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:

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

Before

After

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.

Before

After
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

- 57% due to unsafe speeding
- 43% rear-end collisions
- 36% one vehicle, all with a fixed object

Collisions by Location

- Monterey St off-ramp: 8
- Monterey St midblock: 6
- Rousseau St intersection: 4
- Milton St midblock: 4
- St Marys Ave intersection: 2
- Randall St intersection: 2
- Rooseuau St midblock: 2
- Randall St midblock: 2

Collisions by Time of Day

- 57% due to unsafe speeding, making it the primary collision factor for this area of San Jose Avenue.
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.

**Vehicular Speeds (AM Peak Period)**

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

*Percentage change based on unrounded speeds

**Vehicular Volumes**

- **San Jose Ave.**
  - Northbound AM Peak
  - Pre: 2,068
  - Post: 1,628
  - Change: -440 (-21%)

- **St Marys Ave.**
  - NB AM Peak
  - Pre: 28
  - Post: 27
  - Change: -1 (-5%)
  - SB AM Peak
  - Pre: 331
  - Post: 37
  - Change: 44 (+13%)

- **Rousseau St.**
  - Southbound AM Peak
  - Pre: 354
  - Post: 634
  - Change: 280 (+79%)

- **Milton St.**
  - Northbound AM Peak
  - Pre: 42
  - Post: 32
  - Change: -10 (-22%)
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.

<table>
<thead>
<tr>
<th>Period</th>
<th>Pre-Pilot</th>
<th>Post-Pilot</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak</td>
<td>24</td>
<td>27</td>
<td>+14%</td>
</tr>
<tr>
<td>PM Peak</td>
<td>19</td>
<td>31</td>
<td>+62%</td>
</tr>
<tr>
<td>Average Daily Volume</td>
<td>174</td>
<td>200</td>
<td>+15%</td>
</tr>
</tbody>
</table>

Before

![Before Image]

After

![After Image]
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.