4th Street Bridge Temporary Emergency Transit Lanes Project Evaluation Report

SFMTA.com/TempLanesTThird

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SFMTA

Contents

Introduction

The 4th Street Bridge Temporary Emergency Transit Lanes Project (4th St Bridge TETL Project) is part of the SFMTA's efforts to respond to the COVID-19 pandemic. The project includes a southbound temporary emergency transit lane, as well as a northbound left turn restriction, northbound left turn pocket closure, and signal timing changes at the intersection of 4th Street and Berry Street. This was one of the only sections of the T Third Street line without dedicated transit lanes or exclusive transit right-of-way. Altogether, these treatments are intended to protect transit from the return of traffic congestion to provide faster, more reliable trips for those making essential trips on Muni and to limit the potential for crowding and pass-ups. Installation of the changes was complete in time for the return of T Third Street rail service on January 23, 2021. More information about the project is available at SFMTA.com/TempLanesTThird.

Figure 1: Map of the 4th Street Bridge TETL project

The 4th Street Bridge TETL Project was approved as a temporary project, subject to removal within 120 days of the lifting of San Francisco's State of Emergency Order, pending evaluation and additional public process to consider whether to make the changes permanent. This document presents the results of the 4th Street Bridge TETL project evaluation, which finds that despite recent increases in traffic citywide, evaluation results are showing that the new transit lanes are helping keep T Third Street trains moving, with minimal traffic impacts to 4th Street or parallel streets.

The rest of the document is organized as follows. First, the evaluation approach is summarized including overviewing the objectives analyzed and analysis periods included. Then, methods and findings for the relevant metrics for each of the eleven objectives considered in the evaluation are presented.

Evaluation approach

The TETL program's objectives are centered around improving transit performance in support of the three following citywide goals:

1. **Equity:** The TETL program aims to provide efficient and reliable transit service for people with the fewest travel choices while reducing the risk of COVID-19 exposure by providing adequate capacity for physical distancing and less time spent onboard transit vehicles.
2. **Health:** The TETL program aims to reduce the risk of COVID-19 exposure for all transit riders.
3. **Economic Recovery:** The TETL program aims to support increasing economic activity by providing an efficient, reliable, and safe transit system.

Table 1 below summarizes each objective considered in the 4th Street Bridge TETL Project evaluation. This framework was developed to consider potential project benefits and impacts and was informed by community feedback in Fall 2020.

Table 1: Evaluation objectives for the 4th Street Bridge TETL project

Objective
1. Consider stakeholder feedback
2. Improve experience for Muni operators
3. Provide a safe travel option for those with the fewest travel choices, particularly Black, Indigenous, People of Color, lower income and homeless individuals
4. Preserve Muni travel time savings
5. Monitor collision rates along 4th Street Bridge TETL area and nearby streets
6. Monitor traffic impacts

In addition to this project-level evaluation of the 4th Street Bridge TETL Project, some additional metrics will be considered programmatically across all TETL projects. When available, this information will be shared online at SFMTA.com/TempLanes.

Stakeholder feedback

Methods

A public survey was distributed to ask Third Street corridor travelers and nearby residents about their perceptions of changes in travel along 4th Street after implementation of the 4th Street Bridge TETL Project. The survey questions are available in Appendix A.

The survey was available online during April and May 2021. The survey was advertised via posters at rail stops and near the project area, advertisements on Facebook and Spotify, the SFMTA website, and emails to the project list and to lists for Supervisor District 6 and District 10. Surveys were available in English, Chinese, and Spanish.

A total of 227 responses were received. 97% (221) were completed in English, 1% (2) in Chinese, and 2% (4) in Spanish.

Key Findings

Due to the online-only survey format necessitated by the COVID-19 pandemic, respondents to the survey did not comprise a representative sample of those affected by the 4th Street Bridge TETL project. To help ensure the needs of all affected stakeholders are taken into account, subsets of responses from underrepresented and overrepresented groups in the survey are displayed alongside the overall totals in this report.

55% of responses (125) were in a single ZIP code in the China Basin neighborhood, primarily residents of a single multi-unit residential complex on Berry Street. An additional 16% (36) were from an adjoining ZIP code that includes parts of China Basin, Mission Bay, and the Dogpatch. Only 8% of respondents from those ZIP codes indicated that they use transit as their primary travel mode across the 4th Street Bridge, while 45% listed driving as their primary mode across the bridge. Compared to the overall group of survey respondents, they were substantially more likely to have household incomes over $100,000 (72%), more likely to own a car (81%), and less likely to be Black/African-American or Hispanic/Latinx (7%) than other respondents.

Only 6% (14) of respondents were from ZIP codes in the Bayview, Hunter's Point, and Visitacion Valley neighborhoods. Respondents from these areas, which are part of SFMTA's Muni Service Equity Strategy, were less likely to have household incomes over $100,000 (21%), less likely to own a car (71%), and more likely to be Black/African-American or Hispanic/Latinx (46%). 57% listed transit as their primary travel mode across the 4th Street Bridge, while 21% listed driving as their primary mode across the bridge.

Because the respondents are not a representative sample of users of the 4th Street Bridge, many of these results are filtered by reported travel mode or ZIP code to reflect those who are most dependent on transit. Figure 2 shows reported travel mode over the 4th Street Bridge for all respondents, and for selected neighborhoods. This question only asked about primary travel mode over the 4th Street Bridge, and does not necessarily represent travel modes used to reach other parts of the city.

