

Jones Street Physical Distancing Lanes (COVID-19 Project)

Six-Month Evaluation Summary

In response to the COVID-19 pandemic, Mayor Breed announced the release of the Tenderloin Neighborhood Safety Assessment and Plan for COVID-19. The disproportionate impacts from COVID-19 to the Tenderloin are part of the broader intersectional public health issues that the Tenderloin faces, and the SFMTA is working with the community to be part of the solution.

As a result of these efforts, the SFMTA installed physical distancing lanes on Jones street from O'Farrell Street to Golden Gate Avenue to expand walking space to alleviate overcrowding sidewalks. This change included converting one car travel lane and parking to add the additional walking space. The walkway and vehicle lanes are separated by concrete barriers or "k-rail" and flex posts. These roadway changes were installed during the first week of August 2020 and are expected to remain during the course of the public health order.

Evaluation Findings



Overall, the average and 85th percentile speeds on Jones Street have remained similar prior to the project being installed. Vehicle travel time has generally remained constant since the installation of the project.



The physical distancing lane continues to be used, six months after installation. Over a two-hour period, about **23 percent** of people walked in the physical distancing lanes and hatched area besides to the k-rail. This rate is similar to that of the three-month post installation condition.



The number of vehicles traveling on Jones Street and Hyde Street dropped by **24 percent and 15 percent**, respectively, when comparing the six-month after condition to pre-project condition. (Hyde Street was also measured in order to understand if diversion was happening as a result of the roadway changes.)



Pedestrian counts at the intersections of Jones at Golden Gate Avenue and Jones at Eddy Street decreased by **3 percent** at both locations when compared to the pre-project condition.



Few people are parking in the tow-away lane during the PM peak period. On average, vehicles were parked in the lane for approximately 10 minutes. No double parking was happening on the west side of the street.

Date of Completion

- Early August 2020

Project Extents

- Jones Street from O'Farrell Street to Golden Gate Avenue

Data Collection Time Frames

- Pre-project data collection: late July 2020
- 1-month post-data collection: late September 2020
- 3-month post data collection: mid November 2020
- 6-month post data collection: late February 2021

Project Elements

- Additional pedestrian walking space for physical distancing
- Road diet (three lanes to two)

Key Evaluation Metrics

- Pedestrian counts
- Physical distancing behavior
- Vehicle speed and travel time
- Parking/Loading behavior
- Vehicle queuing