

# 2023 San Francisco Congestion Management Program



San Francisco  
County Transportation  
Authority

Community Advisory Committee — Agenda Item 7  
November 29, 2023

# CMP Purpose and Requirements

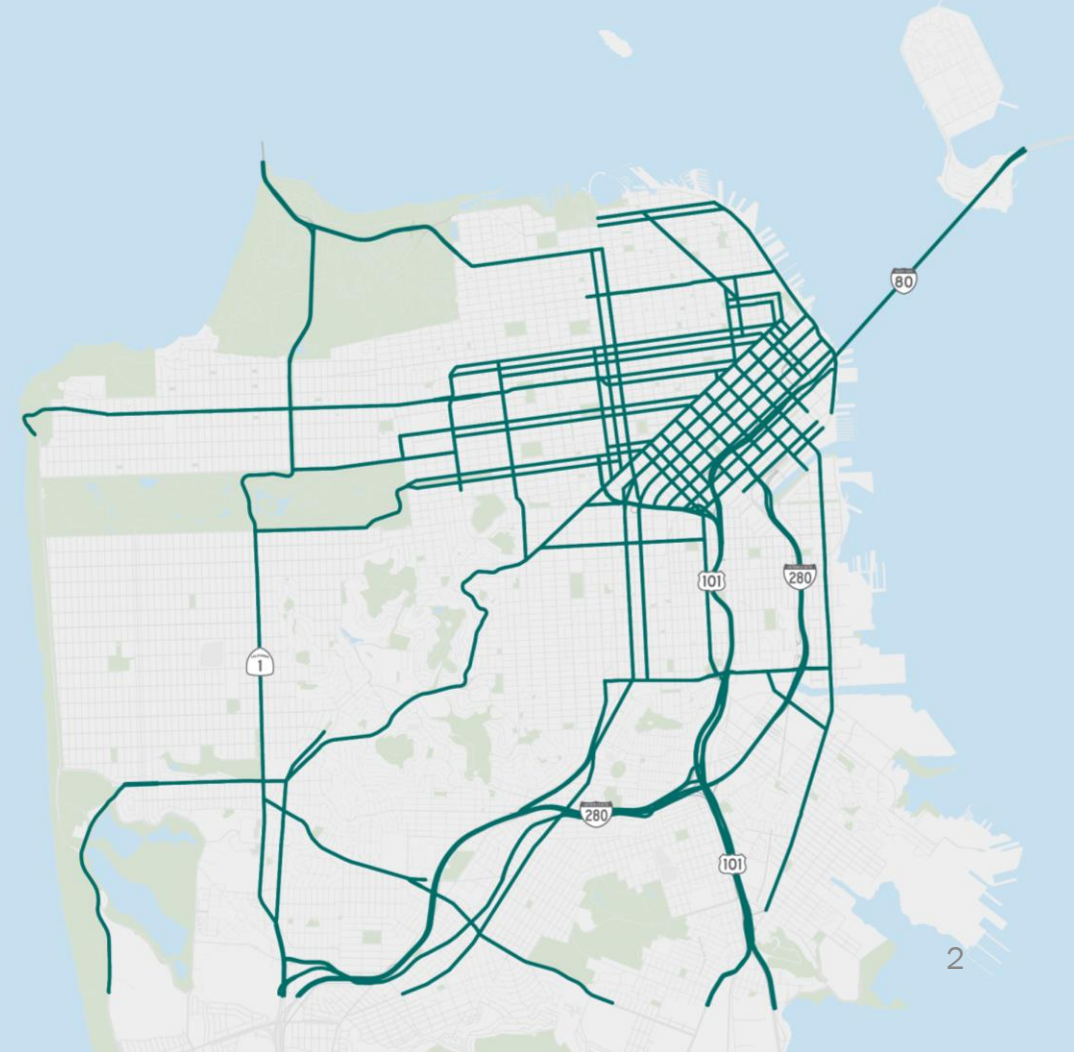
## Purpose

- Report performance measures for congestion management
- Describe congestion management strategies and efforts
- Approval of CMP maintains city's eligibility for state gas tax and other revenues

## Requirements

- Designated Congestion Management Agency updates every two years
- Auto level of service (LOS) and multimodal performance measures
- Travel Demand Management (TDM) and Land use impact analysis
- Capital Improvement Program (CIP)

## CMP Monitoring Network 2023



# Performance Monitoring Outline

## Congestion metrics

- Speeds (auto and transit/bus)
- Auto-Transit speed ratio

## Other indicators

- Multimodal counts
- Bike and pedestrian collisions
- Transit ridership
- Transit coverage
- Countyline Highway volumes

# Key Findings

## Between 2021 and 2023:

- Traffic congestion worsened, but on average not back to pre-COVID levels (congestion worsened more on freeways than surface arterials)
- Transit ridership recovering, but still significantly lower than pre-COVID levels
- 2019-2022: 8% decrease in population; 0.4% decrease in jobs
  - 33% working from home (2022), compared to 7% in 2019 and 46% in 2021
  - 30% office vacancy (2023 Q3)

