3RD STREET QUICK-BUILD PROJECT



The 3rd Street Quick-Build Project delivers transportation safety and comfort on 3rd Street from the San Francisco Bay Trail to Townsend Street, as well as improves bicycle network connectivity. The project encompasses upgrading existing bike facilities, curb management changes, and pedestrian safety improvements.





For more information, please visit: SFMTA.com/SafeStreetsEvaluation

PROJECT FINDINGS - AT A GLANCE



Vehicle Speeds



Vehicle Volumes



Pedestrian Volumes

Bicycle Volumes



Bike Positioning



Bicyclists bike sig

Bike Signal Compliance Vehicle speeds were only measured post-implementation: 85th percentile vehicle speeds* are 23 mph, below the posted speed limit of 25 mph.

Average vehicle volumes* decreased by 43%, from 16.1k vehicles to 9.1k.

Total pedestrian volumes* increased by 103%, from 947 to 1,925 pedestrians.

Average bicycle volumes* increased by 215%, from 110 to 347 bicyclists.

Bicyclists ride in the bike lane 65% of the time (lower than usual), on the sidewalk 30% of the time, and in the vehicle lane 5% of the time.

Bicyclists bike signal compliance is 56% (lower than usual), vehicle signal compliance is 94%, and vehicles yielded to bikes 58% of the time.

* The findings related to these metrics should be interpreted with caution, as potential issues with the data collection equipment and/or events at the nearby Oracle Park may have affected the accuracy or reliability of the results.





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PROJECT FINDINGS CONTINUED



Vehicle-Bicycle Conflicts There were 47 vehicle-bicycle interactions, 60% of bicycles interacted with a turning vehicle, and 4% of left-turning vehicles interacted with a bicycle. No vehicle-bicycle collisions and one close call were observed. Drivers yielded to bicycles 66% of the time.



Vehicle-Pedestrian

Conflicts

There were 111 vehiclepedestrian interactions, 64% of crossing pedestrians interacted with a turning vehicle. No vehicle-pedestrian collisions and four close calls were observed. Drivers yielded to pedestrians 42% of the time.



Conflicts

There were 6 bicyclistpedestrian interactions. Pedestrians yielded to bicyclists 83% of the time and bicyclists yielded to pedestrians 17% of the time. No bicyclistpedestrian collisions or close calls were observed.

Before

PROJECT DETAILS

Project Location

3rd Street from the Lefty O'Doul Bridge to Townsend Street

Date of Implementation March 2024

Project Elements

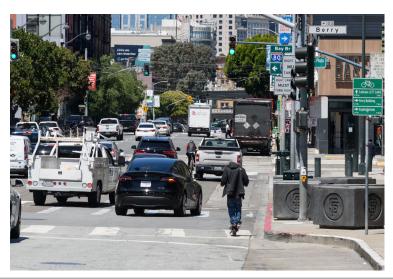
- Two-way Class IV Protected Bikeway
- Travel lane reduction
- Bike signals at 3rd St and Berry St and at 3rd St and King St
- New intersection islands
- Floating-parking configuration
- Parking and loading changes

Key Evaluation Metrics

- Vehicle Speeds and Volumes*
- Bicyclist and Pedestrian Volumes*
- Bicyclist Positioning
- Bike Signal Compliance
- Vehicle-Bicyclist Interactions
- Vehicle-Pedestrian Interactions
- Bicyclist-Pedestrian Interactions



After



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