MEET SAN FRANCISCO

Safe Streets Evaluation Program and Curb Management Strategy

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SAFE STREETS EVALUATION PROGRAM

The SFMTA's Safe Streets Evaluation Program measures project performance for bicycle, pedestrian and traffic calming projects throughout the city. In 2018 alone, we evaluated over 15 projects, along with a number of city-wide improvements such as painted safety zones, rectangular rapid flashing beacons (RRFBs) and daylighting.

How are we doing so far?

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

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

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

Mixing zones help with right hook conflicts, but don't solve the problem. However, initial studies show that when separated bike signals replace mixing zones, conflicts are reduced.

Project Highlights - Folsom Street

In early 2018, the SFMTA implemented safety improvements including parking protected bike lanes, doubling the number of commercial loading zones, bus boarding islands and new daylighting (parking removal at intersections to help with visibility) on Folsom Street.

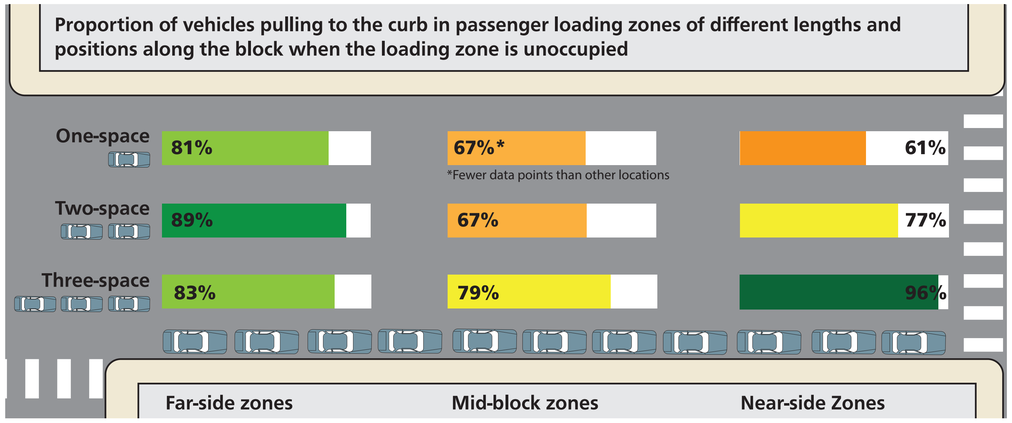
Folsom Street (before)

Folsom Street (after)

For more information about the SFMTA's Safe Streets Evaluation Program, please visit: SFMTA.com/SafeStreetsEvaluation

CURB MANAGEMENT STRATEGY

- Historically, San Francisco has only created loading zones based on individual requests
- The SFMTA is developing a Curb Management Strategy to guide proactive, holistic allocation of curb space to different uses
- One element of the Strategy is a set of design standards to ensure people pull to the curb
- The Strategy also includes recommendations for legislative and internal process changes



For more information about the SFMTA's Curb Management Strategy, please visit: SFMTA.com

Through the evaluation process, we found the following:

21% increase in number of people biking at all observed locations.

83% of people biking felt more comfortable along Folsom after implementation, while **88%** of people driving felt more comfortable or no change at all.

Fewer loading violations (i.e., parking, loading or blocking the bike lane) compared to before condition. On average, people loaded for shorter periods of time.

Initial analysis of signal separation showed that **93%** of right turning vehicles complied with the signal, while **86%** of through bikes complied.