

HYDE STREET QUICK-BUILD PROJECT



SFMTA

The Hyde Street Quick-Build Project was installed in the Tenderloin neighborhood on Hyde Street from Geary Boulevard to McAllister Street. Project elements included a vehicle travel lane reduction, transit-only lane, pedestrian safety improvements, and parking and loading changes. These improvements aim to improve safety and mobility for all travelers within the Tenderloin.

PROJECT FINDINGS - AT A GLANCE



Vehicle Speeds

Weekday vehicle speeds, measured at the 85th percentile on Hyde Street across all three data collection locations increased by an insignificant amount, from 21 MPH to 22 MPH.



Vehicle Turning Speeds

Vehicle turning speeds were measured at five locations where Painted Safety Zones and left-turn safety devices were implemented. Average vehicle turning speeds decreased by < 1 MPH on Hyde Street post-implementation, from 8.8 MPH to 8.4 MPH, well below the industry standard threshold for safe turning speeds of 15 MPH.



Vehicle Volumes

Average weekday vehicle volumes increased by 9% on Hyde Street. These changes in observed volumes are not significant, and are likely due to daily variations in traffic.



Vehicle Double Parking and Loading Behavior

Double parking accounted for 55% of all loading activity pre-implementation, and 67% of all loading activity post-implementation on weekdays, marking an overall increase in double parking.

A large increase in double parking was observed on the east side of Hyde Street between Eddy and Turk Streets (from 30% to 51%). This could be due to the removal of a commercial loading zone on the east side, or the introduction of the Transit Only Lane on the west side.



Transit Delay

Transit travel time on the 19 Polk (from Eddy to Golden Gate) was reduced by up to 22%. Bus operators surveyed indicated that double parking in the Transit Only Lane, however, remains a challenge.

Project Location

Hyde Street from Geary Boulevard to McAllister Street.

Date of Implementation

Late Fall 2023.

Project Elements

- Vehicle travel lane reduction from Geary to Eddy
- Transit-only lane from Eddy to McAllister
- Painted Safety Zones
- Left-turn traffic calming
- Parking and loading changes

Key Evaluation Metrics

- Vehicle speeds and volumes
- Vehicle turning speeds
- Vehicle loading behavior and double parking
- Transit delay



Before



After

NEXT STEPS



Given the increase in double parking observed, the project team will reach out to residents and businesses along the corridor to continue to understand curb usage and loading needs. The project team will also continue to work with transit to improve transit lane compliance along Hyde. Next steps include implementing more advanced automated transit lane enforcement cameras and coloring the lane red.

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