

BIKE SIGNALS AND MIXING ZONES

HOW ARE THEY PERFORMING SO FAR?



SFMTA

In 2018, the SFMTA evaluated two of the first protected signal phasing for bike and turning vehicles in San Francisco, specifically at Folsom and 8th streets and Brannan and 8th streets. Separated bike signals are a promising alternative to traditional mixing zones because these signals help reduce the number of conflicts between right turning vehicles and through-moving bikes, commonly known as “right-hooks”. Generally, bike and vehicle compliance is high, but there are still areas for improvements. These lessons learned will help inform the SFMTA’s roll out of more separated bike signals in 2019.



Bike compliance at separated signals

On average, people biking complied **86%** of the time at the two observed locations with separated signals.



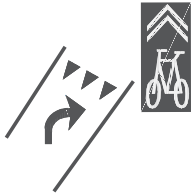
Vehicles compliance at separated signals

On average, people driving complied **95%** of the time at the two observed locations with separated signals.

During non-compliant instances, bikes and pedestrians were not present.



Separated bike signal on Folsom Street at 8th Street



Interactions at mixing zones and separated signals

When comparing 6 mixing zones to 2 separated bike signals, the percentage of right turning vehicles that encountered a bicycle dropped from **41%** at mixing zones to **2%** percent at bike signals.



“Close calls” at mixing zones and separated signals

Close calls dropped from **17** close calls at observed mixing zones to **1** close call at observed bike signals.



Separated bike signal on 8th Street at Brannan Street

*Findings are based off of video data collection at two bike signal locations (Folsom/8th and 8th/Brannan) during the two-hour AM and PM peak periods.

For more information, please visit:
[SFMTA.com/SafeStreetsEvaluation](https://www.sfmta.com/SafeStreetsEvaluation)

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