Vision Zero Ramps Study Overview

San Francisco County Transportation Authority

STUDY SCOPE

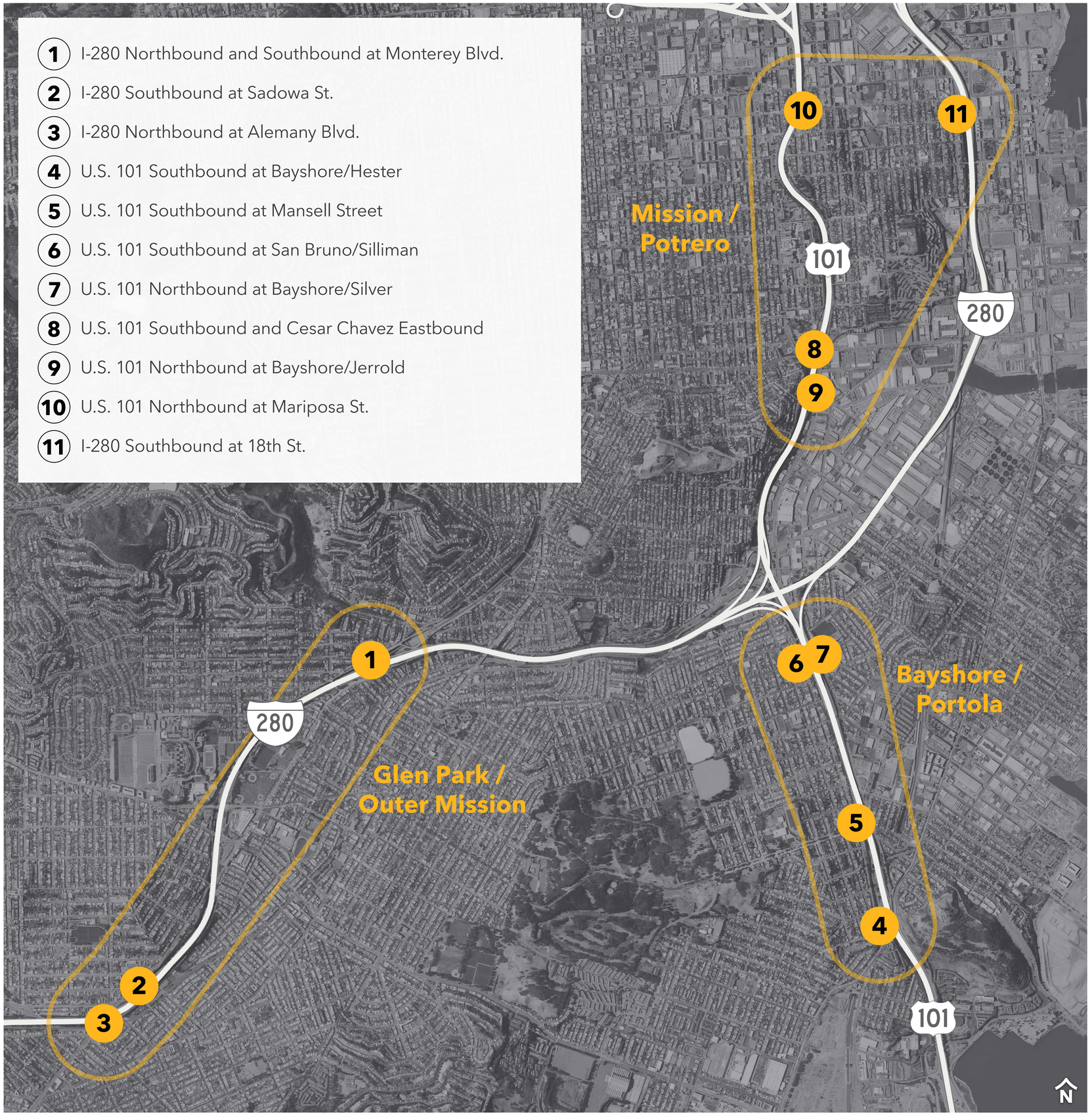
The Vision Zero Freeway Ramps Study will identify safety improvements at freeway ramp touchdowns to support Vision Zero – San Francisco's commitment to eliminate traffic fatalities and reduce severe injuries.

STUDY LOCATION

Ramps were identified in the 2022 Streets and Freeways Strategy. Most of the ramps are on the Vision Zero High Injury Network and/or in Equity Priority Communities.

STUDY GOALS

- Improve safety for people walking and biking
- Improve bike and pedestrian network connectivity
- Maintain circulation for all modes
- Implement road changes quickly



Vision Zero Ramps Study Process

San Francisco County Transportation Authority

WHAT WE HEARD IN ROUND 1 OUTREACH

- Safety for people walking and biking was the top identified priority
- High vehicle speeds and driver delays were the most cited challenges
- Restriping and upgrades to signals and signs were the most commonly desired improvements
- At some ramp locations, participants also frequently expressed a desire for improved bicycling conditions.



HOW WE DRAFTED PROPOSALS

We considered community feedback, safety data, and input from our agency partners (including the SFMTA and Caltrans), to develop draft proposals for safety improvements at each ramp that advance the Study's goals.

TYPES OF PROPOSALS

Quick-Build (QB): Proposals with limited design complexity, coordination needs, and costs.

Mid-Term (MT): Proposals that require more design work, interagency coordination, and funding before advancing to implementation.

Continuing Study (CS): Proposals that require more dedicated planning work to confirm feasibility and fully define.

Parallel Project (PP): Potential improvements already being studied or advanced by other agencies.

Take our survey!

Please share your feedback about these proposals.

I-280 Northbound and Southbound at Monterey Blvd.

San Francisco County Transportation Authority

DRAFT SAFETY PROPOSALS

Place a blue dot ● next to the proposals you feel advance the study goals
Place a red dot ● next to proposals you do not feel advance the study goals

QB 1 Paint bike lane striping to guide bicycles and vehicles through the intersection

QB 2, 3 Convert existing sharrow markings to a striped lane to guide bicycles through the intersection

QB 4 Provide designated space for bicycles to queue alongside vehicles

QB 5 Re-paint striping to provide clear paths of travel

QB 6 Install low profile rubber speed bumps to discourage speeding

QB 7 Adjust striping to provide clear paths of travel

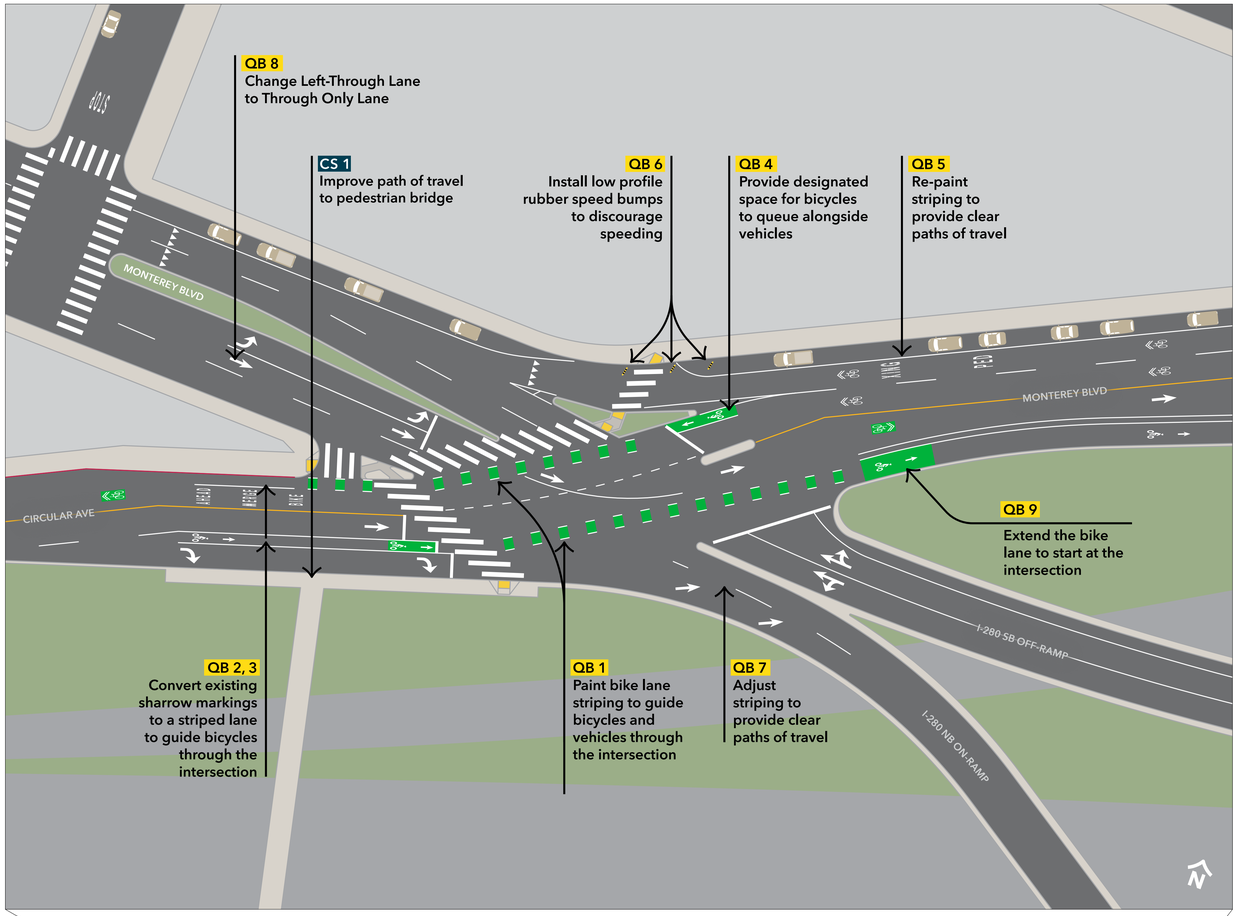
QB 8 Change Left-Through Lane to Through Only Lane

