

Welcome!



Vision Zero

The City and County of San Francisco adopted Vision Zero San Francisco as a policy in 2014, committing an effort to prioritize street safety and eliminate traffic deaths in San Francisco by 2024. The San Jose Road Diet Pilot Project is working towards this overarching citywide initiative.

Core Principles

Achieving zero fatalities is a shared responsibility among everyone. Below are the five core principles that will guide us as we work together:

1. Traffic deaths are preventable and unacceptable.
2. Safety is our highest priority.
3. Human error is inevitable and unpredictable. We should design the transportation system to anticipate error so the consequence is not severe injury or death.
4. Safe human behaviors, education about enforcement of safety rules, and vehicle technologies are essential contributors to a safe system.
5. People are inherently vulnerable and speed is a fundamental predictor of crash survival. The transportation system should be designed for speeds that protect life.

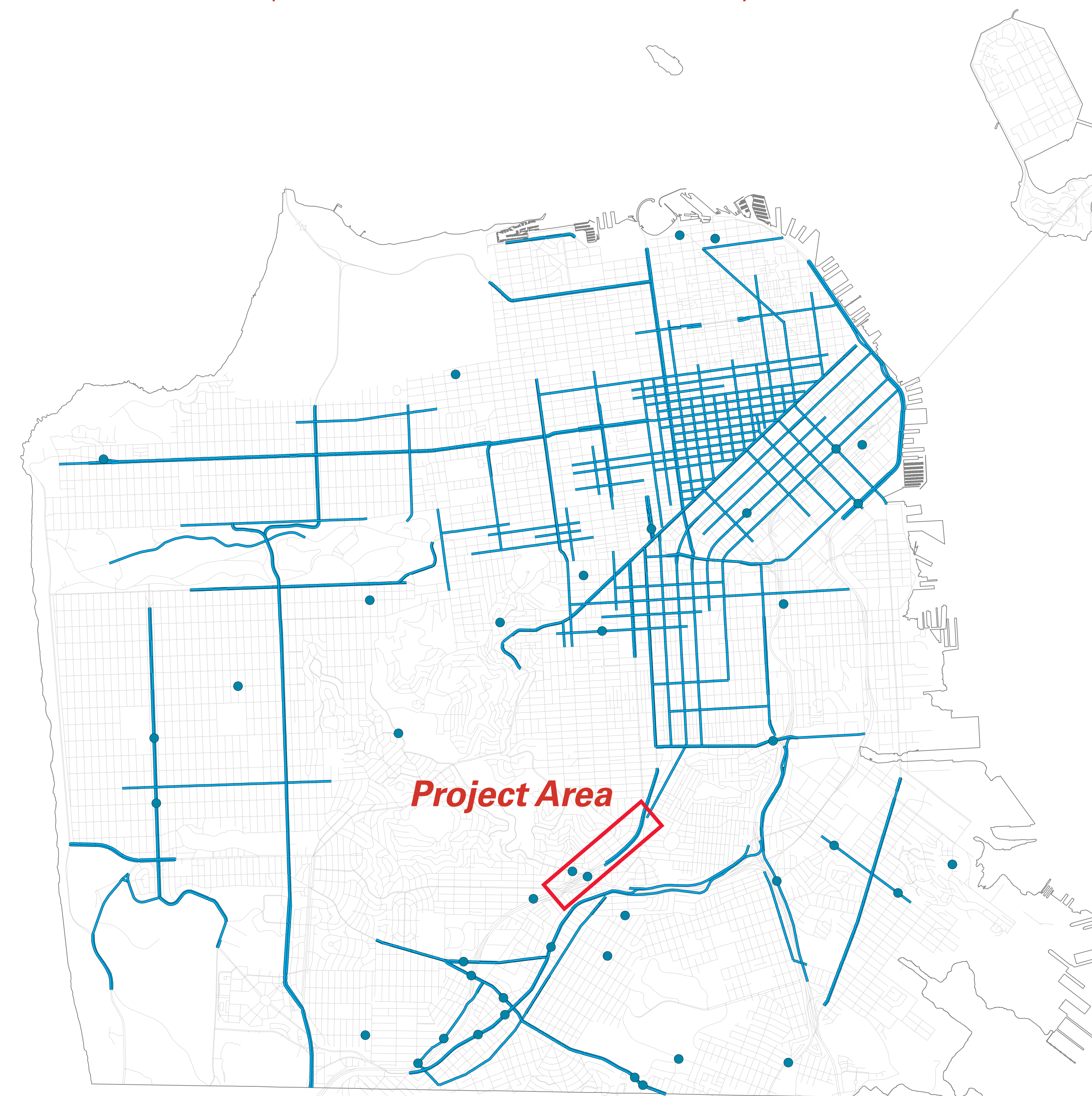
Two-Year Action Strategy

The Vision Zero Two-Year Action Strategy outlines specific projects and policy changes the City plans to pursue in the next two years, which fall in the following categories:



Vision Zero High Injury Network

More than 70 percent of severe and fatal traffic injuries occur on just 12 percent of San Francisco streets. The Vision Zero High Injury Network is comprised of 125 miles of roadway.