# Key Findings

## Muni service:

- Increased share of San Francisco residents served by Muni (within a 5-minute walk of their residence)

## Vehicle, bike, and pedestrian volumes (surface arterials):

- Volumes in general higher than 2021, but still lower than 2019
- Stronger recovery in the PM peak (more non-commute travel) than the AM peak

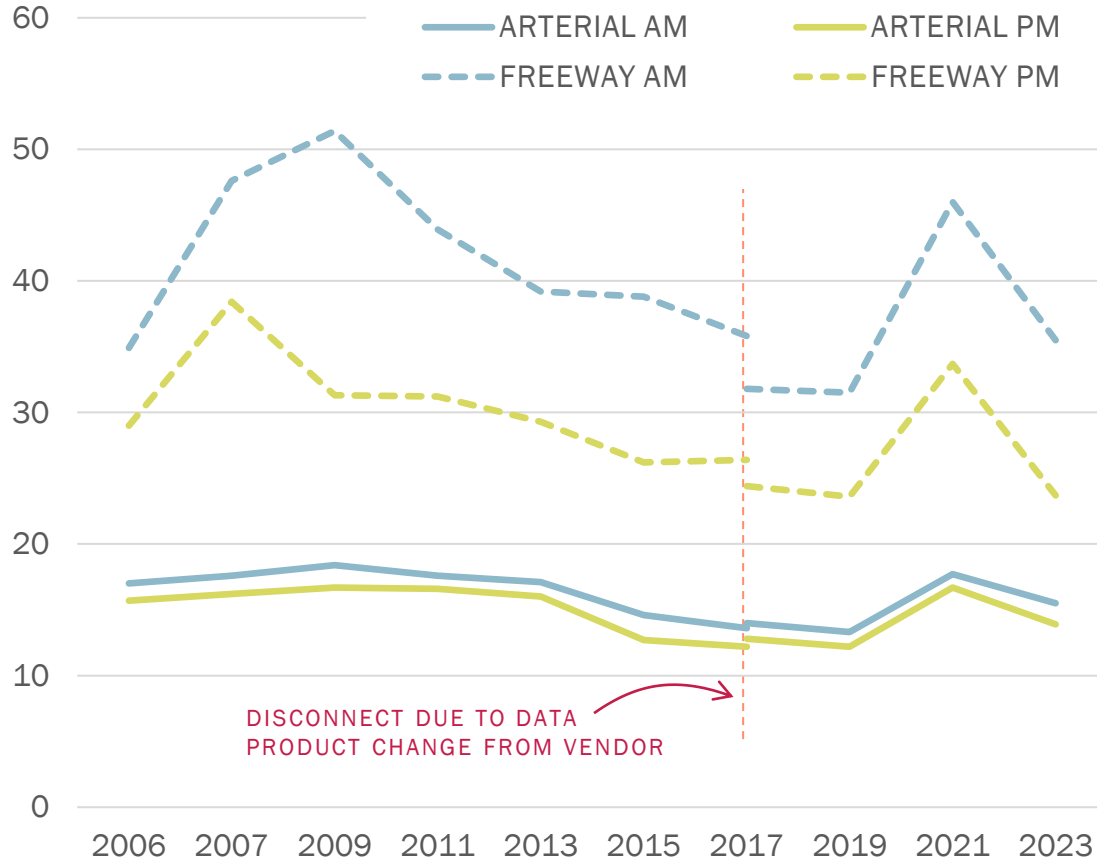
## Safety:

- Injury traffic collisions numbers remain at lowest levels in a decade, even as traffic increased
- Fatal traffic collisions have almost returned to pre-COVID levels

