Hyde Street Quick-Build Frequently Asked Questions
October 2023

What is a quick-build project?

- Quick-build projects are designed with low-cost materials such as paint and posts to make impactful traffic safety improvements that can be installed by city crews at a much faster rate.
- All quick-build projects will undergo an evaluation over a 24-month period to ensure that project goals are being met.
- Quick-build projects serve as an opportunity to adjust or remove project designs to ensure that the safety improvements are working better for all who travel on the corridor.
- More information about quick-build projects is available at https://www.sfmta.com/vision-zero-quick-build-projects

Why Hyde Street?

Hyde Street between Geary and Market Streets is on the High Injury Network (HIN), the 12% of City streets where 68% of injury collisions have occurred in the last five years. Over the past five years, there were 121 collisions along the project corridor, which resulted in ten severe injuries and one fatality. The Hyde Street Quick-Build Project is proposing transit and pedestrian improvements along this half-mile stretch of Hyde.

Which design option is being recommended as the preferred design?

Project staff are recommending Option 1 as the preferred design for Hyde Street between Geary and McAllister Streets.

- The proposed project would convert Hyde Street from three general travel lanes to two general lanes between Geary Boulevard and Eddy Street to reduce vehicle speeds on the project corridor and increase safety for pedestrians.
- Additionally, between Eddy and McAllister streets, a general travel lane would be converted to a transit only lane (TOL) that would improve transit reliability and efficiency. In addition to transit benefits, transit only lanes also offer traffic safety benefits such as reducing speeding and improving pedestrian safety.
- To further enhance safety for pedestrians at high collision locations, the project proposes newly painted safety zones and left turn safety improvements along Hyde Street at Ellis and Eddy streets to increase pedestrian visibility and slow down turning vehicles.

- The proposed design also includes color curb changes to add additional commercial and passenger loading to provide more space for loading/unloading and deter double parking behavior.

Why does the proposal include safety improvements at some intersections and not at others?

SFMTA engineering staff reviewed the 5-year collision history for the corridor, identifying locations where collision patterns could be addressed through the quick-build toolbox. Painted Safety Zones (PSZs) and Left Turn Safety treatments are proposed because they have proven effective at reducing the frequency of collisions involving a pedestrian and a vehicle (e.q. PSZs) or by lowering the speed at which drivers turn (e.q. left turn safety). On top of these pedestrian improvements, the SFMTA will be implementing a road diet between Geary and Eddy and transit improvements between Eddy to Market Streets.

Why is the SFMTA not recommending the protected mobility lane (Option 2) for this quick-build?

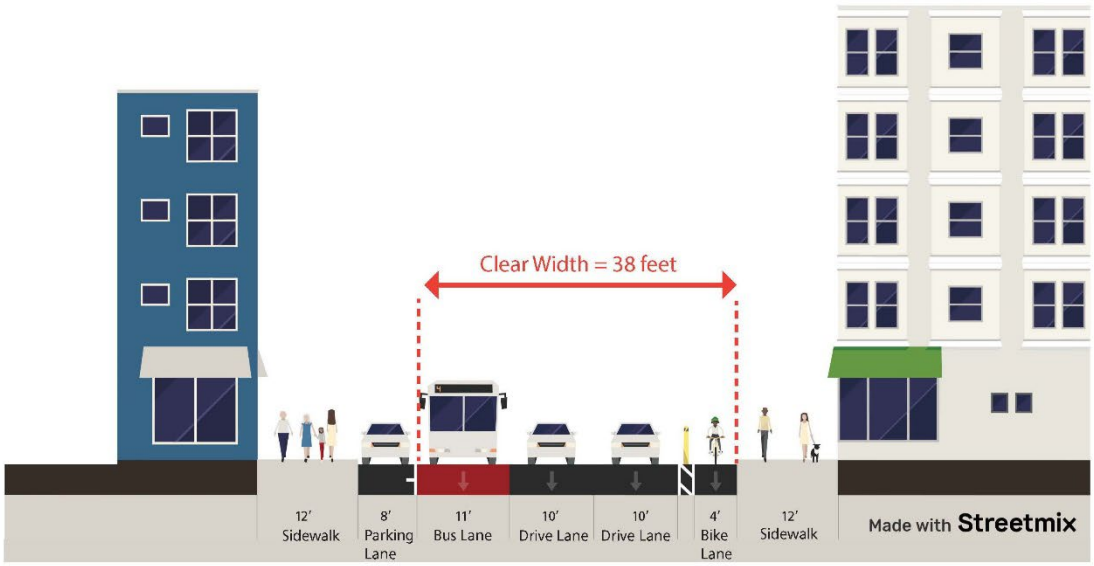
While there is growing interest in seeing a north to south mobility lane in the Tenderloin to support active transportation, it was clear that removing all curb access on the east side from Geary to Market would further exacerbate challenges along Hyde for all users of the road. The main concerns shared during the feedback period, included

