

3RD STREET QUICK-BUILD PROJECT



SFMTA

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.



PROJECT FINDINGS - AT A GLANCE



Vehicle Speeds

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



Vehicle Volumes

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



Pedestrian Volumes

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



Bicycle Volumes

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



Bike Positioning

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.



Bike Signal Compliance

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.

For more information, please visit:
[SFMTA.com/SafeStreetsEvaluation](https://www.sfmta.com/SafeStreetsEvaluation)

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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 vehicle-pedestrian 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.



Bicycle-Pedestrian Conflicts

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

Before



After



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



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