For more information, please visit: www.visionzerosf.com

History & Context

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

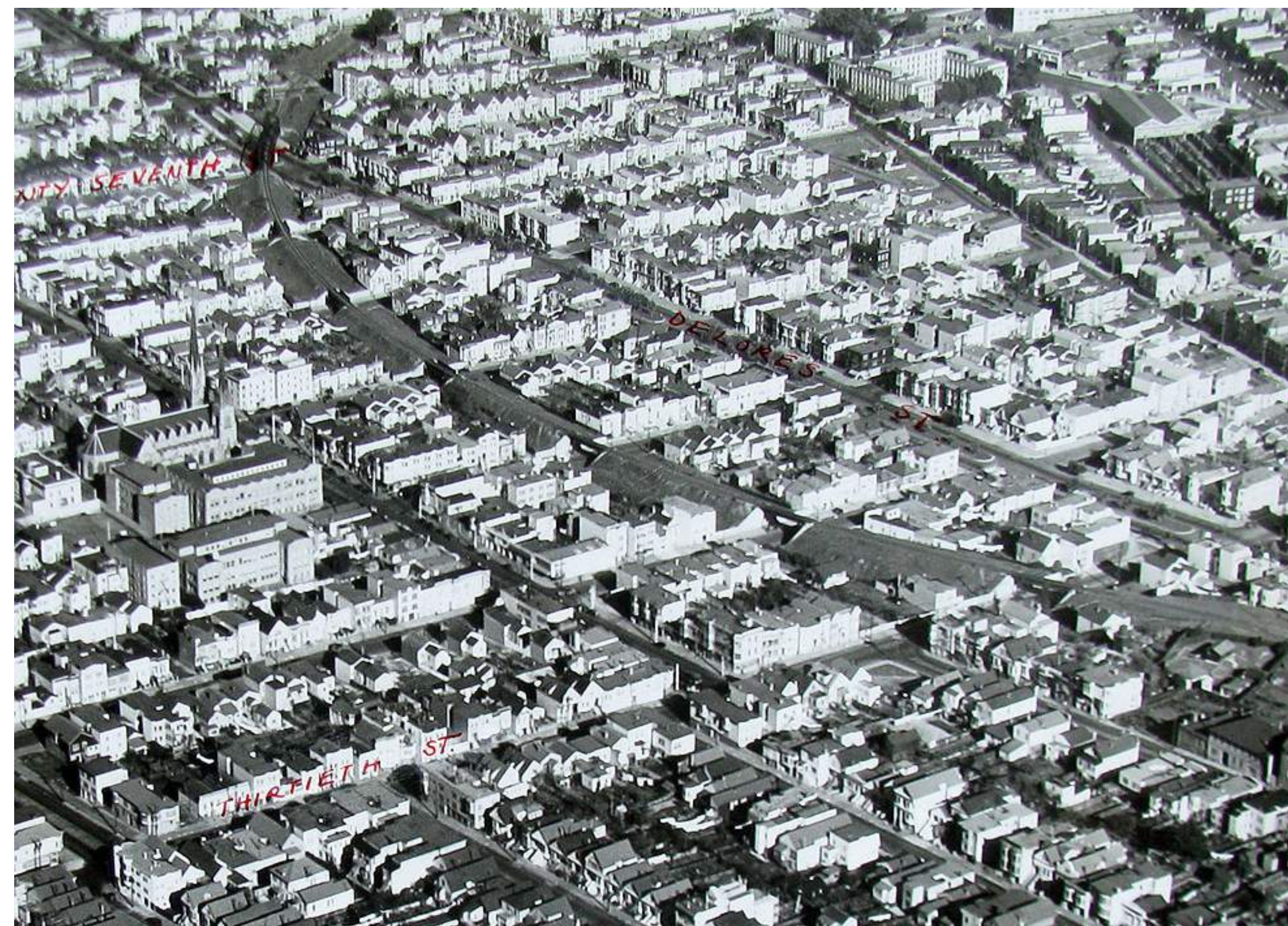


Image: SF Planning

Glen Park Community Plan



Image: SF Planning

Goals & Scope



Pilot Project Goals

The San Jose Road Diet Pilot Project was scoped with the goals of increasing safety for motorists, bicyclists and pedestrians along the corridor by:

- Reducing traffic speeds on northbound San Jose Avenue by reducing the number of traffic lanes on the I-280 off-ramp and on San Jose Avenue
- Reducing cut-through traffic from northbound I-280
- Facilitating safer turning movements to & from northbound San Jose Avenue and adjacent residential streets
- Leveraging excess road space by upgrading the existing northbound bicycle lane with a wider, more separated bikeway

Pilot Project Scope

Through the Pilot Project, SFMTA is working with Caltrans towards a community-driven vision for a safer corridor. A reconfiguration was proposed to:

1. Eliminate one travel lane from Northbound San Jose Avenue; and then
2. Convert the two-lane I-280 off-ramp into a single lane

The Pilot Project tests whether this new configuration can slow free-flow speeds to a target of 35 MPH on Northbound San Jose Avenue. This pilot is limited to temporary changes – namely paint – in the existing road space. The following data and observations will be evaluated to determine the pilot's success:

Pre-pilot: SFMTA and Caltrans used travel models to project that a single-lane off-ramp and two-lane Northbound San Jose Avenue would not significantly delay operations on the I-280 freeway mainline.

Pilot Phase 1: SFMTA reduced Northbound San Jose Avenue between the I-280 off-ramp and Randall Street to two lanes, adding a buffer to the existing bicycle lane with the newly added space.

Evaluation: Traffic volume and speed data collected showed that speeds did not decrease to the desired 35 MPH goal.

