

- + **96%** of drivers approaching a bicyclist yielded and 100% of drivers approaching a pedestrian yielded.
- + **98%** of vehicles turned at speeds at or below the speed limit.
- + Up to **85%** of bicyclists and **55%** of pedestrians reported their level of comfort and feeling of safety increased.
- **80%** of vehicles on San Bruno Avenue and **50%** of vehicles on 9th Street blocked the bike lanes/crosswalk while waiting for a gap in traffic.

9th and Division Street Protected Intersection

San Francisco's first protected intersection



SFMTA

Division Street is a key east-west corridor for people biking to Caltrain, the Mission District, AT&T Ballpark, and the South Beach area. However, in the past five years there were 106 collisions along the Division Street corridor, including two traffic deaths.

To increase safety and comfort in the area, the San Francisco Municipal Transportation Agency (SFMTA) implemented a protected intersection at the 9th Street/Division Street/San Bruno Avenue intersection. This location is San Francisco's first implementation of the protected intersection design concept.

Project Location

9th Street and Division Street

Date of Implementation

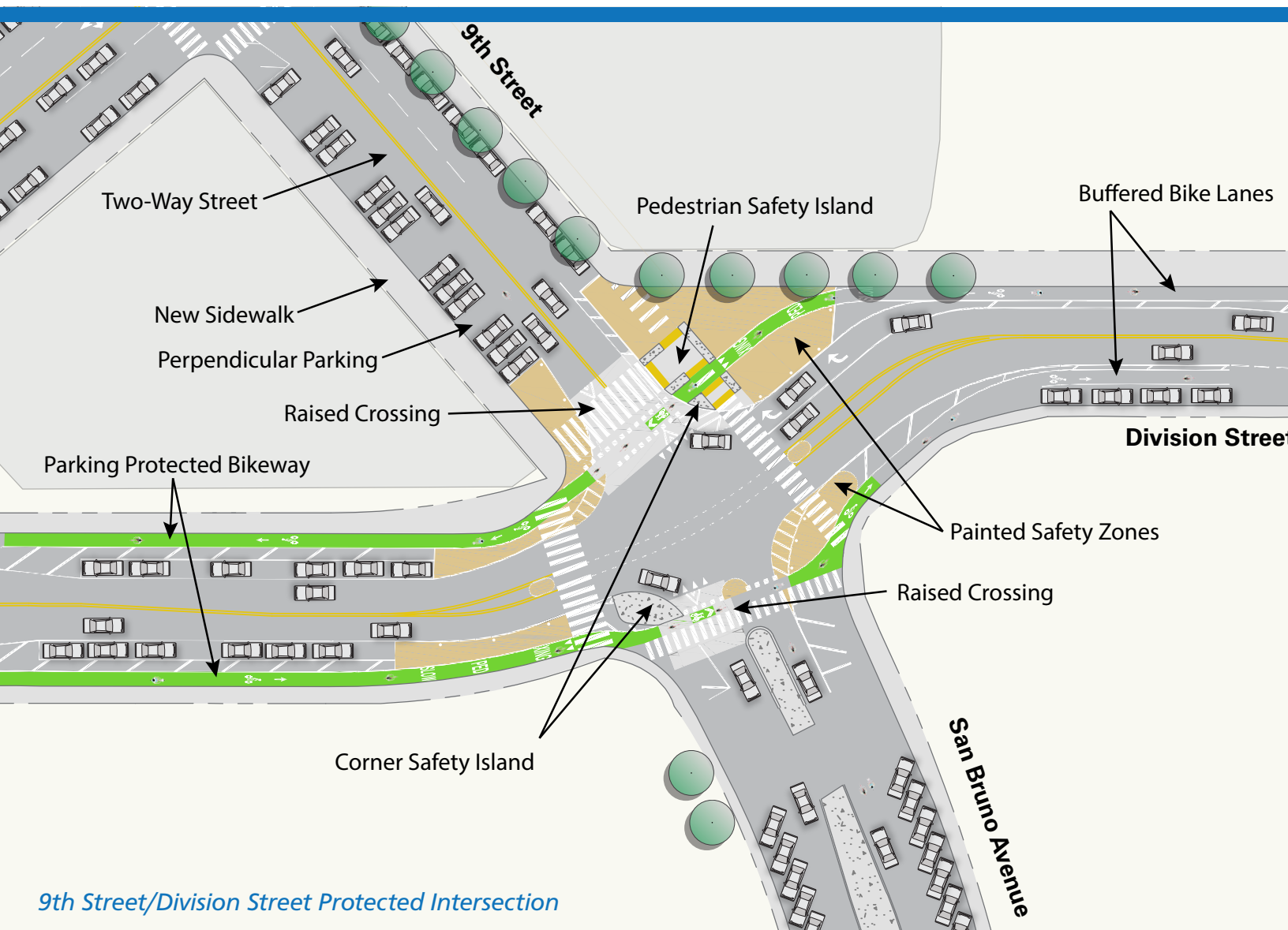
December 2016

Project Elements

- Buffered and parking-protected bike lanes
- Raised crosswalks
- New sidewalk along the west side of 9th Street
- Painted safety zones and low concrete elements

Key Evaluation Metrics

- Vehicle Approach Speed
- Conflict Behavior at Key Locations
- Yielding Rates
- Perception of Safety



9th Street/Division Street Protected Intersection