

## Vision Zero

The California Street Safety Project proposes to improve safety for those traveling on California Street from Arguello Boulevard to 18th Avenue.

California Street is part of the city's Vision Zero high-injury network, which includes 13 percent of all San Francisco streets that account for 75 percent of severe and fatal collisions.

**On California Street alone there have been over 50 injury collisions, 4 involving pedestrians, and 35 Muni-involved collisions in the past five years.**

This project is part of the Vision Zero Quick-Build Program that will immediately implement treatments to improve safety for people of all ages on a street with historically high rates of injury-related collisions.

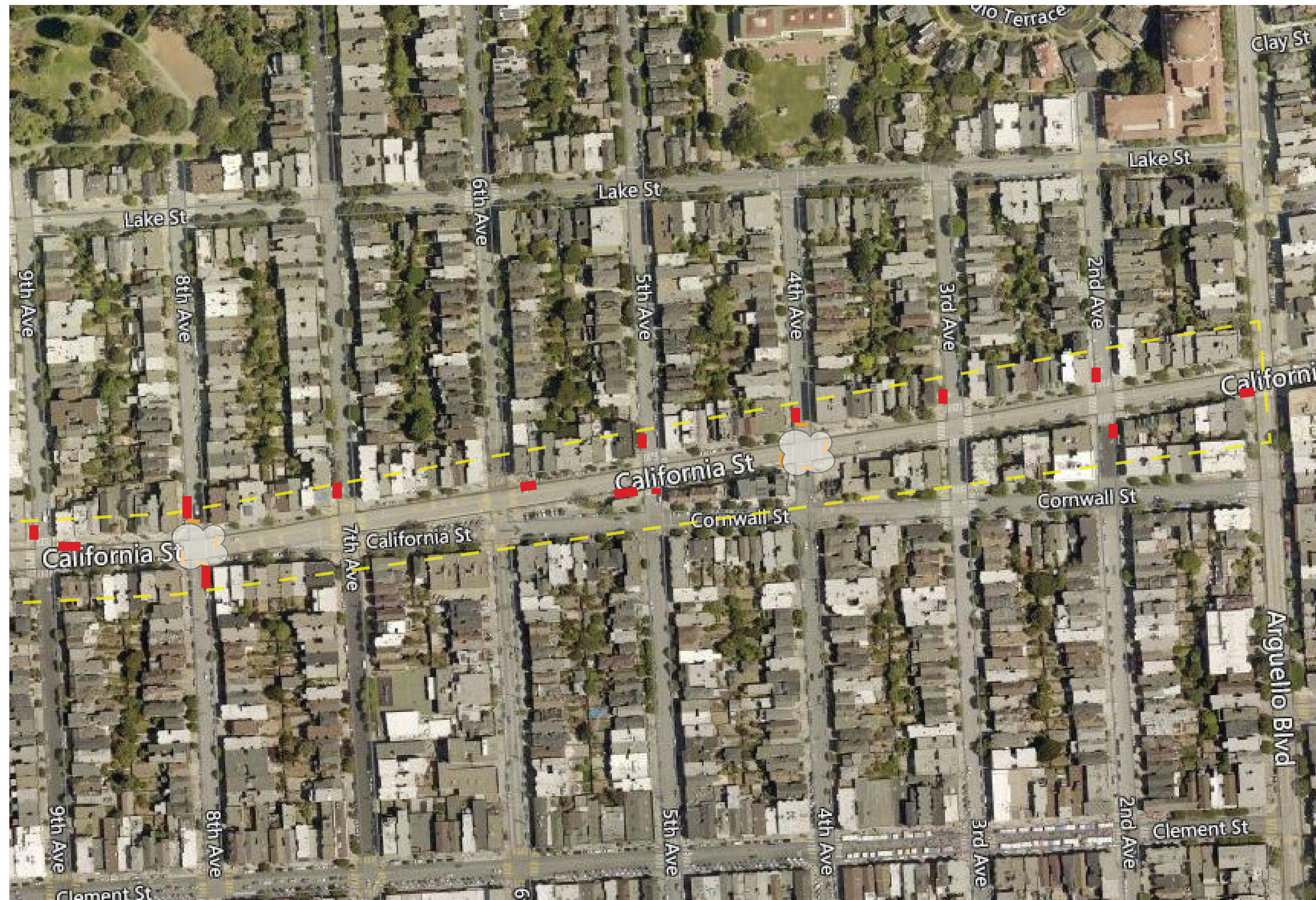
## Visibility and signage improvements

- Daylighting — adding red painted curbs at intersection approaches to improve visibility for all road users
- Higher visibility zebra-striped Continental crosswalks
- Pavement markings

These safety improvements are anticipated to be implemented by the end of 2019.



# California Street Safety Project



--- Project Boundaries

■ "Daylighting" or adding 10 to 20 feet of red curb approaching an intersection to increase visibility

☁ New High-Visibility Crosswalk (Continental Crosswalks)