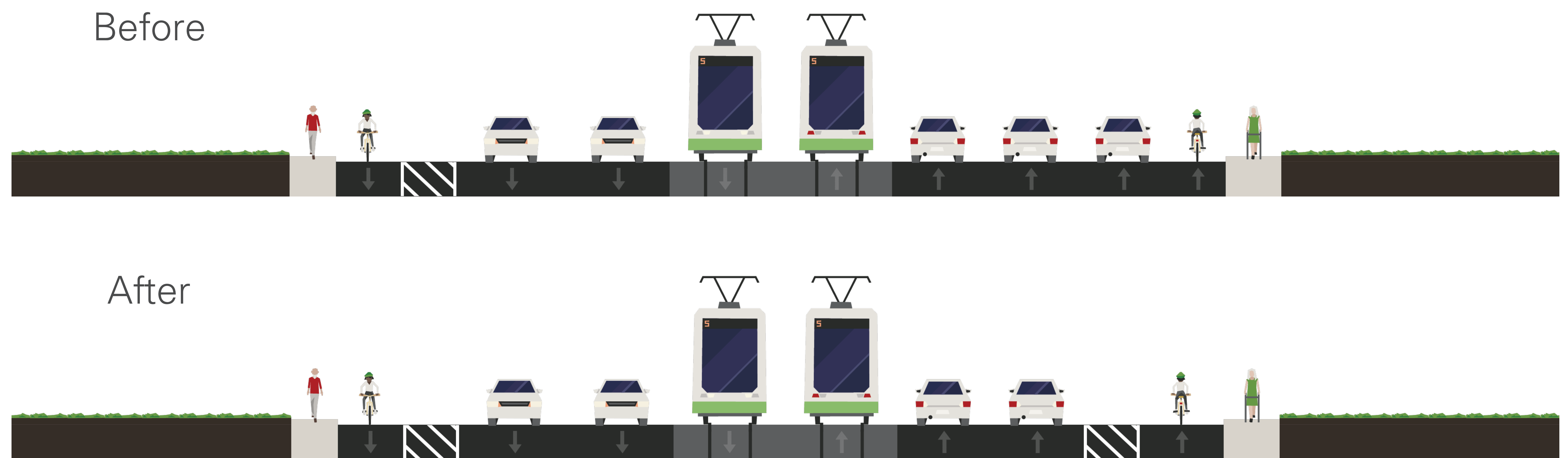
Pilot Phase 2: SFMTA worked with Caltrans to adjust the freeway off-ramp from two lanes into a two- to one-lane merge in order to further slow upstream traffic.

Ongoing Evaluation: SFMTA and Caltrans are collecting traffic speed and volume data to assess whether the off-ramp changes have succeeded in slowing speeds on Northbound San Jose Avenue. Congestion is also being closely monitored through travel time surveys.

Implemented Changes

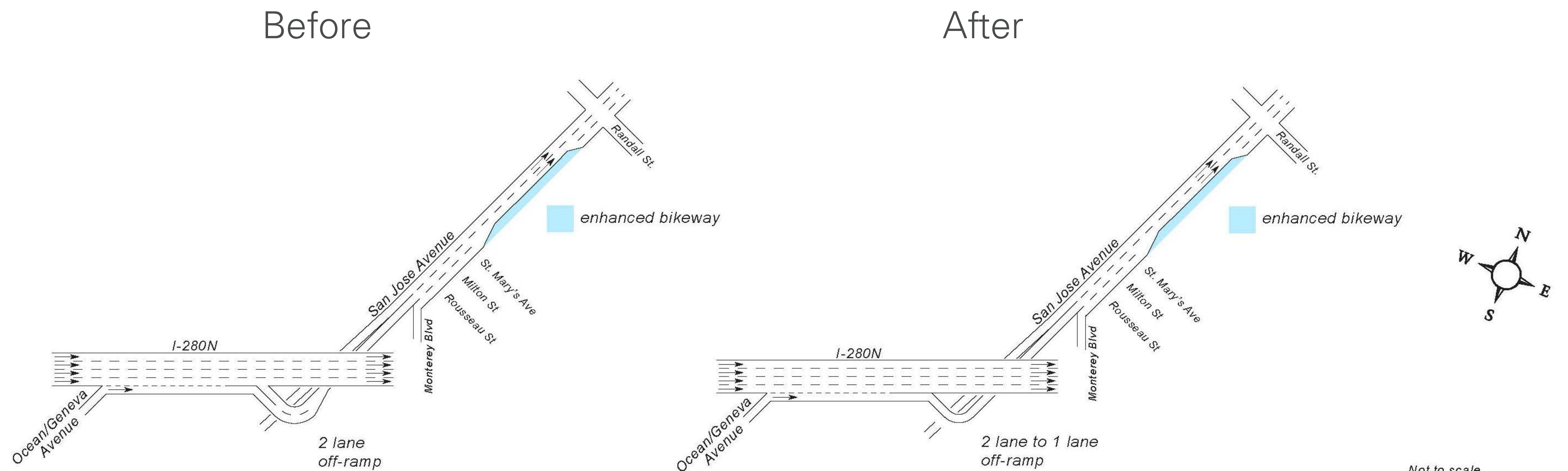
Phase I (Northbound San Jose Avenue)

SFMTA reduced Northbound San Jose Avenue between the I-280 off-ramp and Randall Street to two lanes, adding a buffer to the existing bicycle lane with the newly added space.



