



SFMTA

4th Street Bridge Transit Lanes

Community Meeting

July 15, 2021

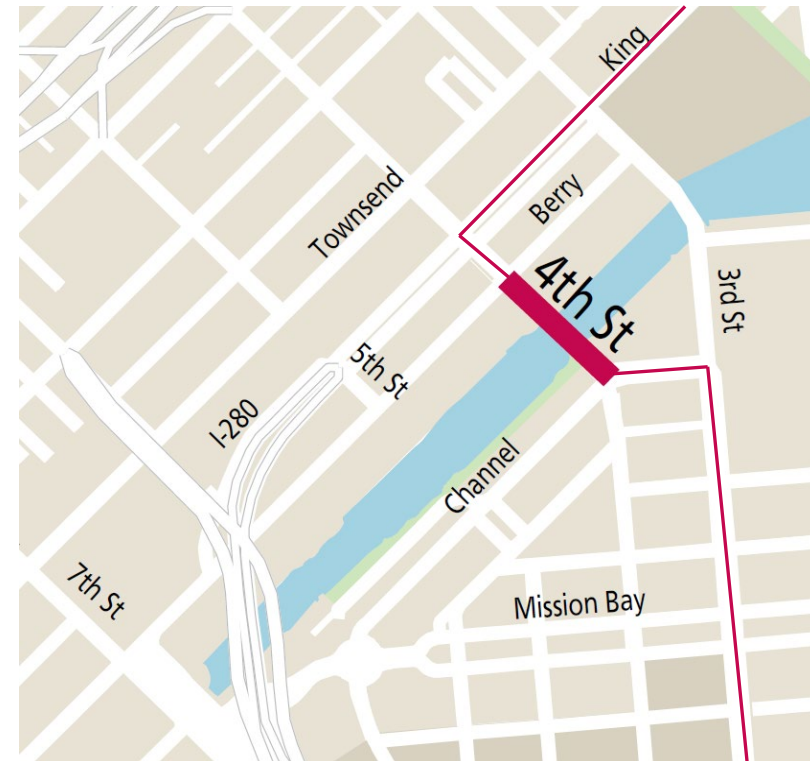
Project Goals

- Keep T Third Street trains moving and reduce crowding by reducing delays
- Focus on locations where delays occur frequently
- Provide more frequent service with same number of vehicles, mitigating capacity restrictions
- Depending on the effectiveness of the transit lanes, propose making the lanes permanent



Before Temporary Transit Lanes

- One of the few locations on the T-Third **without dedicated lanes**
- Track **lanes were shared with auto traffic** due to narrow historic bridge, causing trains to get stuck behind cars, delaying trains
- **Lengthy signal delays** for trains at 4th/Berry where tracks merged into the traffic lanes



Current Temporary Project

Initial Phase

- Installed the **southbound** transit lane
- Restricted **northbound** left turns at 4th/Berry, installed transit lane in left turn pocket
- Continued to allow **northbound** traffic on the 4th St Bridge

Full northbound closure of 4th St Bridge (Phase 2) was to be implemented later, pending evaluation, but was found not to be necessary



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Feedback Heard and Incorporated

Concerns	How Addressed
Detours for southbound vehicles, access to 100 block of Berry Street, UCSF facilities	Retained southbound left turn at 4th/Berry
Detours for northbound vehicles	Phased implementation to retain northbound access, provided transit delays do not occur Mission Bay/Berry intersection or signal modifications to facilitate right turns still under analysis
Signal delays for vehicles detouring at Mission Bay Drive and Berry Street	Initiated consultation with CPUC, which has jurisdiction over railroad crossings, to adjust signal timing to facilitate right turns to Berry

Feedback Heard and Incorporated

Concerns	How Addressed
Garage access	Restriped 3rd Street in May to allow left turns from One Mission Bay garage
Traffic congestion due to special events	<p>4th Street Bridge is already closed to general traffic northbound after Oracle Park events</p> <p>Parking Control Officers direct traffic at 4th/Berry after Chase Center events and can override left turn restriction when needed</p>
Traffic congestion as economy recovers, request to delay permanent approval	<p>Monitoring traffic throughout project, including at each stage of reopening, and project has not caused reduced traffic speeds</p> <p>Project is intended to protect high-capacity transit vehicles from delay as congestion returns, and allow the street to move the most people in accordance with Transit First Policy</p>

