SFMTA

California Street Safety Project

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Overview

- 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, 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
  - 7 involving pedestrians
  - In addition, 35 Muni-involved collisions

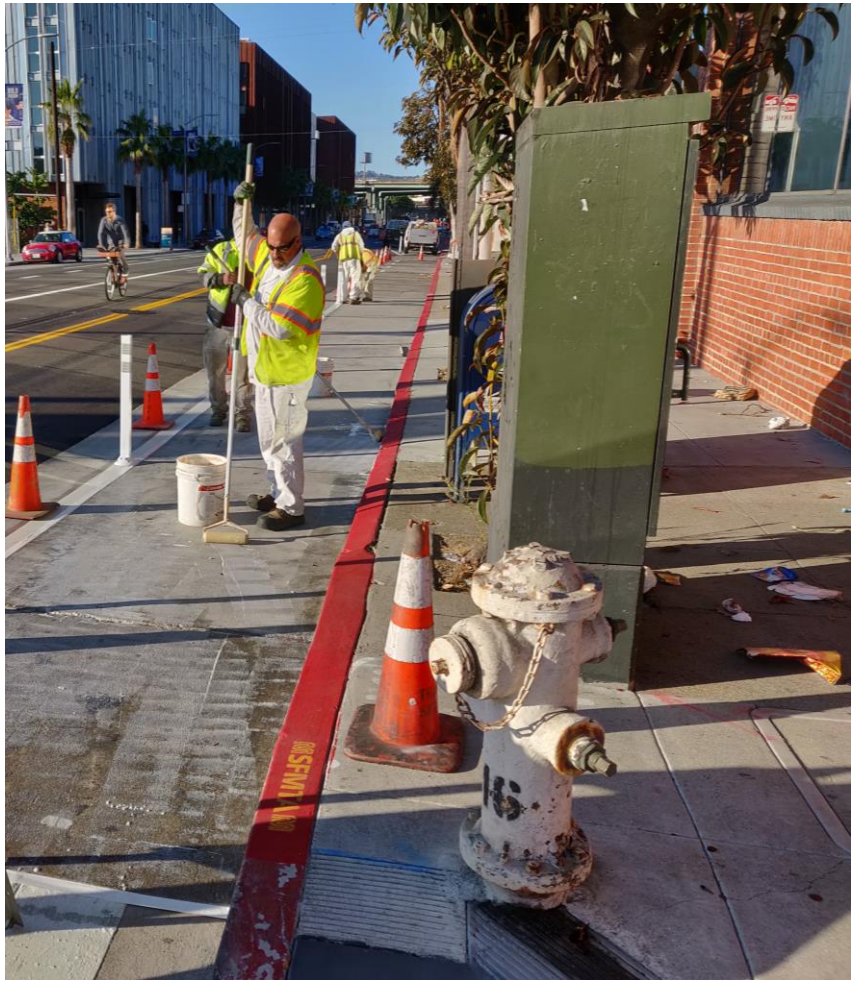
- This project is part of the Vision Zero Quick-Build Program that will immediately implement treatments to improve safety on streets with historically high rates of injury-related collisions

What is a Quick-Build?

Traffic safety improvements that are:

- Easy to implement
- Lower cost
- Adjustable/ reversible

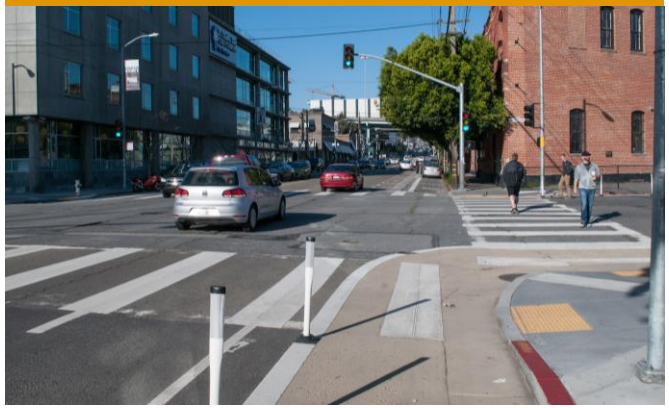
Design, construct, and evaluate more nimbly



