

SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 1/19/2021 Requested_by: SFMTA Handled: Edgar Orozco <i>KK</i> Section Head : Cheryl Liu <i>BT</i>	<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: _____
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Location: Judah Street and 17th Avenue

Subject: Red Zone

PROPOSAL / REQUEST:
 ESTABLISH - RED ZONE
 Judah Street, south side, from 27 feet to 42 feet west of 17th Avenue.

 (Supervisor Districts 5 & 7)

 Proposal to extend a 9 foot red zone by 15 feet to improve visibility.

 Edgar Orozco, edgar.orozco@sfmta.com

BACKGROUND INFORMATION / COMMENTS

- *This red zone is intended to improve visibility between northbound and eastbound vehicles as a response to a STOP sign request
- *Intersection is a part of Muni route N Judah
- *There have been three STOP sign requests for this intersection in the past five years
- *There have been six collisions at this intersection in the past five years (5 were correctable by STOP sign)
- *9 foot red zone added at this location in 2017

HEARING NOTIFICATION AND PROCESSING NOTES:	ENVIRONMENTAL CLEARANCE BY: <input checked="" type="checkbox"/> SFMTA <input type="checkbox"/> Attached <input type="checkbox"/> Pending
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17th Avenue

15' red zone
(proposed)

9' red zone
(existing)