QB 9 Extend the bike lane to start at the intersection

CS 1 Improve path of travel to pedestrian bridge

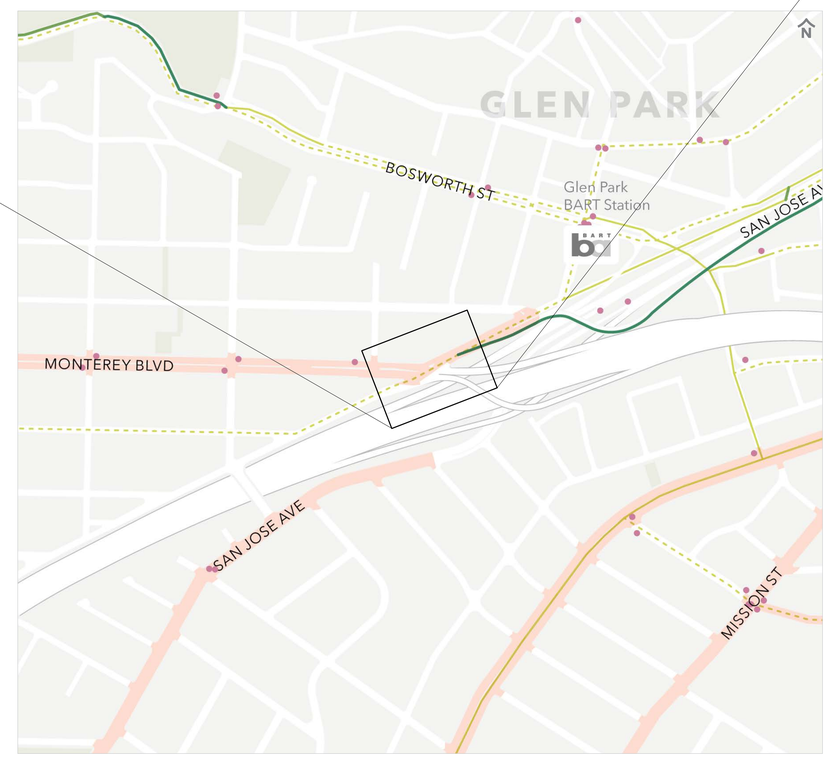
Common Challenges Heard

- Conflicts between modes
- Vehicle speeds
- Complex paths of travel



Crash Data (2019 – 2023)

- 4 Total



- 2024 High Injury Network
- Class IV Separated Bikeway
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Muni Stop

I-280 Southbound at Sadowa St.

San Francisco County Transportation Authority

DRAFT SAFETY PROPOSALS

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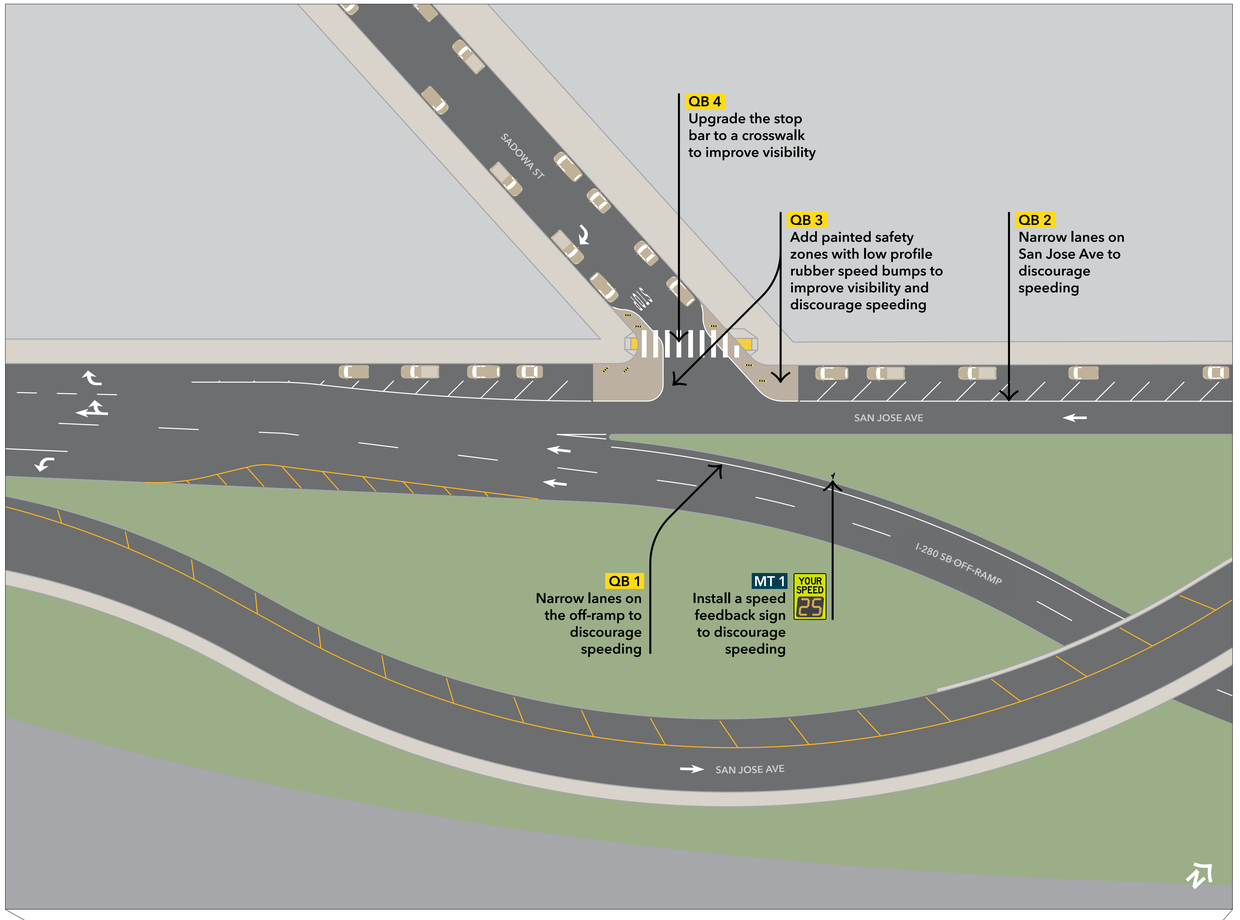
QB 1 Narrow lanes on the off-ramp to discourage speeding

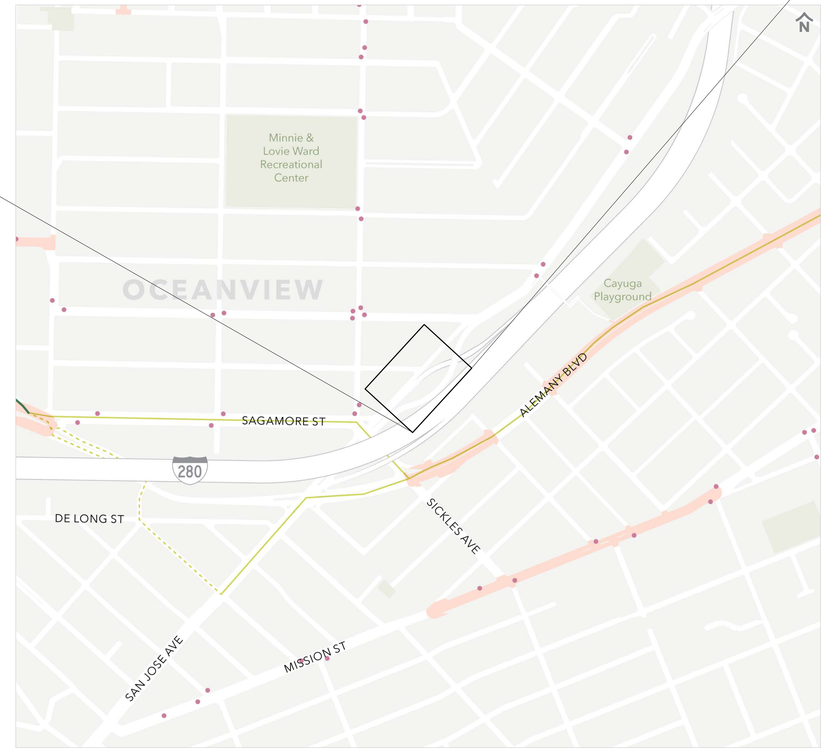
QB 2 Narrow lanes on San Jose Ave to discourage speeding

QB 3 Add painted safety zones with low profile rubber speed bumps to improve visibility and discourage speeding

QB 4 Upgrade the stop bar to a crosswalk to improve visibility

MT 1 Install a speed feedback sign to discourage speeding





Common Challenges Heard

- Vehicle speeds exiting the off-ramp
- Unclear paths of travel

Crash Data (2019 – 2023)

- 1 Total

2024 High Injury Network
Class IV Separated Bikeway
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Muni Stop

I-280 Northbound at Alemany Blvd.

