

TURK STREET SAFETY PROJECT



SFMTA

In Spring 2018, the SFMTA installed a series of improvements on Turk Street between Market Street and Gough Street. Turk Street is a vibrant corridor with a diverse range of people: families, seniors, children, students, workers, shoppers, and tourists. The wide variety of people on Turk is reflected in the wide variety of transportation use, including private automobiles, transit, paratransit, pedestrians, bicyclist, and both passenger and commercial loading. As a high-injury corridor, this project sought to create a safer, more predictable, and more comfortable street for all users.



People biking on the new protected bike lane on Turk Street

PROJECT FINDINGS - AT A GLANCE



88% fewer loading violations (i.e., parking, loading or blocking the bike lane) compared to before condition recorded on Turk between Jones and Taylor.



287% average increase in number of people **biking** at all observed locations in the evening peak hour, with notable increases in the morning peak hour as well.



Vehicular speeds decreased up to **10%** in the project area.



Cyclist on Turk Street at Leavenworth Street



Vehicles yielding to bikes increased by an average of **35%** where mixing zones were installed.

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

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Project Location

Turk Street from Gough to Market Streets

Date of Implementation

March 2018

Project Elements

- Curb-side protected bike lane on south side of the street
- New mixing zones
- "Floating" loading north of bike lane rather than curbside
- Daylighting and other pedestrian improvements

Key Evaluation Metrics

- Blocking of bike lanes
- Conflict behavior at key locations (i.e., mixing zones, bus boarding islands, etc)
- Vehicle and bicycle mobility trends
- Vehicular speeds

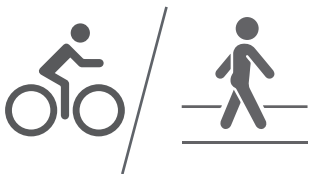


Turk Street (before)



Turk Street (after)

PEDESTRIANS AND BICYCLES



Though many pedestrians are present on Turk Street and some enter or cross the bike lanes, findings show no collisions and a very low conflict rate of **1%** between slowing-moving cyclists and pedestrians on Turk Street (25 out of 2248 pedestrians interacted with a cyclist).

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