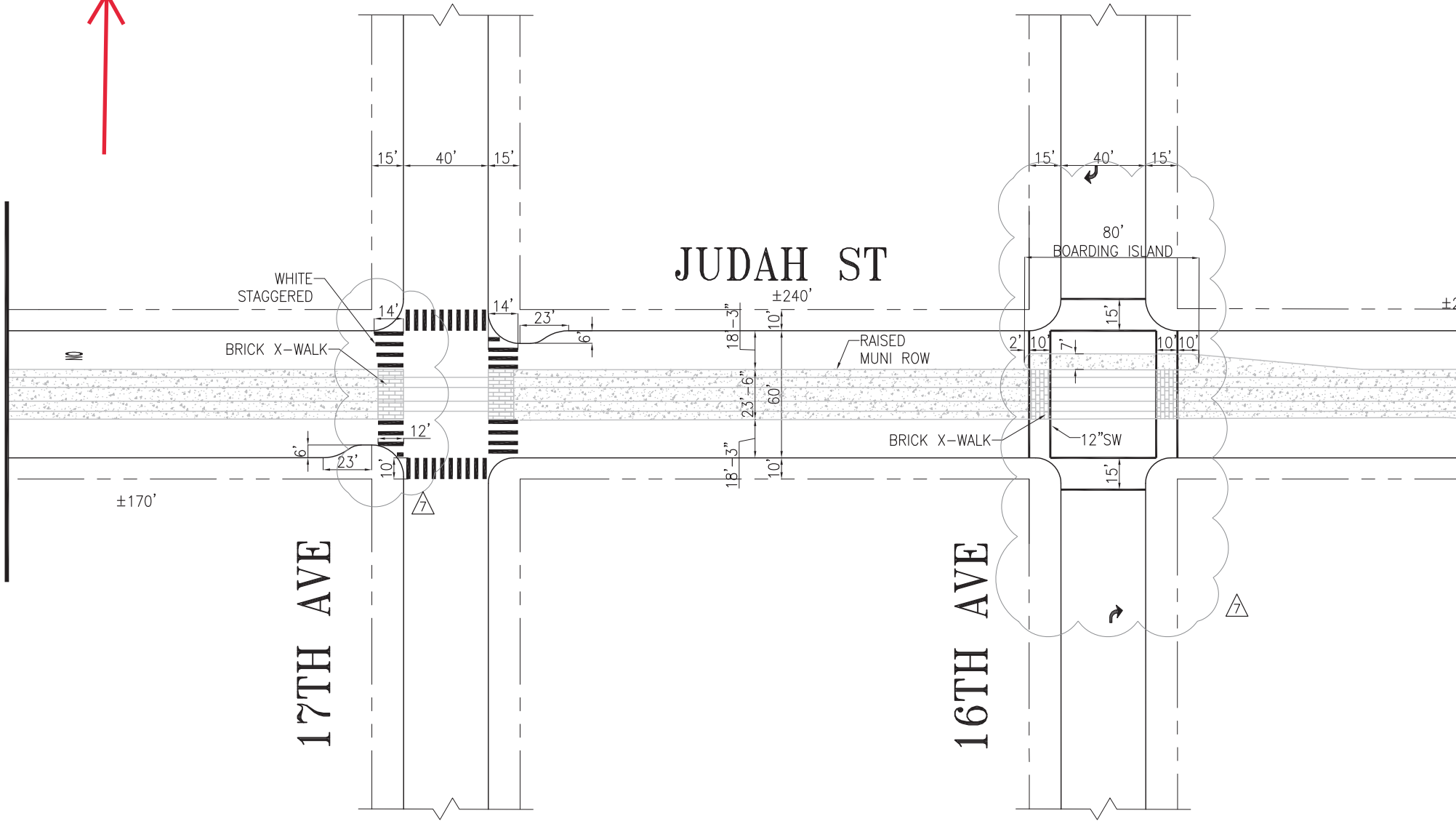
Judah St

Google

N

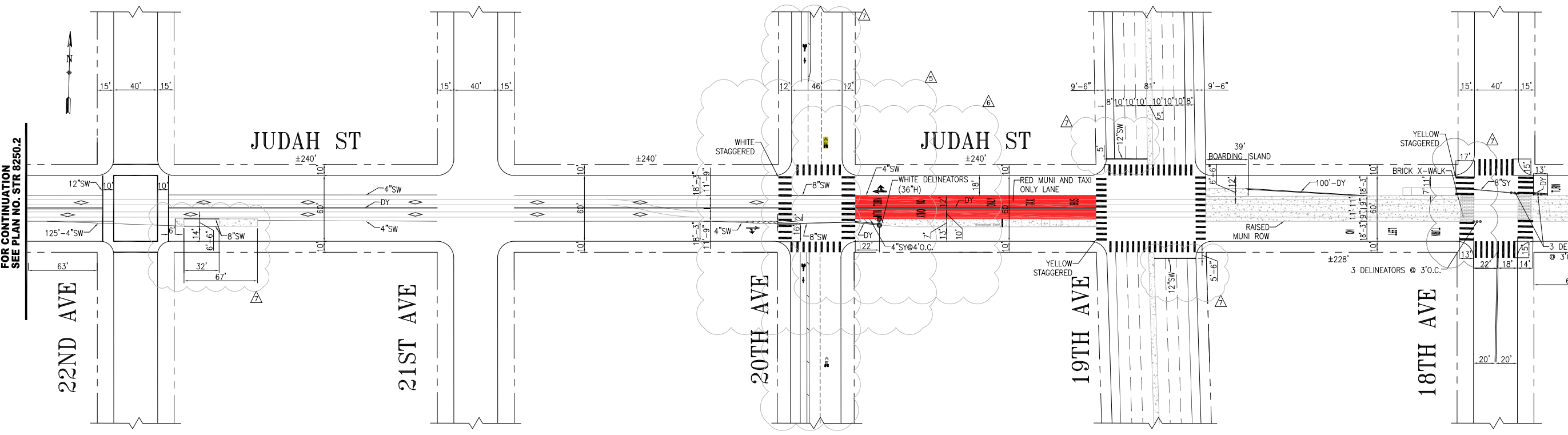


MATCH LINE "D"



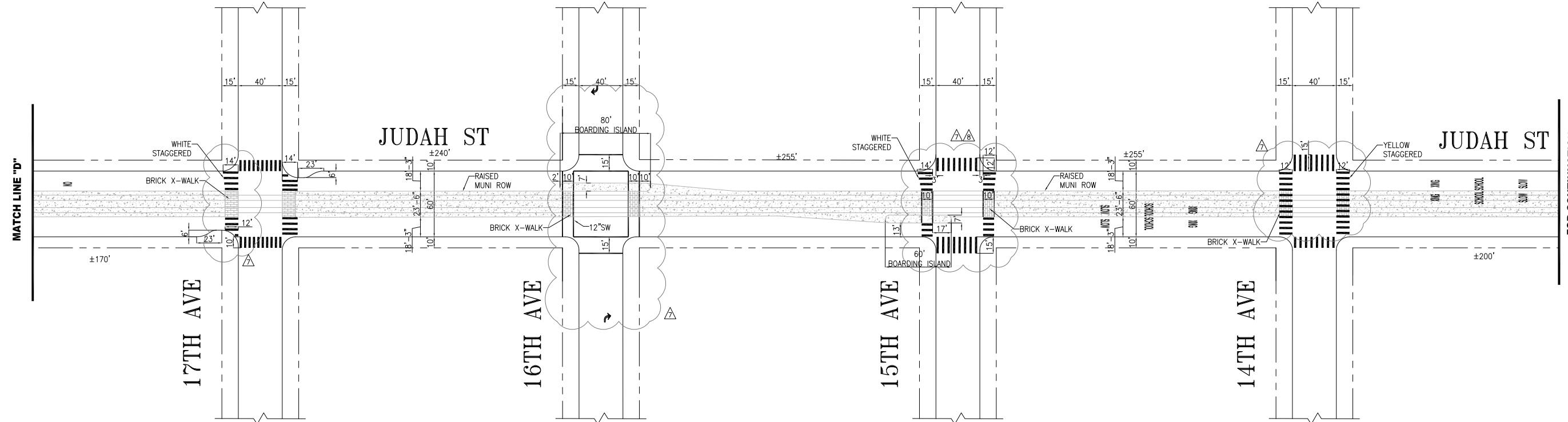
FOR CONTINUATION
SEE PLAN NO. STR 8250.2

MATCH LINE "D"

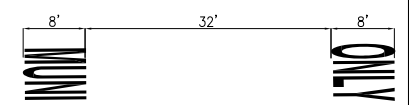


MATCH LINE "D"

FOR CONTINUATION
SEE PLAN STR-8250.4



DETAIL "B"