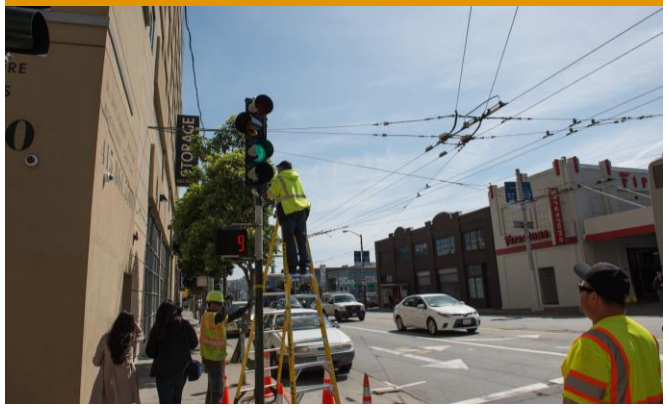
Quick-Build Improvements

Typical quick-build improvements include:

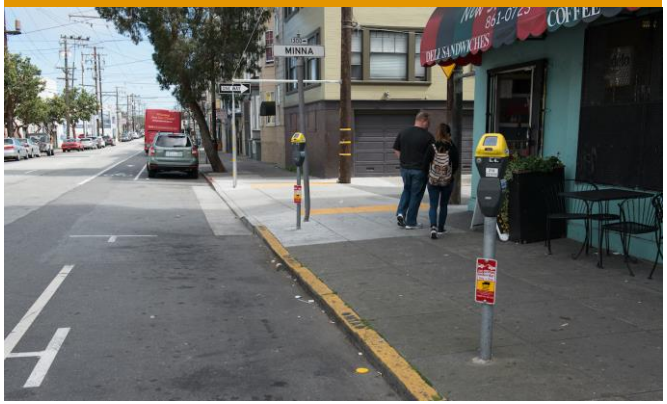
Paint, signs, and delineators



Signal timing changes



Parking and loading changes



Transit boarding islands

Lanes are too narrow for 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.

Planned Safety Improvements

- **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)*
- Modify roadway configuration from **4 lanes to 3 with center turn lane (road diet)**

