TOWNSEND STREET CORRIDOR IMPROVEMENT PROJECT

Townsend Street is one of San Francisco's busiest streets, where people get around in many different ways—by bike, on foot, on buses, in cars, and through the nearby Caltrain Station and Central Subway. Every day, commuters, shoppers, and visitors travel through this area, especially at the bustling 4th and Townsend intersection. To make the street safer and easier to navigate, the SFMTA worked closely with the community to create designated spaces for each mode of travel between 3rd and 8th streets.

PROJECT FINDINGS - AT A GLANCE

Vehicle Volumes

Average weekday vehicle volumes decreased by nearly 39%.

Vehicle Speeds

Typical daily vehicle speeds in the project area increased by 3 MPH, from 26 MPH to 29 MPH.

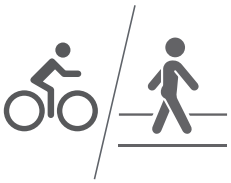
Bicycle Volumes

Average weekday bicycle volumes decreased by 37% on Townsend Street.

In regards to the changes described above for vehicle volumes, vehicle speeds, and bicycle volumes, it is assumed that they are more likely associated with neighborhood traffic changes stemming from the COVID-19 pandemic.

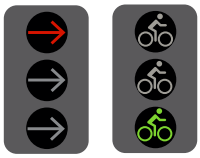
Bicycle Positioning

Bicycling in the project area mostly occurred in the bikeway (91%) of the time or in the pedestrian pathway (9%).



Bicycle-Pedestrian Interactions and Outcomes

On average, bicycle-pedestrian interactions at the new boarding island that is adjacent to the bikeway, were at a low level of 1.3 per hour. Zero close calls or collisions occurred due to these interactions.



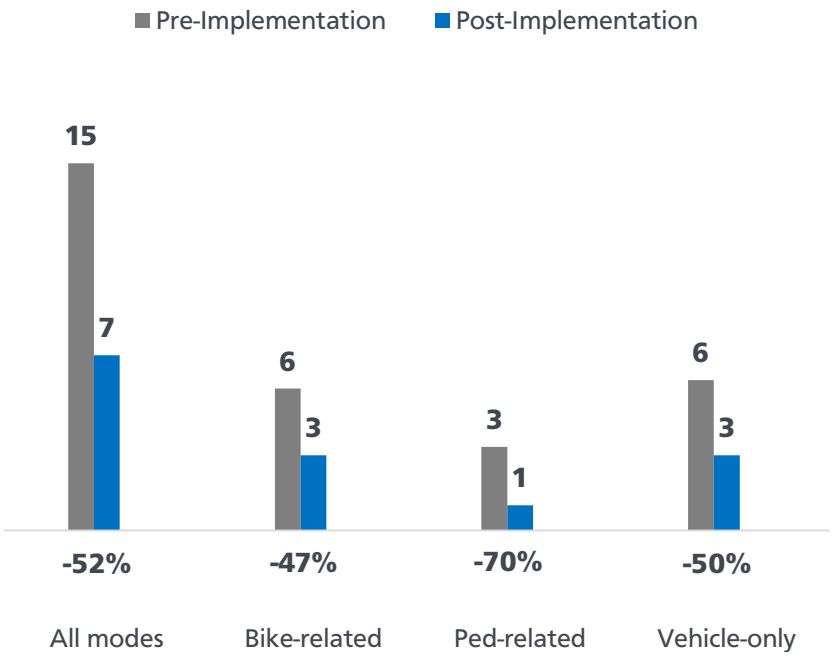
Driver-Bicyclist Interactions and Outcomes (Bike Signal vs. Mixing Zone)

After the mixing zone condition at the intersection of Townsend and 4th Street was upgraded to a bike signal, driver-bicycle interactions at the intersection decreased by 85%. Remaining interactions also saw a decrease in close calls from 9% of interactions (pre-implementation) to 0% (post-implementation).

Traffic collisions were reviewed before the project was implemented and after the project was implemented. The pre-implementation condition uses three years of collision data before the project was installed (2017 through 2019) and the post-implementation condition uses the three full years after it was installed (2022 through 2024). Years 2020 and 2021 were omitted from the analysis.

The annual collision rates for all modes between pre-to-post conditions decreased by 52%, from an average of 15 collisions per year to 7. Bike-related collisions decreased by 47% and ped-related collisions decreased by 70%.

Annual Collision Rate



Project Location
Townsend Street from Third to Eighth streets

Date of Implementation
March 2020

Project Elements
- Separated bikeway
- Pedestrian pathway
- Bike signal at Townsend and 4th streets
- Left-turn traffic calming
- Parking and loading changes
- Tranit and passenger boarding island

Key Evaluation Metrics
- Vehicle speeds and volumes
- Bicycle volumes
- Bike positioning
- Bicycle-pedestrian interactions and outcomes
- Driver-bicycle interactions and outcomes *(comparison of conditions between a mixing zone and bike signal)*

Before


After

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

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