



2019 Bike Programs Report

Policy & Governance Committee

June 25, 2019

2019 Bike Program Report

- Summarizes SFMTA's Bike Planning & Programmatic Efforts
- Focuses on changes since 2013



SFMTA's Planning Subdivision

Planning,
education,
data collection,
prioritization



Project Implementation



Agency Reports

- Bike Strategy 2013-2018
- Pedaling Forward 2017
- Bike Programs Report
 - *Released May 2019*

Beyond the Bike Lane: SFMTA 2019 Bike Program Report

Share this: [Facebook](#) [Twitter](#) [Email](#)

By : [Christopher Kidd](#)

Friday, May 17, 2019



Have you ever wondered how many miles of high-quality bike network has been installed in the last five years?

Have you ever had sleepless nights pondering the status of our bicycle wayfinding sign program?

Have you ever forgotten which BART stations have a bike station and which just have bike racks?

Ask No More!

In answering those questions and many more, we are thrilled to unveil the [SFMTA 2019 Bike Program Report](#) – just in time for Bike Month. This report is meant to act as a complement to the [Pedaling Forward](#) report, which details the infrastructure work conducted by the Livable Streets subdivision of SFMTA.

Making San Francisco a bike-friendly city requires a lot more than the designing & striping of bike facilities; the [SFMTA 2019 Bike Program Report](#) details all of our planning and efforts related to bicycling, including:

- Our Bike Counts Program (pg 25), which manages 74 automated counters across the city and conducts manual counts every October.
- Our In-School Bicycle Education Program (pg 26), which plans to expand to all SFUSD public schools within the next five years.
- Our Bicycle Crash Analysis Study (pg 21) – which identifies streets most likely to have bike collisions in the future and pair up infrastructure investments to proactively address safety risks before injuries take place.

This report is also a successor to the [SFMTA 2013-2018 Bicycle Strategy](#), which set policy targets to make bicycling a part of everyday life. A lot has changed in the last five years; in 2013 Bay Area Bikeshare was still in its pilot phase, there was no such thing as dockless e-bikes or e-scooters, ride-hailing was in its infancy and San Francisco had not yet adopted Vision Zero. The [SFMTA 2019 Bike Program Report](#)

Document Themes

1

BICYCLE
SNAPSHOT



What's bicycling like right now and how have we made progress since 2013

2

POLICIES &
PROGRESS



A review of the reports, policies and directives that inform our work

3

PLANNING &
PROGRAMS



Planning & programmatic work to support bikes

4

PROJECT
PROCESS



How we design, prioritize and implement bike projects

5

FUNDING



Short-term and long-term funding scenarios for bike projects

6

METRICS



What we measure to stay accountable

Bicycle Snapshot



	2013	2014	2015	2016	2017	2018
Commuter Bicycle Mode Share	3.8%	4.4%	4.3%	3.9%	3.1%	Data release in Sept 2019
Bike Counts	11,047	11,473	10,655	11,714	11,106	See Page 25
Bicycle Network Miles*	425	431	438	440	443	447
High Quality Bike Network Miles**	91	93	97	105	113	121
Bikeshare Stations	34	34	34	38	120	146
Bike Racks	3,381	3,702	4,673	5,085	5,556	6,057
Bike Education Classes	55	58	53	54	58	36
Bike Fatalities	4	3	4	4	2	3
Bike Serious Injuries	131	114	110	114	102	TBD

1

Peer Cities



SAN FRANCISCO



PORTLAND



SEATTLE



BOSTON



MINNEAPOLIS



CHICAGO



Population (2017): 883,305

647,805

724,745

685,094

422,331

2,716,450

Density: 18,837 Persons Per Square Mile

4,871 Persons Per Square Mile

8,642 Persons Per Square Mile

14,149 Persons Per Square Mile

7,821 Persons Per Square Mile

11,949 Persons Per Square Mile

Percent Bicycle Commute (2017): 3.1%

6.3%

2.8%

2.2%

3.9%

1.7%

Bike Share Program:
Docked bikeshare and dockless pilot

Docked bikeshare and dockless

Dockless bikeshare

Docked bikeshare and dockless

Docked bikeshare and dockless

Docked bikeshare and dockless pilot

Length of Bicycle Network:
447 Miles (2018)*

350 Miles (2016)

260 Miles (2017)

135 Miles (2017)

253 Miles (2017)

248 Miles (2017)

Fatalities per 10,000 daily bicyclists: 1.4

1.6

1.9

3.4

2.0

3.6

Bicycle Friendly Community Status: Gold (2016)