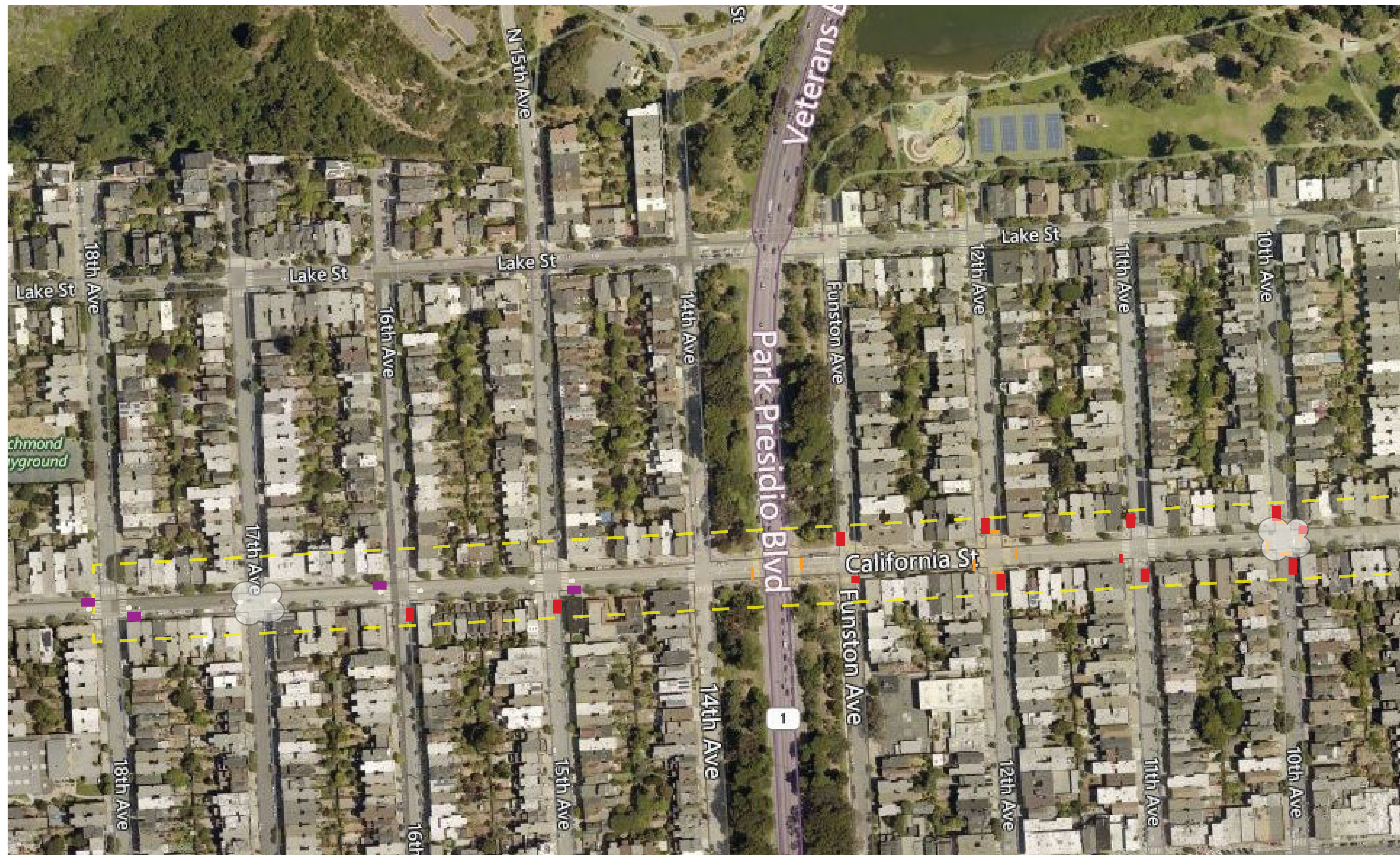
— Advanced Limit Lines

— New red curbs to accommodate larger vehicles at the pedestrian refuge islands

☪ Pedestrian Refuge Islands (Painted or Concrete) for more information please visit: [sfmta.com/centralrichmondsafety](https://sfmta.com/centralrichmondsafety)



