Welcome!

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SFMTA Municipal Transportation Agency

Data & Analysis

Vehicle Speeds & Volumes

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

Percentage Change in Vehicle Speeds & Volumes

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

*Percentage change based on unrounded speeds

Bicycle Volumes

Evening peak bicycle traffic on northbound San Jose Avenue rose significantly with an increase of 68 percent, and average daily bike traffic increased 26 percent.

Number of Bicycles on San Jose Avenue

Period	Pre-Pilot	Post-Pilot	Change
AM Peak	24	40	+68%
PM Peak	19	31	+7%
Average Daily Volume	174	219	+26%

Drive Time Analysis

A drive time analysis was performed by collecting second-by-second vehicle location data on San Jose Avenue between the northbound I-280 Ocean Avenue on-ramp and the Randall Street intersection.

Northbound San Jose Avenue Drive Times

Street	Time	MPH	Delay
AM Peak	9 min 26 sec	15.4 mph	4 min 50 sec
PM Peak	9 min 23 sec	14.4 mph	4 min 47 sec
Off Peak (Free-Flow)	4 min 36 sec	28.4 mph	

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Background

The “Bernal Cut” segment of San Jose Avenue between the I-280 off-ramp and Randall Street hosts freeway-like conditions on a city street. This problem is partially fed by a two-lane off-ramp from northbound I-280, which was widened from a single lane to accommodate detoured traffic after the 1989 Loma Prieta earthquake, which necessitated the closure of the Central Freeway. Residents have long expressed concerns about high vehicular speeds, and a portion of the corridor is part of the Vision Zero High-Injury Network for vehicular collisions. In addition, the Glen Park Community Plan recommended further steps toward reconfiguring San Jose Avenue into an avenue, rather than an urban freeway.

Loma Prieta Earthquake

Image: Michael Macor / AP

Bernal Cut

Image: SF Planning

Glen Park Community Plan

Image: SF Planning

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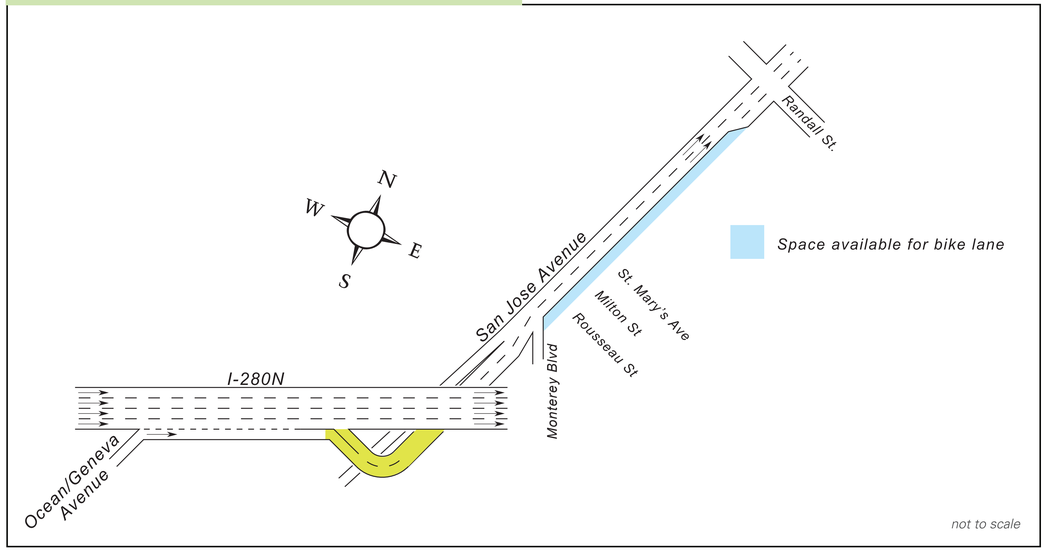
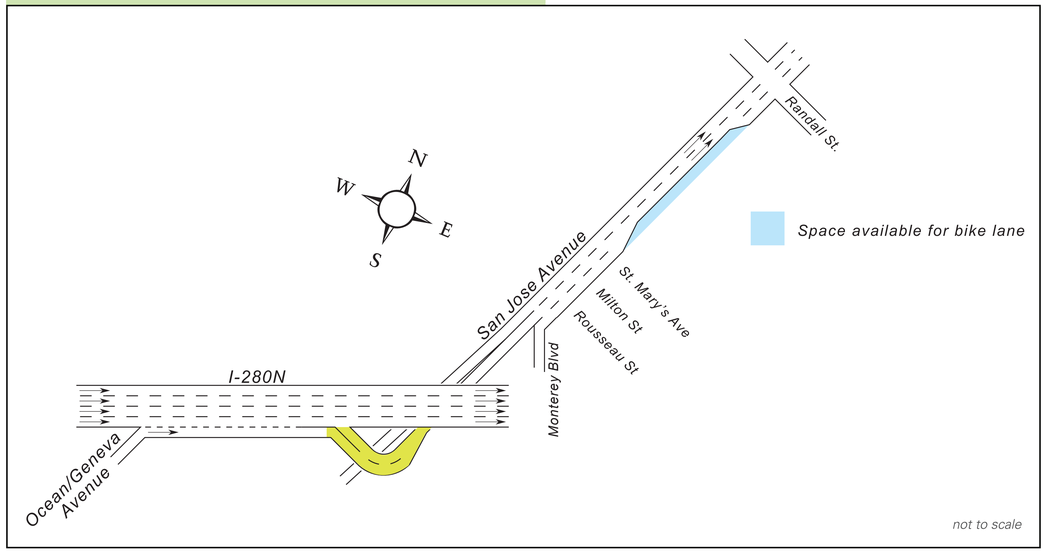
I-280 Off-Ramp Improvements

