HYDE STREET QUICK-BUILD PROJECT

This factsheet summarizes the findings from the Hyde Street Quick-Build Project evaluation. The evaluation findings are on the backside of this factsheet.

The Hyde Street Quick-Build Project was built in the Tenderloin neighborhood on Hyde Street between Geary Boulevard and McAllister Street. The project made near-term traffic changes to help everyone travel more safely and easily in the Tenderloin.

Before

After

The table below showcases the elements that were part of the Hyde Street Quick-Build project design, and the safety or operational issues they were trying to solve:

Safety or operational issue	Design solution
Unsafe car speeds while driving through the street and when making turns	Removed one car lane from Geary to Eddy to help reduce speeding. Speed bumps (left-turn traffic calming) at Ellis and Eddy to make drivers take wider, slower left turns
Intersections were dangerous conflict points due to poor visibility	Added painted safety zones at Ellis and Eddy to make pedestrians crossing intersections more visible to people driving and encourage people in cars to yield and to take turns slower.
Cars double-parked to conduct their loading activities, impacting traffic flow and causing potential hazards	Changes to parking and loading areas to support block needs, including adding additional commercial loading.
Slow bus speeds during the AM and PM peak travel times	Added a Transit-Only Lane from Eddy to McAllister to improve transit reliability

PROJECT FINDINGS - AT A GLANCE

Car Speeds

On weekdays, the average speed of most cars went up a small amount from 21 miles per hour to 22 miles per hour.

Vehicle Turning Speeds

At five spots on Hyde Street, where changes were made to slow turning cars, cars made turns slower than before the project. The average speed turned from 8.8 miles per hour to 8.4 miles per hour. This change is well below what is considered a safe turning speed limit of 15 miles per hour.

Number of cars

The number of cars on Hyde Street went up by 9% on weekdays after the project was built. These changes are not major and are likely due to traffic changes from day to day.

Vehicle Double Parking and Loading Behavior

Before the project, people were double parking when loading more than half of the time. After the project, people were double parking when loading two-thirds of the time.

Locationwise, there was a big increase in double parking on the east side of Hyde Street, between Eddy and Turk Streets (from 30% to 51%). This increase may be due to removing a loading zone on the east side and/or the possibility of the Transit-Only Lane on the west side pushing more people to double park on the east side.

Transit Delay

The 19 Polk buses (from Eddy to Golden Gate) are now 22% faster. Yet, bus drivers say that double parking in the Transit Only Lane is still an issue.

Evaluation Info:

Date of Implementation

Late Fall 2023

Key Evaluation Metrics

- Car speeds and number of cars
- Car turning speeds
- Double parking and loading
- Bus travel times and delays
- Accessibility

Data Collection Information

Pre-construction data: 10/2022
Post-construction data: 5/2023

NEXT STEPS

The project team will continue to stay in touch with community stakeholders.

While there was no significant reduction of speeds, the current average speed along Hyde is 22 mph and the posted speed is 20 mph. Most drivers are traveling at a safe speed.

To help reduce double parking and further improve transit speeds, there are plans to paint the transit lane red in late 2025 to make it clearer that the lane is only for transit, paratransit, and taxi. There are also efforts underway to add cameras to Muni buses citywide to cite drivers who are illegally parking or stopped in transit lanes.

Given the limitations of quick-builds, staff recommend that capital funds are identified in the future to help re-envision a Hyde Street that serves those who live, work, and visit the Tenderloin.

For more information, please visit:
SFMTA.com/SafeStreetsEvaluation

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