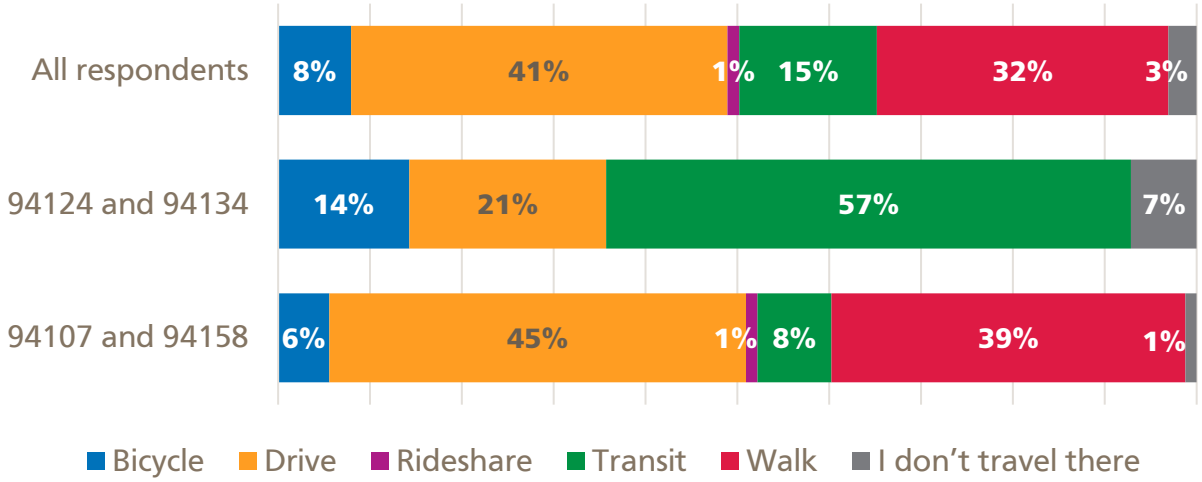

Figure 2: Responses (n=227) to "Thinking about your trips since late January 2021, how do you most often travel between Mission Bay and SOMA over the 4th Street bridge?" ZIP codes 94124 and 94134 (n=14) cover the Bayview, Hunter's Point, and Visitacion Valley neighborhoods. ZIP codes 94107 and 94158 (n=161) cover the China Basin, Mission Bay, and Dogpatch neighborhoods.

Support for the project, and belief that it is important to make sure that Muni does not get delayed in traffic, was highly correlated with travel mode and ZIP code.

Overall, 58% of respondents agreed it is somewhat, very, or extremely important to make sure Muni does not get delayed in traffic (Figure 3). 93% of respondents in the Bayview, Hunter's Point, and Visitacion Valley ZIP codes agreed with these statements, while 50% of respondents in the China Basin, Mission Bay, and Dogpatch ZIP codes agreed. 88% of transit riders and 94% of bicyclists agreed, while 65% of walkers and only 33% of drivers agreed.

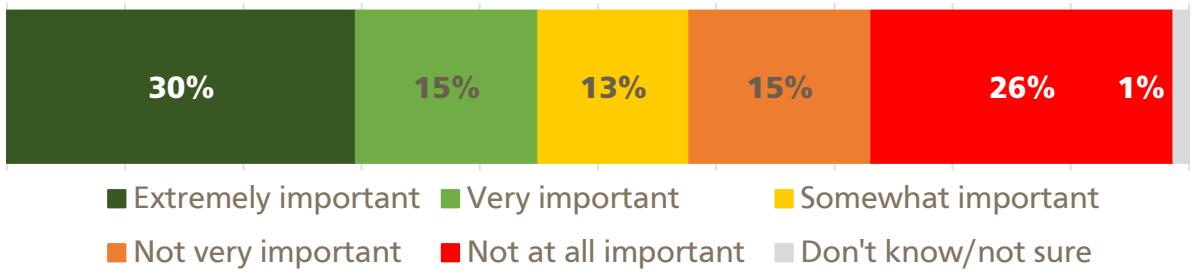

Figure 3: Responses to "How important is it to you that Muni doesn't get delayed in traffic?"

Overall, 41% of respondents would definitely or probably support making the project permanent, while 45% were opposed (Figure 4). 65% of transit riders and 94% of cyclists supported the permanent project, while 50% of walkers and only 13% of drivers supported it (Figure 5). 50% of respondents in the Bayview, Hunter's Point, and Visitacion Valley ZIP codes would support the permanent project, while 14% would oppose. In the China Basin, Mission Bay, and Dogpatch ZIP codes, 33% were in support and 55% opposed (Figure 6).

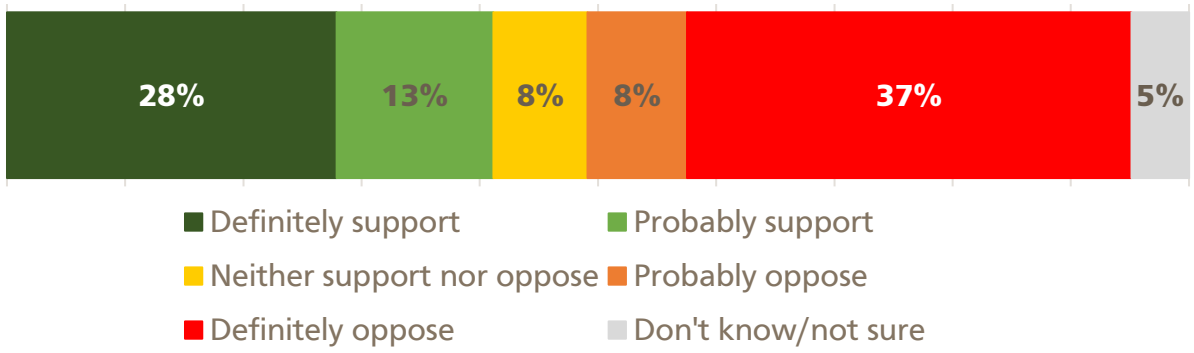

Figure 4: Overall responses to "Emergency transit lanes are a temporary measure to benefit those who rely on Muni. Would you support making them permanent?"

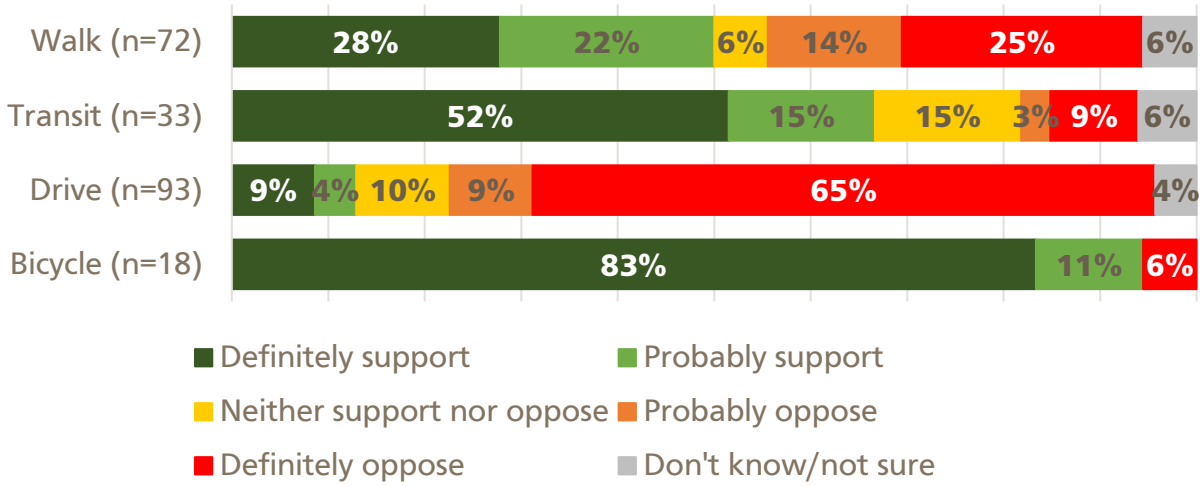

Figure 5: Responses to "Emergency transit lanes are a temporary measure to benefit those who rely on Muni. Would you support making them permanent?" divided by stated travel mode over the 4th Street Bridge.