Phase 1 Configuration



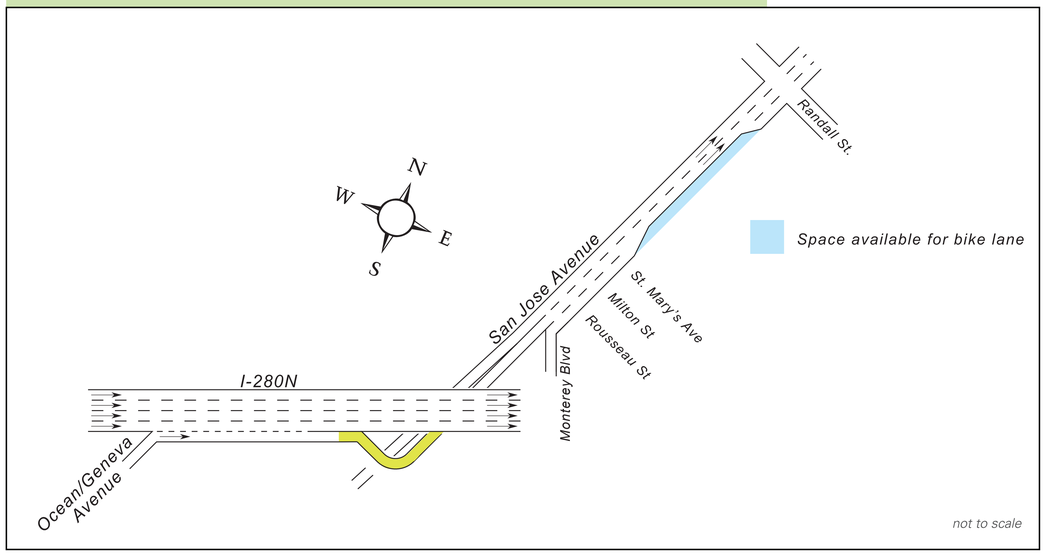
Continuous 2-lane off-ramp from the freeway mainline onto San Jose Avenue

Phase 2 Configuration



2-lane off-ramp with a merge to 1-lane on the ramp, with 1 lane continuing onto San Jose Avenue