NO.	DATE	DESCRIPTION	BY	APP
1		INSTALL WHITE STAGG CONTI AT 15TH	E. TRAN	D.VALLE-SCHWENK
2		ADDED BIKE LANES, STRIPINGS, GREEN BACK SHARROW ON 20TH; PER FIELD; XWALK @ 22ND, 16TH & 15TH; ISLAND DIMS @ 22ND; ADDED ADV. LIMIT LINES @ 19TH; CONTIS DIMS @ 18TH, 17TH & 14TH; ADDED RT ARROW @ 15TH	P. LOUIE	D. CURTIS
3	09/09/19	ADDED 'NO TURN' PAVEMENT MARKING @ 20TH AVE FOR WB TRAFFIC	E. OROZCO	B. TANNER
4		ADDED DELINEATORS ON JUDAH ST @ 20TH AVE EB	E. OROZCO	B. TANNER

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



SUPERCEDED STR-5640.2 & STR-5640.3	
DRAWN:	DATE:
K. SHUE	10/16/17
CHECKED:	DATE:
C. WONG	10/2017

APPROVED	
CHERYL LIU	10/17/17
SENIOR ENGINEER	DATE:
RICARDO OLEA	10/17/17
CITY TRAFFIC ENGINEER	DATE:

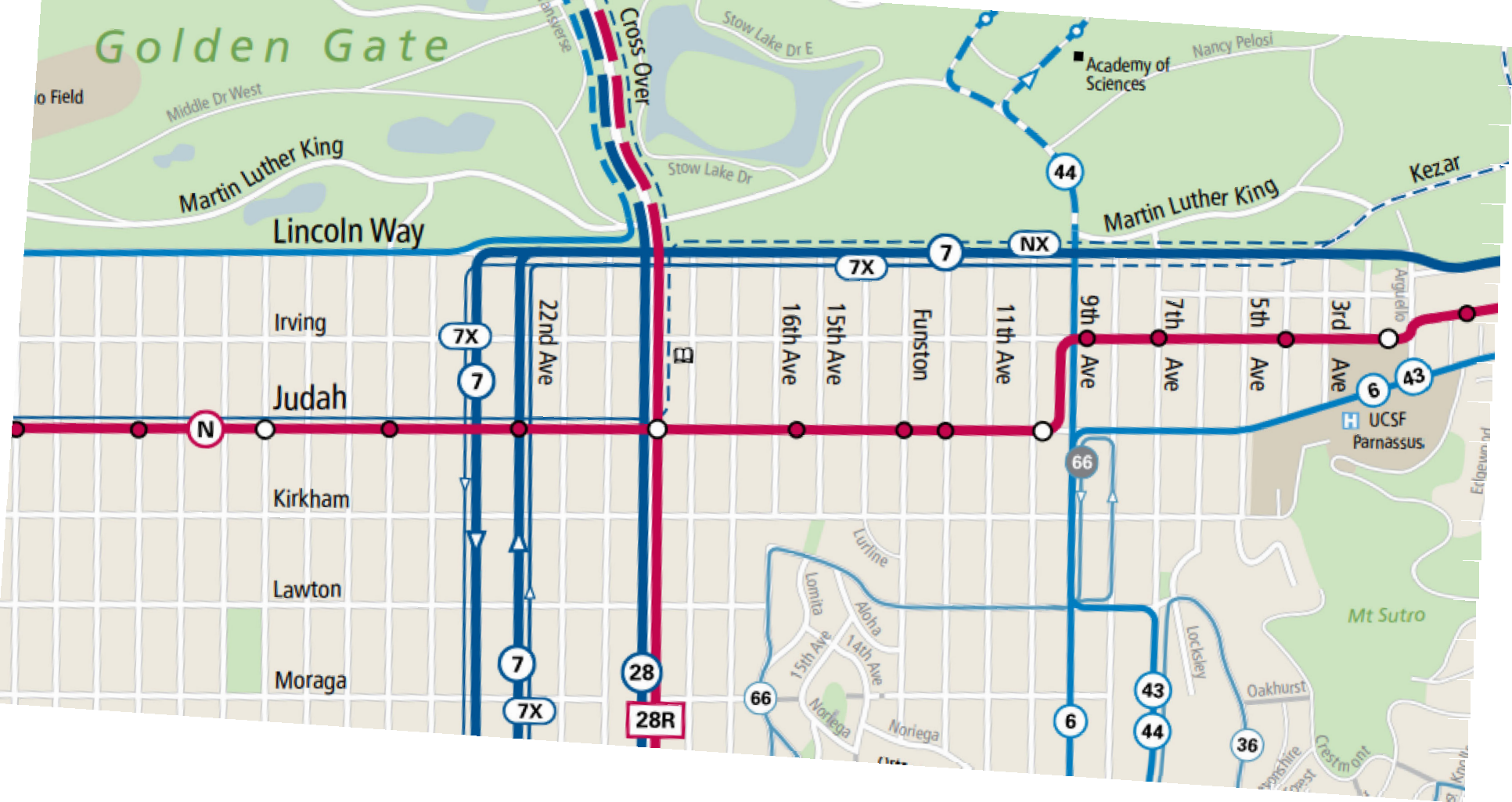
SCALE:	1" = 50'
SHEET/SHEETS:	4 OF 5

TRAFFIC STRIPING

JUDAH STREET
22ND AVE TO 14TH AVE

CONTRACT NO.	
DRAWING NO.	STR-8250.3
FILE NO.	
REV. NO.	7

EXTERNAL REFERENCES: XREFS
SCALE FACTOR: XX
PLOT SCALE: 1"=1'
ORIGIN: SECTION
FILE NAME: B0E-STD2.DWG
DATE: --/--/---



Muni Map

SFMTA TRAFFIC ENGINEERING STOP SIGN CHECKLIST

STREET A: _____ Judah St. **BY:** _____ EO
STREET B: _____ 17th Ave.
REQUESTED STREET(S) TO BE STOPPED: _____ Judah St.
DATE OF FIELD OBSERVATIONS: _____ 9/29/2020