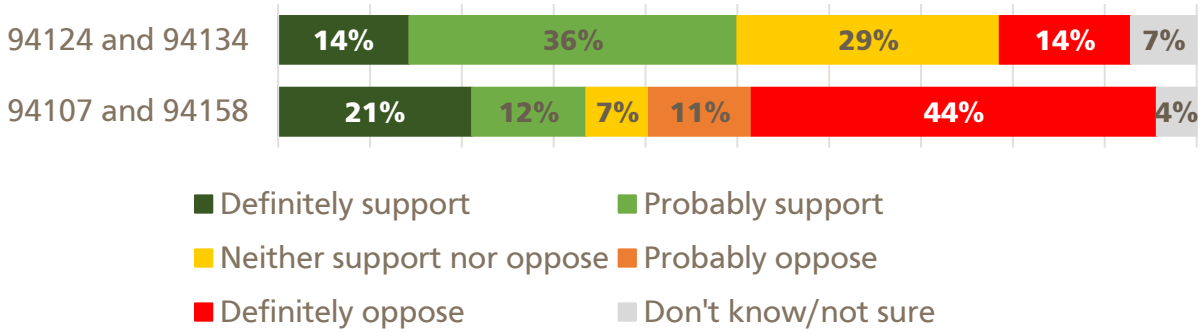

Figure 6: Responses to "Emergency transit lanes are a temporary measure to benefit those who rely on Muni. Would you support making them permanent?" divided by ZIP code. ZIP codes 94124 and 94134 (n=14) cover the Bayview, Hunter's Point, and Visitacion Valley neighborhoods. ZIP codes 94107 and 94158 (n=161) cover the China Basin, Mission Bay, and Dogpatch neighborhoods.

Most respondents who regularly ride the T Third Street line either thought trip quality, travel time, and reliability was better or about the same (Figure 7).

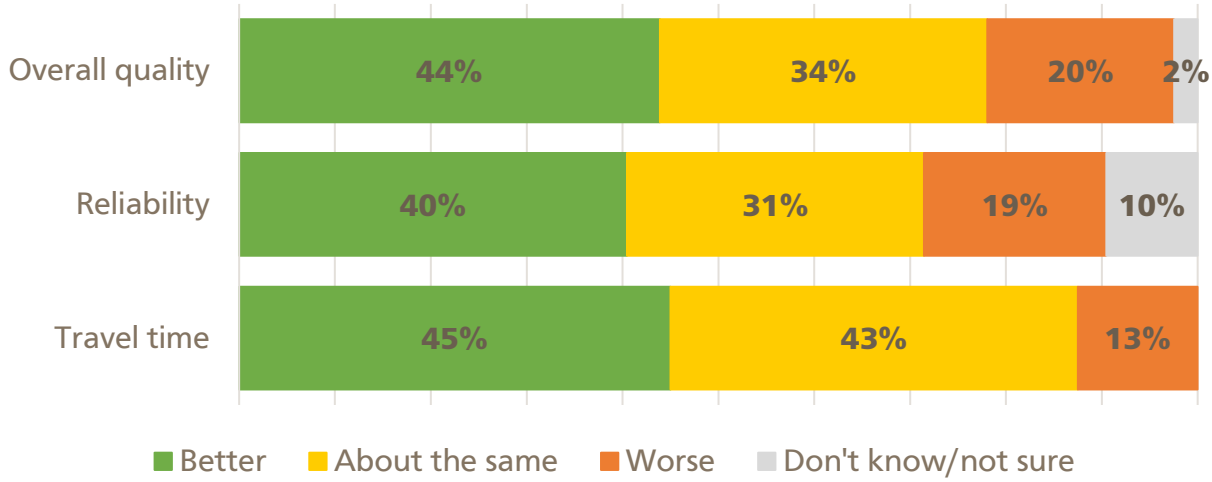

Figure 7: Responses to questions asking whether overall trip quality, travel time, and reliability had changed since the 4th Street Bridge TETL project was implemented. This graph shows responses from those who rode the T Third Street line at least once per week.

Additional key findings are embedded in later sections in this report that integrate stakeholder perceptions with relevant quantitative data.

Additional findings

In addition to the key findings above, the following summarizes the results for other survey questions.

31% of respondents had ridden the T Third Street line in 2021; 28% of respondents from China Basin, Mission Bay, and the Dogpatch had ridden, while 67% of respondents from the Bayview, Hunter's Point, and Visitacion Valley had ridden. (At the time of the survey, the line only ran to Embarcadero station – service through the Market Street Subway did not resume until May 15). For those who had, the frequency of their rides is shown in Figure 8.

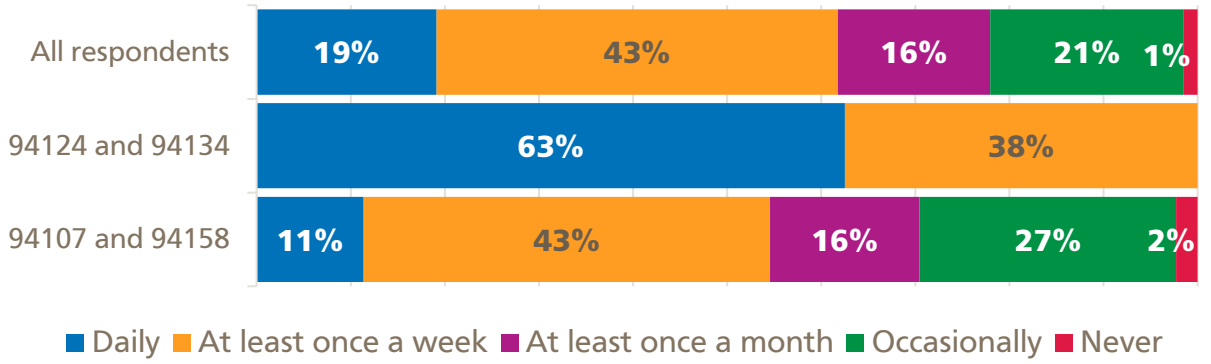

Figure 8: Responses (n=68) to "How often do you currently take the T Third Street?" ZIP codes 94124 and 94134 (n=8) cover the Bayview, Hunter's Point, and Visitacion Valley neighborhoods. ZIP codes 94107 and 94158 (n=44) cover the China Basin, Mission Bay, and Dogpatch neighborhoods.