Platinum (2017)

Gold (2016)

Silver (2017)

Gold (2015)

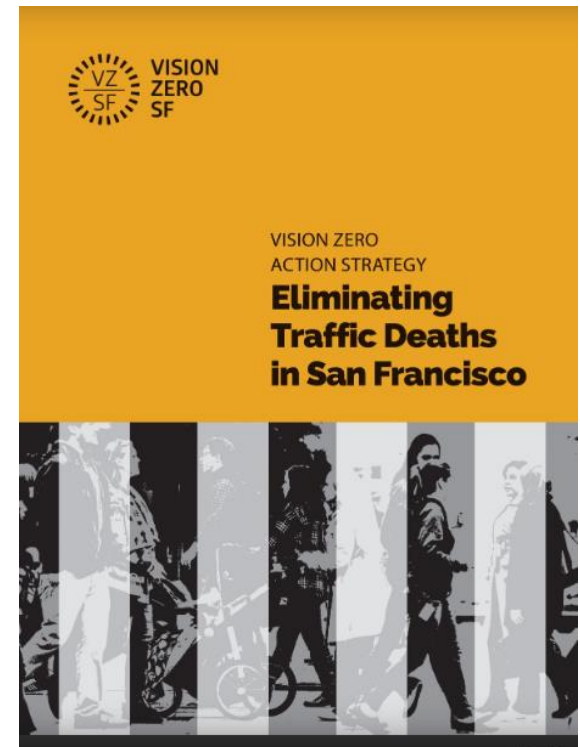
Silver (2015)

Policies & Progress

2



- 7/10 Responses indicate safety impacts decision to ride (2015 User Survey)
- 80% Sustainable Trips by 2030 (Climate Action Strategy)
- 13 miles of safety treatments on HIN each year (Vision Zero Program)



3

Planning & Programs

1. Comfort Index
2. Crash Analysis
3. Count Program
4. Education Programs
5. Parking
6. Bike share
7. Wayfinding

Bicycle Comfort Index

3



THE BICYCLE NETWORK COMFORT INDEX

ork Comfort Index identifies the perceived comfort a cyclist given bikeway, based on a four-tiered Level of Traffic Stress e of LTS 1 represents the highest level of riding comfort, while a score of LTS 4 indicates the least comfort. The more our network is scored LTS 1 or LTS 2, the safer and more comfortable our network becomes – which provides increased access to those who would not normally ride their bike out of fear of severe injury.

SFMTA staff created the Bicycle Network Comfort Index in 2014, with its most recent methodology update in 2017. The model uses existing infrastructure and traffic data that weighs positive and negative comfort factors, and is used to analyze current need and likely impact on the bike network of various potential bike projects.



BICYCLE NETWORK COMFORT INDEX AS OF 2017

LTS 1



The level comfortable for all user groups, including vulnerable users (children, youth, disabled persons, and seniors)

LTS 2



The level comfortable for most adults on bicycles, including beginning riders and seniors; experienced children and youth

LTS 3



The level comfortable for most intermediate and experienced adult bicycle riders, e.g., the “enthusiastic and confident”

LTS 4

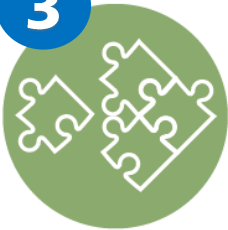


The level tolerated only by “strong and fearless” people on bicycles, typically shared travel lanes on high volume streets

20

Bicycle Crash Analysis

3



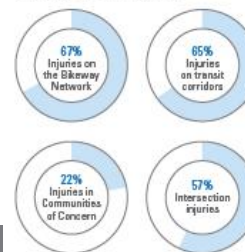
- **Reactive + Proactive**
- **4 Investment Scenarios:**
 1. Crash Type Focus: Parking related crashes
 2. Crash Type Focus: Turning violations
 3. Location focus: High bike volumes
 4. Countermeasure focus: Separated bike lanes



What Do We Know About These Cyclist Injuries?



How Do These Cyclist Injuries Affect San Francisco?



What Can We Do To Make These Streets Safer for Bicycling?