1. PREVIOUS CORRESPONDENCE

· Number of related letters within last five years: _____ 3

2. TRAFFIC VOLUMES

· Previous 24-hour machine traffic counts? Yes No
 · Street A ten minute ADT estimate (10 min. off-peak volume x 6 x 20): _____ 8160
 · Street B ten minute ADT estimate (10 min. off-peak volume x 6 x 20): _____ 3120
 · Time of ten minute count: _____ 3:20pm-3:30pm

3. INTERSECTION COLLISIONS

· Five-year intersection reported collision total: Total 6 Rate .29
 · Five-year intersection collisions correctable by STOP: Total 5 Injury 0
 · Three or more injury correctable collisions in a 12 month period? Yes No
 ("Correctable" includes right-angle, right turn, left turn, and pedestrian collisions)

4. FIELD CONDITIONS

· Sketch of intersection with street widths, striping, grades, parking, obstructions, etc.
 · Check for adequate stopping sight distances
 · Check condition of striping, STOP pavement markings, STOP signs, red curbs, etc.

5. AREA CONDITIONS

· Attach map with approaching traffic controls or STOP sign patterns
 · Speed limit of street to be stopped: _____ 25 MPH
 · Area type: Residential Commercial Industrial
 · Is the street to be stopped a designated major or minor arterial? Yes No
 · Does the street to be stopped carry a bus or rail transit route? Yes No
 If Yes, affected transit route(s): _____ N Judah

6. PEDESTRIANS

· Estimated 10 minute pedestrian volume crossing street to be stopped: _____ 4
 · Check for adequate traffic gaps for pedestrians to cross
 · Check for potential pedestrian traffic generators in the area
 · Five-year intersection collisions involving pedestrians Total _____ 0

7. SCHOOLS

· Is the intersection a designated school crossing (yellow crosswalk)? Yes No
 If Yes, Name _____ Type _____

8. ALTERNATIVES TO STOP SIGNS

· Check for possible red curbs, tall vehicle restrictions, additional signs, etc.
 · If the street to be stopped is a major traffic street, consider traffic signals review

STOP SIGN INSTALLATION FIELD CHECKLIST (If recommended only)

· Will tree trimming be necessary for new STOP sign visibility? Yes No
 · Will "STOP Ahead" signs be necessary for new STOP signs? Yes No
 · Any parking and height restrictions that should be modified? Yes No
 · "SLOW SCHOOL XING" markings or warning signs to be removed? Yes No

NOTE: Every intersection is unique. This list is not intended to take the place of independent observation and analysis. (Form Revised 3/2009)

Intersection: 17th Ave. & Judah St.

