



SFMTA

4th Street Bridge Temporary Emergency Transit Lanes

SFMTA Board of Directors

January 5, 2021

Temporary Emergency Transit Lanes

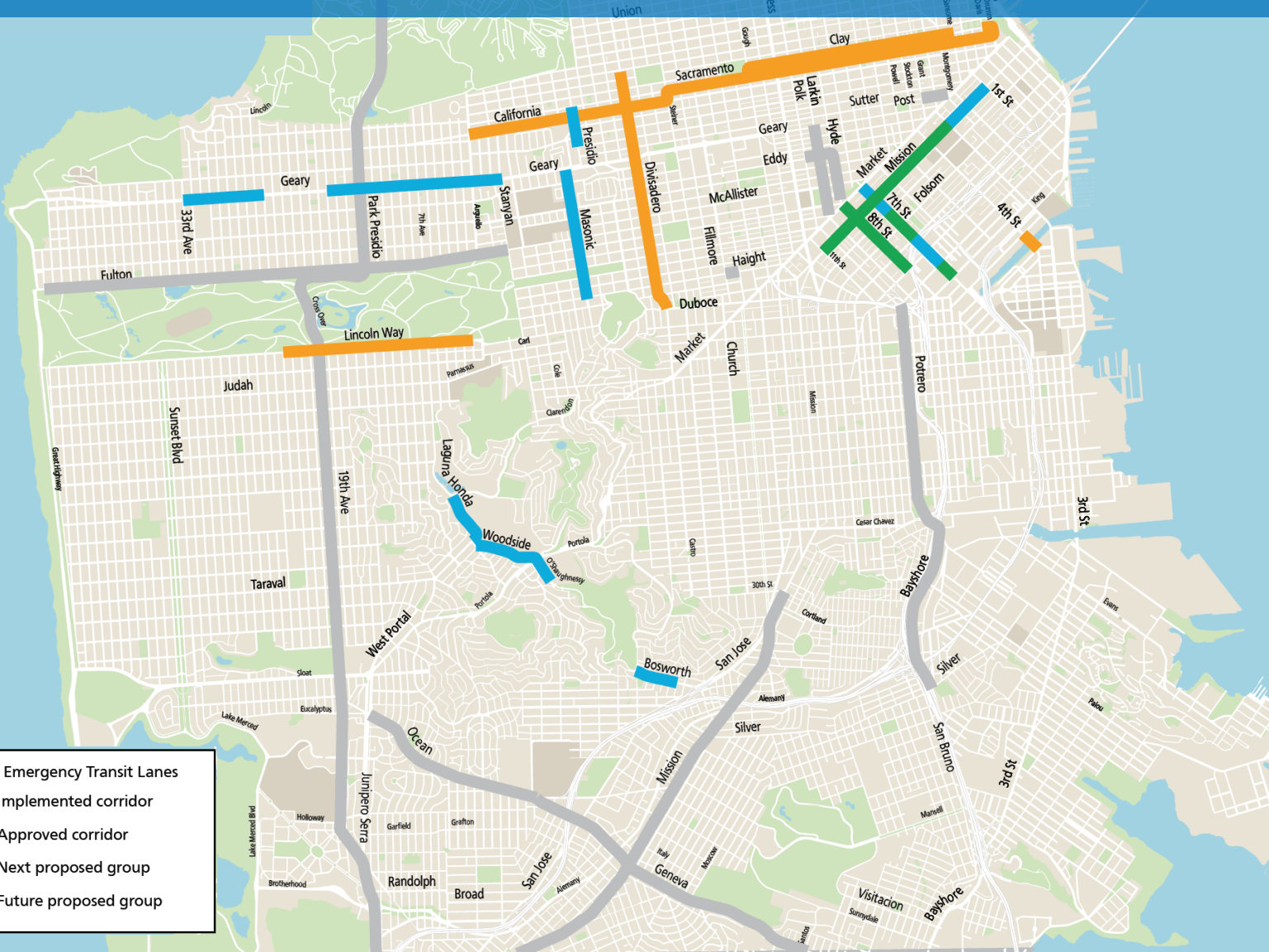
- Install on corridors that normally experience congestion to keep transit moving and reduce crowding
- Allow transit vehicles to complete trips in less time and return into service more quickly
- Provide more frequent service with same number of vehicles, mitigating service reductions
- Would not be painted red
- Are automatically removed within 120 days after emergency order is lifted, unless there is a public process to make a lane permanent



Implementation Phasing

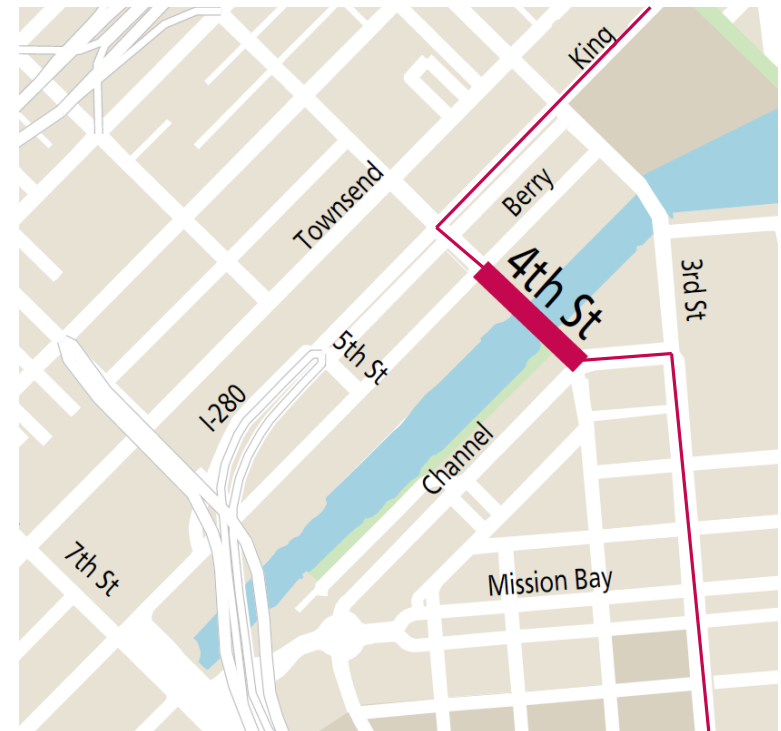
Temporary Emergency Transit Lanes

- Implemented corridor
- Approved corridor
- Next proposed group
- Future proposed group