Phase II (Northbound I-280 Off-Ramp)

SFMTA worked with Caltrans to adjust the freeway off-ramp from two lanes into a two- to one-lane merge in order to further slow upstream traffic.

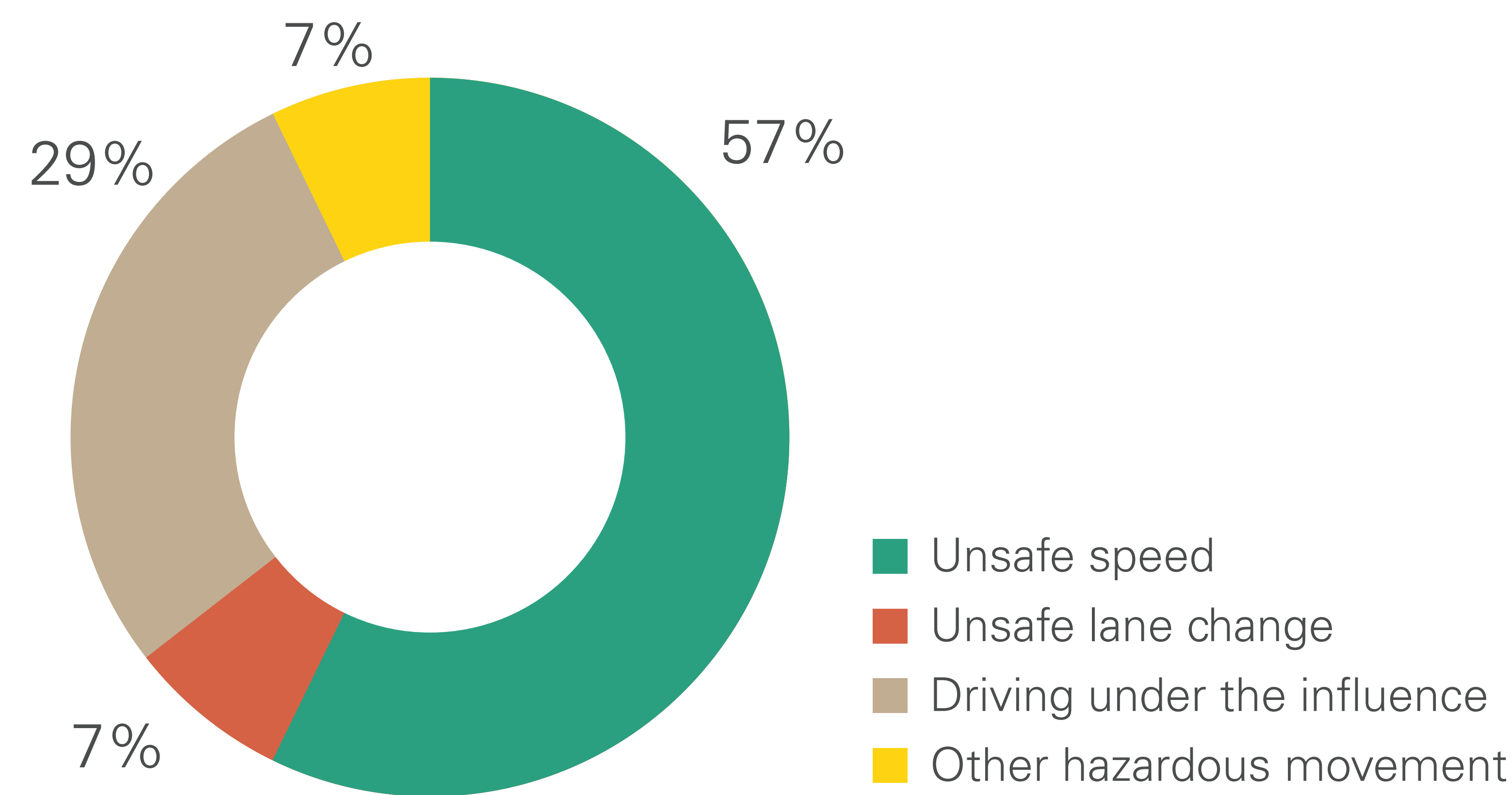


Not to scale

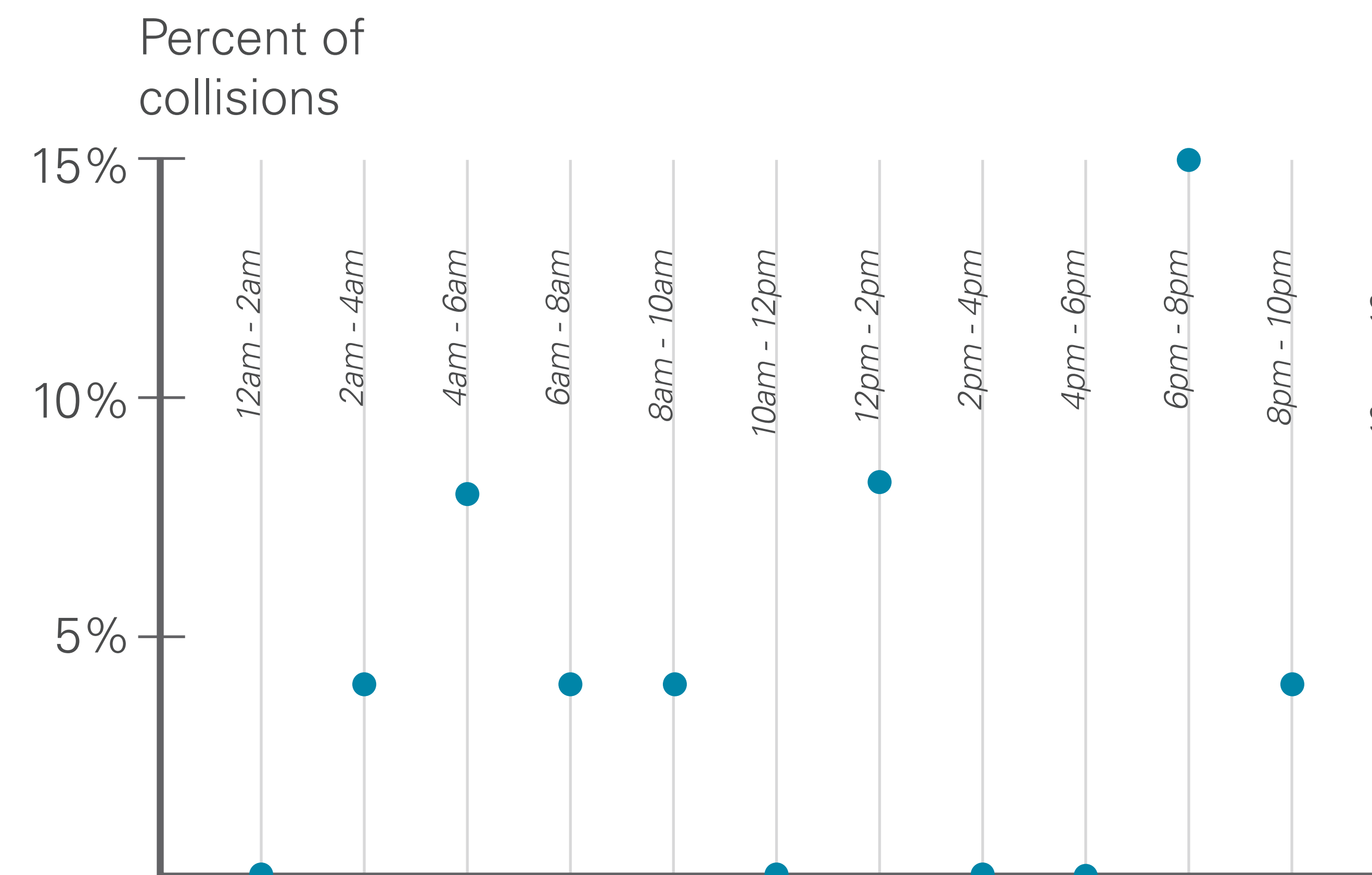
Collision History

14 collisions were reported on northbound San Jose Avenue between the I-280 Off-Ramp and Randall Street from 2010 to 2014, resulting in 22 injured persons.

Collisions by Primary Collision Factor



Collisions by Time of Day



