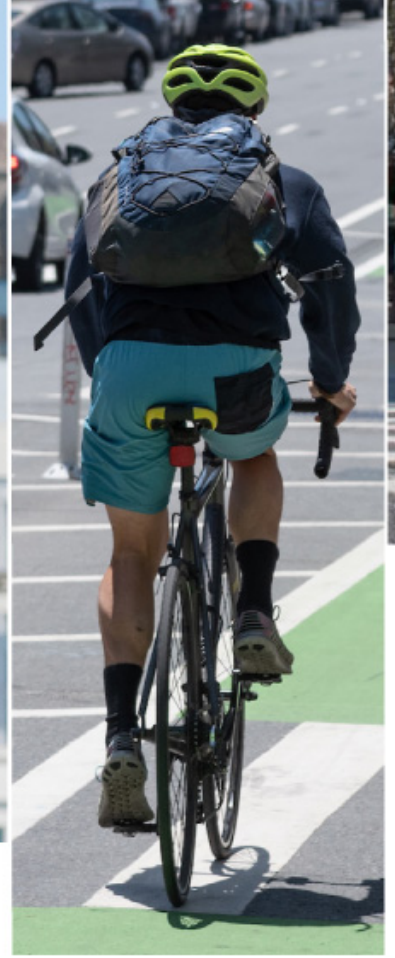
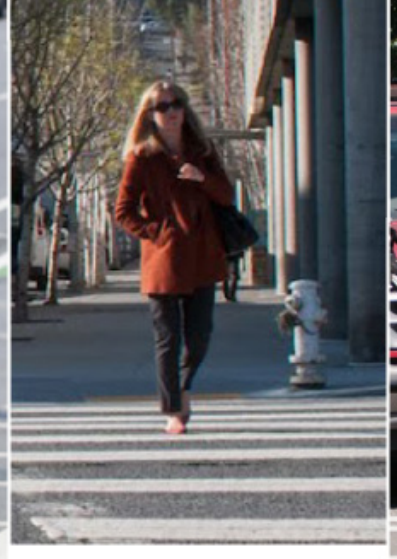



REPORTING THE RESULTS

SAFE STREETS EVALUATION

2019 YEAR-END REPORT

AGENDA

Top Takeaways

Prioritizing People

Better Biking

Pushing the Envelope

But How Do You Feel?

Next Steps

Key Findings

Protected bike facilities increase bicycle ridership, decrease blockages of the bike lanes, and nearly eliminate mid-block vehicle- bike conflicts such as near-dooring incidents.

Corridor-wide pedestrian safety projects are reducing vehicle speeds and improving loading experiences.

Proactive, neighborhood-wide traffic calming is leading to reduced vehicle speeds.

Separated bike signals greatly reducing vehicle - bike interactions and close calls.

Quick-build projects cost a fraction of large capital projects, can be swiftly implemented, and are extremely effective.

We heard from a wide range of voices that while we have some things to improve on, new and improved bicycle and pedestrian facilities **make people feel safer and more comfortable.**

Lessons Learned

Partially raised bikeways, especially on commercial corridors, may still require additional barriers to stop vehicles from entering.

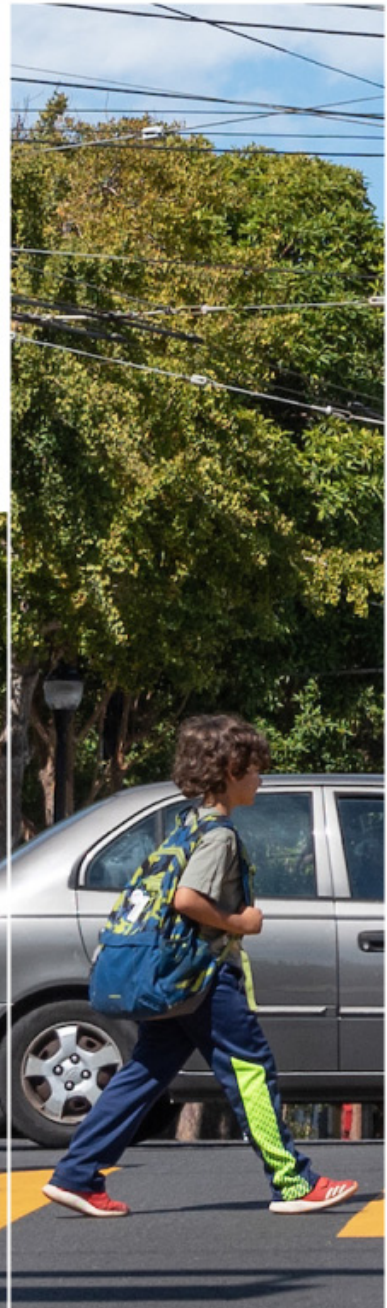
Without the right signal timing and enforcement, some sequential bike signals have issues with compliance.