Request No.: 20-1355

Date: 9/29/20

Day: Tues

Time: 3:20-3:30 pm

By: EO

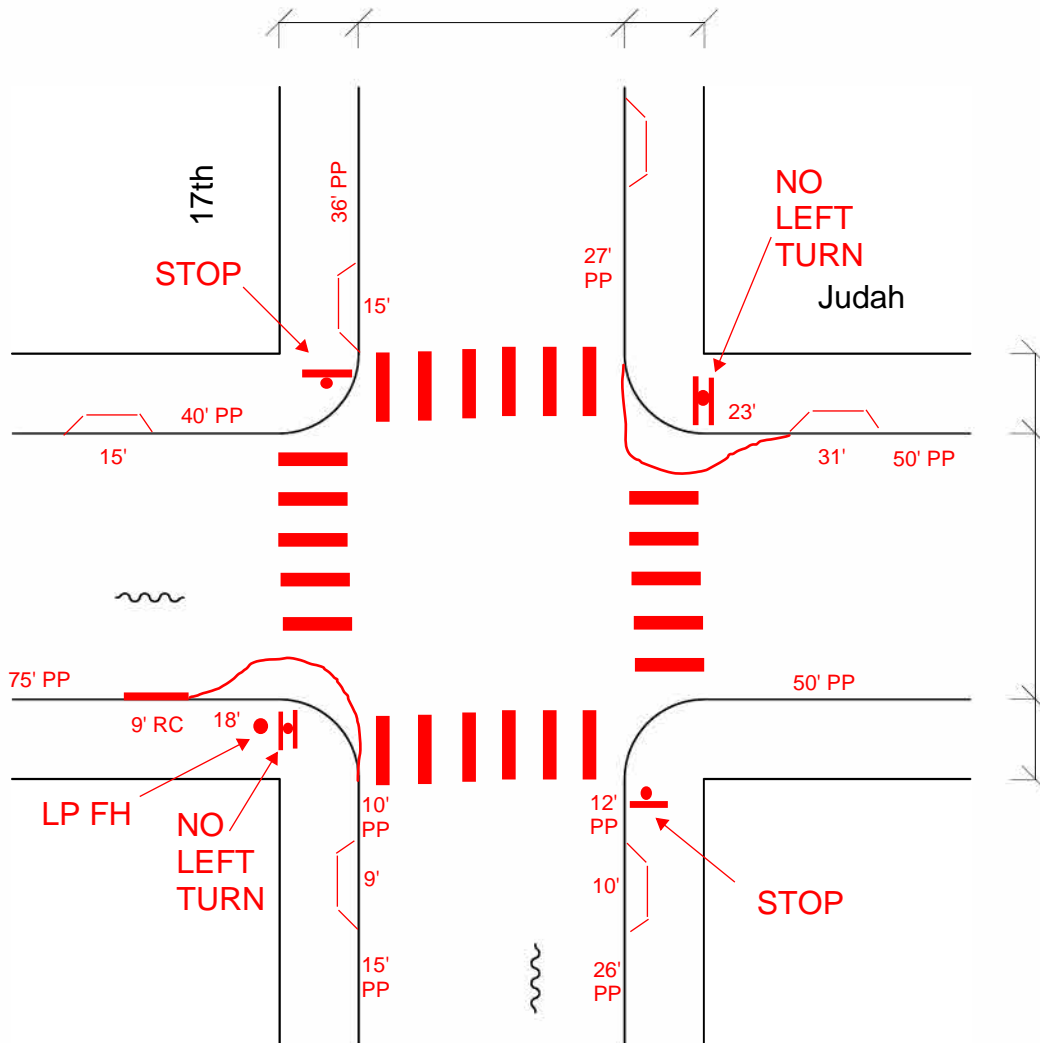
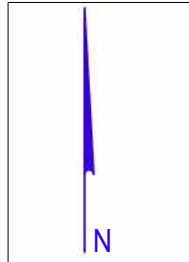
Weather: overcast

Southbound			Northbound			Eastbound		Westbound		Pedestrians Crossing
2	11		LT	THRU	RT			"L_RT	4	
				11	2	26	THRU	THRU	37	
						1	RT	LT		
Total:			Total:			Total:		Total:		Total:
ADT:			ADT:			ADT:		ADT:		

Field Notes:
 Observations and counts done during COVID19 pandemic Shelter-In-Place

Legend:

- RC = Red Curb
- YC = Yellow Curb
- RI = Stop Sign
- PP = Parallel Parking
- AP = Angled Parking
- BS = Bus Stop
- NP = No Parking Allowed
- CR = Curb Ramp
- R1-2 = Yield Sign
- CW = Crosswalk
- +O+- = Fire Hydrant
- =Driveway
- = = Painted Curb
- = = Grade (Average)
- = STOP Sign



Not to Scale

TransBASE.sfgov.org Dashboard

Geographic Extent: 27356000: 17TH AVE at JUDAH ST

Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

Data Range: 01/01/2015 to 03/31/2020

Pull Date: 9/25/2020

Collision/Party/Victim Table

Showing 1 to 1 of 1 entries

Count of Fatal Collisions: 0

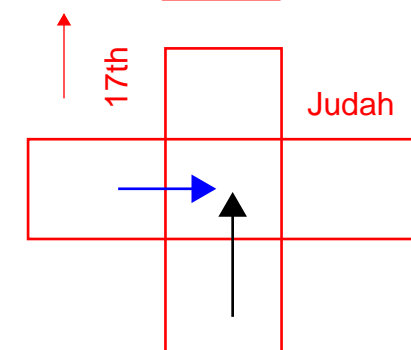
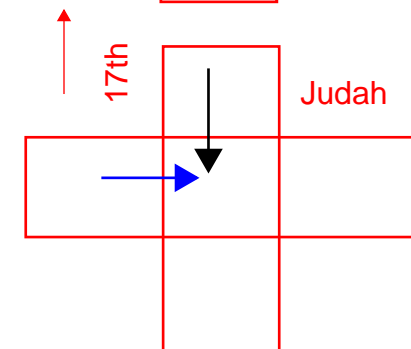
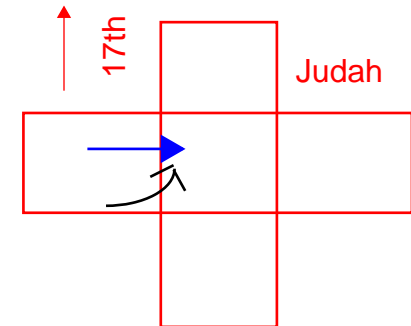
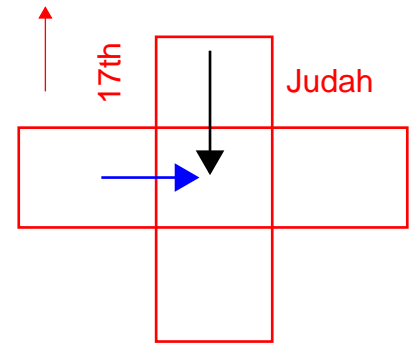
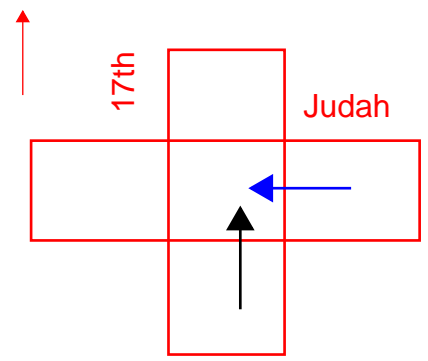
Count of Non-Fatal Injury Collisions: 1