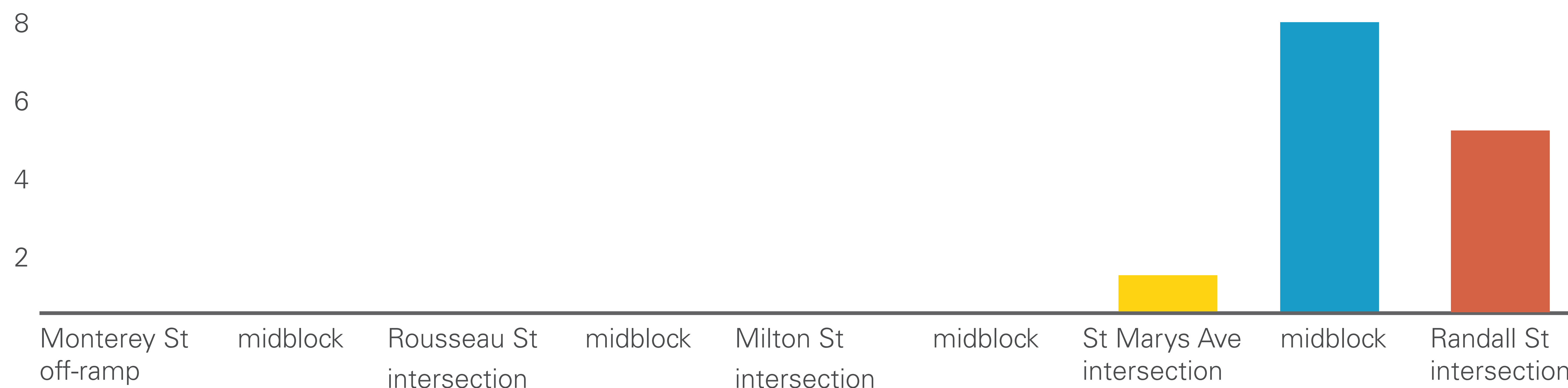
57%

of the collisions reported were due to unsafe speeding, making it the primary collision factor for this area of San Jose Avenue.

43%

of all collisions were rear-end collisions.

Collisions by Location



36%

of all collisions involved only one vehicle, all of which were with a fixed object.

Vehicular Volumes & Speeds

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 (shown below). The survey took place over multiple AM and PM peak periods in July and August.