San Francisco County Transportation Authority

DRAFT SAFETY PROPOSALS

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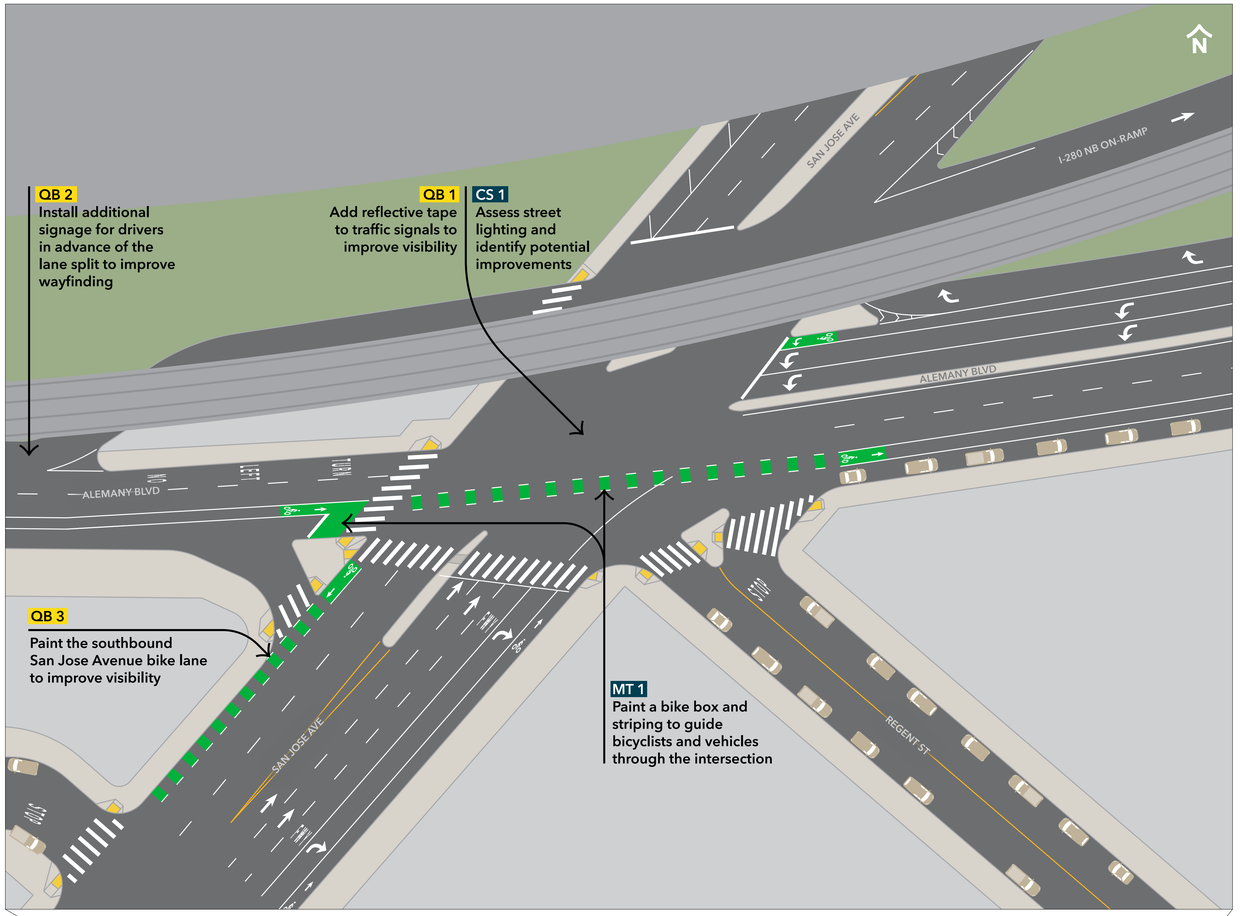
QB 1 Add reflective tape to traffic signals to improve visibility

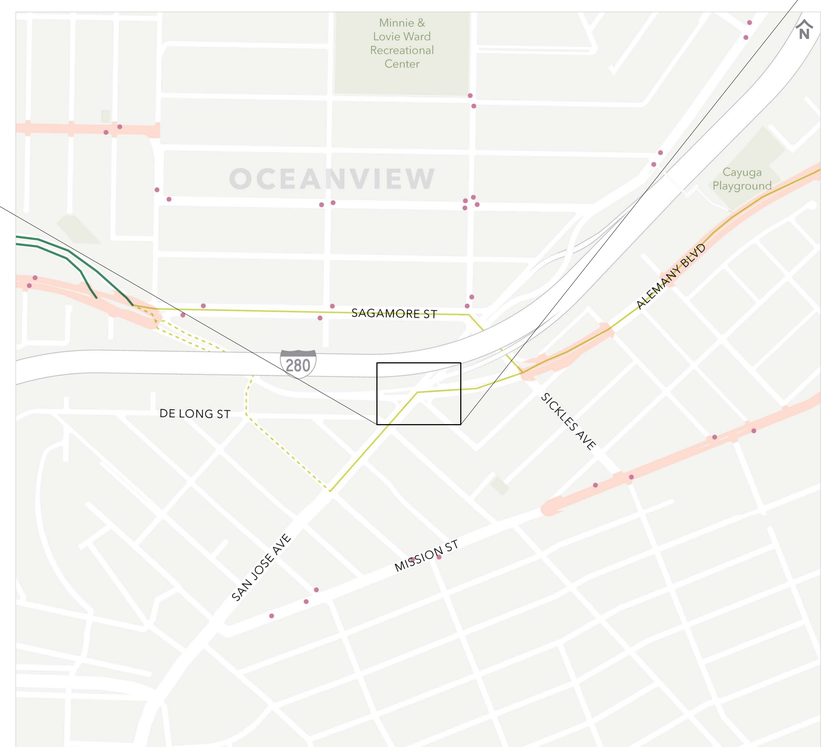
QB 2 Install additional signage for drivers in advance of the lane split to improve wayfinding

QB 3 Paint the southbound San Jose Avenue bike lane to improve visibility

MT 1 Paint a bike box and striping to guide bicyclists and vehicles through the intersection

CS 1 Assess street lighting and identify potential improvements





Common Challenges Heard

- Visibility at the intersection
- Wayfinding for drivers
- Limited bicycle infrastructure
- Unclear lane designations

Crash Data (2019 – 2023)

- 11 Total

- 2024 High Injury Network
- Class IV Separated Bikeway
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Muni Stop

U.S. 101 Southbound at Bayshore/Hester

San Francisco County Transportation Authority

DRAFT SAFETY PROPOSALS

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QB 1 Restripe lanes to discourage speeding and driving in the shoulder

QB 2 Continue the northbound bike lane from Bayshore Blvd onto 3rd St

MT 1, 2 Upgrade push-buttons to accessible buttons and add reflective tape to traffic signals

MT 3 Add a new ramp for bikes onto the sidewalk at the existing crosswalk location

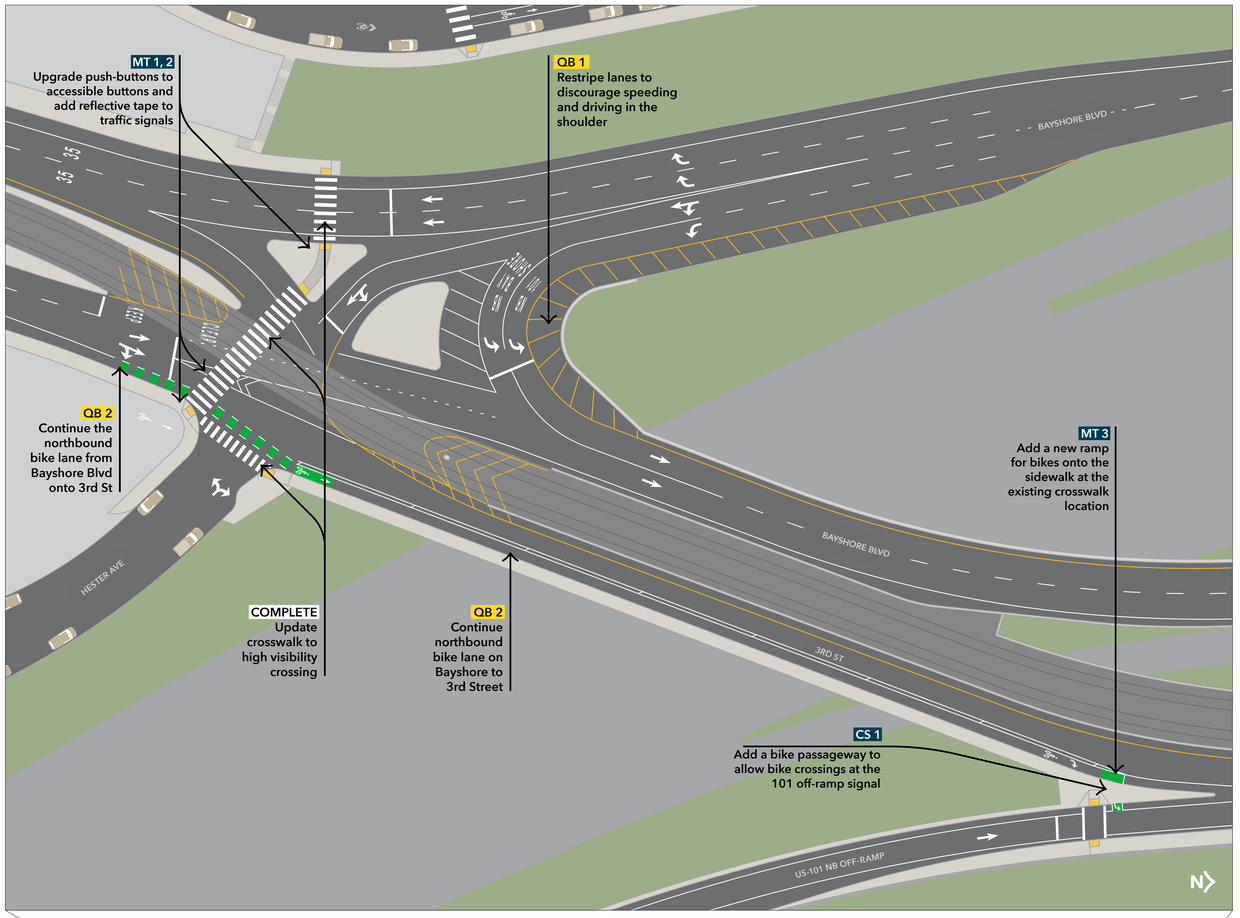
CS 1 Add a bike passageway to allow bike crossings at the 101 off-ramp signal