Total Count of Fatal/Non-Fatal Injury Collisions: 1

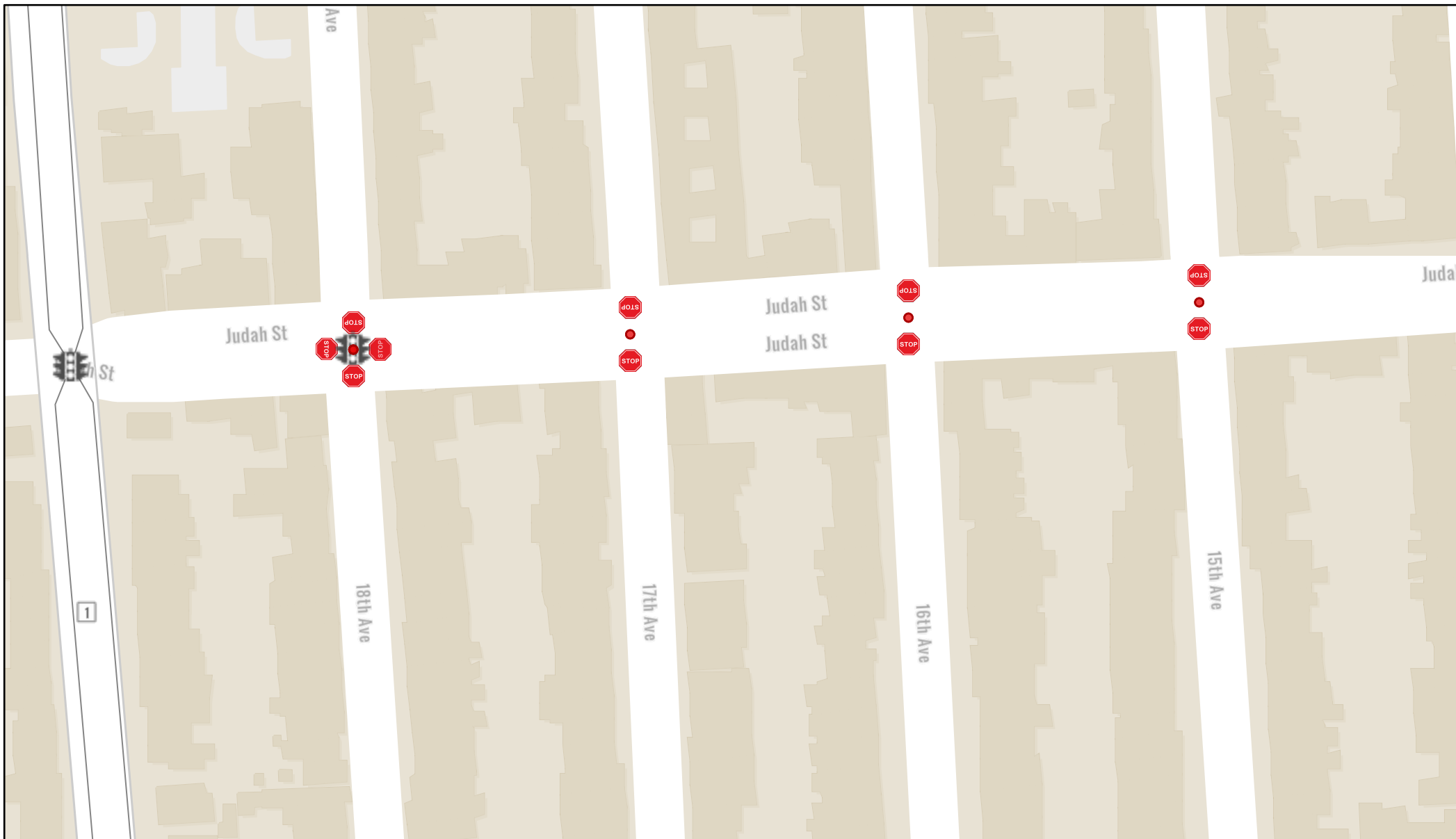
Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
170049635	01/18/2017	22:27	Wednesday	JUDAH ST	17TH AVE	0	Not Stated	Driver	South	Proceeding Straight	Driver	East	Proceeding Straight	CVC 21802(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Dark - No Street Lights

Transit Collisions (9/25/15-9/25/20)

