



24 Divisadero Safety and Transit Project

FREQUENTLY ASKED QUESTIONS

These questions and answers are a summary of comments and feedback received through our online open house. For questions not listed here, please e-mail TellMuni@sfmta.com

Q. What is the purpose of restricting left turns on Divisadero?

A. Drivers preparing to turn left from Divisadero Street queue in the left lane, which causes all drivers behind them to move to the right lane. Buses and other through vehicles are then delayed by the additional vehicles in the right through lane.



Q. How did you select the days and hours that the turn restrictions would be in effect?

A. Our planning team utilized traffic data collected on Divisadero Street both before the March 2020 shelter-in-place orders and more recently in early 2021. Our estimates show that morning peak, mid-day and evening peak hours (both weekdays and weekends) are the key times when the 24 Divisadero gets caught in traffic on this corridor.

Q. Why not just provide transit signal priority?

A. Transit signal priority increases the likelihood a Muni vehicle will receive a green light at an intersection. While transit signal priority could assist the buses through the intersection more efficiently, it would not eliminate queuing caused by drivers turning left.

Q. Why no bus lane?

A. Transit-only lanes for Muni and Taxis are a proven method of easing congestion and moving more people through crowded city streets. Unfortunately, the narrow width of lanes on Divisadero Street between Geary Boulevard and Waller Street means that these lanes could only be implemented if we removed the median strip, eliminated bulb-outs on the corridor and moved the utilities located in those areas. This would take several years of planning and outreach prior to implementation and likely require a budget in the millions of dollars.



Q. Does this project remove parking?

A. There has never been a plan to remove parking on this section of Divisadero Street. The parking and loading needs of residents, merchants, shoppers and visitors are considered along with San Francisco’s Transit First policy when planning streetscape improvements such as this project. In addition, the SFMTA supports the city-wide Shared Spaces program, which has allowed over 20 merchants on this corridor to

apply for the use of the curbside parking areas.

Q. What will the impact be on side streets?

A. Drivers wishing to reach destinations on either side of Divisadero Street can either make three right turns (at selected locations) or choose an alternate route. Previous studies on other corridors show that side-street impacts will be greatest during peak hours, but that over time many drivers will learn new routes that lessen this impact.

Q. Is there data showing the 24 Divisadero being stuck in traffic at this location?

A. An analysis undertaken in early 2020 after shelter-in-place orders were announced showed that the 24 Divisadero was traveling up to 30% faster in some segments. Today, traffic is approaching pre-pandemic levels and will continue to increase as we emerge from the pandemic. Our estimates suggest that left turn restrictions can help the 24 Divisadero save up to 10% of travel time in this corridor relative to pre-Covid traffic levels, partially protecting the 24 from continued increases in traffic.

Q. Were travel time savings for the 24 Divisadero during 2020 due to fewer drivers parking and double-parking on the street?

A. Essential businesses on Divisadero Street providing food, gas, pharmacy and other services remained open throughout 2020 and more merchants have re-opened since then. Current data show that traffic on this corridor has already approached pre-pandemic levels.

Q. What is the current/projected ridership on the 24 Divisadero?

A. Prior to the pandemic, on a daily basis there were 13,800 weekday and 8,000 weekend customers riding the 24 Divisadero. Currently, with physical distancing requirements in place, there are 5,400 weekday and 4,100 weekend customers. As more of the economy reopens this summer, we anticipate a significant increase in ridership.

Q. Instead of prohibiting left-turns, why not install left-turn signals as a part of this project?

A. Because there is no space available on Divisadero Street for dedicated turn pockets, if left turn signals were installed, drivers would queue in the left lane at those intersections waiting for the light, which would cause all other through traffic to merge to the right lane. New signals are also expensive and take considerable time to install. By contrast, left-turn restrictions are low cost, quick to implement and reversible.