73% of respondents reported that someone in their household owned a car for trips in San Francisco, while 21% reported that no one in their household owned a car. For those who primarily drove in the 4th Street corridor, responses about driving difficulty in the TETL area are shown in Figure 9. Public

comments about driving difficulty primary focused on queues extending to nearby intersections (which was not borne out by SFMTA staff in-person observations) and the left turn restriction inconveniencing residents on Berry Street.

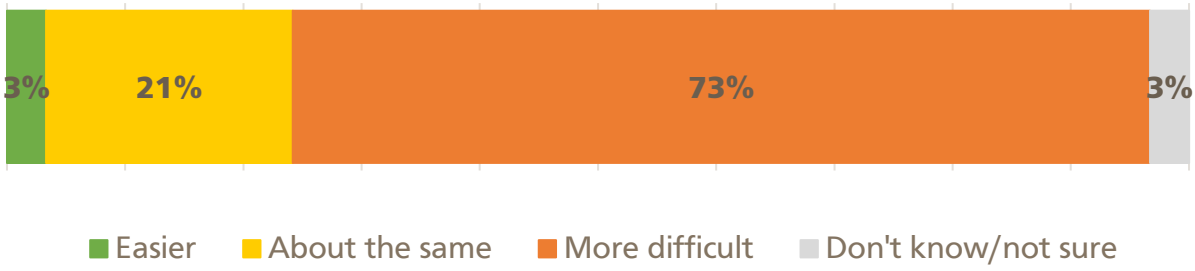

Figure 9: Responses to "How would you describe trips by car between Mission Bay and SOMA over the 4th Street bridge since late January when temporary emergency transit lanes were installed on the 4th Street bridge?"

As shown in Figure 10, in terms of safety, most people felt walking across the 4th Street Bridge felt about the same since the project was implemented.

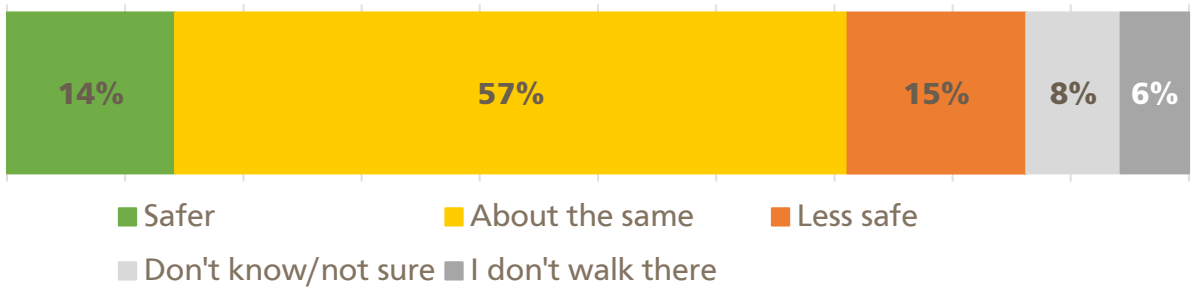

Figure 10: Responses to "Thinking about traffic safety, how safe do you feel walking across the 4th Street bridge since temporary emergency transit lanes were installed?"

The following are some example comments that reflect common themes of free response comments.

- T Third Street riders noting improved travel times: *"This is a huge improvement for the Muni. It would be great to see it in more locations."*
- Drivers noting increased congestion: *"Creates additional heavy traffic past Oracle Park at 3rd St Bridge, plus creates more side street traffic trying to maneuver around to 5th & Berry for freeway."*
- Berry Street residents opposed to the new left turn restriction: *"We can no longer turn left onto Berry Street - the street on which we live."*
- Improved safety for cyclists and pedestrians: *"The current temporary measures really help with cycling and pedestrian safety, helping make a more pleasant local environment"*

Operator feedback

Methods

Muni's highly trained operators can offer valuable firsthand knowledge of how street changes affect their day to day operating experiences. In addition, Muni operators are frontline essential workers who have an extremely difficult and important job, particularly during the COVID-19 pandemic. Improving operators' work experience is explicitly part of the TETL programs' goals. Paper surveys were distributed to operators at Muni Metro East and Green divisions, the divisions from which T Third Street service is run. Forty operator survey responses were completed.

Key findings

The vast majority of operators who were aware of recent 4th St Bridge TETL changes (80%) reported that these changes had made their jobs easier (Figure 11).

Figure 11: Responses to "Have the transit improvements made your job easier?"

Almost half of operators indicated that recent changes had made their trips faster, however; many indicated a need to slow down to maintain headways (spacing between trains) - see Figure 12. This means that with changes to schedules, potential additional travel time savings may be available.

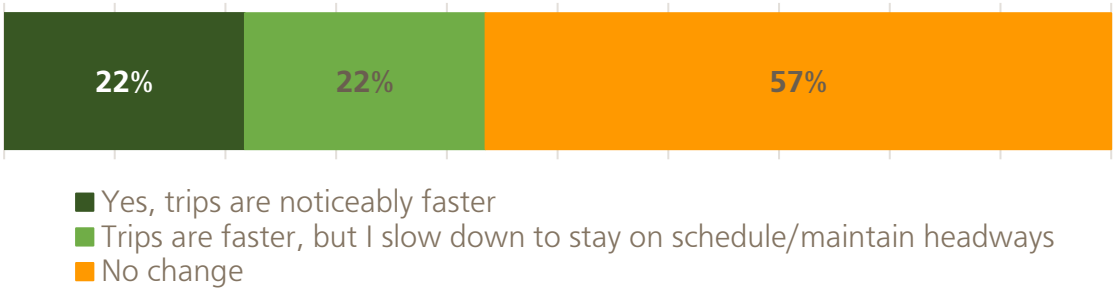

Figure 12: Responses to "Have these improvements changed travel times?"

Over 3/4 of operators (77%) reported fewer conflicts with other vehicles (Figure 13) indicating that the emergency transit lanes are helping to protect trains from private vehicle traffic.