- **Complete removal of all parking and loading on eastside of Hyde (8 blocks)**
    - Staff presented a design that removed all curb access on the east side between Geary Street and Market Street to accommodate both a protected mobility lane and meet emergency clearance width.
    - Main concerns shared with staff included concerns with removing curb access for paratransit/taxi on a street and neighborhood that heavily relies on these services and significantly reducing parking for commercial, nearby workforce, and residential needs.
- **Bike/Car Mixing Zones at all intersection approaches**
    - Due to existing bulbouts and existing signals, Design Option 2 shows bikes/scooters mixing with vehicles at all seven approaches. Signal separation would eliminate bikes mixing with cars, but the capital improvements needed for the signals are not feasible under this quick-build project scope.
- **Lack of connectivity to access 8th Street's protected bike lane**
    - The eastside running bikeway creates a challenging connection for bikes/scooters trying to continue onto the 8th Street west side running protected bike lane. Staff considered a westside running mobility lane, however due to several constraints, including emergency clearance width, transit operations, and utility conflicts, a west side running option is not feasible.

- **Community based plan approach to improving mobility in the Tenderloin neighborhood.**
    - While quick-build efforts in the Tenderloin have been supported, some respondents called for a more comprehensive approach to transportation planning in the neighborhood, starting off with better understanding mobility values and needs of residents, workers, and visitors across the neighborhood, not just along one street.
    - Planning work to respond to this need has begun under the SFMTA's Active Communities Plan process, which includes partnering with community-based partners in the Tenderloin to better understand mobility needs of the community.

Why wasn't a parking protected bike lane included as a design option for feedback?
Hyde Street is a very constrained corridor, with bulb-outs, Muni service, loading/parking, and emergency response needs. On streets with multistory buildings, SFFD requires 26 feet of roadway space for emergency response operations. Below is an illustration of the clear width available with a parking protected design versus the mobility lane design with transit lane.

TRANSIT LANE WITH PROTECTED BIKE LANE



On streets with multistory (4 story or taller) buildings, SFFD requires 26' of roadway space for emergency response operations

Why are painted safety zones proposed rather than concrete bulb outs?
Painted Safety Zones (PSZs) operate in a similar way to concrete bulb-outs by shortening pedestrian crossing distances and providing a greater range of visibility through the application of paint and safe-hit posts. Recent evaluations have shown Painted Safety Zones lead to a 55% reduction in turning speeds. PSZs are a quick and effective way to improve pedestrian safety whereas concrete bulb-outs require capital funds not currently available. After installation, if evaluations determine that the PSZs are operating effectively, then additional funding would need to be identified by the SFMTA to upgrade PSZs to concrete bulb outs.

Where are left turn traffic safety improvements proposed?
Left turn safety treatments consist of installing vertical safe-hit posts and small rubber speed bumps to extend the center median to encourage slower turns and increase driver awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in turning speeds. The project team is proposing left turn safety treatments at Hyde and Ellis, and at Hyde and Eddy.

Why is the SFMTA pursuing a Transit Only Lane (TOL) on Hyde?
The SFMTA is proposing to install a transit only lane (TOL) on Hyde Street between Eddy Street and Market Street to improve both transit reliability and pedestrian safety along this busy corridor. Only buses, taxis, and paratransit would be permitted to use the TOL on Hyde. The TOL proposal is part of two parallel projects, the Hyde Street Transit Lane Project, and Hyde Street Quick-Build Project.

Hyde Street Transit Lane Project - McAllister to Market Street (two blocks)
A transit lane proposal on Hyde between McAllister and Market was approved ahead of the project north of McAllister Street to ensure that these critical two blocks that see the highest transit volumes and that serve more transit riders can be upgraded with a transit lane ahead of the 2023 Asia-Pacific Economic Cooperation (APEC) CEO Summit taking place in mid-November.