Potential Alternate Configuration



1-lane off-ramp from the freeway mainline onto San Jose Avenue

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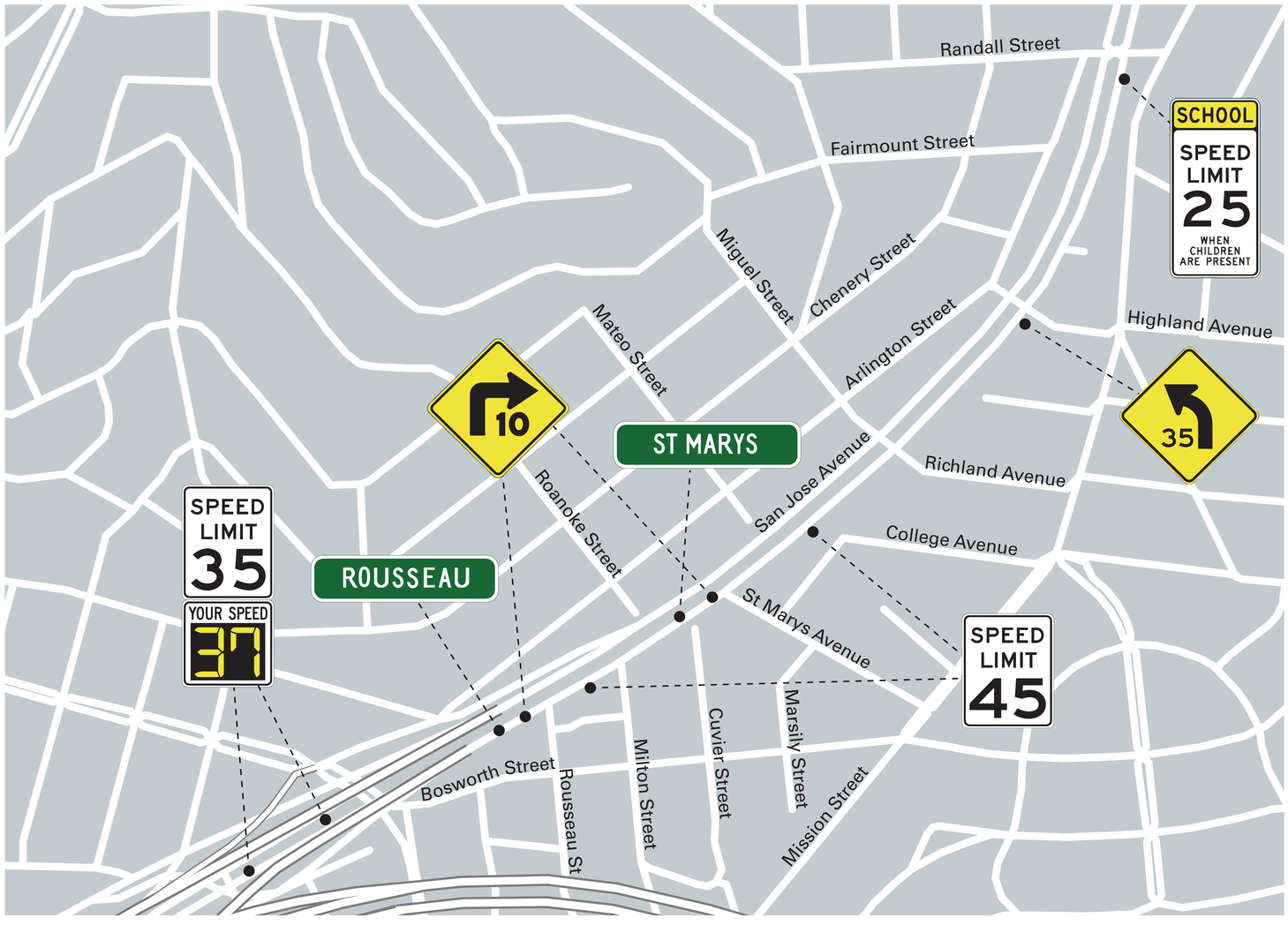
Caltrans

San Jose Avenue Improvements

In coordination with the 2016 repaving project on San Jose Avenue, SFMTA will implement the following:

- Install a concrete barrier in the bicycle lane buffer to increase separation and comfort
- Improve signage along the corridor to enhance clarity for drivers and enable speeding enforcement
- Maintain the current lane configuration of two traffic lanes and a buffered bicycle lane

Signage Improvements:



Bikeway Improvement:

Existing Painted Buffer

Proposed Raised Barrier Treatment (photo example from Vancouver, BC)