During free-flow traffic, the average drive time is 4 minutes. Results of the drive time analysis show approximately 2 minutes of delay in the AM and PM peak periods, with most of the delay occurring near the approach at Randall Street, primarily due to the left turn lane of San Jose Avenue onto Dolores Street. At this location, drivers sometimes have to wait more than one traffic signal cycle to make the left turn onto Dolores Street during peak traffic.

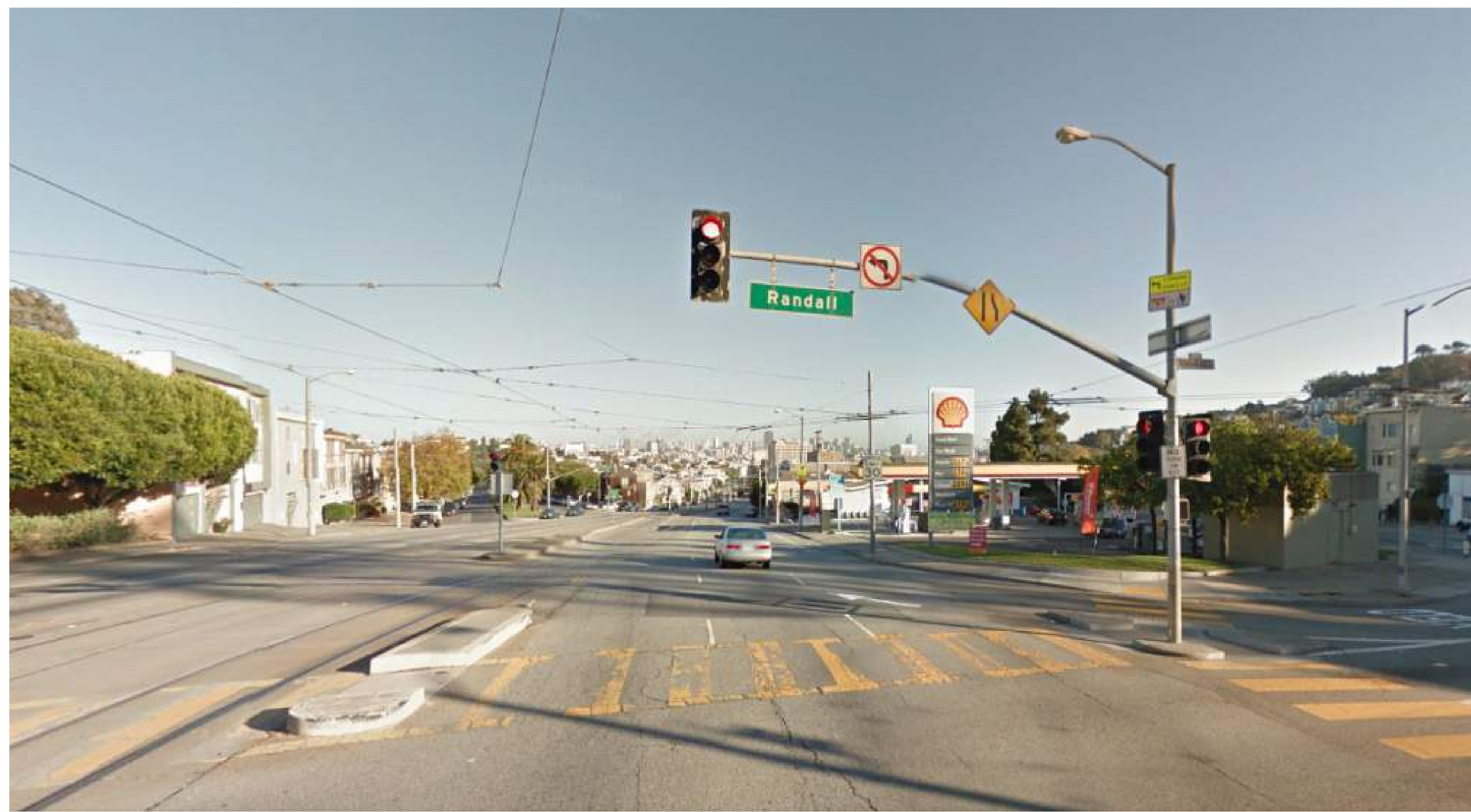


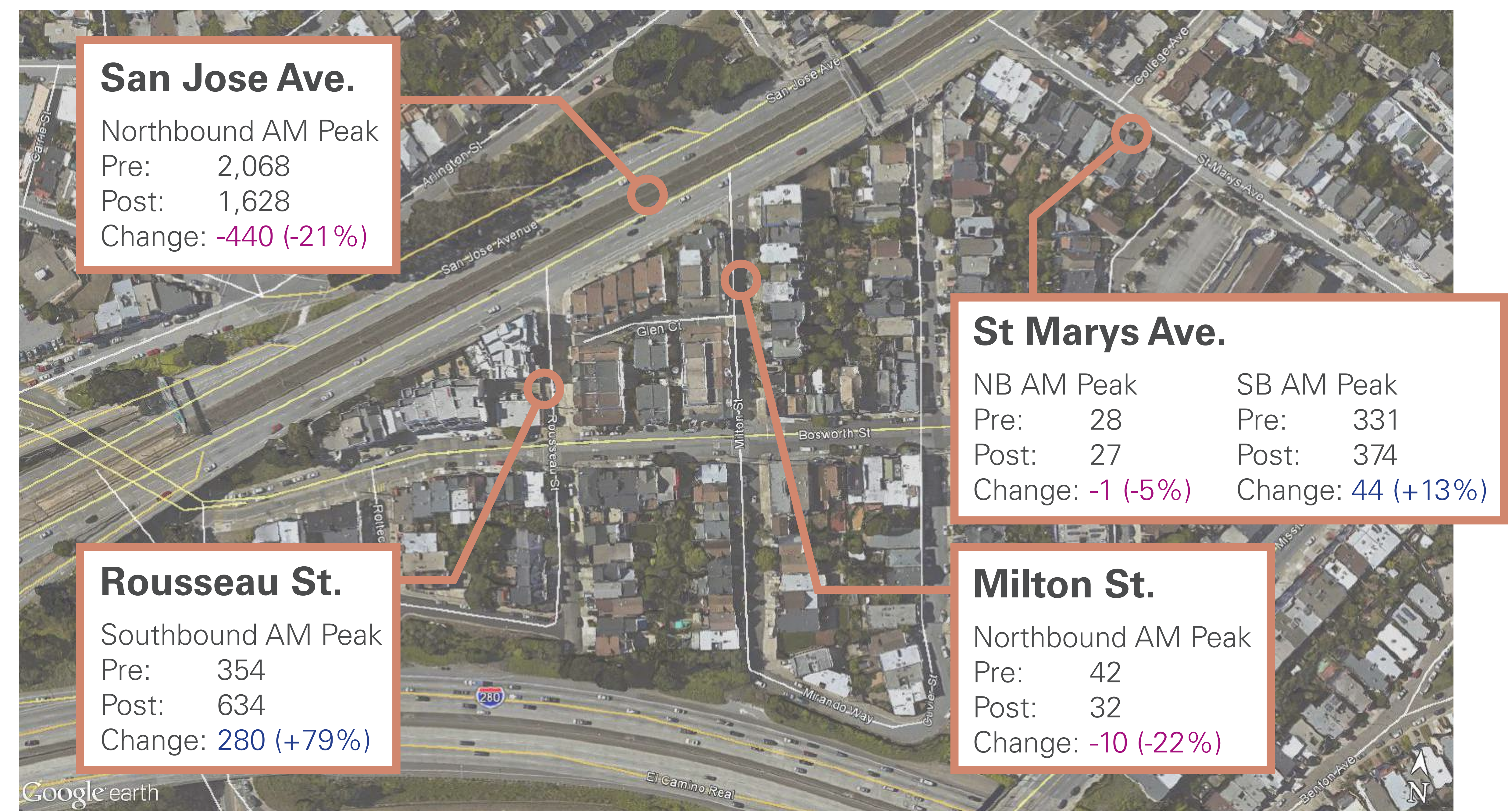
Image: Google Maps

Vehicular Speeds (AM Peak Period)

Street	Pre-Pilot	Post-Pilot	Change
North I-280 off-ramp (before NB San Jose Avenue)	52 mph	47 mph	-5 mph (-10% *)
San Jose Avenue (Northbound)	49 mph	46 mph	-3 mph (-6%)
Rousseau Street (Southbound)	13 mph	15 mph	+2 mph (+18% *)
Milton Street (Northbound)	23 mph	22 mph	-1 mph (-4%)
St. Marys Avenue (Southbound)	23 mph	27 mph	+4 mph (+19%)
St. Marys Avenue (Northbound)	16 mph	26 mph	+10 mph (+63%)

*Percentage change based on unrounded speeds

Vehicular Volumes



Bicycle Volumes

Summary

When Phase I of the pilot project was implemented in June 2014, a lane previously devoted to motor vehicle travel was repurposed to create space for a separated bicycle facility. With the new wider bike lane and buffer zone, evening peak bike traffic increased by 62 percent on northbound San Jose Avenue and the average daily bike traffic increased by 15 percent.

Though the widening and buffering of the existing bike lane was not the primary goal of the project, the number of bicyclists on San Jose has risen. This surge may be indicative of an increased feeling of comfort on San Jose Avenue.