Installing a transit lane would help ensure people who rely on transit are able to get where they are going reliably during APEC and into the future. Both segments of Hyde Street are being brought to the SFMTA Board for approval as quickly as possible given design, outreach, and approval requirements.

Hyde Street Quick-Build Project - McAllister to Eddy Street (three blocks)
In close coordination with transit, the quick-build team will be recommending extending the TOL proposal just north of McAllister to Eddy Street. Buses on this section of Hyde include the 19 Polk, a key Muni Service Equity Strategy bus route that is critical to neighborhoods with high percentages of people of color and low-income households, as well as three Golden Gate Transit regional bus routes (101, 130, and 150). The design proposal increases lane width for transit and provides a dedicated lane for buses, taxis, and paratransit.

Transit lanes can also offer traffic safety benefits, such as reducing speeding and improving pedestrian safety. This is attributed to the reduction of general travel lanes, which have been found to decrease speeding and reduce the crossing distance for pedestrians at intersections. For example, as part of the Geary Rapid Project 2022 Evaluation, staff found that egregious speeding (over 40 MPH) dropped on Geary, while bus travel times improved. The number of vehicles going over 40 mph was reduced by about 70-80%. This traffic safety benefit aligns with the project's goal of reducing speeding and improving pedestrian safety along Hyde Steet.

What can't Hyde Street be reduced to one general traffic lane with an adjacent TOL between Eddy and Market Street?
Given the current traffic volumes along Hyde, changing the street configuration to one general travel lane would not be feasible along Hyde. Traffic modeling shows severe congestion based on peak traffic volumes, impacting transit and overall traffic flow.

How will you keep the transit only lanes clear from vehicles?
Keeping transit lanes clear is an ongoing challenge. Through the Hyde Street Quick-build project, we will be developing a new color curb plan that includes additional loading zones that should help deter some double-parking behavior. In addition, if we colorize the transit lanes between Market and Eddy streets red, we estimate that violations would decrease by 50%. We also have cameras onboard all of the buses (including the 19 Polk, 27 Bryant and 21 Hayes) that provide our parking control officers with footage to issue violations to motorists that illegally park in transit lanes. SFMTA is also testing newer solutions that could improve the accuracy of our enforcement activities. We have recently developed a transit lane compliance strategy that focuses on three major areas: education, engineering, and enforcement:

- **Education:** We are trying to better educate motorists through measures such as advertisements on the back of buses and variable message signs located along transit corridors with clear messaging.
- **Engineering:** We continually evaluate transit lane performance and have gone back and modified the design of specific segments of corridors to make them more "self-enforcing" when needed. For example, if a curb running transit lane is being blocked by right turning vehicles, we might move the transit lane away from the curb to reduce the likelihood of violation and add a separate right turn lane if there's space. Every street is different, so solutions are tailored to specific locations as needs arise.
- **Enforcement:** We are testing new automated cameras that would allow us to capture a much higher rate of violations in transit lanes, as well as bus zone violations. We started a test in July 2023 that will run for 90 days, after which we hope to proceed with procurement to get these new cameras on all our buses. We anticipate this upgraded technology will be installed in mid to late-2024.

Can you share the updated project timeline?
Project staff will be going through the City approval process over the next month for the proposed improvements on Hyde Street between Geary Boulevard and McAllister Street with an anticipated public hearing on October 17, followed by construction soon after, pending shop availability and weather permitting.

The Hyde Street Transit Lane Project between McAllister and Market streets was presented at the October 3 Board of Directors meeting. Construction for this two-block section is anticipated to start ahead of the APEC conference taking place in mid-November.

Where can I access the environmental documents?
A copy of the CEQA determinations for the Hyde Street Transit Lane Project and Hyde Street Quick-Build Project can be found in the records of the Planning Department at https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-007453ENV https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-008383ENV and 49 South Van Ness Avenue, Suite 1400 in San Francisco.

Will this project be evaluated?

The Hyde Street Quick-Build project will be evaluated through our Safe Streets Evaluation Program within the initial 12 months following construction. The team will analyze the project area before and after implementation to review outcomes and determine design effectiveness. Evaluations will inform near-term modifications and potentially mid to long-term improvements for this street.