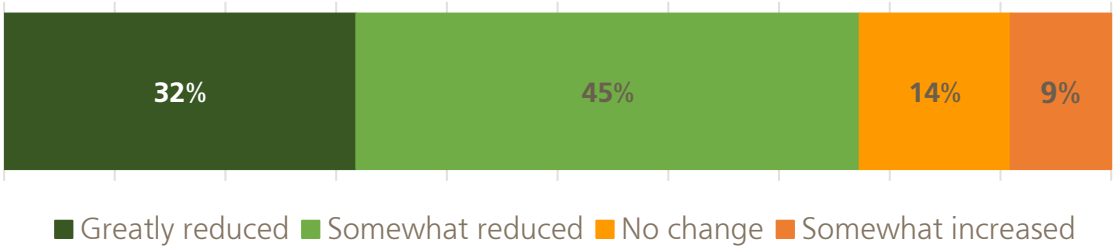

Figure 13: Responses to "Have conflicts with other vehicles changed?"

Only half of operators (Figure 14) reported that motorists properly complied with transit lanes and turn restrictions, while one-third reported they did not. This corresponds with in-person observations by SFMTA staff, during which some improper use of the transit lanes and improper left turns onto Berry Street were observed. Several operators requested additional enforcement of the TETL changes, as well as of improper turns at the intersections of 4th Street with Channel Street and with King Street.

Figure 14: Responses to "Have motorists you've observed generally been complying with transit lane and turning restrictions?"

Equity

Methods

One of the key TETL program objectives is to provide a safe travel option for those reliant on Muni, particularly Black, Indigenous, People of Color, lower income and homeless individuals. This section provides information about the equity implications of the 4th Street Bridge TETL Project by sharing more information about the demographics of T Third Street riders who are the key beneficiaries of the project. Data considered includes information on Muni rider demographics collected through SFMTA's biennial On Board Survey and comparing that to census data of the neighborhoods served by the T Third Street line.

Key findings

- The T Third Street line serves two neighborhoods – Bayview-Hunters Point and Visitacion Valley – with a greater proportion of low-income riders and people of color than the systemwide average. With the opening of the Central Subway in 2022, it will also serve Chinatown, another neighborhood with a higher proportion of low-income riders and people of color.
- Residents of the Bayview-Hunters Point and Visitacion Valley neighborhoods were also much more likely to support making the project permanent, and to prioritize transit over driving, than other respondents. Residents of these neighborhoods are the primary beneficiaries of the 4th Street Bridge TETL project, while residents on Berry Street in the wealthier China Basin neighborhood are most likely to be inconvenienced by the project.
- 4th Street Bridge TETL beneficiaries include at least ~1/4 of riders who are low-income and over half who are people of color[1]. These numbers are pre-COVID and are likely higher during the COVID-19 pandemic.
- The T Third Street line is also designated as an SFMTA's Equity Strategy line because of its importance for Bayview and Visitacion Valley residents and seniors and people with disabilities for citywide accessibility[2].

Additional results

Table 2 compares customer demographics of the combined K/T line to Muni system-wide averages, and to demographics of the neighborhoods served by the T Third Street line.

Table 2: T Third Street and systemwide customer demographics and neighborhood demographics (pre-COVID)[1]

	Household income below $35,000[3]	**People of Color**
K/T	25%	62%
Systemwide average	26%	57%
Bayview-Hunters Point[4]	34%	92%
Visitacion Valley[4]	32%	93%
Dogpatch[4]	7%	46%
Mission Bay / China Basin[4]	17%	63%

[1] SFMTA 2017 On Board Survey
[2] SFMTA.com/Equity
[3] Low income households are defined by the SFMTA as those with total incomes under 200% of the federal poverty level per household size. Household size data was not readily available, so household income under $35,000 (approximately 200% of the federal poverty level for a two-person household) is used as a proxy.
[4] American Community Survey 2019 data via city-data.com

Transit travel time

Methods

Transit travel time data for the T Third Street line was processed from automated vehicle location (AVL) data collected in Muni's OrbCAD system. Travel times were calculated between the stop at 4th and King/Caltrain and the stop at Mission Rock. Time periods used were January 15 to February 28, 2020 (typical pre-COVID conditions) and March 1 to June 20, 2021 (typical TETL conditions, with citywide traffic levels close to pre-COVID).

50th percentile (median) running times were calculated, which approximates the typical passenger experience. The following time periods were analyzed: AM peak (7-10am), midday (10am-3pm), and PM peak (3-7pm) for analysis, with all-day (7am-7pm) also analyzed. (Evening and overnight hours tend to have minimal congestion and lower ridership, so the 4th Street Bridge TETL project is expected to have less significant impacts between 7pm and 7am). Weekends similarly have lower congestion and ridership, so only weekday data was used.

Key findings

Transit travel time improved where transit lanes were implemented. Northbound travel times from 4th and King to Mission Rock decreased by 52 seconds (28%), while southbound travel times decreased by 26 seconds (16%). These changes were consistent across the times of day. Figure 15: All-day (7am-7pm) travel time on the 4th St Bridge TETL segment before and after project implementation shows changes in travel times before and after TETL implementation.