T Third Street (4th Street Bridge)

- One of the few locations on the T-Third without dedicated lanes
- Track lanes currently shared with auto traffic due to narrow historic bridge
- Convert track lanes to 24/7 transit lanes (bikes allowed)
- Restrict northbound left turns at 4th/Berry to address frequent delays, improve reliability

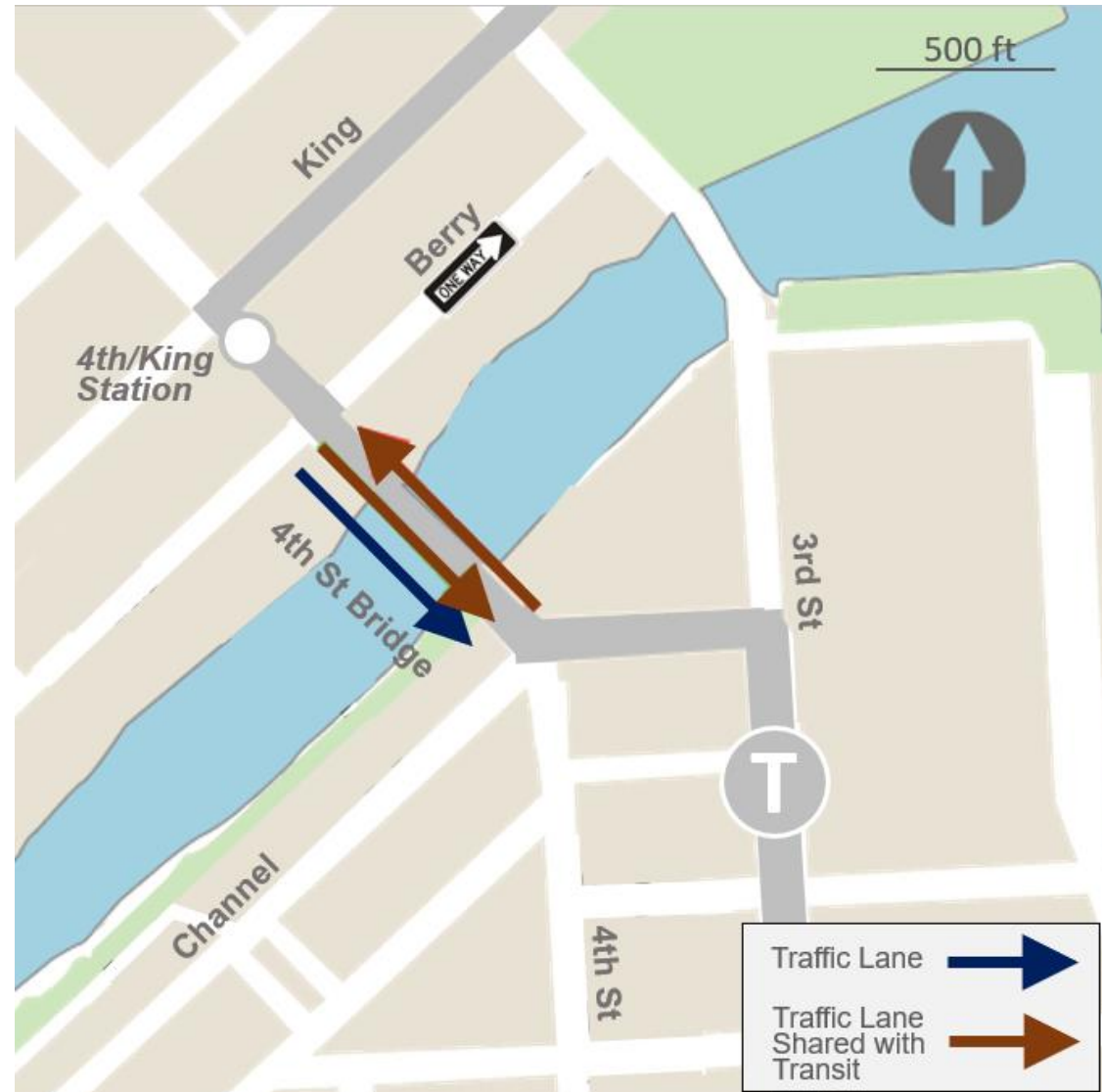


Existing Conditions

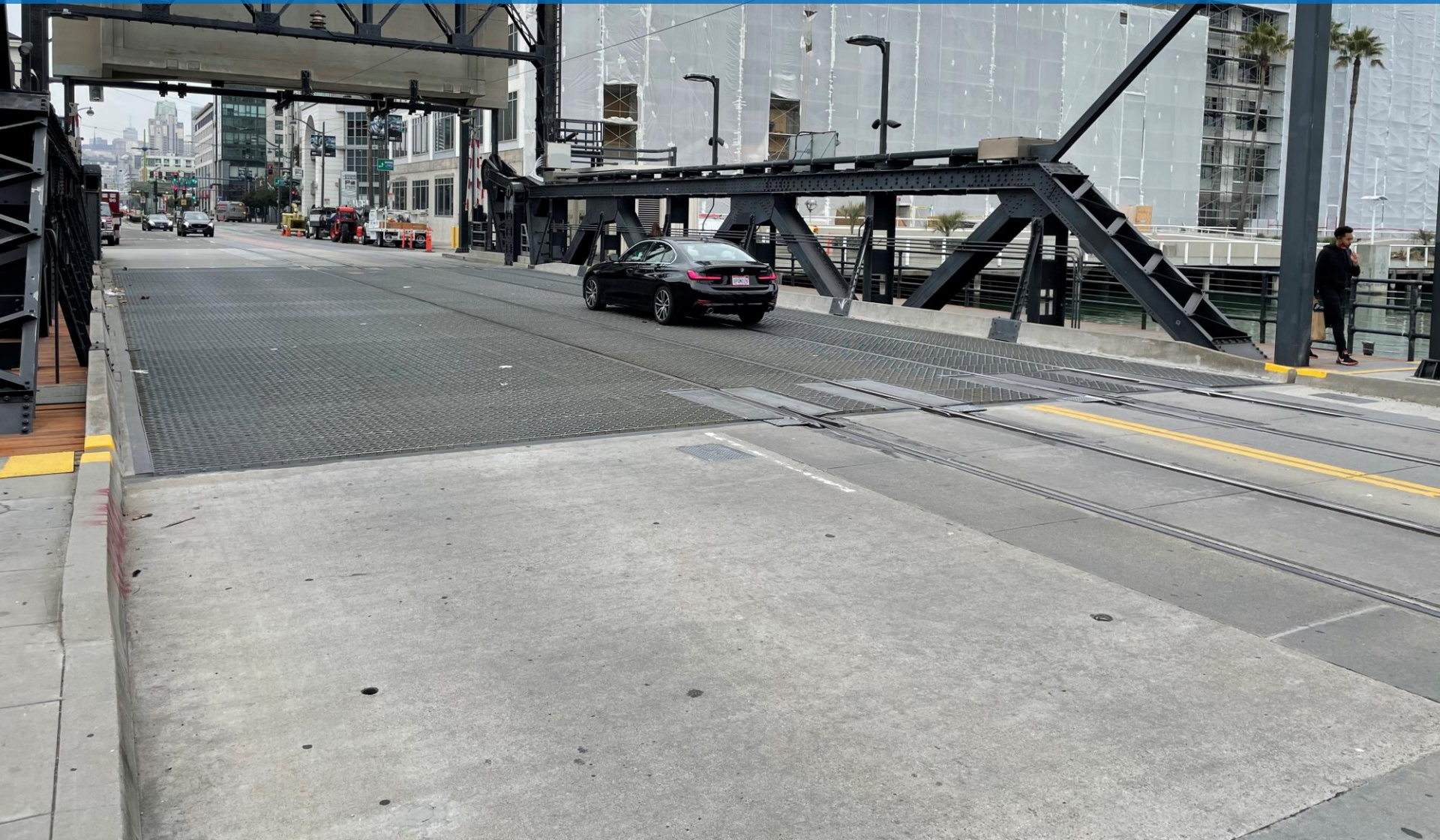
The 4th St Bridge has three lanes: one northbound, two southbound

T Third Street trains share the northbound lane and one of the southbound lanes with traffic