Example: Daylighting

Example: Road diet

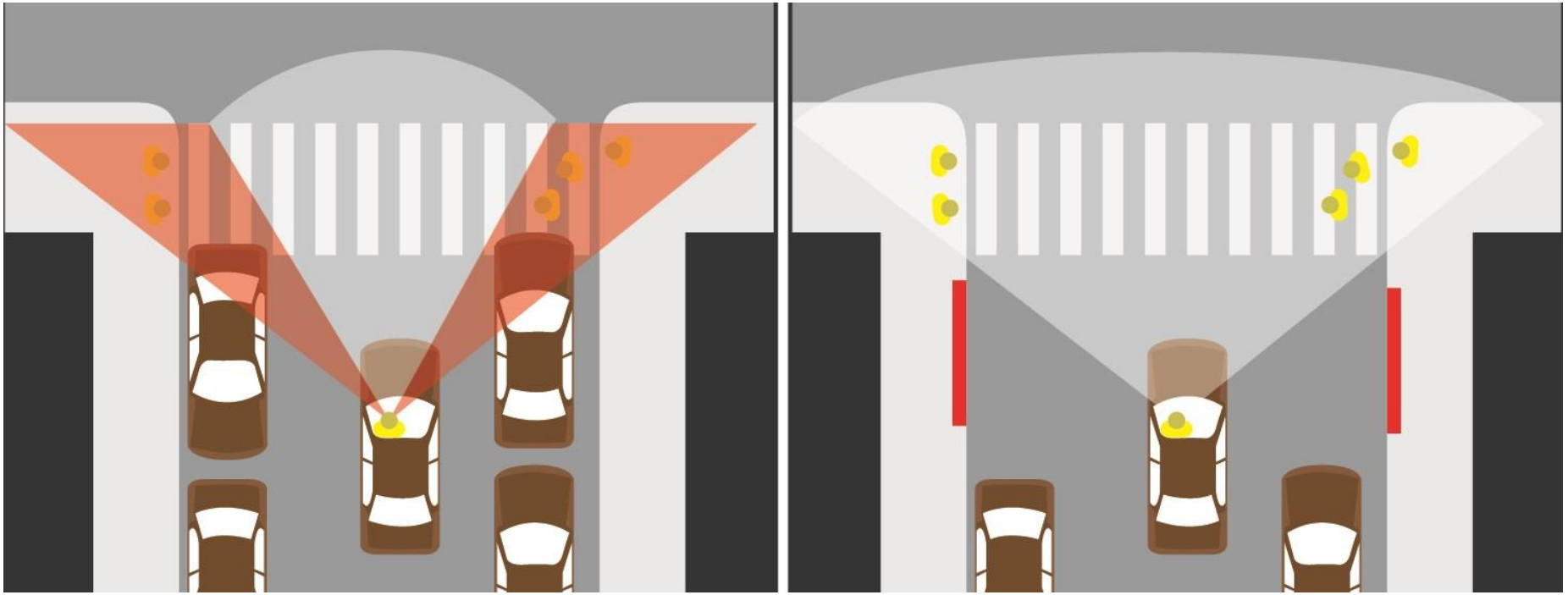
Planned Street Layout

Benefits of Road Diets

- Reduces speeding and risk of collision by reducing the number of lanes
- Wider lanes provide room for safe operation of Muni and other traffic
- Fulton: Road diet **reduced collisions by over 40%**
- 25th Avenue: Road diet **reduced collisions by 20%**

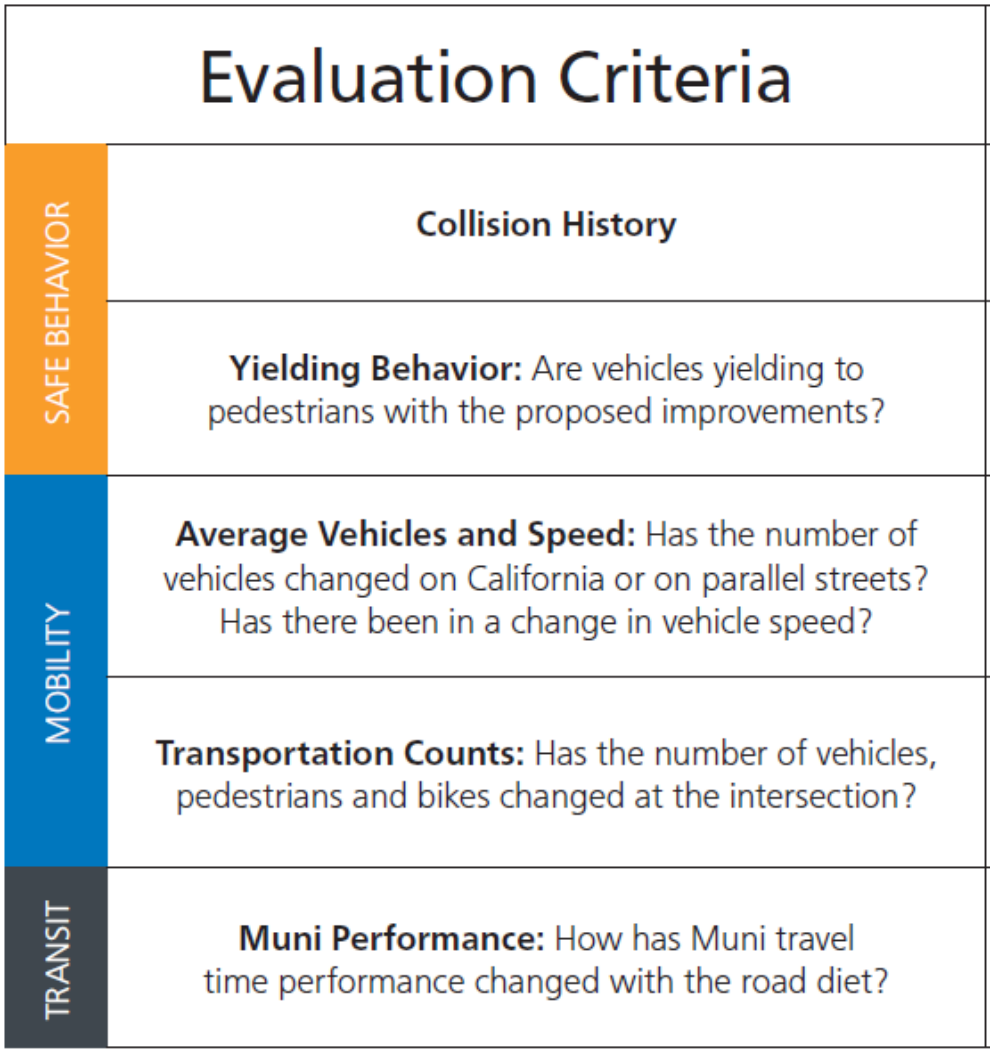
Example: 25th Avenue Road Diet

Daylighting increases visibility



- Daylighting increasing sightlines for people driving and walking
- This treatment has **reduced collisions by 14%** in other locations in the city