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## Existing conditions



*Lanes are too narrow for Muni buses and other wide vehicles. Multiple lanes of traffic contribute to speeding and collisions.*

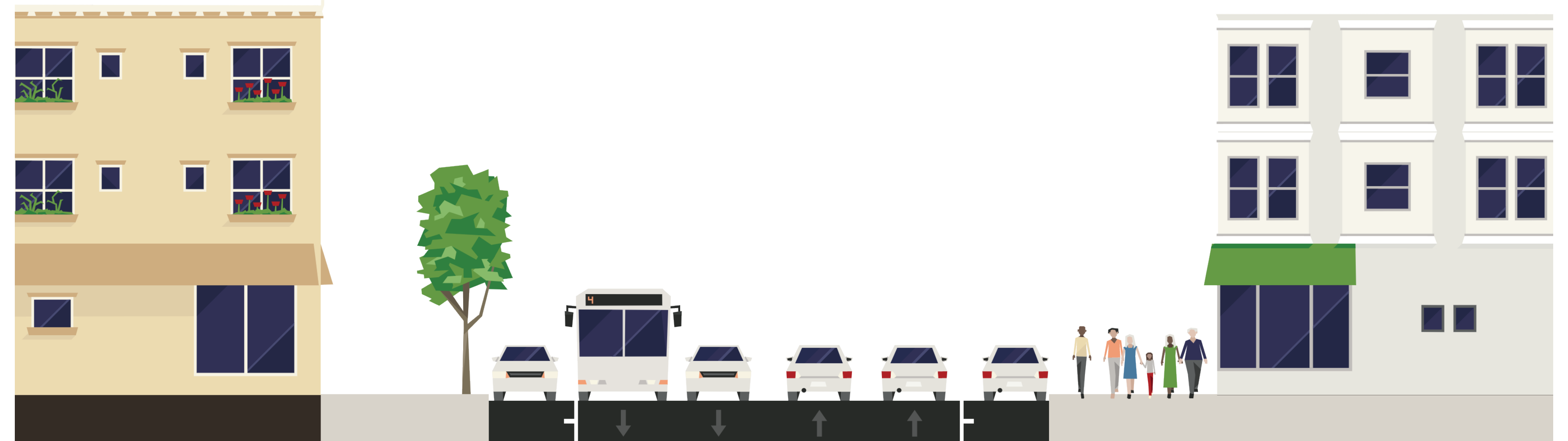


*Narrow lanes lead to frequent collisions. This is a sample of mirrors knocked off of parked vehicles on California Street.*