Frequent transit delays at 4th/Berry due to traffic making left turns



4th Street Bridge *Facing North*



4th/Berry Intersection *Facing South*



4th/Berry Intersection *Facing North*



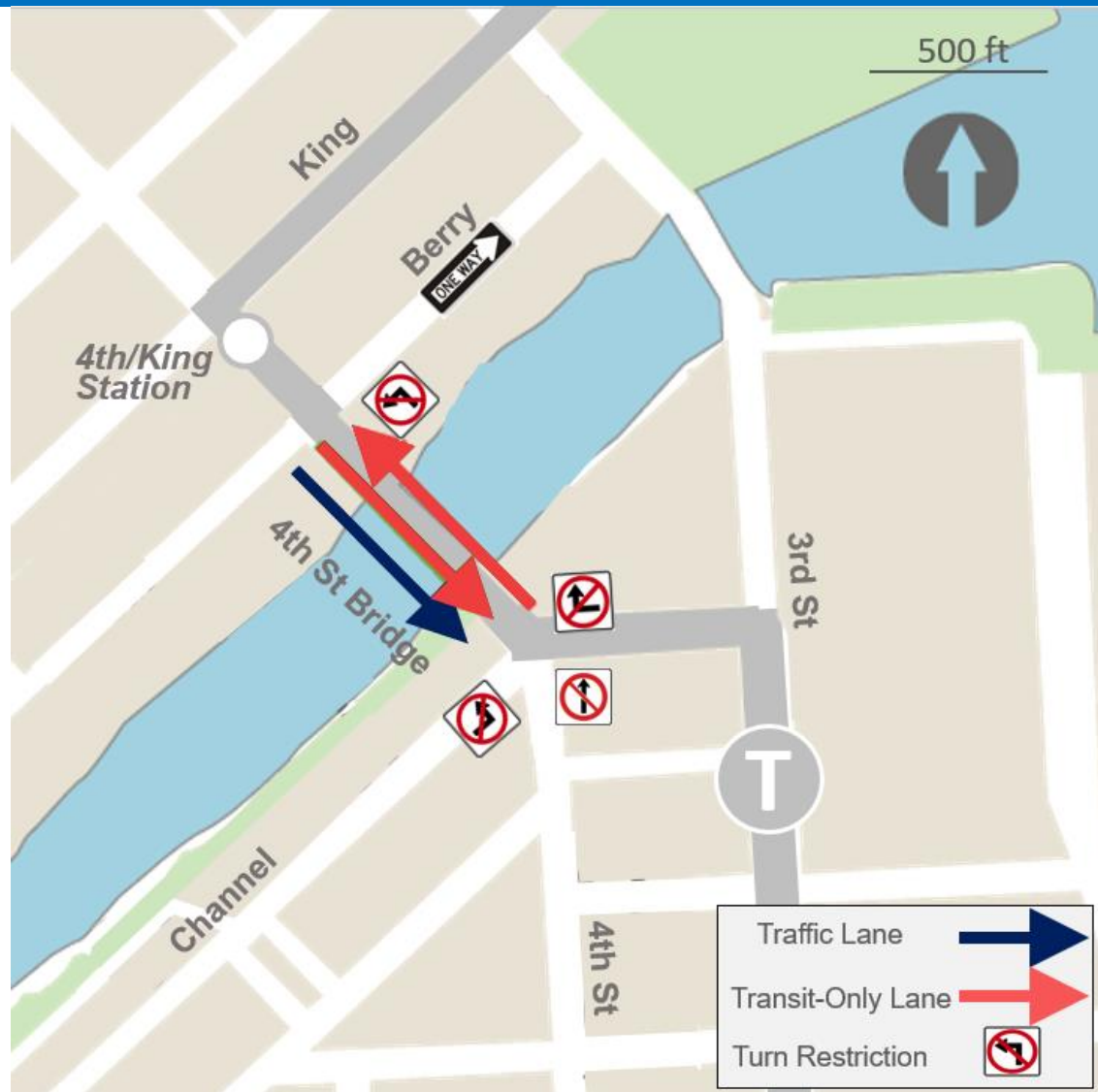
Proposed Temporary Project

One lane in each direction on the 4th St Bridge would become a Transit Lane

Traffic would continue to be allowed in the remaining southbound lane on the 4th St Bridge

Traffic would be prohibited northbound on the 4th St Bridge, requiring turn restrictions and detours at 4th/Channel

Left turn restriction northbound at 4th/Berry



Phased Northbound Implementation

Initial Phase

- Install the southbound transit lane
- Restrict northbound left turns at 4th/Berry, install transit lane in left turn pocket
- Continue to allow northbound traffic on the 4th St Bridge

Traffic and transit delay will be evaluated

If traffic still causes transit delays, the full project will be installed



Evaluation

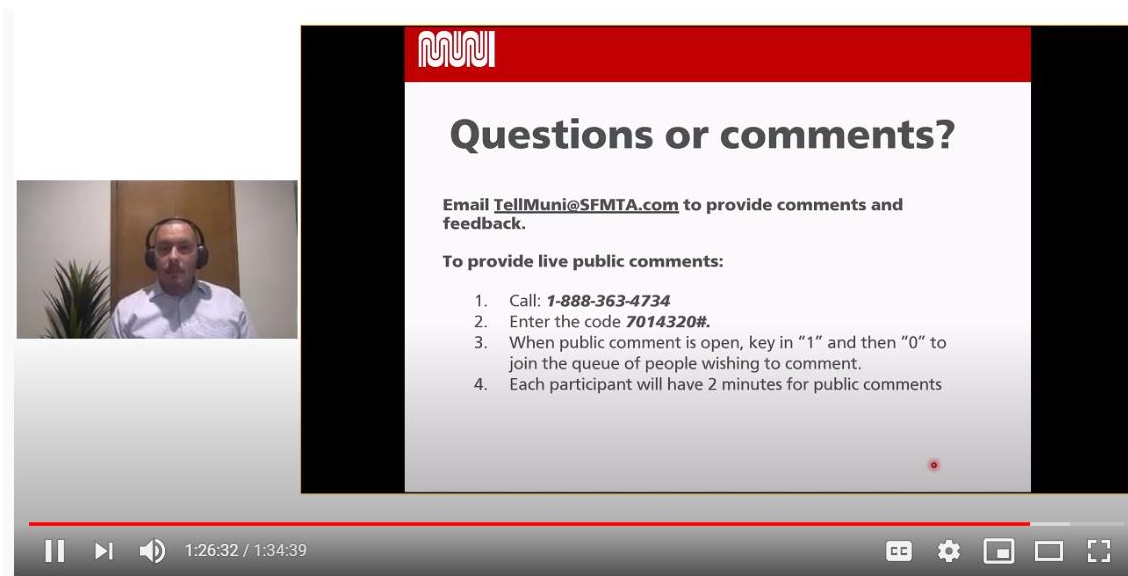
- Community input will shape how we evaluate the success of the project, with a focus on equity, health and economic recovery
- Public engagement and evaluation will guide whether and what longer-term improvements are pursued
- We've asked stakeholders: as we evaluate, which metrics are most important to focus on?