Evaluation Results: Transit

- Trains blocked by congestion <1% of trips once project was installed
 - No need to expand project to prohibit northbound traffic
- Less signal delay at 4th/Berry
 - Trains 2.5x more likely to arrive on green
 - When arriving on red, average wait reduced 70%
- Avg time savings of 1min 12 secs round trip (project length <700 ft)



Evaluation Results: Traffic

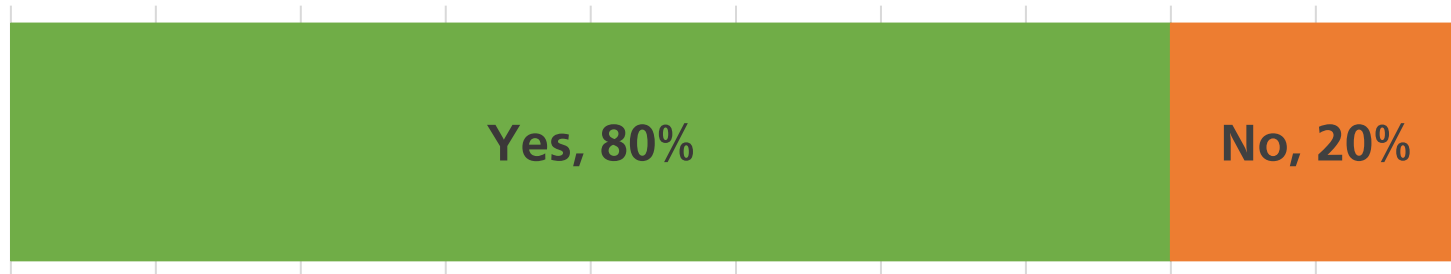
- Detours required for northbound 4th Street traffic to access westbound Berry
 - Traffic speeds on surrounding streets minimally affected
 - No significant rate of traffic diversions to nearby streets
 - Largest impact was on northbound 3rd Street, traffic speeds declined by <1 mph on average from October to April
- Some northbound left turns continue to occur at 4th/Berry despite restrictions



Evaluation Results: Operators

80% of operators who were aware of the project reported that it has made their jobs easier

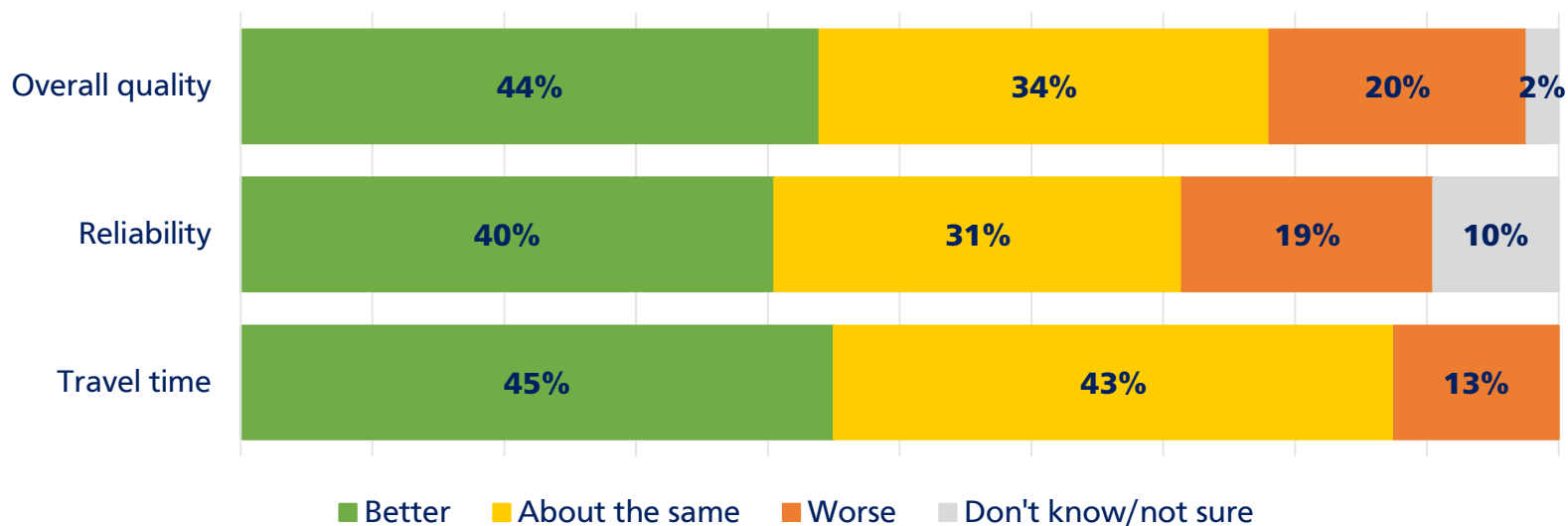
Responses to "Have the transit improvements made your job easier?"