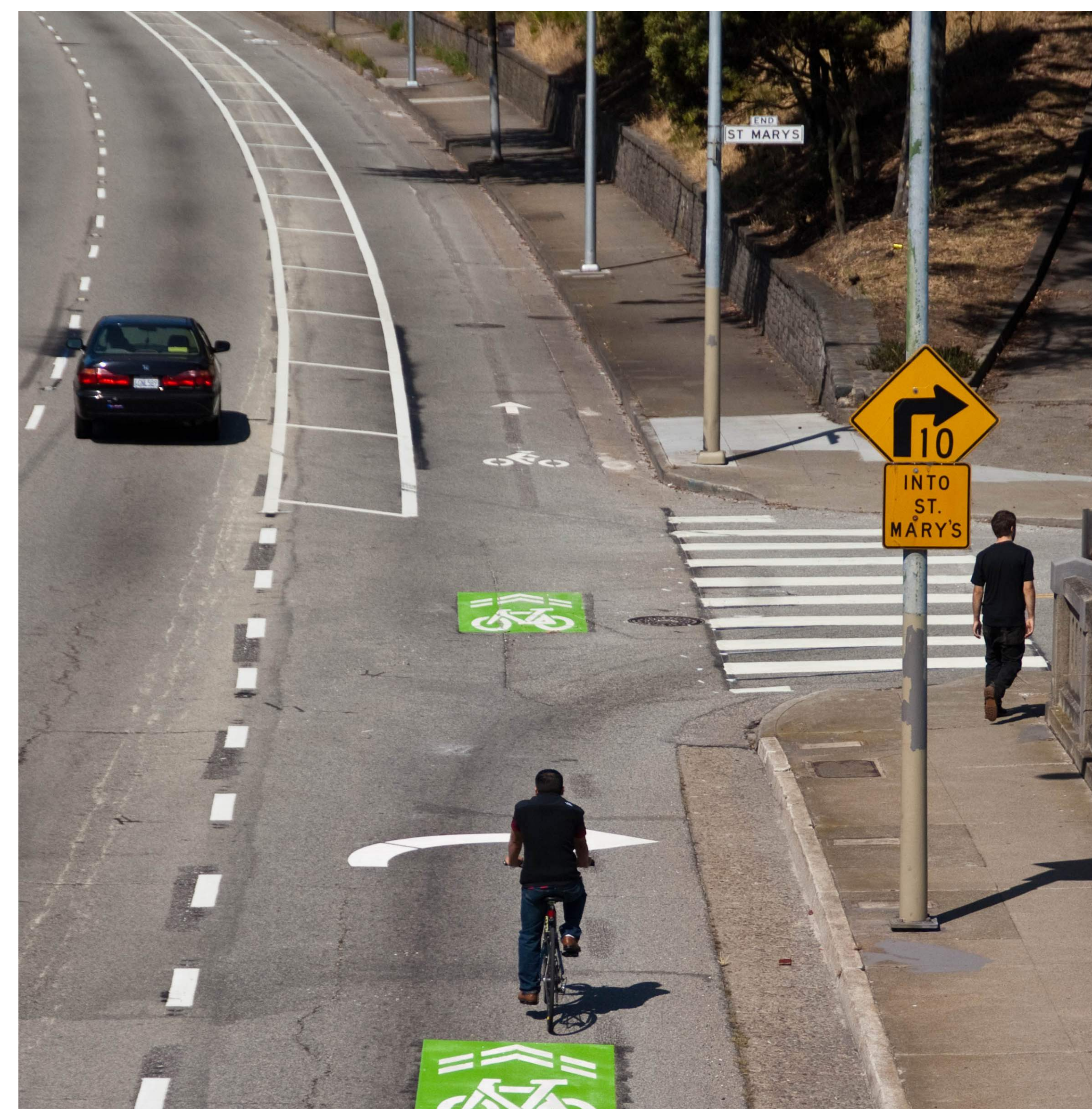
Number of Bicycles on San Jose Avenue

Period	Pre-Pilot	Post-Pilot	Change
AM Peak	24	27	+14%
PM Peak	19	31	+62%
Average Daily Volume	174	200	+15%

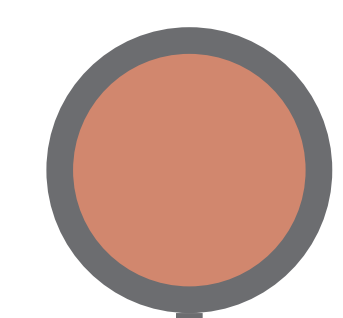
Before



After

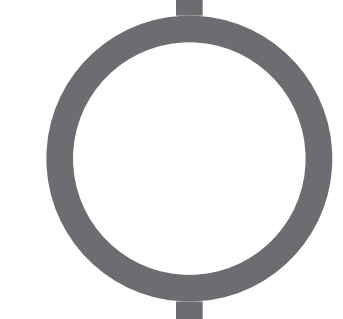


Next Steps



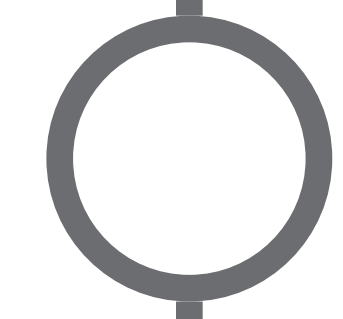
Today

You are here! SFMTA is at Glen Park School to guide the community through the project.



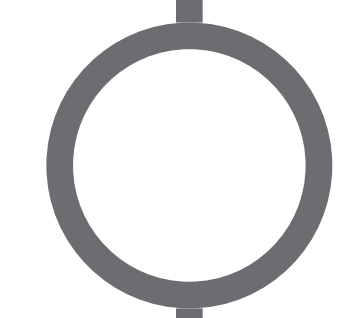
Fall 2015

SFMTA and Caltrans will continue to collect data to monitor traffic, speeds and congestion once school is in session. Data collected will include traffic counts, speeds, travel time surveys, and community feedback.



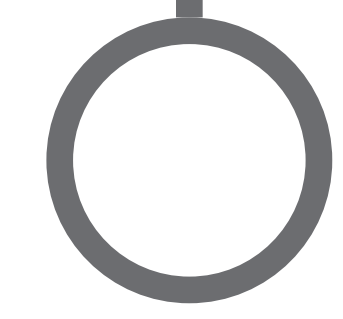
Winter 2015

If the pilot project successfully slows speeds, SFMTA staff will recommend it as a permanent roadway configuration to the City Traffic Engineer.



Early 2016

SF Public Works will repave Northbound San Jose Avenue with the configuration ordered by the City Traffic Engineer.



Longer Term

Elected officials and community stakeholders will work together to identify longer-term enhancements to the corridor to help take additional steps towards a more livable city street.