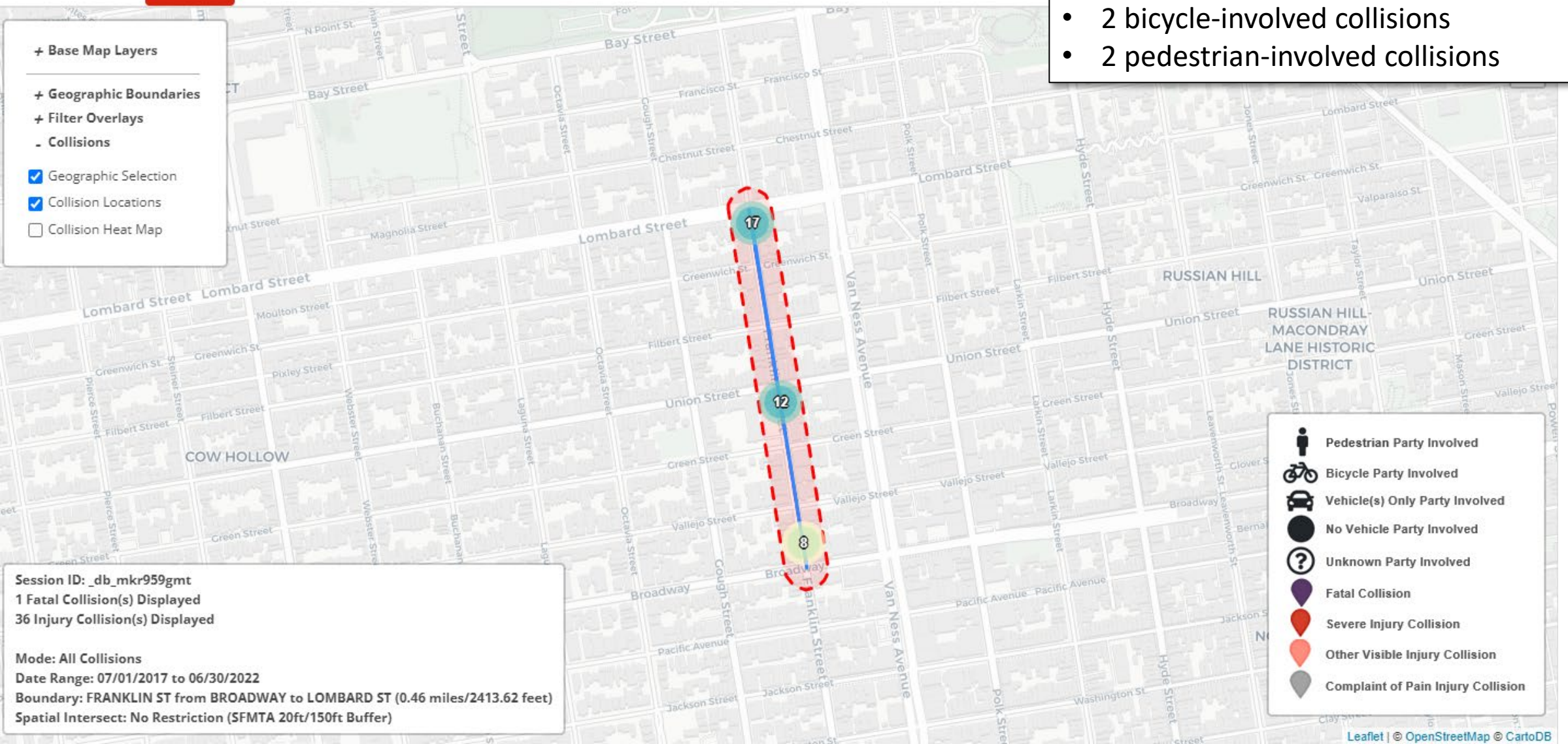
Collision History

TransBASE Internal Dashboard

Create Query Map Graphs Top Locations Collisions Additional Overlays Metadata

Summary Statistics 2017-2022:

- 37 total collisions
- 1 fatal collision
- 2 bicycle-involved collisions
- 2 pedestrian-involved collisions