Intersection	Date	Line	ARB Charge	At Street	Collision Type	Collision With (Operator)	Direction	IE_DESC	Safety Analysis	Time
17th Ave & Judah St	7/3/2018	N Judah	Unavoidable	17th Ave	Front	Auto/Van	outbound	I was going O/B on the right of way high raise platform on Judah Ave. When suddenly a ford explore ran a stop sign on 17 Ave. I stopped right away but the train slid down hill contact was made with the rear right side of the truck. No injuries-inspector Romarr Pitcher showed up. Unit 5T62A Badge 402		8:35 AM
17th Ave & Judah St	3/19/2018	N Judah	Avoidable	17th Ave		Auto/Van	inbound GrdCross-Yes	.Car ran a stop sign at the interception of 17 Ave and Judah. train #1463 and #1407 traveling on Judah and 17 Ave,I inbound. Police officers arrive Officer D Li #2245. CC was notified. No injuried passengers or medical assistance needed.	<p>DETERMINATION: Preventable; LRV vs. Auto. Operator failed to take precautionary action and the necessary defensive action (sounding the horn is not a defensive action) when he approached the intersection at approximately 22 mph. As seen in the onboard video, the operator had approximately 3 seconds of time to stop his LRV and approximately 100 feet of stopping distance before impact. It also revealed that the operator could have, but failed to immediately apply full service brake when he initially perceived the hazard. The operator sounded the air horn to warn Party 2, driver of automobile instead of applying the emergency brake. In the LRV Operator Training Manual, it stated that it takes approximately 70 feet of braking distance for an LRV traveling at 25 mph to come to a stop once the Emergency Brake / Mushroom is applied. The video showed that while the eastbound LRV was ascending toward 17th Avenue at approximately 22 mph, the potential hazard could have been seen unobstructed from the operating cab 3 seconds of time and approximately 100 feet of distance before the point-of-impact. At 12:16:52 hours, the operator perceived the hazard and had time to apply the emergency brake. Instead, the operator applied the air horn and kept the air horn button depressed with his right hand until the time of 12:16:55 hours. The operator could have, but failed to seize the opportunity to activate the emergency brake and could have avoided colliding with the right rear side of automobile. The LRV operator violated SFMTA Rail Rule Book Section 2.8.3 Safety First "Employee shall use the emergency brake to avoid immediate contact with any person, obstruction, or hazard. TransitSafe Incident Number: FY18-05160 - Incident Date: 3/19/18, Time: 12:16 p.m., Location: Judah and 17th IB/EB, Run: 93/N/1463/1407, Operator Name: Gerfre Tijerino, Cap ID: 3147, TSS: Lee, Paul, Injury: None reported, Damage: Minor to LRV, Major to automobile, Primary Cause: LRV Operator failed to exercise the necessary defensive course of action, Contributory Cause: Party 2, automobile failed to yield to LRV traffic. The basis of my determination was based on information from the onboard video, the LRV Operator Training Manual, transit supervisor's report, and the results of my investigation at the scene of the accident. Please refer the operator to the Green Division Manager for appropriate disciplinary action and re-training.</p> <p>Operator: Muriel Jules CAP ID: 1615 Train: 1548 Location: Judah Street at 17th Avenue Determination: Not Preventable</p>	12:16 PM
17th Ave & Judah St	11/15/2017	N Judah	Unavoidable	Judah St	Left Sideswipe	Auto/Van	inbound GrdCross-Yes	Driving straight on Judah @ 17th a green camery hit the train in the right side front. Car did not stop I was transported to Saint Francis ER. Called CC (Inspector Eric Williams)	<p>A review of the on-board video footage shows that Operator Jules was approaching the intersection of eastbound Judah Street at 17th Avenue. There are posted No Left U Turn signs for eastbound and westbound Judah Street at 17th Avenue. As LRV 1548 entered the intersection, a vehicle in the right lane entered the intersection and made a sudden left turn against the posted No Left U Turn sign into the right front of the LRV. The operator applied the full service brake and Emergency Brake. Contact was made between the LRV and vehicle. There was nothing reasonable the operator could have done to avoid this collision.</p> <p>Determination, Non-preventable, completed by R. Wong TSS. Train Operator Efren Antoniano CAP 3962, was operating per SFMTA Rules inbound on Judah Street. As he approached the intersection at 17th Avenue, a passenger vehicle entered the intersection southbound, at a medium rate of speed. Operator Antoniano applied the emergency brake to avoid the collision and contact still occurred. Operator Antoniano took necessary measures in an attempt to avoid this collision.</p>	12:23 PM
17th Ave & Judah St	8/13/2019	N Judah	Unavoidable	17th Ave	Left Sideswipe	Auto/Van	inbound		<p>Determination, Non-preventable, completed by N. Dock TSS. Train Operator Carl Chambers CAP 2159, was operating per SFMTA Rules inbound on Judah Street. As he approached the intersection at 17th Avenue, a passenger vehicle entered the intersection northbound, at a medium to high rate of speed. Operator Chambers did not have time to react, and take necessary measures to avoid the collision.</p>	1:37 PM
17th Ave & Judah St	2/15/2019	N Judah	Unavoidable	17th Ave	Right Sideswipe	Auto/Van	inbound/midblock	I/B I was going through the right of way at 17th ave on Judah when a car came from the left & hit the trains left front side I stopped the train and called CC.		1:17 PM