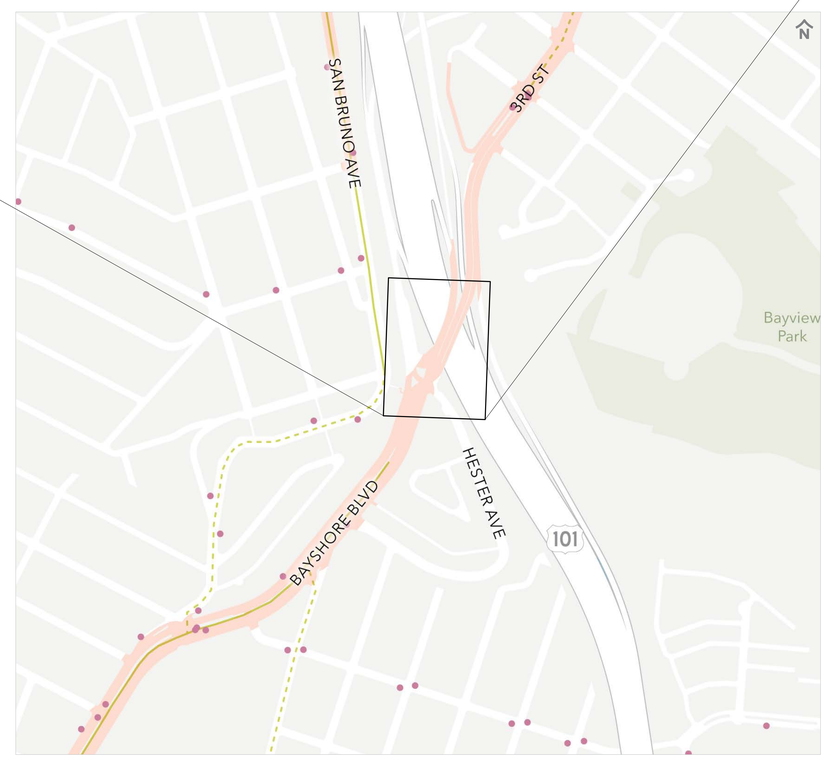
Common Challenges Heard

- Irregular lane movements
- Vehicle speeds
- Limited bike connectivity

Crash Data (2019 – 2023)

- 3 Total





- 2024 High Injury Network
- Class IV Separated Bikeway
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Muni Stop

U.S. 101 Southbound at Mansell Street

San Francisco County Transportation Authority

DRAFT SAFETY PROPOSALS

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QB 1 Add a painted safety zone with low profile rubber speed bumps to improve visibility and slow turning vehicles

QB 2 Upgrade and reposition signs to improve the visibility of the stop sign

QB 3 Add reflectors and new striping to improve crosswalk visibility

MT 1 Install a speed feedback sign on the off-ramp to discourage speeding

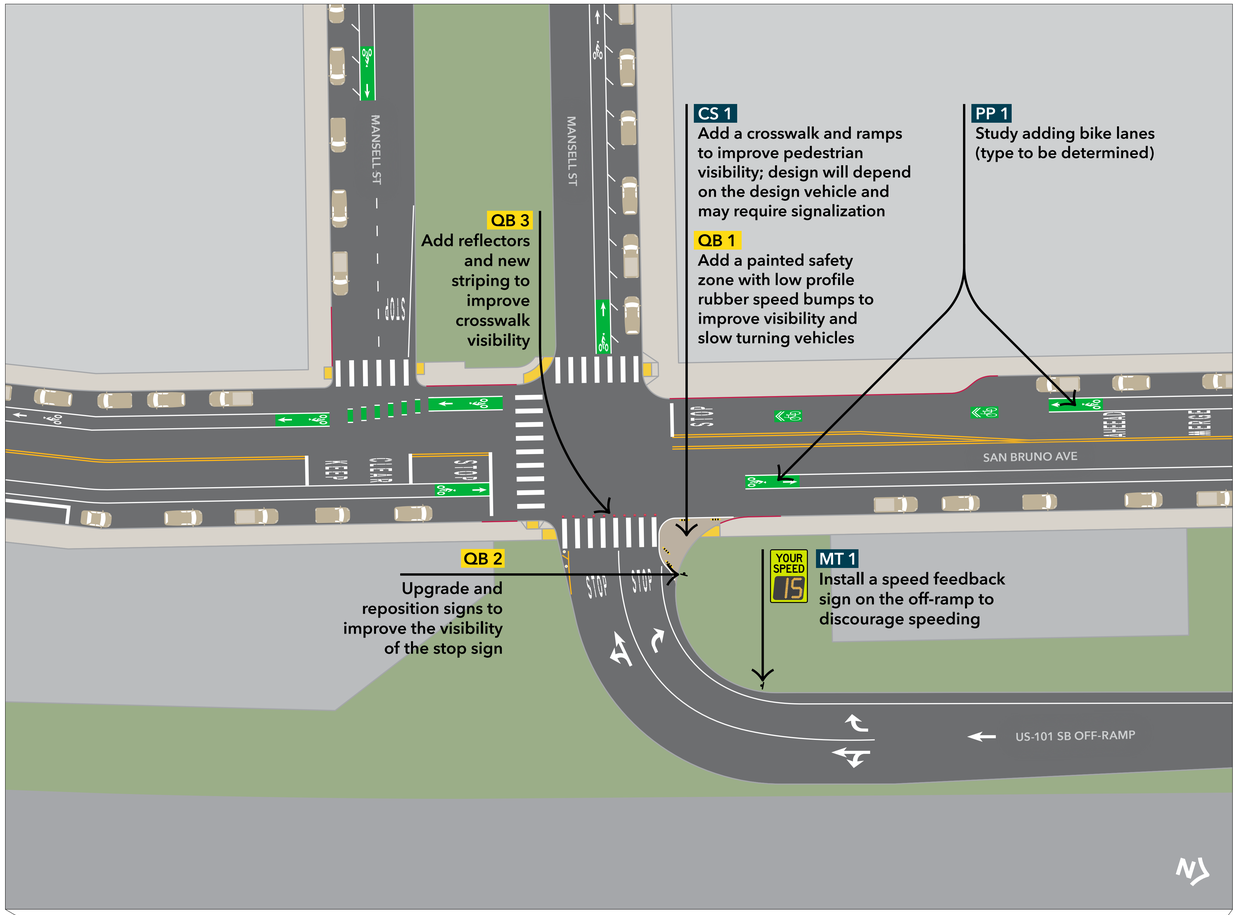
CS 1 Add a crosswalk and ramps to improve pedestrian visibility; design will depend on the design vehicle and may require signalization

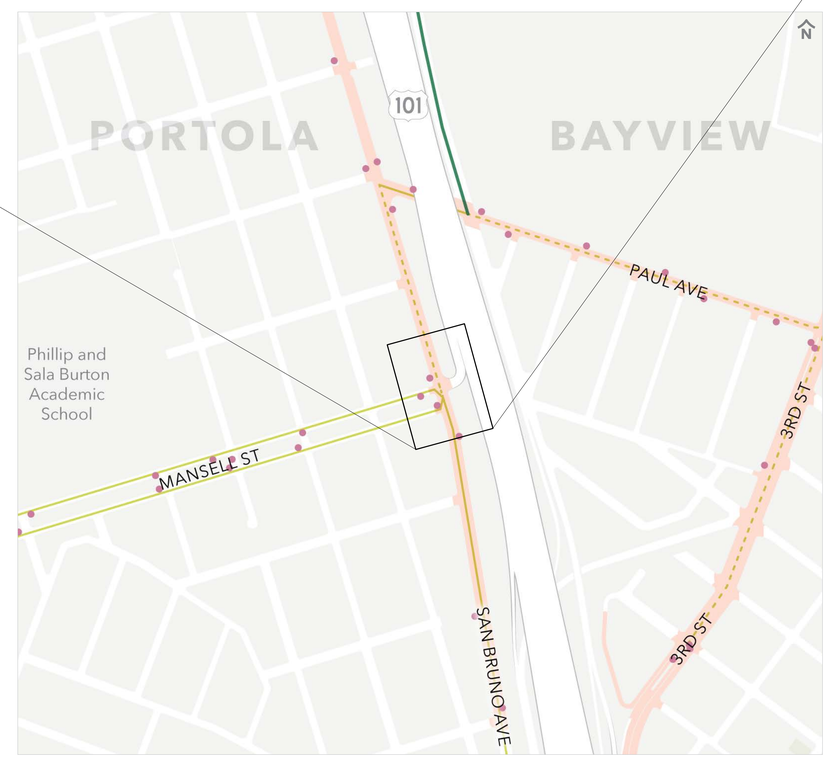
Common Challenges Heard

- Pedestrian visibility
- Difficulty navigating the intersection

Crash Data (2019 – 2023)

- 7 Total





- 2024 High Injury Network
- Class IV Separated Bikeway
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Muni Stop

U.S. 101 Southbound at San Bruno/Silliman

San Francisco County Transportation Authority

DRAFT SAFETY PROPOSALS

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QB 1 Add painted safety zones with low profile rubber speed bumps to improve visibility and slow turning vehicles