Left turn restrictions need enforcement.

Large capital streetscape projects have long timelines and high price tags. **Large capital projects should be accompanied by quick- build efforts to implement changes as soon as possible.**

We need more reporting on equity. While we improved our survey methods and techniques to better represent a wider demographic and socio-economic range of users, our program must go further.

PRIORITIZING PEOPLE



VEHICLE SPEEDS

2ND STREET IMPROVEMENT

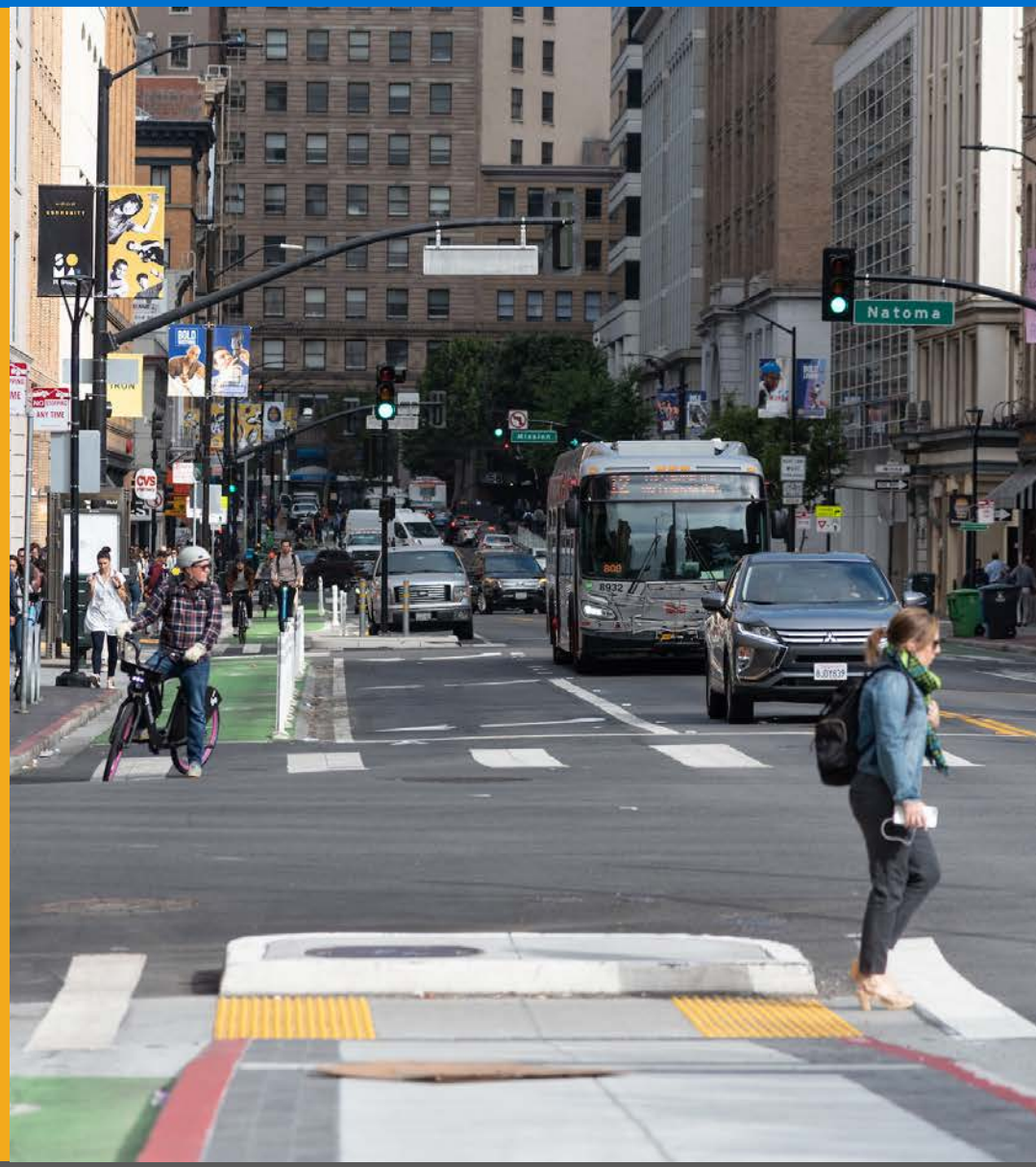
13% decrease in 85th percentile speeds (from 28 to 24mph)

