

California Street Safety Project-SFMTA

The San Francisco Municipal Transportation Agency (SFMTA) has been an advocate for evaluating roadway networks and assessing the needs of their ever-changing roadway users. The SFMTA Vision Zero High Injury Network and Vision Zero Quick Build Projects identify roadway safety improvements throughout the city with the goal to complete 15 quick build projects through 2020. Vision Zero Quick Build is a tool to implement fast and easy engineering improvements that have significant impacts in reducing roadway fatalities and serious injuries. Quick build improvements include changes such as roadway striping, visibility, signal timing, and transit boarding islands.

Identified as part of the Vision Zero High Injury Network and Quick Build Projects, the California Street Safety Project, like many road diet projects in the city, intended to improve traffic safety. The project implemented a road diet by reducing roadway geometry from four lanes to three, updated crosswalks to high-visibility crossings, and incorporated daylighting techniques by eliminating visual barriers within 10 feet of a crosswalk.

The project spans 17 blocks along California Street from Arguello Boulevard to Park Presidio Boulevard. California Street is a four-lane roadway and Muni transit corridor. The travel lanes are narrow for standard vehicles, measuring 8-9 feet, and pose increased safety concerns for the larger roadway users like the bus service that runs along the corridor. The narrow roadways often resulted in conflicts between public transit and other roadway users. This is consistent with historical collision data which shows that this segment had 35 transit collisions over the past 5 years. In total, this segment has had 57 injury collisions and 4 pedestrian-involved collisions.

Substantially completed, the California Street Safety Project has made the roadway segment more user friendly for a variety of users. Reconfiguring the roadway to include one lane in each direction with a flexible center turn lane provides adequate room for vehicles and transit alike. Similar road diet projects in the city have been proven to reduce collisions by 20-40% in the city. Daylighting and crosswalk striping projects are proven safety countermeasures that keep pedestrians visible on the roads.

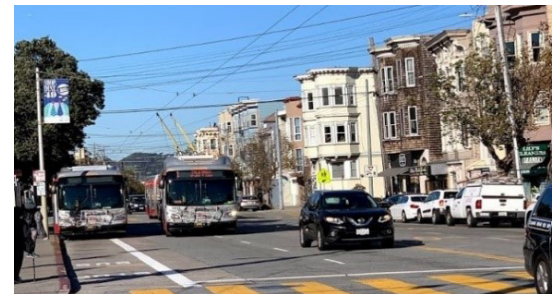


Figure 1: Former Conditions



Figure 2: Post Project Conditions

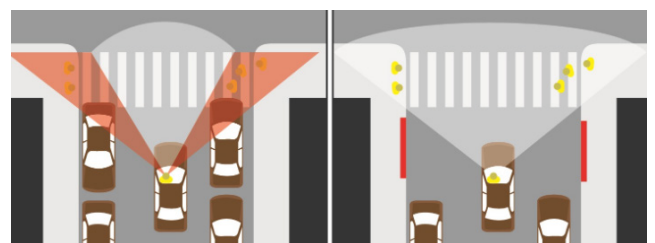


Figure 3: Diagram of "daylighting". Clearance of a few feet yields visibility improvements near intersections