Photo taken before mask requirements

Outreach and Engagement

- Virtual public meeting (60 participants)
- Outreach to community-based organizations
- 5,000 e-mails to T-Third riders
- 5,200 community mailers
- 40 on-street posters
- Social media
- Project webpage
- Individual stakeholder briefings
- Stakeholder survey



Today's Legislation

- Direct the City Traffic Engineer to approve temporary emergency transit lanes on 4th Street, northbound and southbound, between Berry Street and Channel Street
- To prevent unauthorized vehicles from accessing the northbound transit lane, temporarily restrict turns and thru traffic to northbound 4th Street at the intersection of 4th and Channel Streets
- Temporarily restrict left turns, northbound, from 4th Street onto Berry Street
- Temporary emergency transit lanes and turn restrictions must be removed within 120 days after emergency order expires if not approved for permanent legislation
- They may also be modified or even removed any time during the emergency in response to evaluation and feedback

Next Steps

Today: SFMTA Board action

Mid-January:

- Install initial phase of temporary project
- Restart rail service on T Third Street
- Begin evaluation
- Install full temporary project, if transit delays still occur

Ongoing:

- Community dialogue about the performance of the temporary project

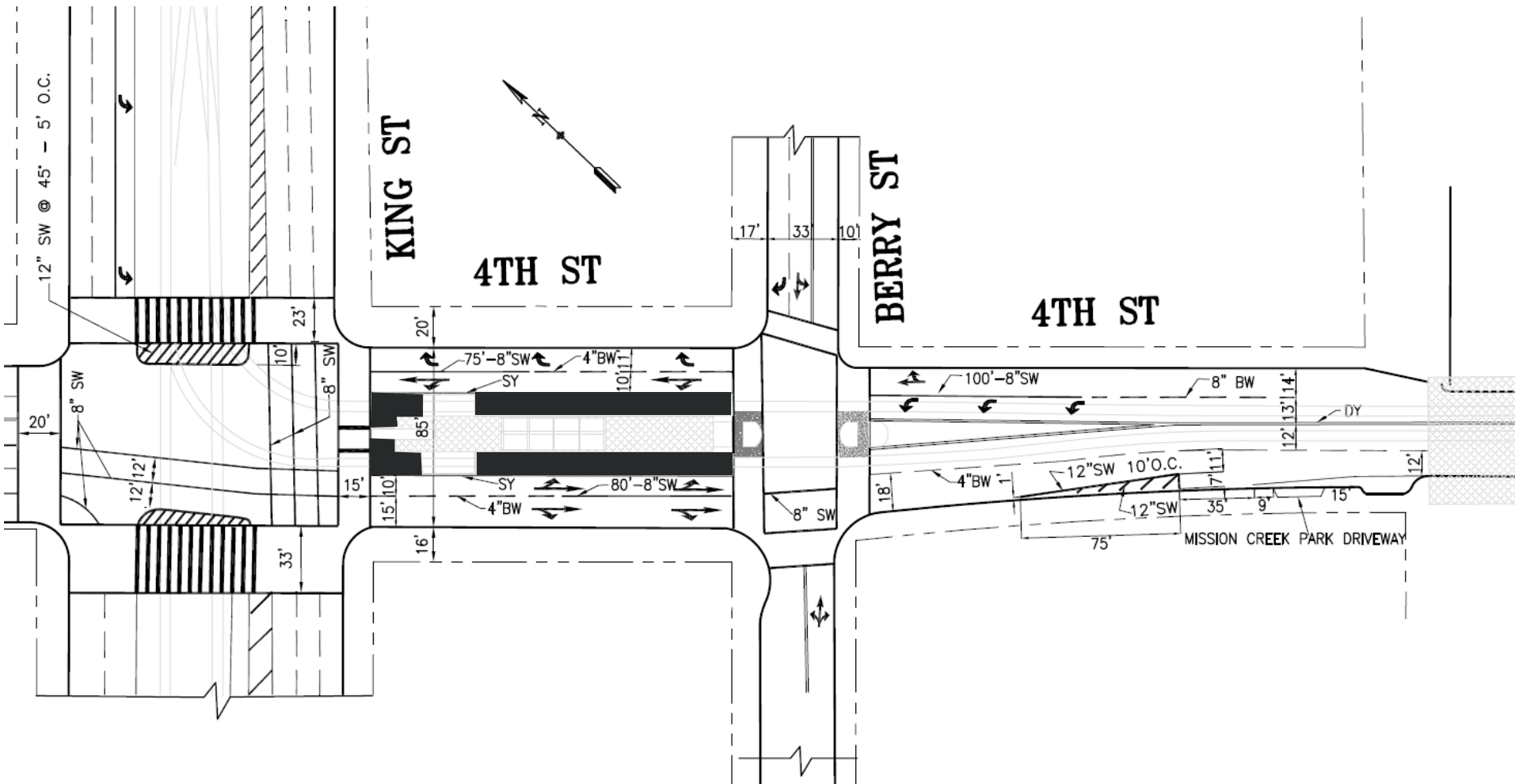
As End of Emergency Order Approaches:

- Report on evaluation results
- Consider permanent project, modifications, or removal