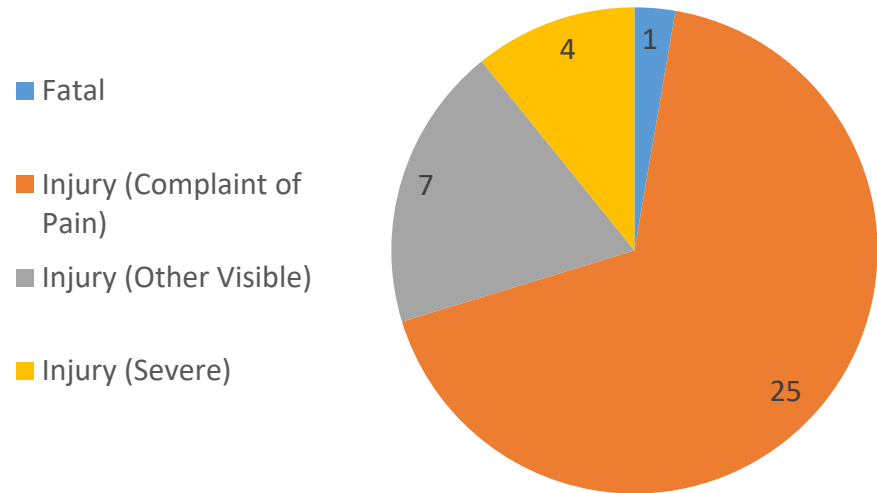
- + Base Map Layers
- + Geographic Boundaries
- + Filter Overlays
- Collisions
- Geographic Selection
- Collision Locations
- Collision Heat Map

Session ID: **_db_mkr959gmt**
1 Fatal Collision(s) Displayed
36 Injury Collision(s) Displayed

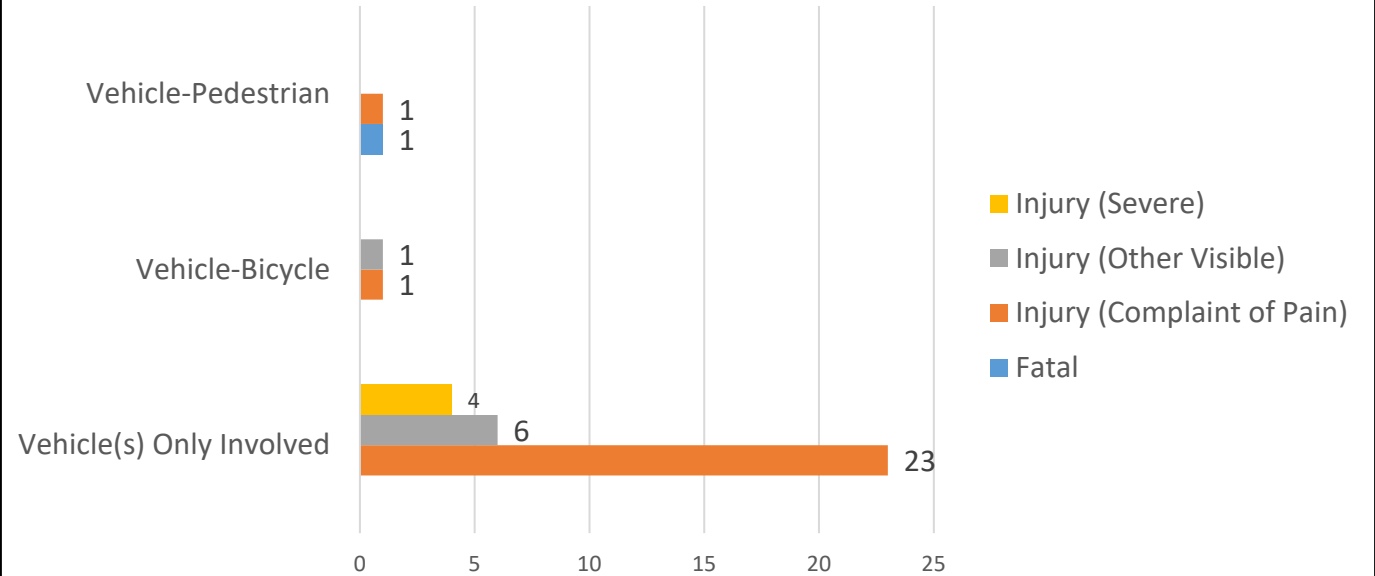
Mode: All Collisions
Date Range: 07/01/2017 to 06/30/2022
Boundary: FRANKLIN ST from BROADWAY to LOMBARD ST (0.46 miles/2413.62 feet)
Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Collision Diagrams

Collision count by collision severity



Collision Group by Collision Severity



Collision count by PCF Violation