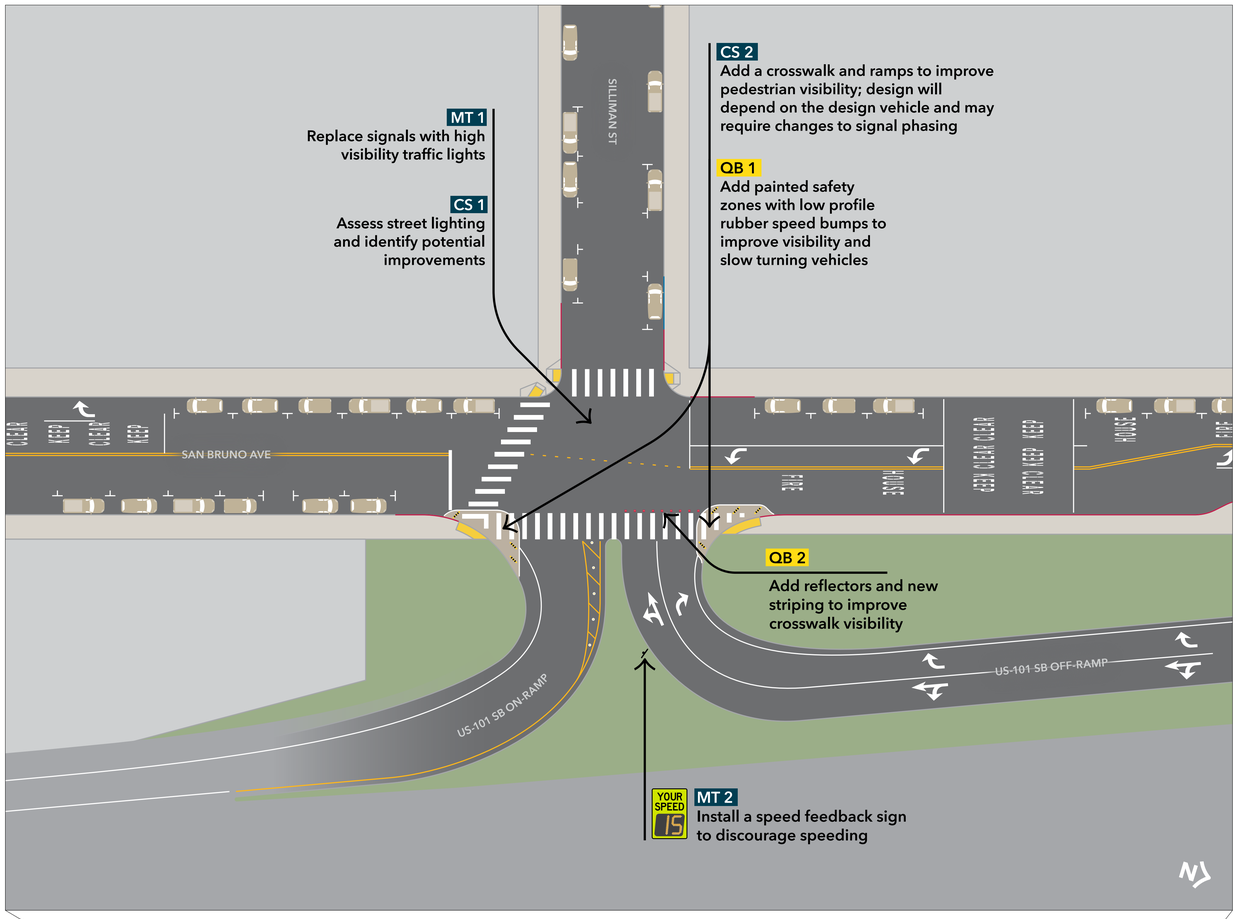
QB 2 Add reflectors and new striping to improve crosswalk visibility

MT 1 Replace signals with high visibility traffic lights

MT 2 Install a speed feedback sign to discourage speeding

CS 1 Assess street lighting and identify potential improvements

CS 2 Add a crosswalk and ramps to improve pedestrian visibility; design will depend on the design vehicle and may require changes to signal phasing

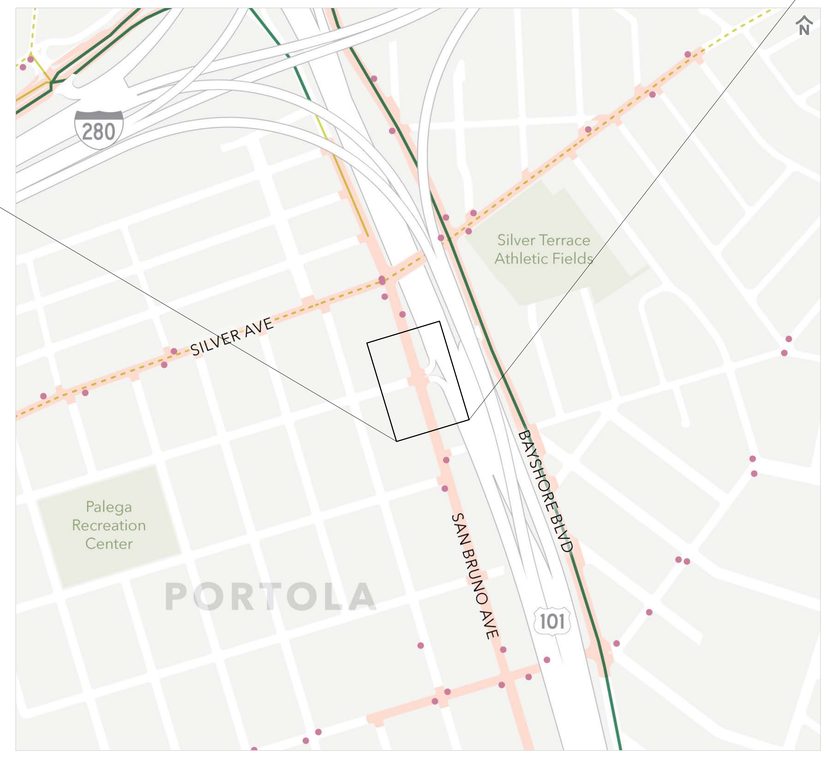


Common Challenges Heard

- Vehicle speeds exiting the off-ramp
- Signal visibility
- Pedestrian visibility

Crash Data (2019 – 2023)

- 11 Total



- 2024 High Injury Network
- Class IV Separated Bikeway
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Muni Stop

U.S. 101 Northbound at Bayshore/Silver

San Francisco County Transportation Authority

DRAFT SAFETY PROPOSALS

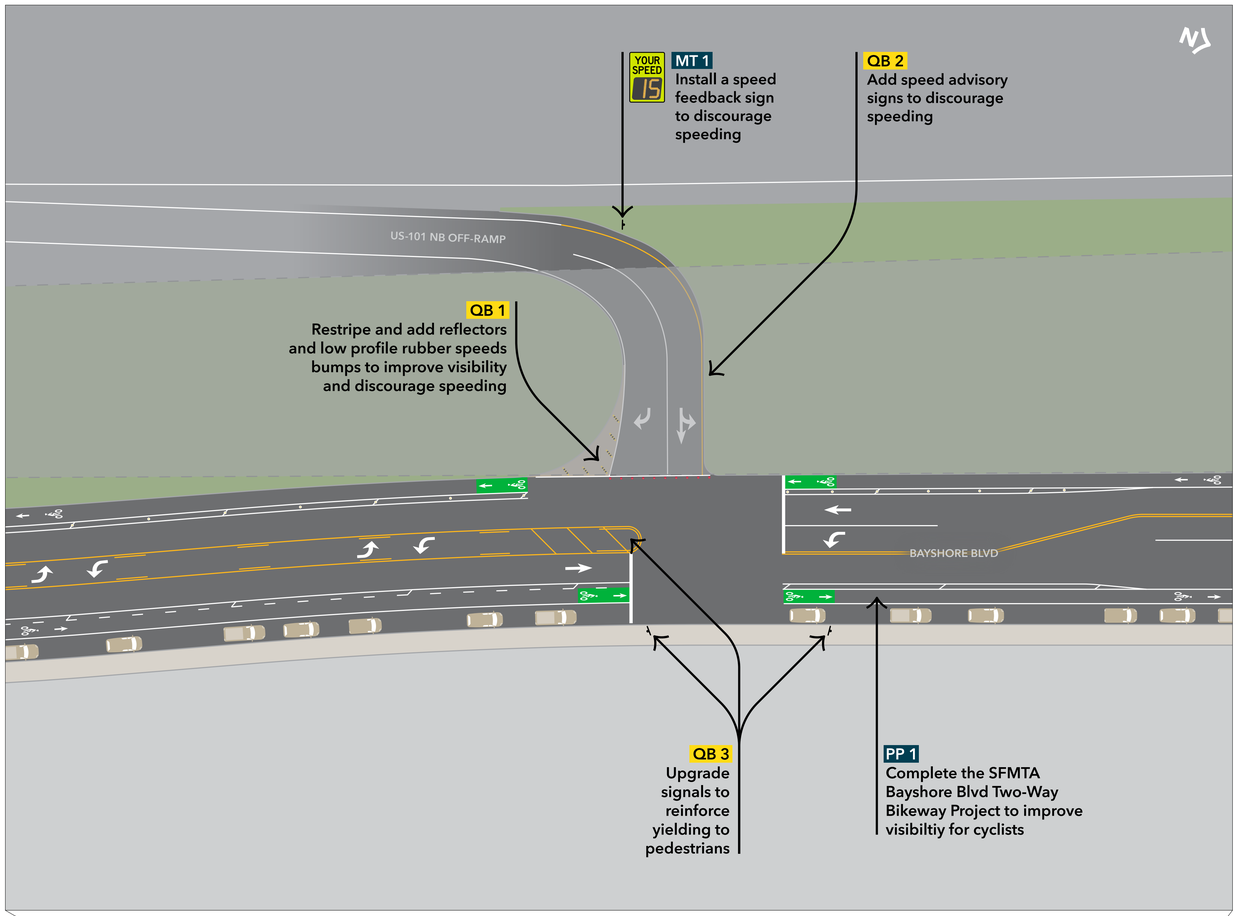
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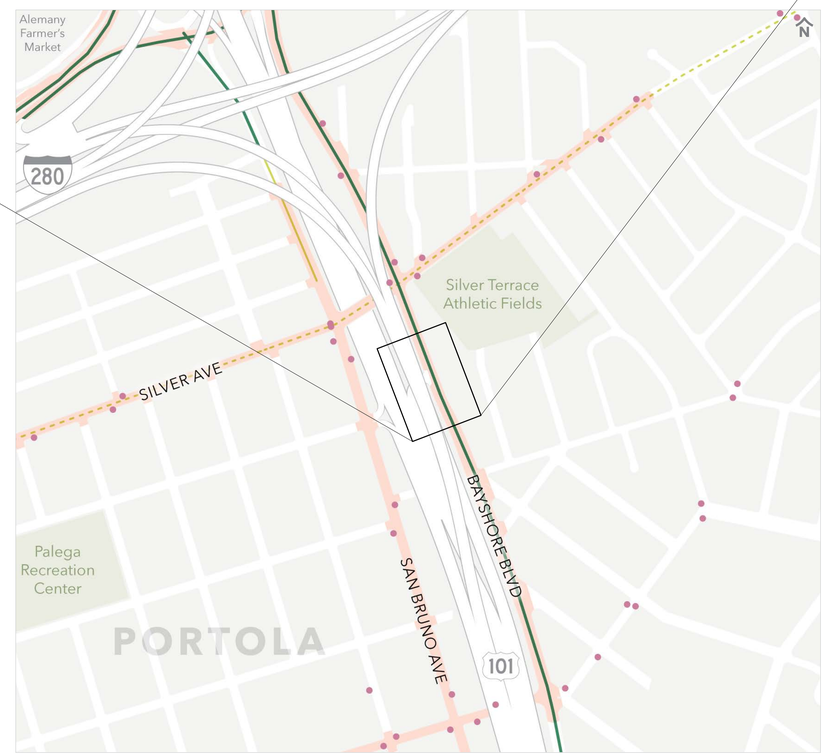
QB 1 Restripe and add reflectors and low profile rubber speeds bumps to improve visibility and discourage speeding