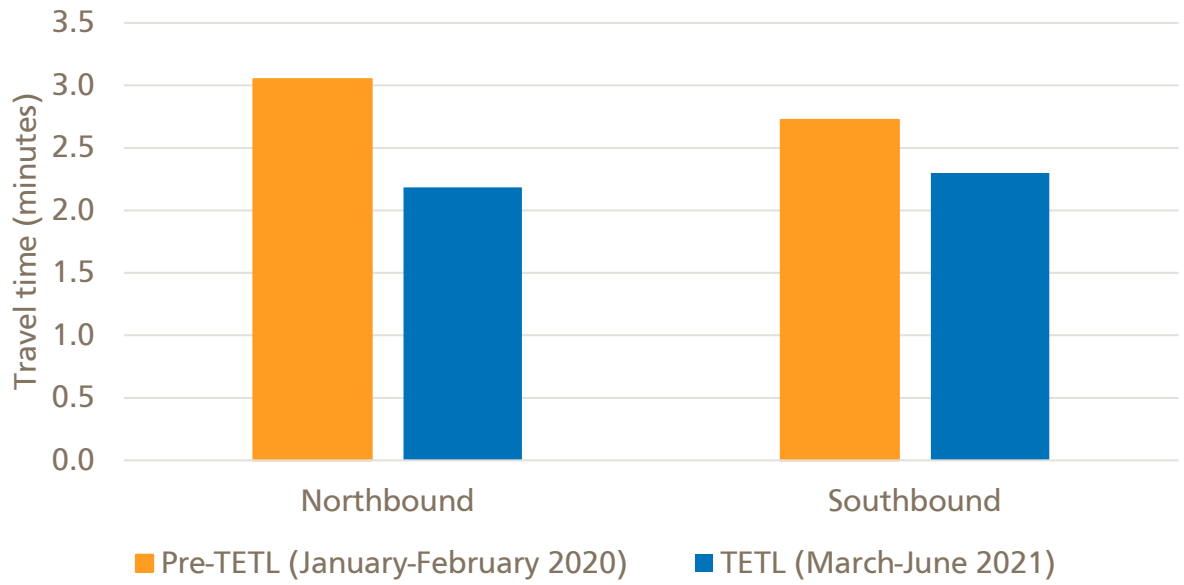

Figure 15: All-day (7am-7pm) travel time on the 4th St Bridge TETL segment before and after project implementation

Transit travel time improved only where TETL improvements were installed. The decrease in transit travel times also compares favorably to changes in travel time across the full surface section of the T Third Street route. Northbound travel times from Sunnydale to 4th and King decreased by 102 seconds (5%), of which the decrease associated with the 4th Street Bridge TETL represents half the savings. Southbound travel times decreased by 6 seconds (0.3%), indicating a small increase in travel

times outside the TETL area. Figure 16 compares travel time changes on the 4th Street Bridge TETL segment and the full route.

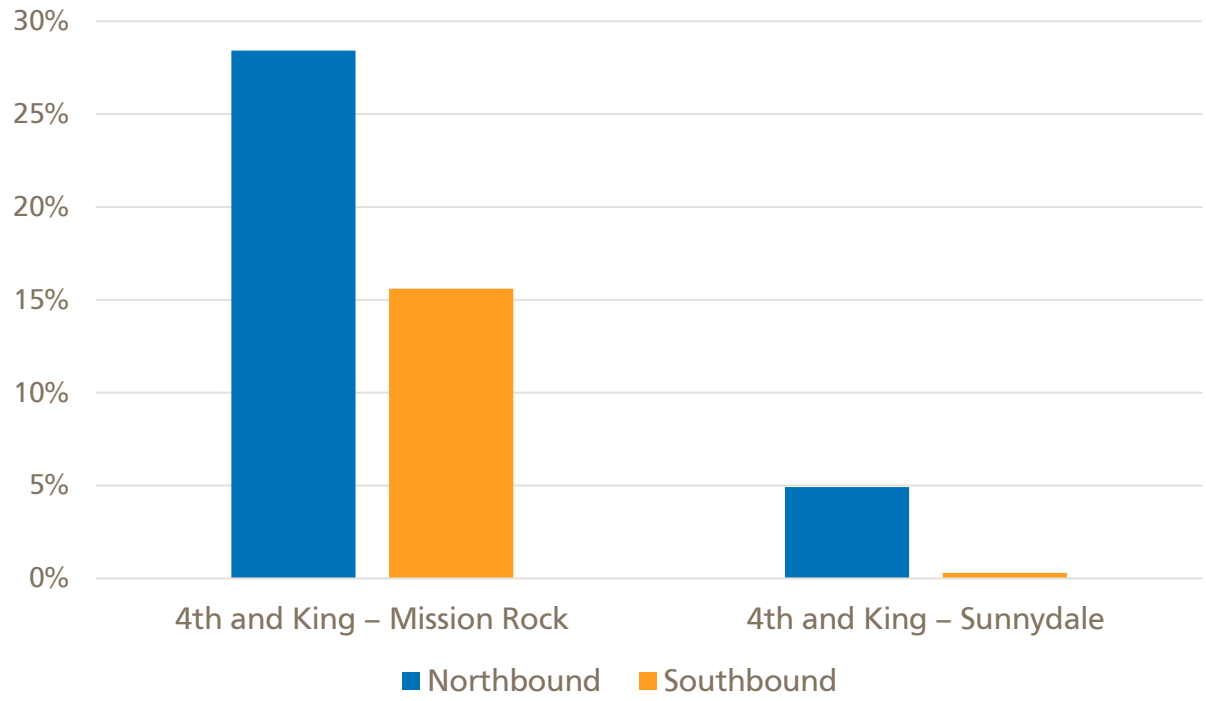

Figure 16: Improvement in all-day travel times since January/February 2020

Traffic

Methods

The 4th Street Bridge TETL project reduced the number of southbound travel lanes from two to one on the segment where a dedicated transit lane was added, and restricted northbound left turns at the intersection of 4th and Berry Streets. The purpose of this component of the evaluation was to understand whether the reduction in travel lane capacity and introduction of the turn restriction increased traffic congestion on 4th Street to the extent that some people driving diverted to nearby streets (referred to as "diversions", and in turn increased congestion on those nearby streets.

Analyzing changes in auto travel times and speeds requires contextualizing by analyzing changes in auto travel times in other "control" corridors that would not have been affected by project changes. This is particularly important in a COVID context, where there have been large changes in the overall level of trip-making in San Francisco as restrictions have lifted, COVID case counts have declined, and a large portion of the population has been vaccinated. Travel times on major arterial streets like 4th Street with existing congestion may be more sensitive to changes in vehicle volumes than uncongested local streets.

Traffic conditions were monitored using the Inrix IQ Roadway Analytics suite (https://inrix.com/products/roadway-analytics/), which aggregates data from navigation apps, commercial vehicle GPS locations, and other sources to estimate speeds and travel times. Block-by-block average speeds were aggregated into 8 sections of road as shown in Figure 17:

- 4th Street: King Street–Channel Street
- 3rd Street: King Street–Channel Street
- Mission Bay Drive: 7th Street–Channel Street
- Channel Street: Mission Bay Drive–4th Street, 4th Street–3rd Street[5]
- 5th Street: King Street–Berry Street
- Berry Street: Mission Bay Drive–4th Street, 4th Street–3rd Street

Only data from Tuesdays, Wednesday, and Thursdays was used, as these tend to be the days with the highest levels of congestion. The time periods used for analysis were September 1 – October 15, 2020 (the highest level of traffic congestion during partial reopening) and January 15 – March 25, 2021[6].

[5] Data was not fully available for Channel Street between Mission Bay Drive and 4th Street, and was only available for eastbound traffic between 4th Street and 3rd Street.

[6] A change in the methodology that Inrix uses to calculate traffic speeds took effect on March 30, 2021 Data from after this time cannot be directly compared with previous data.