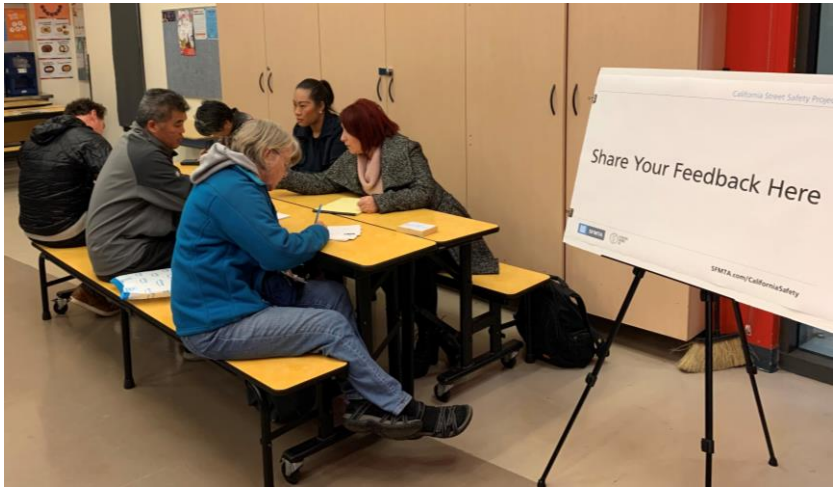
How we're evaluating the project



Measuring any traffic diversion to side streets

Community outreach

- Community open house and public hearing in November 2019 attended by over 75 people
- Notices posted along California Street
- Project updates by email
- Meeting notification in Supervisor Fewer's newsletter and Richmond Review
- Meetings with local stakeholders



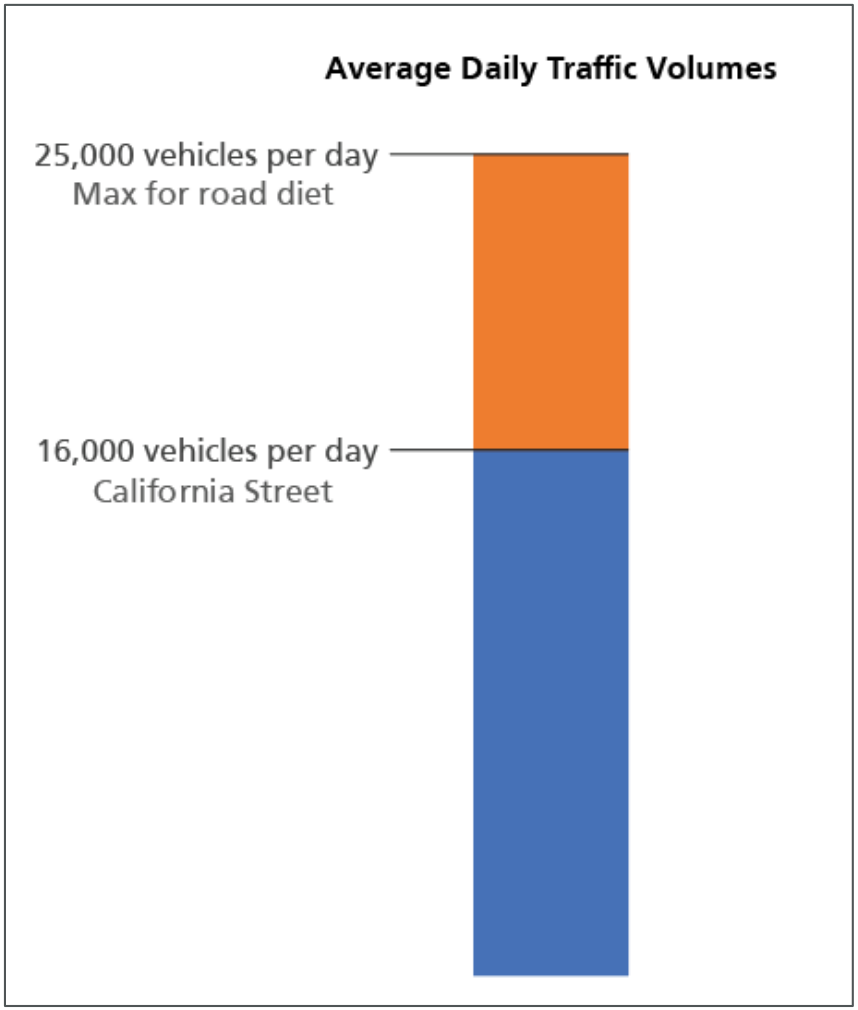
What did we hear from neighbors?