QB 2 Add speed advisory signs to discourage speeding

QB 3 Upgrade signals to reinforce yielding to pedestrians

MT 1 Install a speed feedback sign to discourage speeding





2024 High Injury Network
Class IV Separated Bikeway
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Muni Stop

Common Challenges Heard

- Vehicle speeds exiting the off-ramp
- Visibility for drivers and pedestrians
- Limited bicycle infrastructure

Crash Data (2019 – 2023)

- 3 Total

U.S. 101 Southbound and Cesar Chavez Eastbound

San Francisco County Transportation Authority

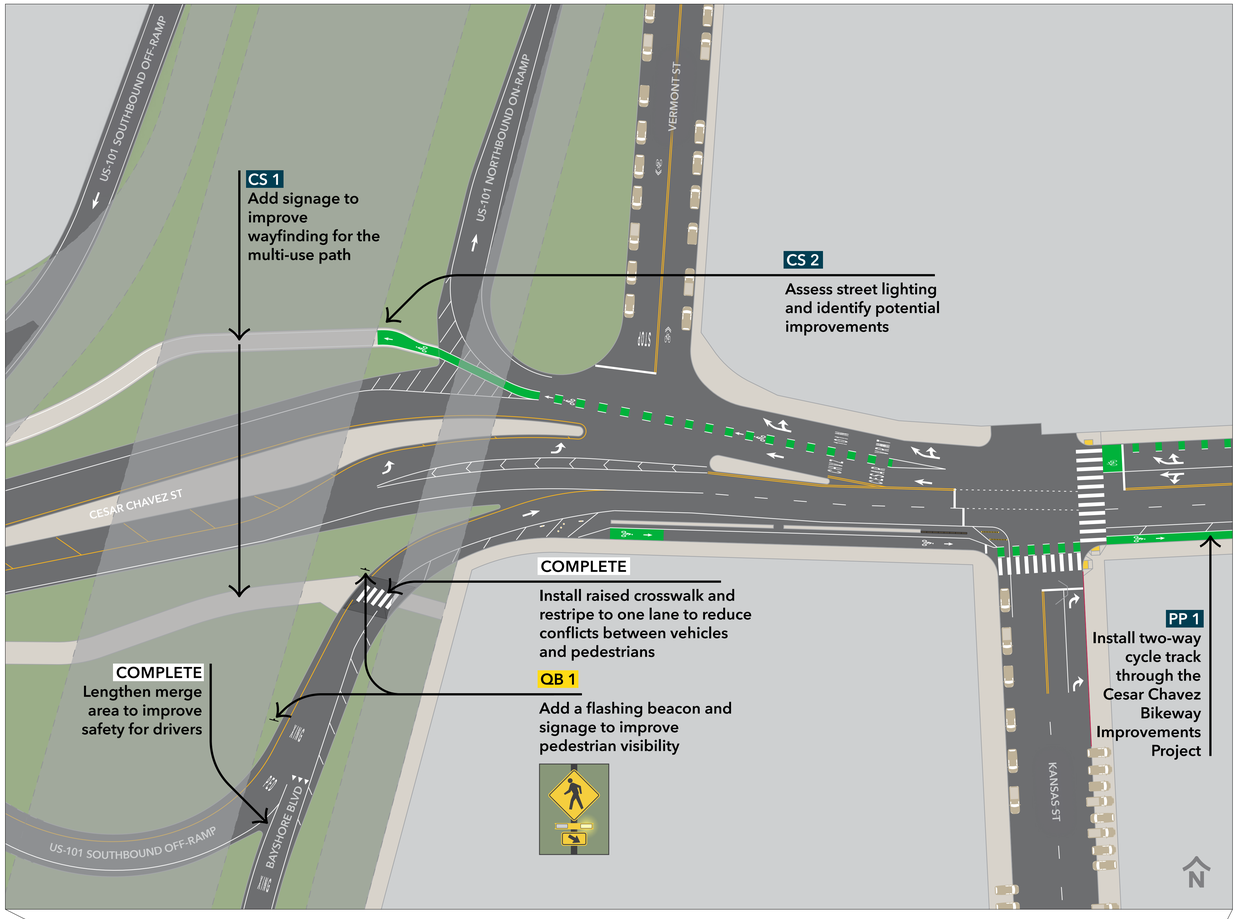
DRAFT SAFETY PROPOSALS

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QB 1 Add a flashing beacon and signage to improve pedestrian visibility

CS 1 Add signage to improve wayfinding for the multi-use path

CS 2 Assess street lighting and identify potential improvements

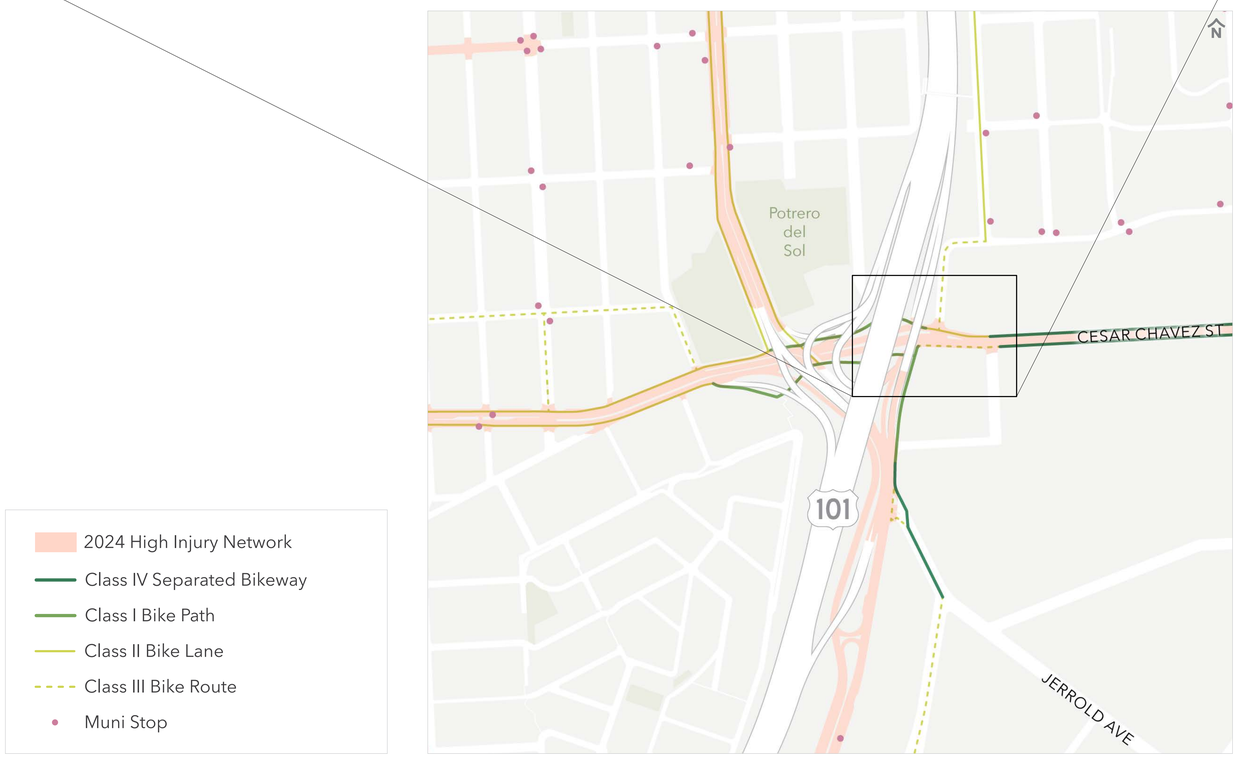


Common Challenges Heard

- Pedestrian visibility at the Cesar Chavez / Bayshore Blvd crossing near the freeway ramp
- Complicated bike routes