POLK STREETSCAPE PROJECT

16% decrease in 85th percentile vehicle speeds (from 20 to 18 mph) on northbound Polk Street

6TH STREET PEDESTRIAN SAFETY QUICK-BUILD PROJECT

21% decrease in 85th percentile speeds



VEHICLE SPEEDS

EXCELSIOR NEIGHBORHOOD TRAFFIC CALMING

18% reduction in the average number of vehicles traveling over 20mph

13% reduction in 85th percentile speeds at ten different streets where humps were installed

GOLDEN GATE PARK TRAFFIC SAFETY

The number of vehicles traveling over 30 mph fell by **42% park-wide**

8TH AVENUE NEIGHBORWAY

18% decrease in the 85th percentile speeds (5 mph)

JOHN MUIR BLVD. RAISED CROSSWALKS

85th percentile speeds fell by **14 mph** or from 43 to 29mph.

LOADING BEHAVIOR

SAFER TAYLOR

Before:

40% of loading occurred through double parking

After:

100% reduction in double parking due to large buffers and ample floating loading zones

5% reduction in loading time

6TH STREET

9% reduction in double parking

76% reduction in loading time

VALENCIA STREET

No close calls observed at a new school passenger loading island

MASONIC AVENUE

No close calls observed at the transit boarding island

YIELDING BEHAVIOR

SAFER TAYLOR

In the west crosswalk at Taylor and Ellis, the number of vehicles yielding to pedestrians during the morning peak increased by **58%** and close calls dropped from **14 to 0**

Overall, the number of vehicles yielding to pedestrians increased by an **average of 25%** on both Taylor and Ellis and Taylor and Geary Streets

VEHICLE TRAVEL TIME

POLK STREETSCAPE

Vehicle travel time on Polk Street (McAllister to Union Streets) increased by an average of **3.4 minutes** during the morning peak

SAFER TAYLOR QUICK-BUILD

Increase of approximately **35 seconds** in the morning peak

6TH STREET PEDESTRIAN SAFETY QUICK-BUILD

Vehicle travel time increased by **1.6 minutes** in the morning peak

BETTER BIKING

BIKE COUNTS

VALENCIA STREET PILOT

49% increase in bike volumes during the evening peak commute hours (from 423 to 631 cyclists on average)

7TH STREET QUICK-BUILD

Up to a **52% increase** in the evening peak commute hours (from 129 to 197 cyclists)

Townsend to 16th Streets

BLOCKING THE BIKE LANE

VALENCIA STREET PILOT

90% of loading is taking place in the floating loading zones.

Floating loading zone usage has steadily increased and double parking/blocking the bike lane has decreased.

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2ND STREET IMPROVEMENT

91% reduction in bikeway blocking

Market to Harrison, after posts installed

VEHICLE-BIKE CONFLICTS

VALENCIA STREET PILOT

99% decrease
in mid-block vehicle/bike interactions, and a complete reduction in observed near-dooring incidents

29% reduction
in close calls (7 to 5) after a bike signal was installed at Duboce and Valencia

POLK STREETSCAPE

91% decrease in number of interactions between right turning vehicles and through bicycles (35 to 3) at Polk and Geary Streets after a mixing zone was converted to a bike signal

Close calls **dropped from 11% at the mixing zone to .7%** at the new bike signal.

