BIKE SIGNALS AND MIXING ZONES
HOW ARE THEY PERFORMING SO FAR?

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.

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

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

*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.