Evaluation Results: Riders

Project successfully protected trains from delay as traffic volumes returned citywide: Most respondents who regularly ride the T Third Street line either thought trip quality, travel time, and reliability was better or about the same

Responses to questions asking whether overall trip quality, travel time, and reliability had changed since the 4th Street Bridge TETL project was implemented



Evaluation Results: Equity

The T Third Street serves diverse communities, including neighborhoods with higher proportions of people of color and households with low incomes than the citywide average

	Household income below \$35,000 ¹	People of Color
K/T Ingleside-Third Street	25%	62%
Muni Systemwide average	26%	57%
Bayview-Hunters Point²	34%	92%
Visitacion Valley²	32%	93%
Dogpatch²	7%	46%
Mission Bay / China Basin²	17%	63%

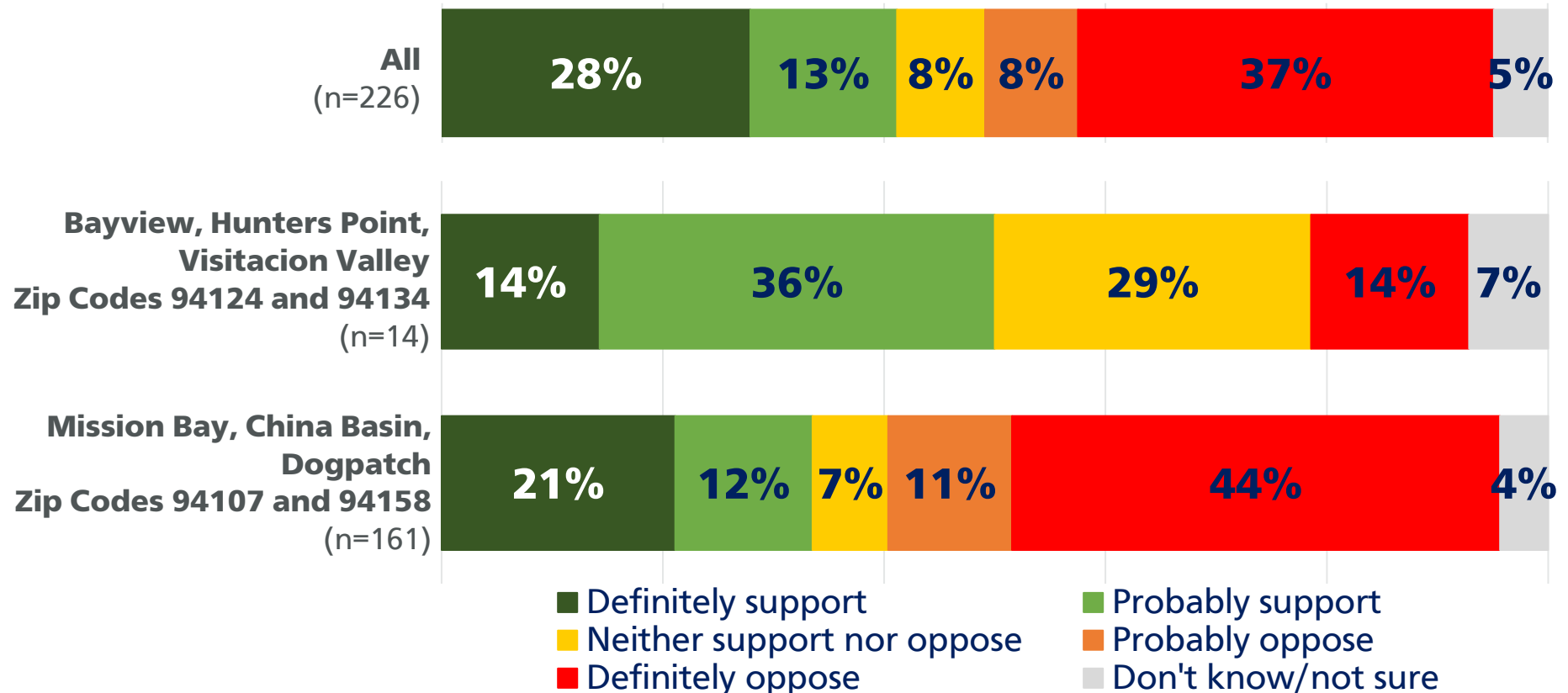
¹ Low income households are defined by the SFMTA as those with total incomes under 200% of the federal poverty level per household size. Household size data was not readily available, so household income under \$35,000 (approximately 200% of the federal poverty level for a two-person household) is used as a proxy.