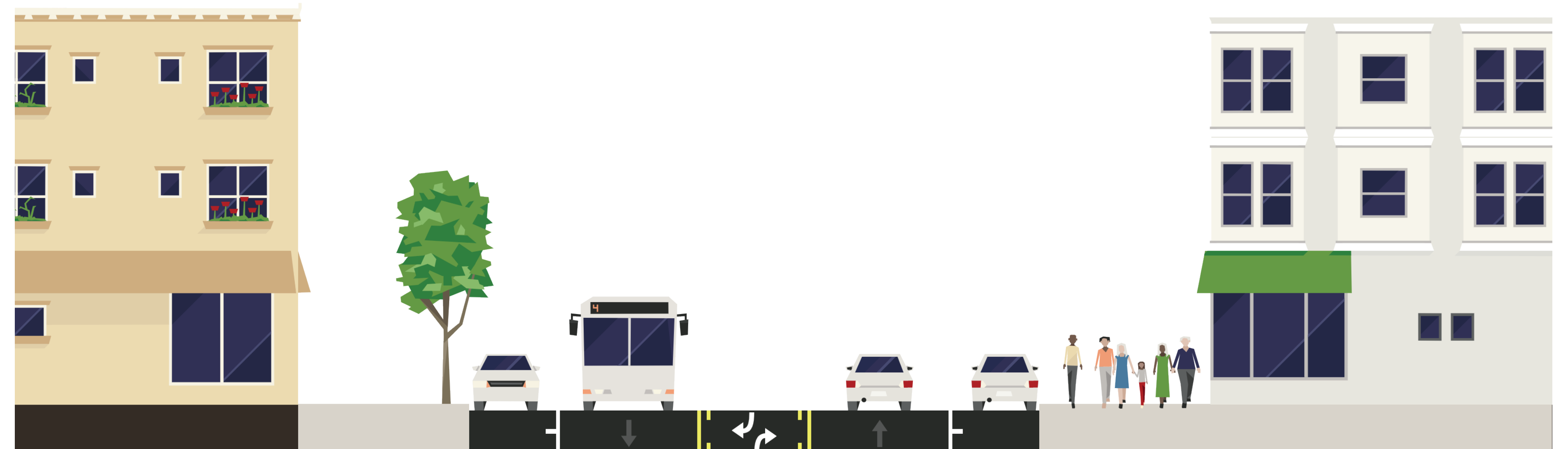
## Proposed street layout

- Increase width of travel lanes to accommodate Muni buses and other wide vehicles
- Modify roadway configuration from 4 lanes to 3 with center turn lane

**California Street - Existing**



**California Street - Proposed**





Evaluation Criteria		Put a sticker next to what is most important to you.
SAFE BEHAVIOR	<b>Collision History</b>	
	<b>Yielding Behavior:</b> Are vehicles yielding to pedestrians with the proposed improvements?	
MOBILITY	<b>Average Vehicles and Speed:</b> Has the number of vehicles changed on California or on parallel streets? Has there been in a change in vehicle speed?	
	<b>Transportation Counts:</b> Has the number of vehicles, pedestrians and bikes changed at the intersection?	
TRANSIT	<b>Muni Performance:</b> How has Muni travel time performance changed with the road diet?	



## What is a road diet?

- Reconfiguring the road from 4 lanes to 3 lanes including center turn lane
- Typically implemented on streets with less than 25,000 Average Daily Traffic (ADT), per national best practice. California Street between Park Presidio and Arguello boulevards has about 16,000 ADT

## How does a road diet help?

- Reduces speeding and the risk of a “multiple threat collision” by reducing the number of lanes
- Provides more room for safe operation of Muni and other traffic and parking by widening the lanes
- Similar road diet on Fulton Street reduced transit collisions by over 40% without impacting traffic
- Similar road diet on 25th Avenue resulted in decreased traffic during afternoon rush hour and improved transit times





# Share Your Feedback Here



## Next steps and contact info

**December 2019** - initial safety elements implemented

**Spring 2020** - road diet implemented

**Spring 2020** - evaluation of implemented improvements

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# Feedback on Tonight's Open House

Please rate the Open House by placing a dot in the columns that best reflect your experience.



Project features are clearly described					
I quickly learned project information					
My questions were answered					
I provided project feedback					

*Post any comments here.*