Crash Data (2019 – 2023)

- 12 Total



U.S. 101 Northbound at Bayshore/Jerrold

San Francisco County Transportation Authority

DRAFT SAFETY PROPOSALS

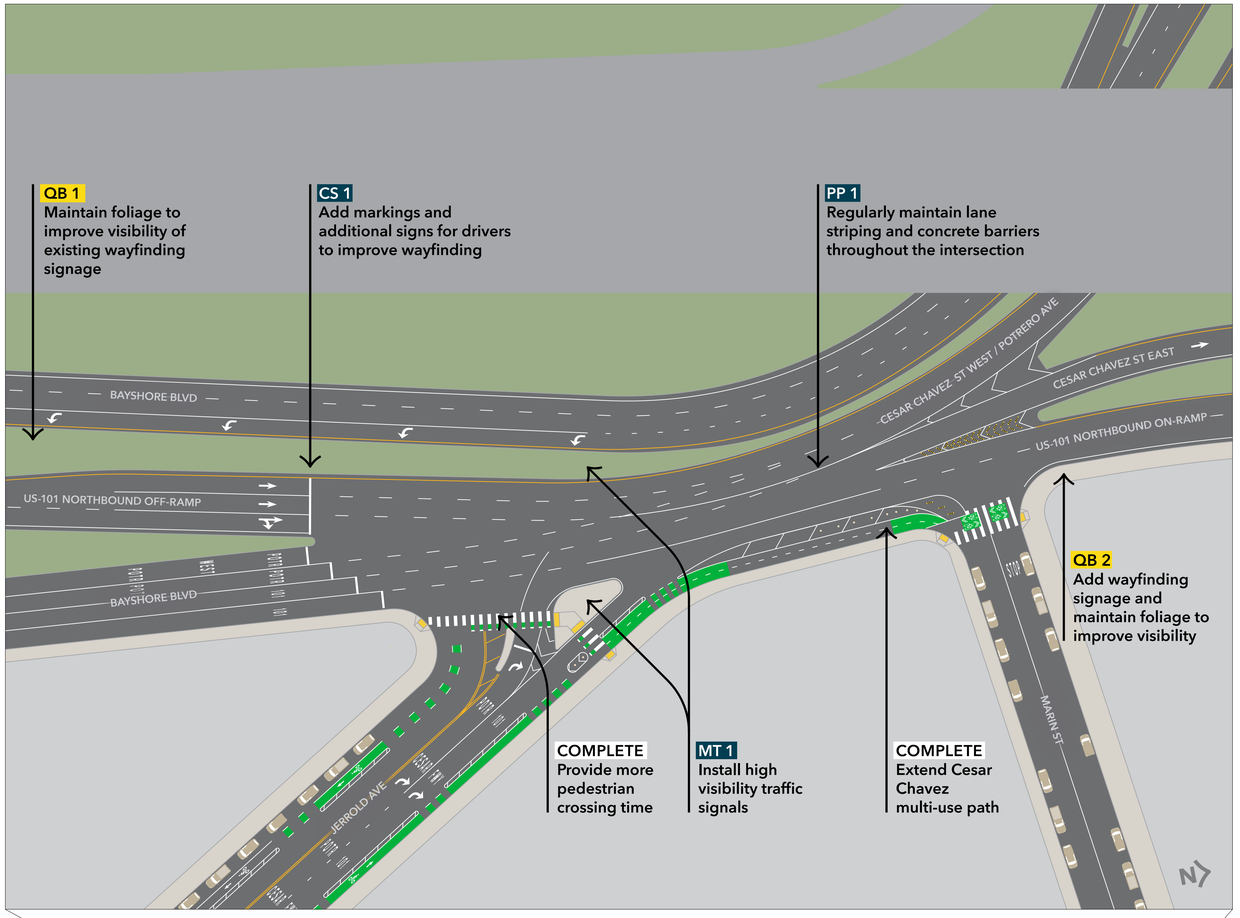
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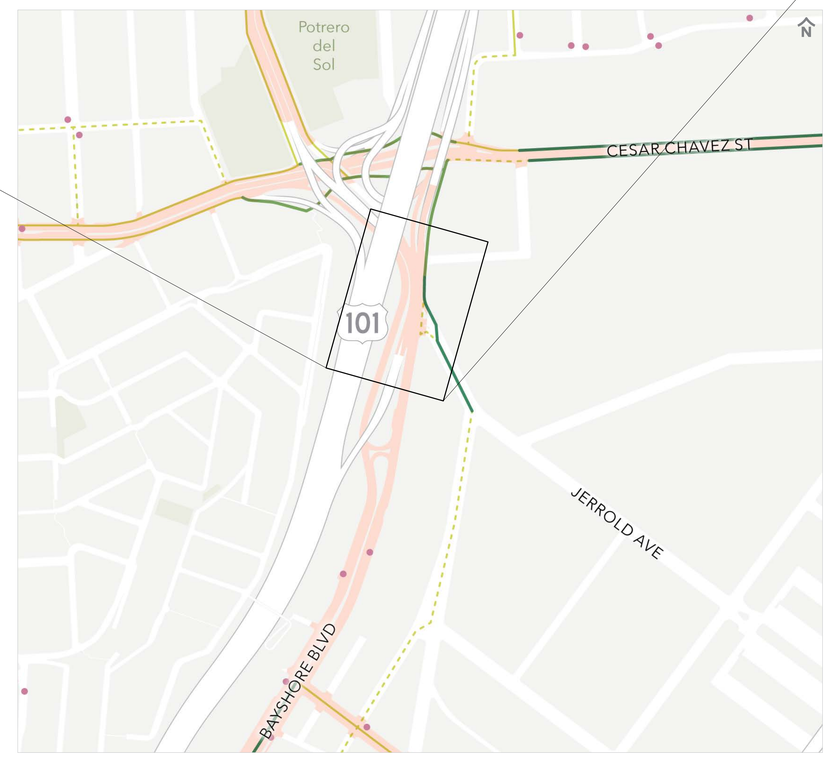
QB 1 Maintain foliage to improve visibility of existing wayfinding signage

QB 2 Add wayfinding signage and maintain foliage to improve visibility

MT 1 Install high visibility traffic signals

CS 1 Add markings and additional signs for drivers to improve wayfinding





2024 High Injury Network
Class IV Separated Bikeway
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Muni Stop

Common Challenges Heard

- Visibility for pedestrians and drivers
- Limited wayfinding
- Pedestrian crossing times

Crash Data (2019 – 2023)

- 20 Total

U.S. 101 Northbound at Mariposa St.

San Francisco County Transportation Authority

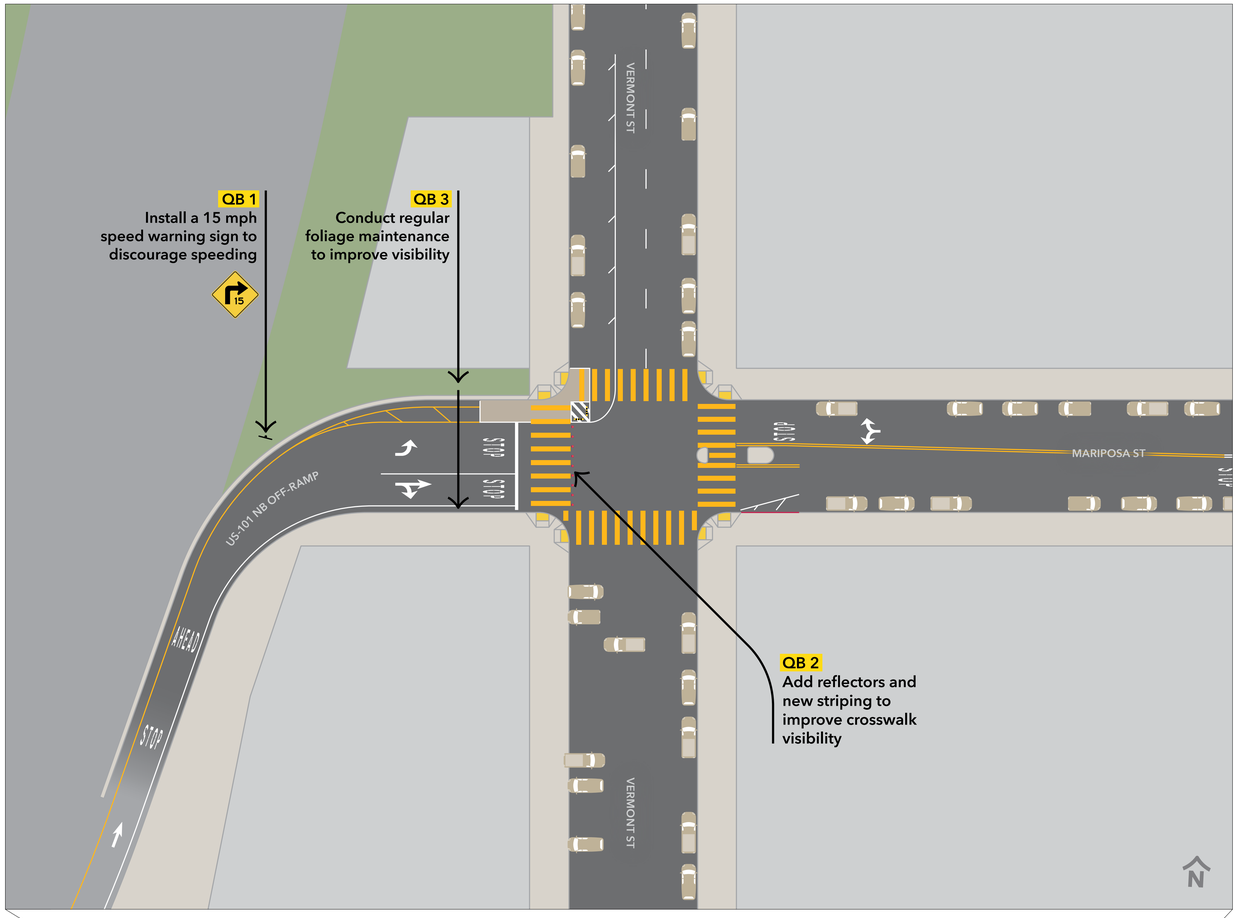
DRAFT SAFETY PROPOSALS

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QB 1 Install a 15 mph speed warning sign to discourage speeding