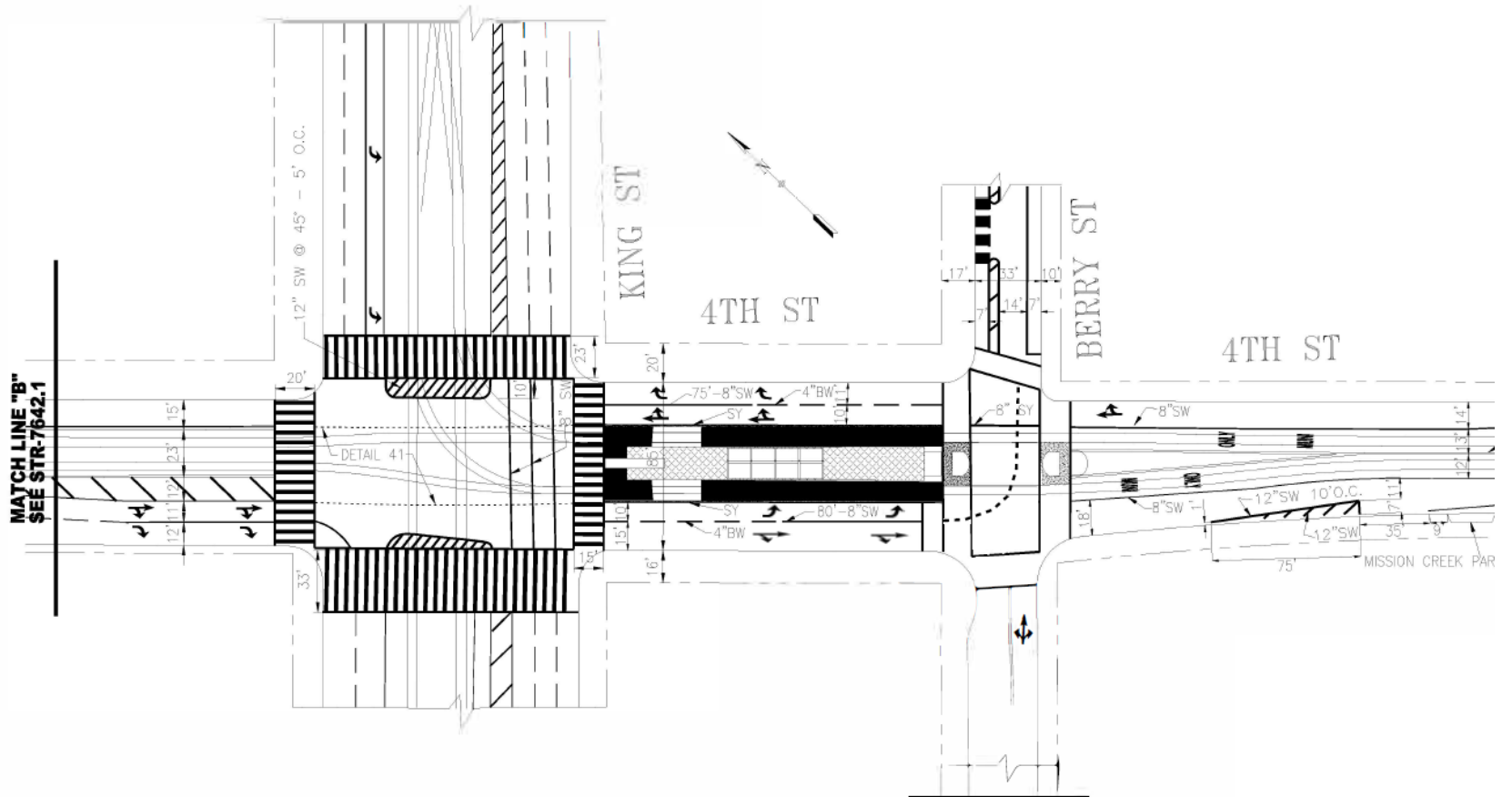


Reference Slides

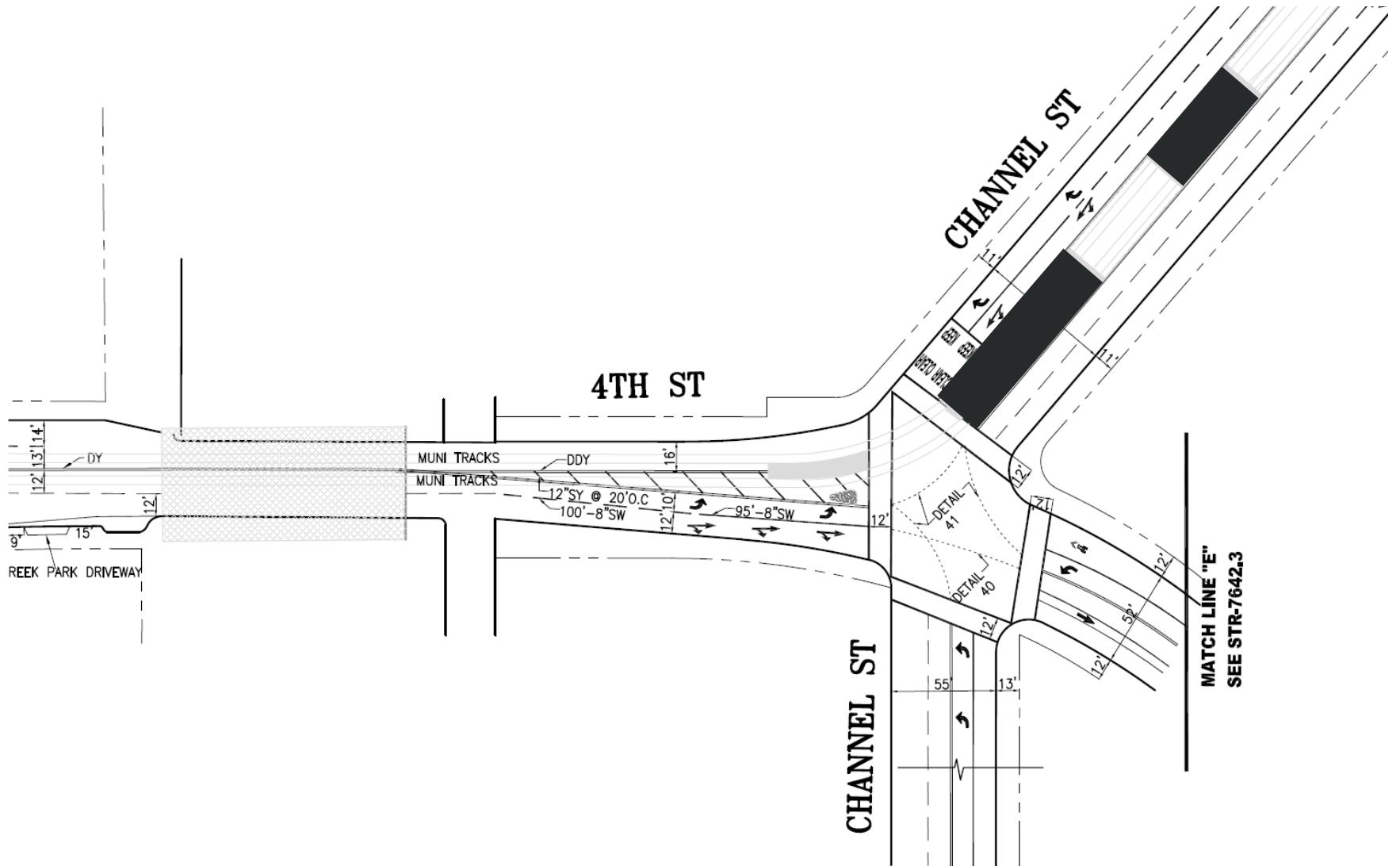
4th/Berry Existing



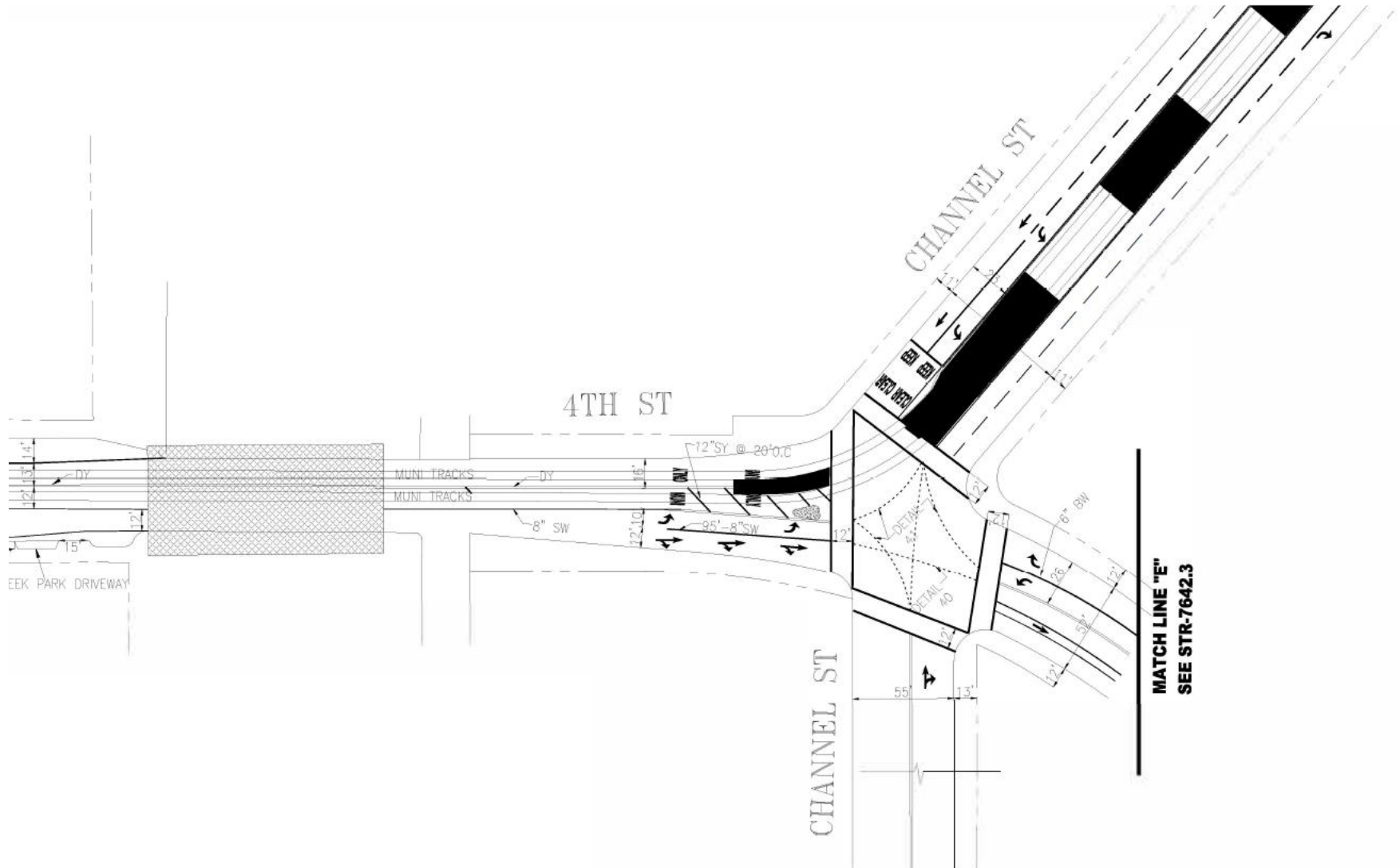
4th/Berry Proposed



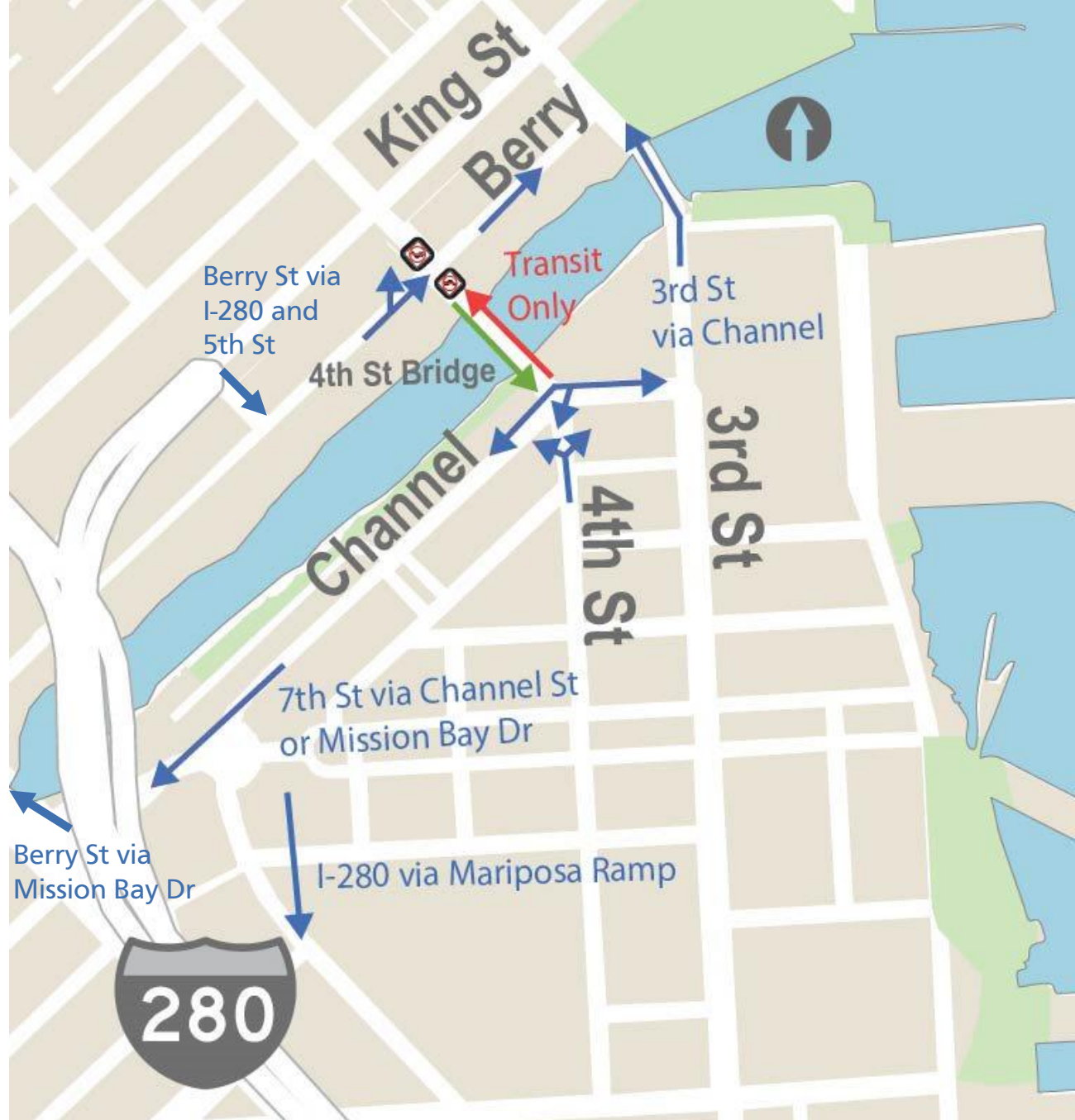
4th/Channel Existing



4th/Channel Proposed



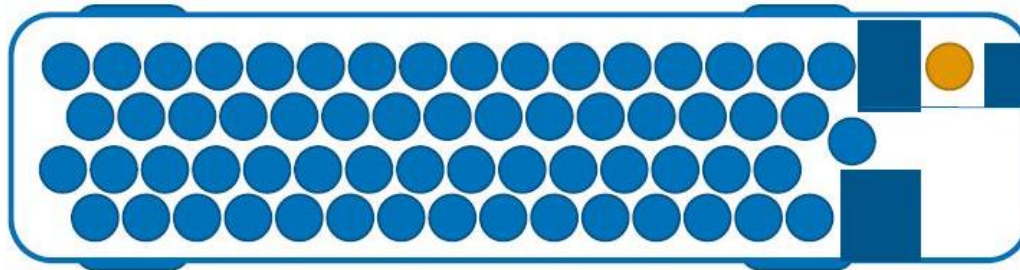