SEPARATED BIKE SIGNALS

81% of people biking complied with separated signals

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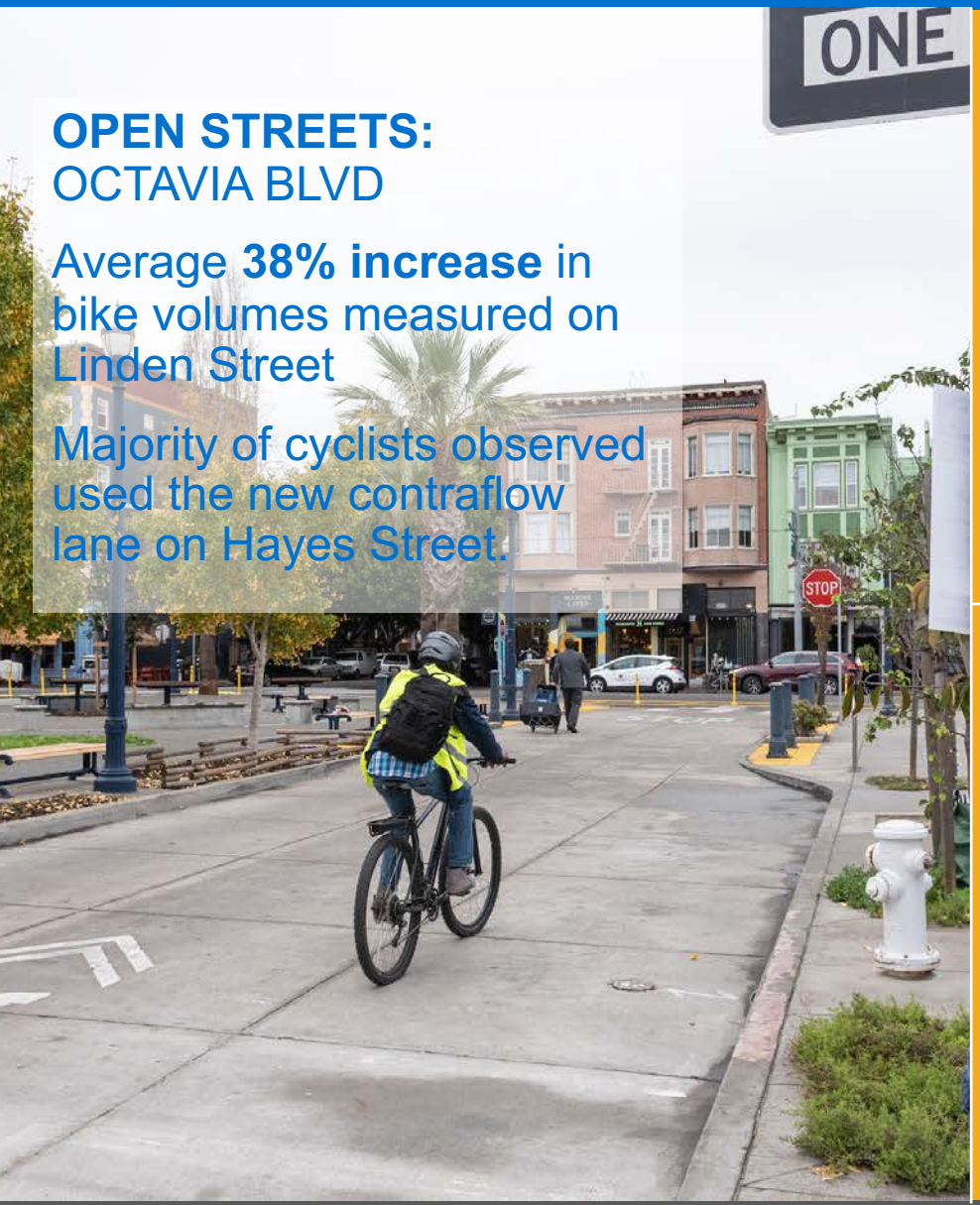
92% of people driving complied with separated signals

89% decrease in interactions between right-turning vehicles and through bicyclists after the conversion of a mixing zone to a bicycle signal

90% reduction in close calls at observed mixing zones that were upgraded to separated bicycle signals (from 53 to 5 close calls)

PUSHING THE ENVELOPE

INNOVATIVE DESIGN



OPEN STREETS:
OCTAVIA BLVD

Average **38% increase** in bike volumes measured on Linden Street

Majority of cyclists observed used the new contraflow lane on Hayes Street.

TWO-WAY BIKE FACILITIES:
INDIANA STREET
Overall ridership increased and 22 cyclists were observed traveling southbound legally in the new dedicated two-way bike lane

BIKE POSITIONING AND SPEED HUMPS:
8TH AVENUE
Most cyclists (more than 80%) are choosing to use the slits as intended

BUT HOW DO YOU FEEL?

SURVEY RESULTS

VALENCIA PILOT

82% of people riding bikes reported great improvement in their sense of safety, followed by 30% of people who walk.

MASONIC STREETSCAPE

82% people who walk
90% of transit users
80% of people who bike
reported a more positive experience after the public realm improvements

WHAT'S NEXT?

Program goals for 2020 include:

Continue to evaluate street safety projects while also reflecting changes to the transportation field in the wake of the COVID-19 pandemic

Further diversify survey techniques and methodologies

Incorporate new evaluation metrics to report on equity and how projects are serving the community

Create a publicly accessible dashboard of metrics, data, and findings

Communicate findings regularly to public and stakeholders

Advance data collection techniques

THANK YOU!

www.sfmta.com/safestreetsevaluation