QB 2 Add reflectors and new striping to improve crosswalk visibility

QB 3 Conduct regular foliage maintenance to improve visibility

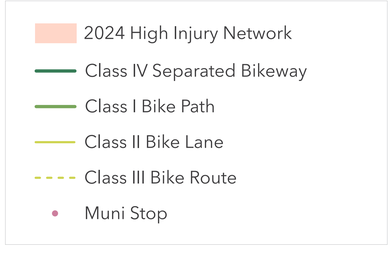


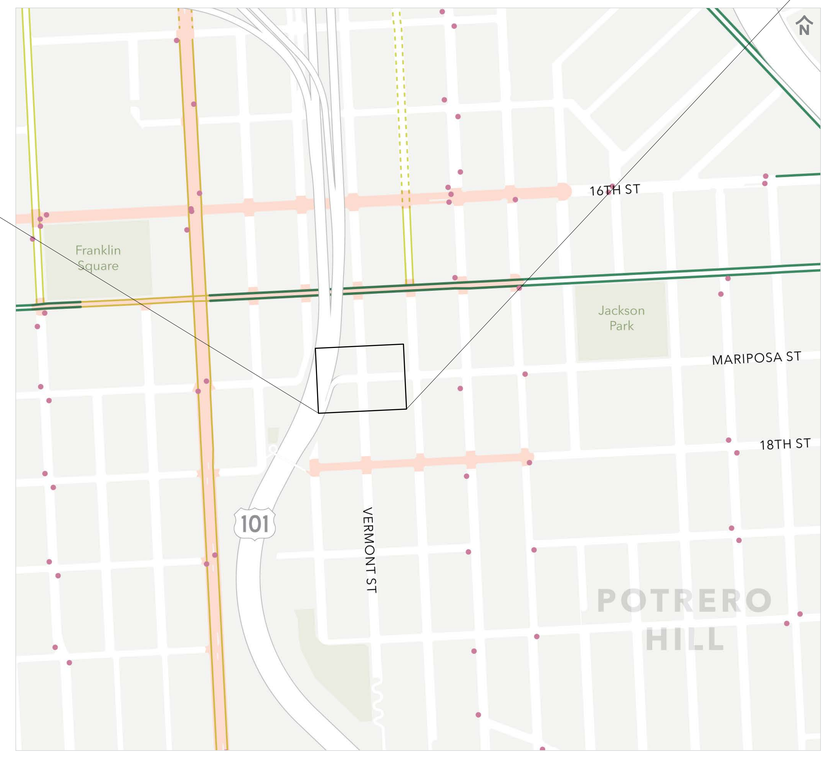
Common Challenges Heard

- Vehicle speeds exiting the off-ramp
- Visibility at the intersection
- Stop sign adherence

Crash Data (2019 – 2023)

- 1 Total





I-280 Southbound at 18th St.

San Francisco County Transportation Authority

DRAFT SAFETY PROPOSALS

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QB 1 Add reflectors, adjust signage, and restripe to improve visibility

CS 1 Close the off-ramp loop and create new community space

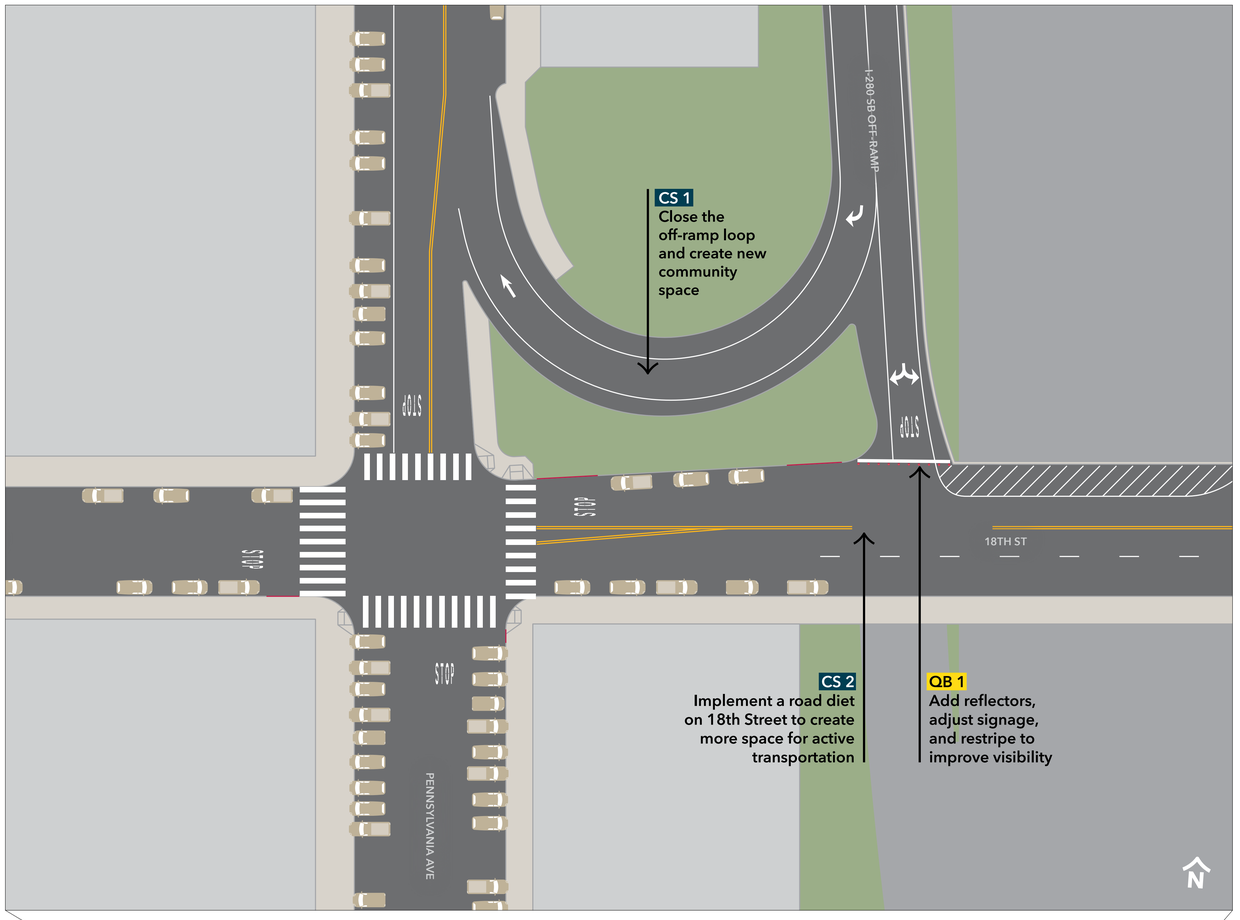
CS 2 Implement a road diet on 18th Street to create more space for active transportation

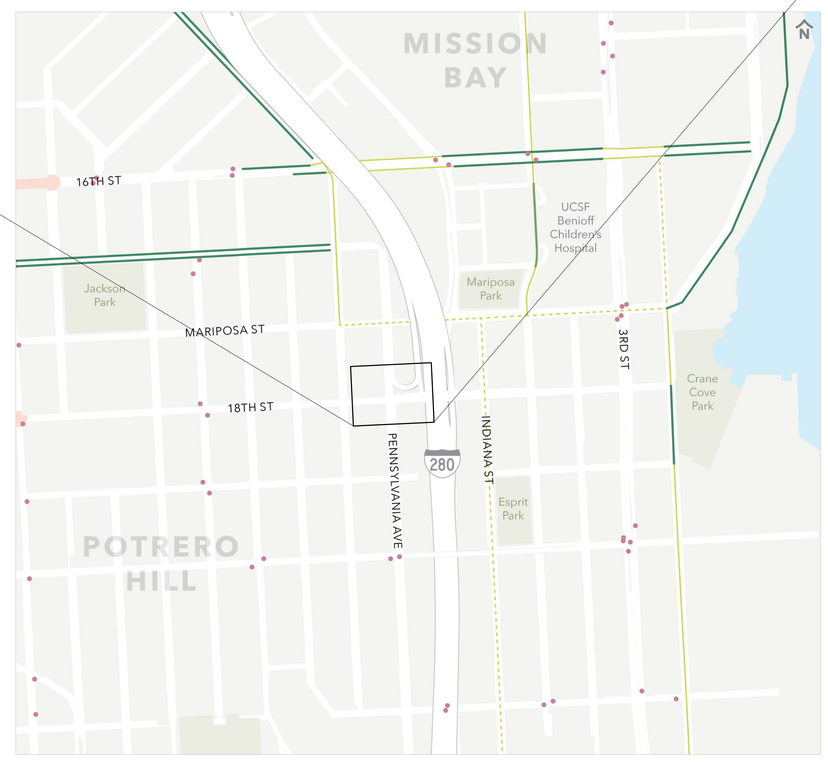
Common Challenges Heard

- Vehicle speeds exiting the off-ramp
- Limited bicycle infrastructure

Crash Data (2019 – 2023)

- 3 Total





2024 High Injury Network
Class IV Separated Bikeway
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Muni Stop