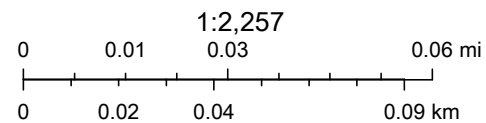


SFMTA Intersection Controls

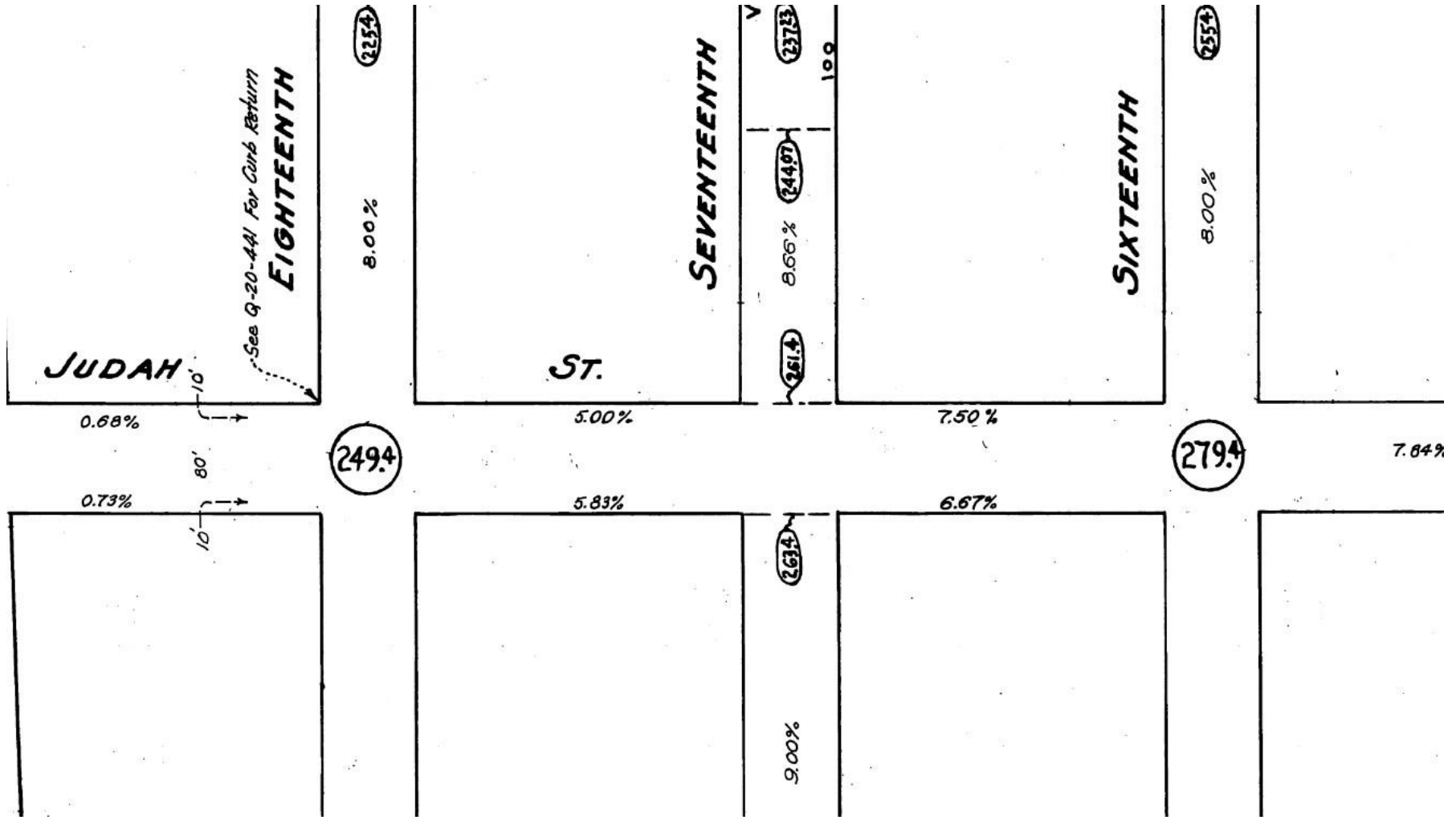


10/2/2020, 1:02:37 PM

- traffic - MTA.stopsigns - all
- traffic - MTA.stopsigns - WB
- traffic - MTA.stopsigns - SB
- traffic - MTA.stopsigns - EB
- traffic - MTA.stopsigns - NB
- traffic - MTA.signals
- traffic - MTA.one-way_streets



Grade Map



150' Sightlines





Judah St., approaching 17th St. – looking west



17th St., approaching Judah St. – looking south



17th St., approaching Judah St. – looking east



17th St., approaching Judah St.- looking west



17th St., approaching Judah St.- looking west – inching forward



17th St., approaching Judah St. – looking east – inching forward



Judah St., approaching 17th St. – looking east



17th St., approaching Judah St. – looking north



17th St., approaching Judah St – looking west



17th St., approaching Judah St. – looking east



17th St., approaching Judah St – looking west – inching forward



17th St., approaching Judah St. – looking east – inching forward