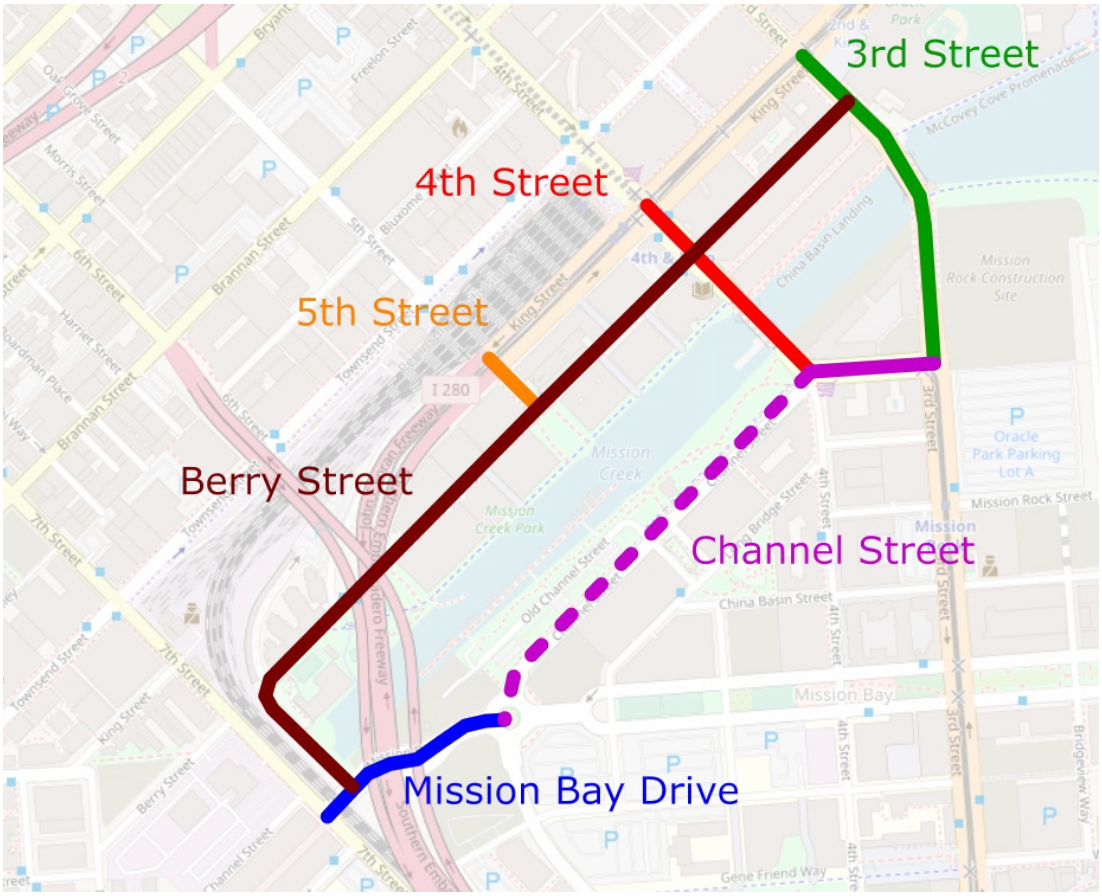

Figure 17: Road segments used for traffic and collision analysis. The dashed segment of Channel Street was only used for collision analysis, as traffic data was not fully available.

Key Findings

The 4th Street Bridge TETL project did not substantially impact vehicle speeds in the project area. All-day speed changes varied from -6.5% on north/west-bound 3rd Street to +10.1% on westbound Mission Bay Boulevard, with a similar range during both peak periods. Speeds on north/west-bound 4th Street remained approximately constant, while south/east-bound 4th Street showed a modest increase in traffic speeds.

There does not appear to be a significant rate of diversions from 4th Street to nearby streets. As shown in Table 3, most nearby streets showed minimal changes to traffic speeds. The only street with a consistent decrease in traffic speeds was 3rd Street. The maximum decrease experienced – north/west-bound 3rd Street during the AM peak – represents approximately 6 seconds of additional vehicle travel time.

Color scale used for Table 3				
-20%	-10%	0%	10%	20%

Table 3: Traffic speed changes in the 4th Street Bridge TETL area from September/October 2020 to January–March 2021 at AM peak, PM peak, and all day

		AM	PM	All day
4th Street King - Channel	SEB	-1.6%	0.8%	0.2%
	NWB	2.9%	5.0%	4.9%
3rd Street King - Channel	SEB	-6.4%	1.3%	-3.0%
	NWB	-8.2%	-7.4%	-6.5%
Mission Bay 7th - Channel	EB	-5.4%	1.9%	-2.0%
	WB	11.2%	12.3%	10.1%
Channel 4th - 3rd	EB	2.8%	-9.1%	-4.1%
5th Street King - Berry	SEB	-8.0%	8.0%	1.2%
	NWB	-2.4%	4.7%	-5.5%
Berry 7th - 4th	NEB	2.1%	4.6%	4.2%
	SWB	-3.1%	-2.1%	-2.0%
Berry 4th - 3rd	NEB	4.6%	5.2%	5.7%

Collisions

Methods

All SFMTA projects aim to support the city's Vision Zero policy, which aims to achieve zero traffic deaths. The TransBASE Dashboard (https://transbase.sfgov.org/dashboard/dashboard.php) displays the location and basic data for all traffic collisions in San Francisco involving injury or death. The data is provided by the SFMTA, San Francisco Police Department (SFPD), and San Francisco Department of Public Health (SFDPH). Collision data is updated quarterly, typically near the end of the following quarter.

Collisions were monitored on the same road segments as for traffic (see Figure 17, page 16) with monthly rates calculated. Time periods used were pre-COVID (September 2019 – February 2020), COVID (April 2020 – October 2020) and TETL (late January 2021 – June 2021).

This metric has a small sample size compared to others in the evaluation – less than two dozen collisions during each sample period, versus thousands of train trips and tens of thousands of auto trips. It also has longer time periods with more outside factors, including variation in vehicle volumes, weather events, construction, and road conditions. These factors mean there is inherently a higher degree of randomness in these results than in others in this evaluation. While the aggregated monthly averages provide some indication of overall trends, this metric is intended to be largely qualitative. For segments or locations that show a significant increase in collisions compared to others, staff will review SFPD collision reports to ensure that collisions are not being increased by traffic changes associated with the 4th Street Bridge TETL project nor by traffic diversions caused by the project.