Overall themes:

- Support for improved pedestrian safety
- Concern about traffic congestion
- Concern about traffic diversion

Addressing traffic diversion

- Based on community feedback, we collected additional data to verify initial analysis
- Results confirm California's capacity to handle traffic without significant diversion after 4 to 3 lane conversion
- Strategies for ensuring traffic isn't diverted to side streets:
  - Closely monitor diversion during evaluation
  - Make additional adjustments if needed (e.g. signal timing changes)



Schedule and Next Steps

December 2019	Implemented initial safety elements
February 2020	Implemented daylighting
April-May 2020	Implement road diet
May 2020	Begin 2-year evaluation period
Late 2020	Report on initial results of evaluation
Fall 2022	Report on final results of evaluation

Example Project Evaluation

Pilot Project Evaluation Key Findings

LOADING BEHAVIOR

\+ The proportion of people loading in the bike lane decreased **from 60.5% to 0.7%** with the implementation of a separated bike facility and more designated loading zones

+/- Double parking still occurs in vehicle lanes, but decreased **from an average of 14 to 8 vehicles per peak hour** after the pilot was implemented. The median loading time for double parkers decreased **from 4.6 minutes to 24 seconds**

Double Parking

Passenger vehicles represent the majority of double parking post pilot

93% of commercial vehicles are loading in designated loading zones

Lessons Learned and Next Steps

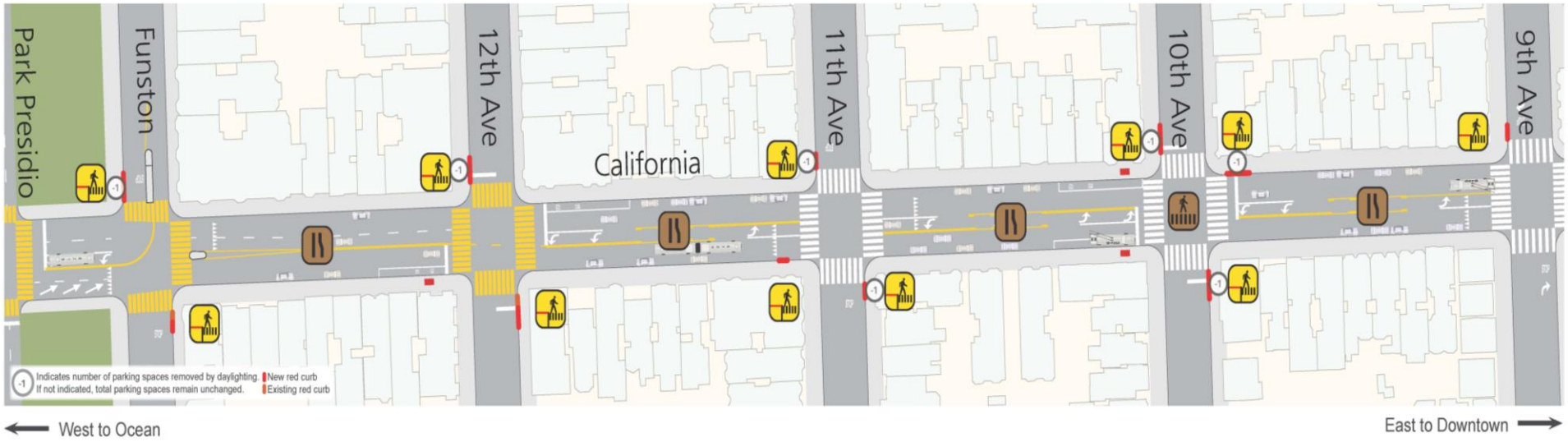
- Preliminary findings from the pilot were positive and show that the protected bikeway and curb management changes have improved traffic safety, significantly reducing conflicts between vehicles and bikes (i.e. dooring, double parking, and parking maneuvers).
- Although these findings are encouraging, mixing zones and double parking remain an issue. The project team will explore design changes to address these challenges, including replacing mixing zones with separated signals and additional physical barriers. Signal separation was implemented at Valencia and Duboce streets in early August 2019.
- The project team will share the final project evaluation report in fall 2019. The report will also inform a quick-build project on Valencia Street from 19th Street to Cesar Chavez, which has similar physical constraints as this pilot area. This quick-build is anticipated to be completed by spring 2020.

For more information, visit sfmta.com/valencia

Valencia Street between 14th and 15th streets

Street Design by Block

Funston to 9th Avenue



9th to 5th Avenue

5th Avenue to Arguello Boulevard