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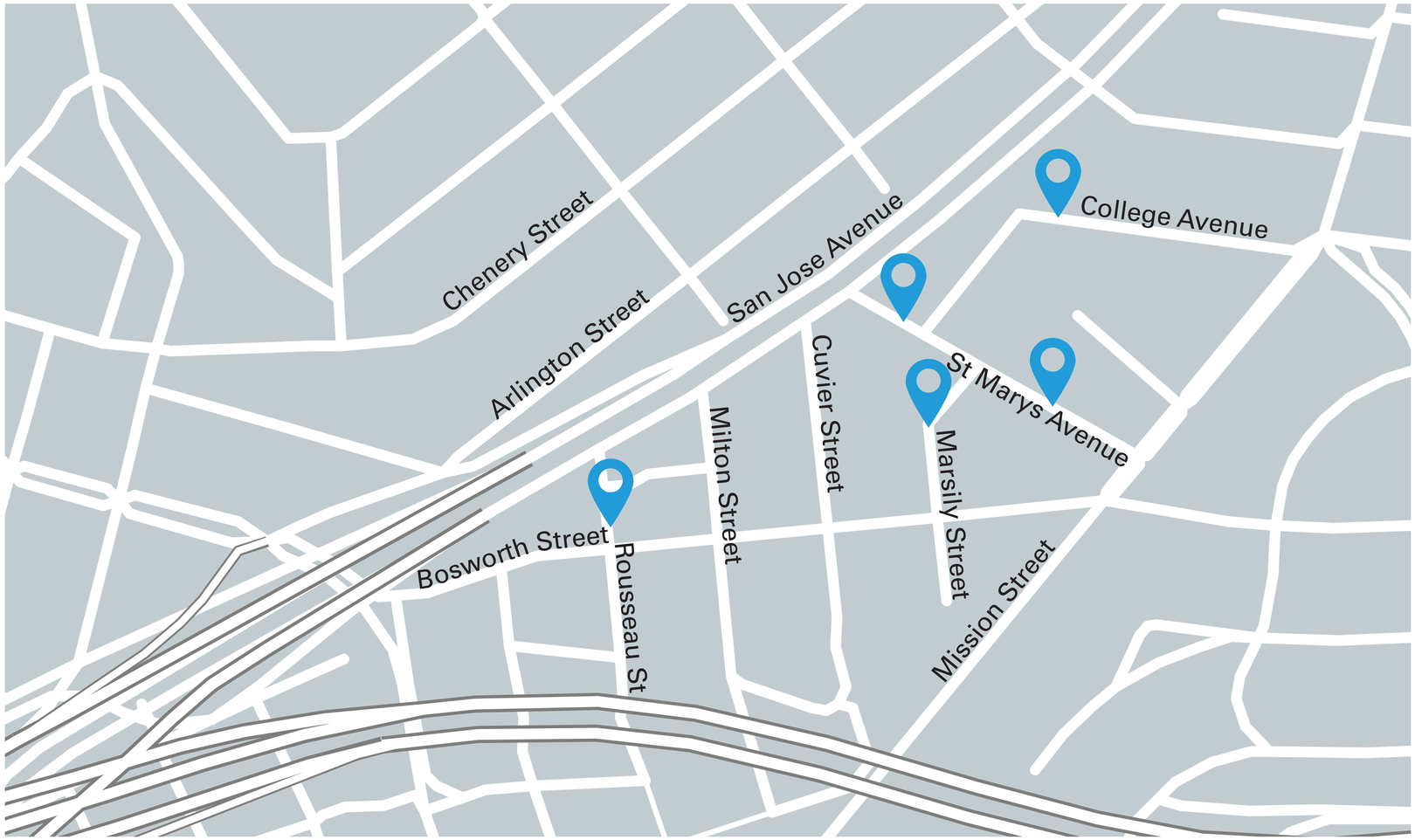
Neighborhood Traffic Calming

The San Francisco Municipal Transportation Agency (SFMTA) is currently working with your community to make travel in the area safer for all road users by slowing down speeding vehicles. These efforts have resulted in the implementation of speed humps or cushions at five locations. These speed humps are designed to reduce speeding and cut-through traffic from San Jose Avenue.



Next Steps:

- SFMTA will finish technical vetting of the proposed traffic calming devices
- Neighbors will receive more information in the mail once the proposal is vetted
- Residents will have an opportunity to place a final vote on speed hump or cushion approval
- After a public hearing, SFMTA will work with Department of Public Works to build the traffic calming devices

For more information about the Residential Traffic Calming Program, please visit www.sfmta.com/calming

