

reporting the results

VISION ZERO
SAFE STREETS
EVALUATION
PROGRAM

2018 YEAR-END REPORT




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FROM PLANS TO PROJECTS

HOW WE ARE DOING?

 People feel safer and more comfortable walking and biking in locations with protected bicycle infrastructure.

 Vehicles travel at safer speeds after installation of traffic lane reductions and other traffic calming features.

 More people are cycling on the streets with new and upgraded bike lanes, especially protected bike lanes.

 Mixing zones help with right hook conflicts, but don't solve the problem.

FOLSOM STREET

83% of bicyclists reported an increase in comfort.

54% of people feel more comfortable walking along Folsom.

48% of people feel more comfortable driving along Folsom after implementation.
40% reported no change.



7TH AND 8TH STREETS

16% decrease in vehicle speeds on 7th Street following the project.

9% decrease in vehicle speeds on 8th Street following the project.



TURK STREET

287% increase in bike counts in the peak evening commute; morning commute counts also significantly increased.



FOLSOM STREET

80% of people driving yielded to bicyclists at mixing zones.

4% of all observations at mixing zones were “close calls” or near crash instances.



LOCALIZED TOOLS

ARE SPOT SAFETY TREATMENTS WORKING?

In addition to our corridor-focused bike lane projects, the SFMTA implements targeted safety measures at intersections throughout the city.

When it comes to making pedestrians safer, painted safety zones work.

Flashing Beacons increase yielding to pedestrians in San Francisco, however are not being used by the majority of pedestrians where installed.

Daylighting improves visibility and reduces collisions between drivers and people crossing the streets in the Tenderloin.

PAINTED SAFETY ZONES

Motorists turned corners more slowly.

Motorists yielded to pedestrians more often.

More motorists turned further from the curb, at safer distances from people on sidewalks.



RAPID FLASHING BEACONS

6% increase in vehicle
yield rate.

13% decrease in close
calls.

34% average use of
RRFBs by pedestrians.



DAYLIGHTING

14% fewer reported collisions at intersections where daylighting treatments were implemented in the Tenderloin.





LEADING THE WAY

HAVE INNOVATIVE TREATMENTS BEEN SUCCESSFUL?

The SFMTA continually seeks to install new types of bicycle and pedestrian improvements that offer the chance to solve long-standing issues.

Parking protected bike lanes work.

San Francisco's first protected intersection is well-received by the community and reduces conflicts.

Separated bike signals are a significant improvement over mixing zones.

PARKING PROTECTED BIKE LANES

88% fewer loading violations on Turk Street between Jones and Taylor Streets compared to the before condition.



9TH/DIVISION PROTECTED INTERSECTION

96%
drivers yielded
to bicyclists.

100%
drivers yielded
to pedestrians.

98%
of vehicles turned at speeds at
or below the speed limit.



SEPARATED BIKE SIGNALS

86% of bicyclists
comply with signal.

96% of vehicles
comply with signal.

Close calls dropped from
17 at mixing zones to 1
at bike signals.

Bike signals reduce the
probability of cyclists conflicting
with vehicles.





7TH AND 8TH STREET





17TH STREET BETWEEN CHURCH AND SANCHEZ



FOLSOM STREET