Detour Routes



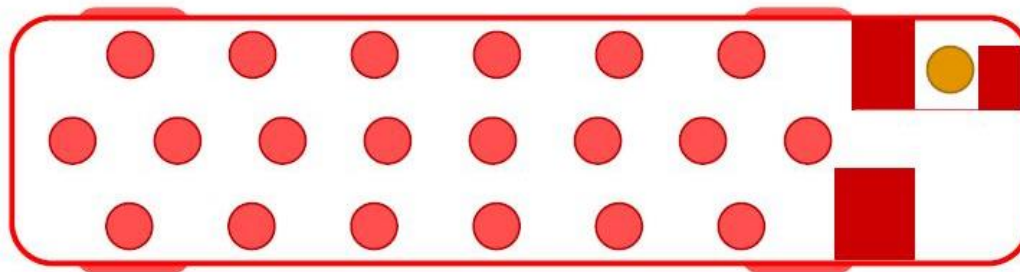
COVID-era Service Challenges



Distance reduces capacity to one-third



**Before
COVID crisis**



Today

Program Benefits

- **Equity:** The project reduces the risk of exposure for people who have the fewest travel choices and ensures there is enough capacity on board, especially for lower-income people of color
- **Public Health:** Reducing crowding on transit is imperative to preventing the spread of COVID-19
- **Economic Recovery:** A strong economic recovery is dependent on an efficient transit system