Key findings

During the pre-COVID period, 15 injury collisions (2.5 per month) were reported in the TETL project area. During the COVID period, 10 injury collisions (1.1 per month) were reported in the same area. During the TETL period, 8 injury collisions (1.5 per month) were reported in the project area – an increase expected with increased traffic during reopening, but still below the pre-COVID rate. No individual street segments or intersections showed a significant increase in collisions that would indicate a potential deterioration in safety. Collision reports were checked by SFMTA, with no collisions attributed to conditions that changed as part of the 4th Street Bridge TETL project. Therefore, the evaluation does not show that the 4th Street Bridge TETL project caused any increase in collisions.

Appendix A: Public survey questions

1. Hello. Please choose your language. 您好。請選擇您的語言。 Hola. Escoga su idioma por favor.
    a. English
    b. 中文
    c. Español

2. Thinking about your trips since late January 2021, how do you most often travel between Mission Bay and SOMA over the 4th Street bridge?
    A. Bus/Transit
    B. Walk
    C. Drive
    D. Bicycle
    E. Taxi
    F. Uber/Lyft
    G. Scooter (Lime/Spin/etc)
    H. Other
    I. I don't travel there
    J. Don't know/not sure

If answer is C, E, F (Drive, Taxi, Uber/Lyft) send them to Question #9
If answer is anything else, send them to Question #3

3. How important is it to you that Muni doesn't get delayed in traffic?
    A. Extremely important
    B. Very important
    C. Somewhat important
    D. Not so important
    E. Not at all important
    F. Don't know/not sure

4. Have you used the T Third rail service since late January?
    a. Yes
    b. No
    c. Don't know/not sure

If answer is 4A or 4C, send them to Question #5
If answer is 4B, send them to Question #14

[Ask Questions 5-9 if 4A or C (T-Third rider Yes or Don't know) is selected]

5. How often do you currently ride the T Third at any part of the route between Sunnydale and the Embarcadero?
    a. Daily
    b. At least once a week
    c. At least once a month
    d. Occasionally
    e. Never
    f. Don't know/not sure

6. Temporary emergency transit lanes were installed on the 4th Street bridge in late January. Thinking about the T Third's reliability since then, would you say it is:
    a. More reliable
    b. About the same
    c. Less reliable

d. Don't know/not sure

7. Would you say your your travel time on the T Third since late January is:
   A. Quicker
   B. About the same
   C. Slower
   D. Don't know/not sure

8. Would you say the overall quality of your T Third trips since late January is:
   A. Better
   B. About the same
   C. Worse
   D. Don't know/not sure

[Ask Question 9 if 2C, E, F (How do you travel? Drive, Taxi, Uber/Lyft) is selected]

9. How would you describe trips by car between Mission Bay and SOMA over the 4th Street bridge since late January when temporary emergency transit lanes were installed on the 4th Street bridge:
   A. Easier
   B. About the same
   C. More difficult
   D. I don't travel there by car
   E. Don't know/not sure

If answer is 9C, send them to Question #10
If answer is anything else, send them to Question #11

[Ask Question 10 if 9C (More difficult) is selected]

10. How has driving become more difficult on or near the 4th Street bridge since the temporary emergency transit lanes were installed?
    a. Open-ended

Answer is open-ended, send them to Question #11

[Back to asking everyone]

11. Thinking about traffic safety, how safe do you feel walking across the 4th Street bridge since temporary emergency transit lanes were installed?
    a. Safer
    b. About the same
    c. Less safe
    d. I don't walk there
    e. Don't know/not sure

12. Temporary emergency transit lanes are a temporary measure to benefit those who rely on Muni. Would you support making them permanent?
    a. Definitely support
    b. Probably support
    c. Neither support nor oppose
    d. Probably oppose
    e. Definitely oppose
    f. Don't know/not sure

13. Is there anything you'd like to add about the temporary emergency transit lanes or service for the T Third?
    a. Open-ended

[demographic questions]

14. What is your age?
    a. 18 or under
    b. 19-24
    c. 25-34
    d. 35-44
    e. 45-54
    f. 55-64
    g. 65-74
    h. 75 or over
    i. Don't know/not sure
    j. Prefer not to answer

15. How do you describe your gender identity?
    a. Female
    b. Male
    c. Transgender-male
    d. Transgender-female
    e. Gender Non-binary
    f. Another gender
    g. Don't know/not sure
    h. Prefer not to answer

16. With what race and/or ethnicity do you identify?
    a. Asian, Pacific Islander
    b. Black, African American
    c. Hispanic, Latinx
    d. Middle Eastern, North African
    e. Native American
    f. White
    g. Other
    h. Don't know / not sure
    i. Prefer not to answer

[Ask Question 17 if 16G (Other) is selected]

17. Please specify your race and/or ethnicity
    a. Open-ended

18. What is your native language?
    a. English
    b. Cantonese
    c. Mandarin
    d. Spanish
    e. Filipino and/or Tagalog
    f. Russian
    g. Vietnamese

h. Other
i. Don't know/not sure
j. Prefer not to answer

19. How well do you speak English?
    a. Very well
    b. Well
    c. Not well
    d. Not at all
    e. Don't know/not sure
    f. Prefer not to answer

20. Do you have a disability that currently affects your daily life?
    A. Yes
    B. No
    C. Don't know/not sure
    D. Prefer not to answer

21. What is your total annual household income?
    a. Less than $10,000
    b. $10,000 to $24,999
    c. $25,000 to $49,999
    d. $50,000 to $99,999
    e. $100,000 to $149,999
    f. $150,000 to $199,999
    g. $200,000 or more
    h. Don't know
    i. Prefer not to answer

22. How many people are in your household?
    a. 1
    b. 2
    c. 3
    d. 4
    e. 5
    f. 6 or more
    g. Don't know/not sure
    h. Prefer not to answer

23. Do you or someone in your household own a car that is used for transportation in San Francisco?
    a. Yes
    b. No
    c. Not applicable/Don't know/not sure

24. What is your zip code?
    a. Open ended

25. Would you like text or email updates about the future of the temporary emergency transit lanes?
    a. Yes! Text me updates.
    b. Yes! Email me.
    c. No thanks.

[Ask Question 26 if 25A (Text) is selected]

26. What phone number would you like subscribed to project update texts?
    a. Open ended

[Ask Question 27 if 25B (Email) is selected]

27. What email address would you like subscribed to project update emails?
    a. Open ended (ensure it only accepts email formats)