

California Street Safety Project

Street Changes Coming June 2020

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

Beginning June 2020, SFMTA will be implementing changes to the traffic lanes on California Street from Arguello Boulevard to Park Presidio Boulevard. This “road diet,” will change the configuration from **4 lanes to 3 with center turn lane**.

Why a road diet on California?

California Street is part of the city’s Vision Zero high-injury network, the 13% of city streets that account for 75% of severe and fatal collisions.

This section of California has had **73 injury collisions** in five years with 7 involving pedestrians. In addition, there have been **35 Muni-involved collisions**, many due to narrow lanes.



Example of a road diet on 25th Avenue

- Road diets reduce speeding and risk of collision by reducing the number of lanes
- Wider lanes provide room for safe operation of Muni vehicles
- A separate turn lane allows turning traffic to be separate from traveling traffic
- Fulton Street: Road diet **reduced collisions by over 40%**
- 25th Avenue: Road diet **reduced collisions by 20%**

街道調整將於 2020 年 6 月開始實行

California 街安全項目為在 Arguello 街至第 18 大街之間的 California 街做出調整，以改善行人安全。

由 2020 年 6 月開始，三藩市交通局 (SFMTA) 將在 Arguello 街至 Park Presidio 街之間的 California 街實行街道調整。調整後，街道將從 4 個車道縮減為 3 個，中間的車道允許中央轉道。

為何做出街道調整？(Why a road diet)

按照“零願景”(Vision Zero)的標準，California 街屬於三藩市高受傷率的一個街道，就是說三藩市 75%的嚴重受傷或導致死亡的交通事故發生在 13%的街道上。

在過去 5 年，這段 California 街發生過 73 宗交通傷人事故，7 宗包括行人。除此之外，亦發生過 35 宗與 Muni 巴士相關的交通意外，大部分是皆因街道狹窄。

- 縮減車道可減低高速駕駛及發生交通事故的風險
- 寬闊的車道會為 Muni 巴士提供安全行駛的空間
- 左轉道分隔讓直駛車輛繼續行駛
- 在 Fulton 街：縮減車道後，減少 40% 交通事故
- 在第 25 大街：縮減車道後，減少 20% 交通事故

[SFMTA.com/CaliforniaSafety](https://www.sfmta.com/CaliforniaSafety)

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What will construction look like?

- SFMTA crews will paint one-block sections of the corridor at a time, taking approximately 3- 6 week for the entire corridor
- The street will remain open to traffic and buses

Earlier this year, several safety elements for pedestrians were installed, including:

- **Daylighting:** Red painted curbs at intersection approaches to improve visibility for all road users (*completed*)
- Higher visibility zebra-striped continental crosswalks (*completed*)
- Updated pavement markings (*completed*)



How will SFMTA evaluate the project?

Starting in June 2020, we'll begin the 2-year evaluation of the project. The evaluation will include traffic and street-level data, such as changes in collisions, traffic volumes on California and side streets, and safe driving behavior. In addition to traffic and street-level data collection, we'll be collecting observational feedback from neighbors via email.

We heard extensive feedback during project outreach in 2019, and we'll be using that feedback to shape our evaluation and monitoring of the project. To learn more, visit SFMTA.com/CaliforniaSafety.

Want to give your feedback after the road diet is implemented? Email us at CaliforniaSafety@SFMTA.com.

施工期間會是如何情況？

- 三藩市交通局會以一個街口為單位用油漆為街道畫線，大概 3 至到 6 個星期完成。
 - 街道仍保持暢通，讓車輛和巴士行駛
- 這年初，三藩市交通局已裝置了一些行人安全設施，這包括：
- 彩光街口：在街口的路邊涂上紅色油漆，為道路使用者提高能見度（*完成了*）。
 - 行人過街斑馬綫，為行人提高能見度（*完成了*）。
 - 更新路面標記（*完成了*）。

三藩市交通局會如何評估這項目？

由 2020 年 6 月開始，我們會為這項目進行兩年的評估。這評估會包括交通和街道數據資料，例如：交通事故，在 California 街和周圍的街道車輛流量及安全駕駛行為的變化。此外，我們亦會透過電郵收集鄰里的反饋。

在 2019 年進行的項目外展時，我們收集了很多社區的反饋。這反饋會幫助我們進行項目評估和監測。欲得知更多有關項目的詳情，請瀏覽 SFMTA.com/CaliforniaSafety。

在縮減車道後想要進一步提供反饋，請發郵件至 CaliforniaSafety@SFMTA.com。

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