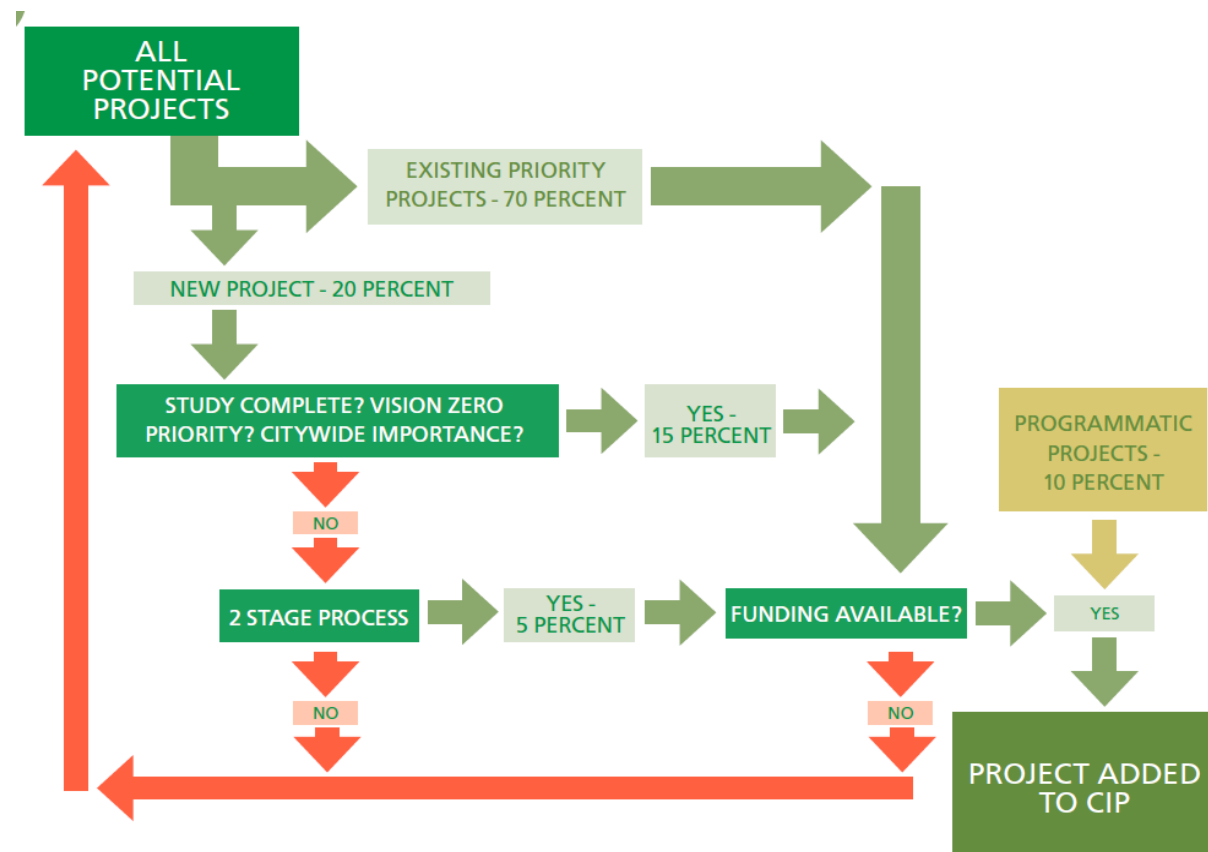


Project Process

4

How we design, prioritize, and implement projects

- Toolbox of treatments
- Prioritization for the CIP



5



Funding

Projecting Beyond the 5 Year CIP

- 5 year Funding Scenario- \$141.5M
- 20 year Enhanced- \$821M (New sales tax, License fee revenues, RM3, Congestion pricing)
- 20 year Constrained- \$355M (Removal of Prop A, ATP, IPIC, Revenue bonds)

6



Metrics

1. Improve safety, comfort, and connectivity for all people traveling by bike
2. Bike Parking Implementation
3. Expand Bike Education and Access
4. Project Delivery & Transparency

Questions?

Christopher.Kidd@sfmta.com

Monica.Munowitch@sfmta.com

BICYCLE SNAPSHOT



What's bicycling like right now and how have we made progress since 2013

POLICIES & PROGRESS



A review of the reports, policies and directives that inform our work

PLANNING & PROGRAMS



Planning & programmatic work to support bikes

PROJECT PROCESS



How we design, prioritize and implement bike projects

FUNDING



Short-term and long-term funding scenarios for bike projects

METRICS



What we measure to stay accountable