² American Community Survey 2019 data via city-data.com

Evaluation Results: Community

Support for making the project permanent is highly correlated with zip code

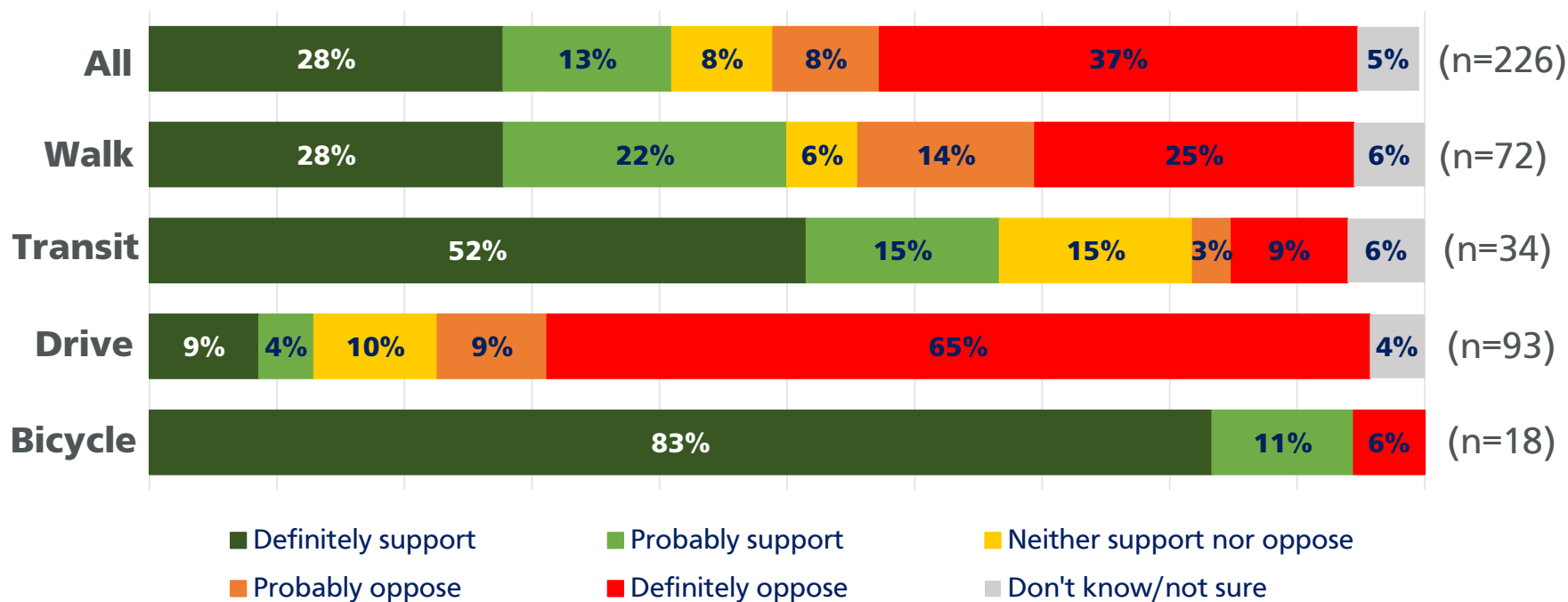
Responses to question of whether to make the project permanent, and respondents' home zip codes



Evaluation Results: Community

Support for making the project permanent is highly correlated with travel mode

Responses to question of whether to make the project permanent, and which mode respondents have primarily used to travel across the 4th Street Bridge since January 2021



Central Subway Turn Restrictions

Left turn restrictions at 4th/King in the northbound and southbound directions are part of the approved Central Subway project, though not yet implemented

Implementation likely in Fall 2021 as Central Subway testing begins on the surface tracks at 4th/King

4th Street Bridge TETL has a northbound left turn restriction at 4th/Berry, which may help reduce residential cut through on Berry to 5th if made permanent



Next Steps and Timeline

- **Remainder of July:** As-needed meetings with community organizations
- **August 3rd:** Present evaluation results and community feedback to SFMTA Board of Directors, so that they can decide whether to make the lanes permanent



Thank You

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