

Pilot Project Data Synopsis

Vehicle Speeds & Volumes by Collection Date

Location	Data Type	Pre-Pilot	Phase 1		Phase 2
		Jan-2014	Sep-2014	Jan-2015	Sep-2015
Off Ramp NB I-280 off-ramp just before merge with NB San Jose Ave)	AM Peak Volumes (vehicles/hr)	2038	2176	1910	1629
	85 th Percentile Speed (miles/hr)	52	48	47	39
Street NB San Jose Avenue (between Milton St. and St. Marys Ave.)	AM Peak Volumes (vehicles/hr)	2068	1247*	1628	1616
	85 th Percentile Speed (miles/hr)	49	47	46	48

*Note: SFMTA staff suspects this number may be due to equipment malfunction.

Percentage Change in Vehicle Speeds & Volumes by Collection Date

Location	Data Type	Phase 1	Phase 2	Both Phases
		Pre to Post Jan-2014 to Sep-2014	Pre to Post Jan-2015 to Sep-2015	Pre to Post Jan-2014 to Sep-2015
Off Ramp NB I-280 off-ramp before merge with NB San Jose Ave)	AM Peak Volumes (vehicles/hr)	+ 7%	- 15%	- 20%
	85 th Percentile Speed (miles/hr)	- 8%	- 16%*	- 24%*
Street NB San Jose Avenue (between Milton St. and St. Marys Ave.)	AM Peak Volumes (vehicles/hr)	- 40%**	- 1%	- 22%
	85 th Percentile Speed (miles/hr)	- 4%	+ 5%*	- 2%*

*Note: Percentage change based on unrounded speeds

**Note: This decline is potentially overstated due to equipment malfunction.

Other Data from Final Report

- Travel time surveys conducted in September 2015 showed AM-peak and PM-peak delays just under 5 minutes
- Caltrans data on off-ramp generally confirmed speed reduction on off-ramp
- Post-pilot side street data generally showed modestly increased AM peak volumes



Recommendations and Next Steps

City Portion – San Jose Avenue

Key Community Feedback	Recommendations
Safety concerns due to high speeds on San Jose Avenue	<i>Coordinated with the 2016 Repaving Project:</i> Keep the current lane configuration of two traffic lanes and a buffered bicycle lane, and update signage along the corridor to enhance clarity for drivers and enable speeding enforcement.
Travel delays at the Randall Street traffic signal	Continue to evaluate potential upgrades to the San Jose and Randall intersection as part of planned Muni Forward initiatives.
Cut-through traffic on side streets such as Rousseau and St. Marys	Pursue traffic calming countermeasures on the side streets to help deter cut-through traffic
Comfort level for cyclists using on-street bike lanes	<i>Coordinated with the 2016 Repaving Project:</i> Install a raised physical barrier in the bicycle lane buffer to help increase separation and comfort

State Portion – Northbound I-280 Off-Ramp

Key Community Feedback	Recommendations
Poor pavement quality	A repaving project for the off-ramp (separate from the City's repaving of San Jose Avenue) is currently in the design phase, and construction is anticipated later this year
Awkward merge; freeway backups during peak periods	Caltrans will continue to evaluate the feasibility of alternative off-ramp lane configurations to help address community concerns. An alternate configuration could be implemented in conjunction with the off-ramp re-paving project.