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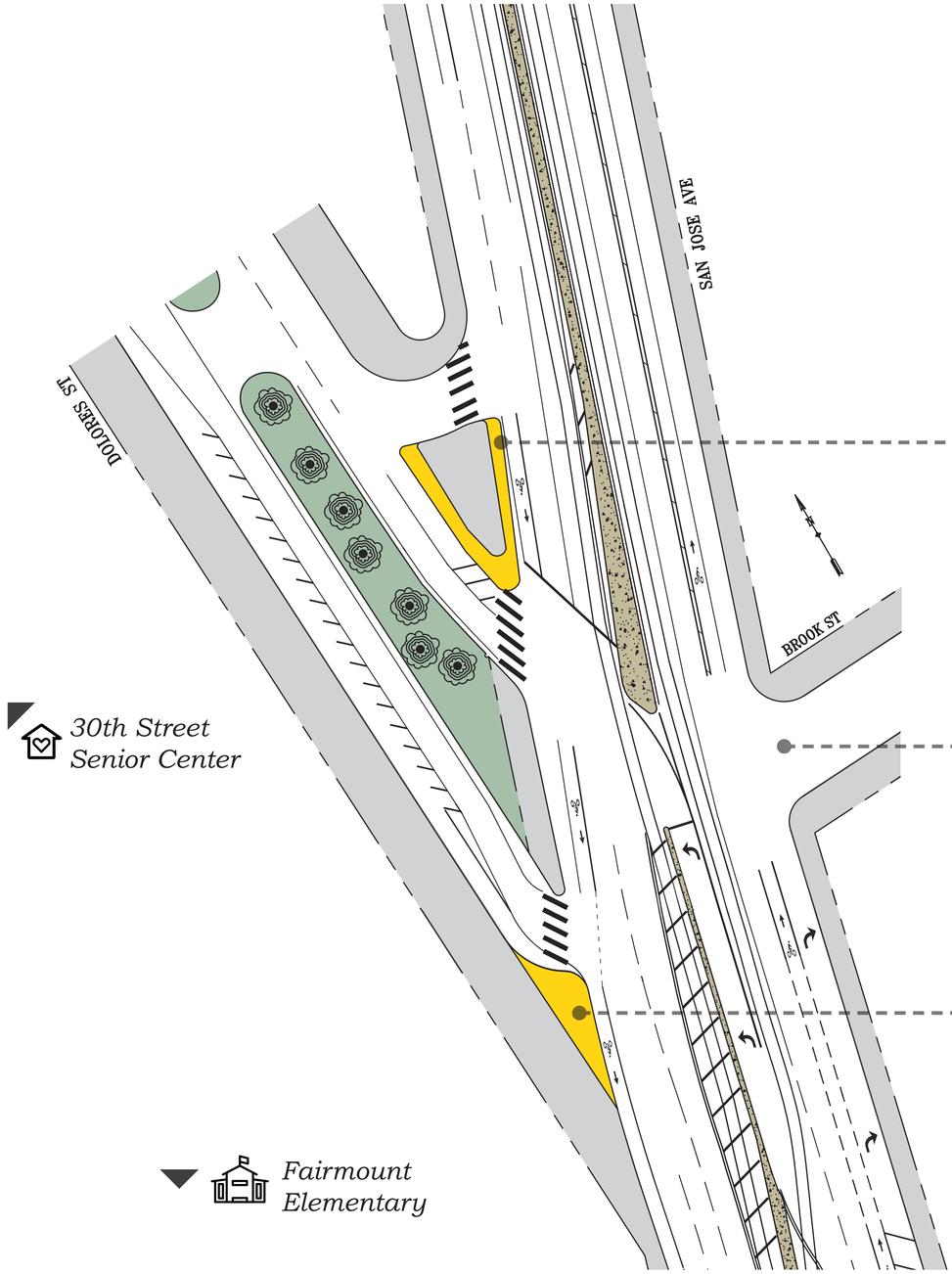
Dolores Gateway

The San Francisco Municipal Transportation Agency (SFMTA) is working with San Francisco Public Works to install pedestrian improvements proposed by the Mission District Streetscape Plan in coordination with the San Francisco Public Works Paving Project on San Jose Avenue, Guerrero Street, and Dolores Street.



Expanded traffic island to shorten crossing distances at Dolores Street & San Jose Avenue

New equipment installed to prepare for new crosswalk at Brook Street in a later phase

Sidewalk extension on San Jose to shorten crossing distance on Dolores Street

Nearby Enhancements:

Traffic medians on Guerrero Street will be widened from 4-foot wide to 5-foot wide and extended to the crosswalk to provide larger pedestrian refuge zones at intersections.

Locations:

- Guerrero Street at Cesar Chavez Street
- Guerrero Street at Duncan Street
- Guerrero Street at 27th Street
- San Jose Avenue at 29th Street

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