

FOLSOM STREET PROTECTED BIKE LANES



In late 2017, the SFMTA installed a series of improvements on Folsom Street with the goal of improving safety for all road users. The changes on Folsom Street between 11th and Falmouth streets were completed in early 2018. Improvements included: parking protected bike lanes, doubling the number of yellow commercial loading zones and bus boarding islands. Some “daylighting” was also implemented, which involves removing parking at intersections to increase the visibility of vehicles, bicycles, and pedestrians where crossings occur.



People biking on the parking-protected bike lane on Folsom Street near Victoria Manalo Park

PROJECT FINDINGS - AT A GLANCE



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.



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



29% increase in people walking at all observed locations.



People biking and walking across an alleyway on Folsom Street



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

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

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Project Location

Folsom Street from 11th to Falmouth streets

Date of Implementation

January 2018

Project Elements

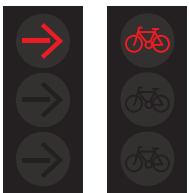
- Parking-protected bike lanes
- Doubling of yellow loading zones
- Bus boarding islands
- Daylighting and other pedestrian improvements

Key Evaluation Metrics

- Vehicle approach speed
- Conflict behavior at key locations (i.e., mixing zones, bus boarding islands, etc)
- Compliance at signals
- Perception of safety



SAFER INTERSECTIONS



93% of right turning vehicles complied with the signal, while 86% of people biking complied.



80% of people driving yielded to people biking at mixing zones. "Close calls", or near-crash instances at mixing zones made up 4% of observations.

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