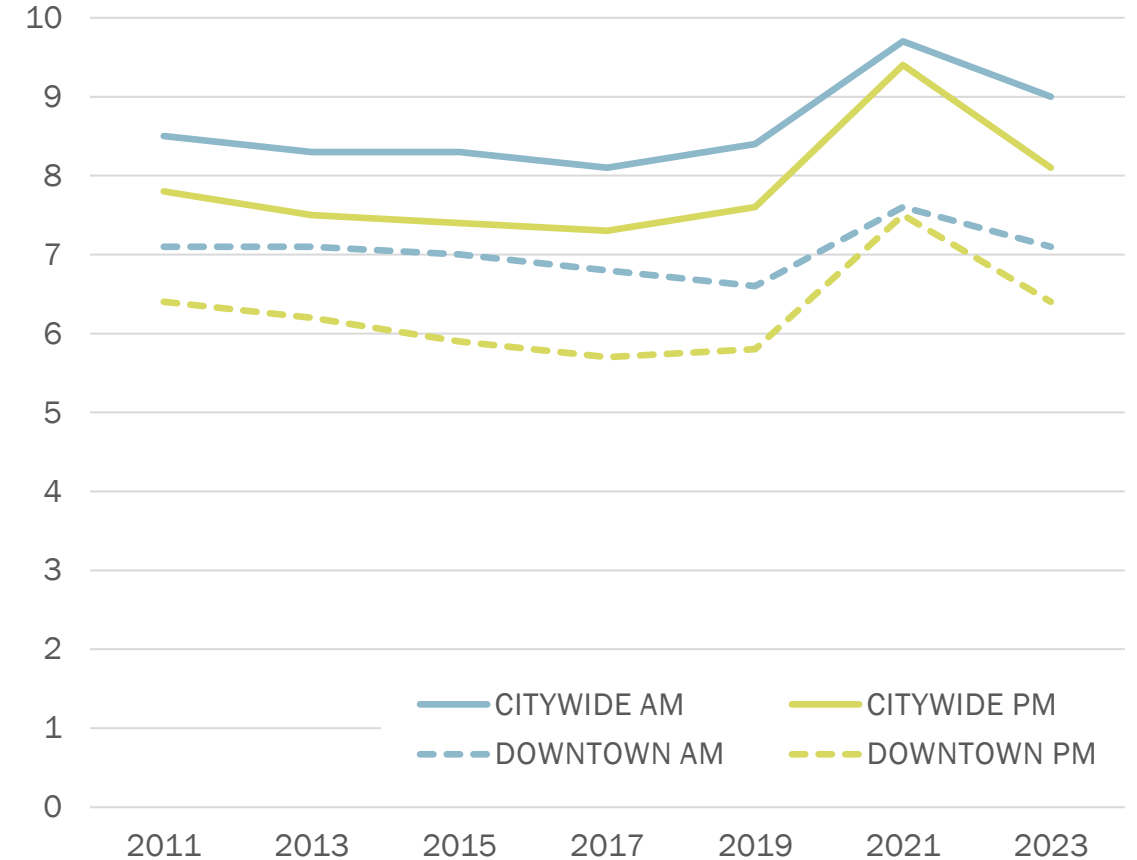
# Speed

Speeds decreased but still higher than pre-COVID

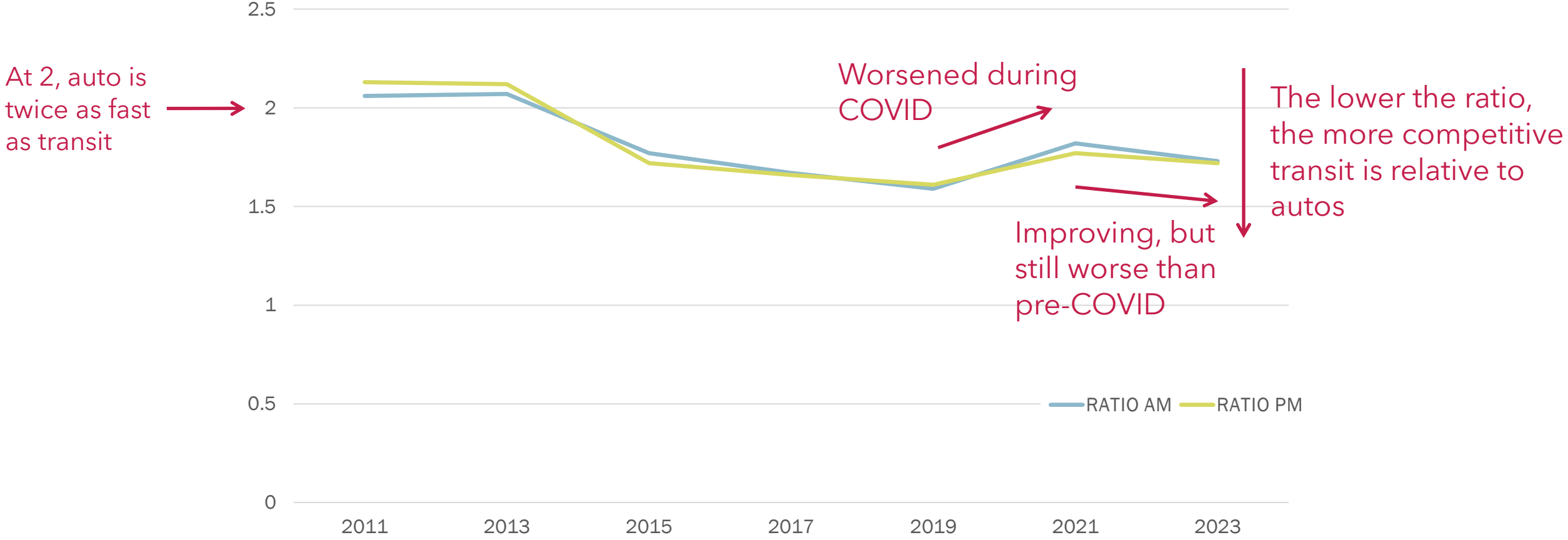
## Auto Speeds



## Transit (Bus) Speeds



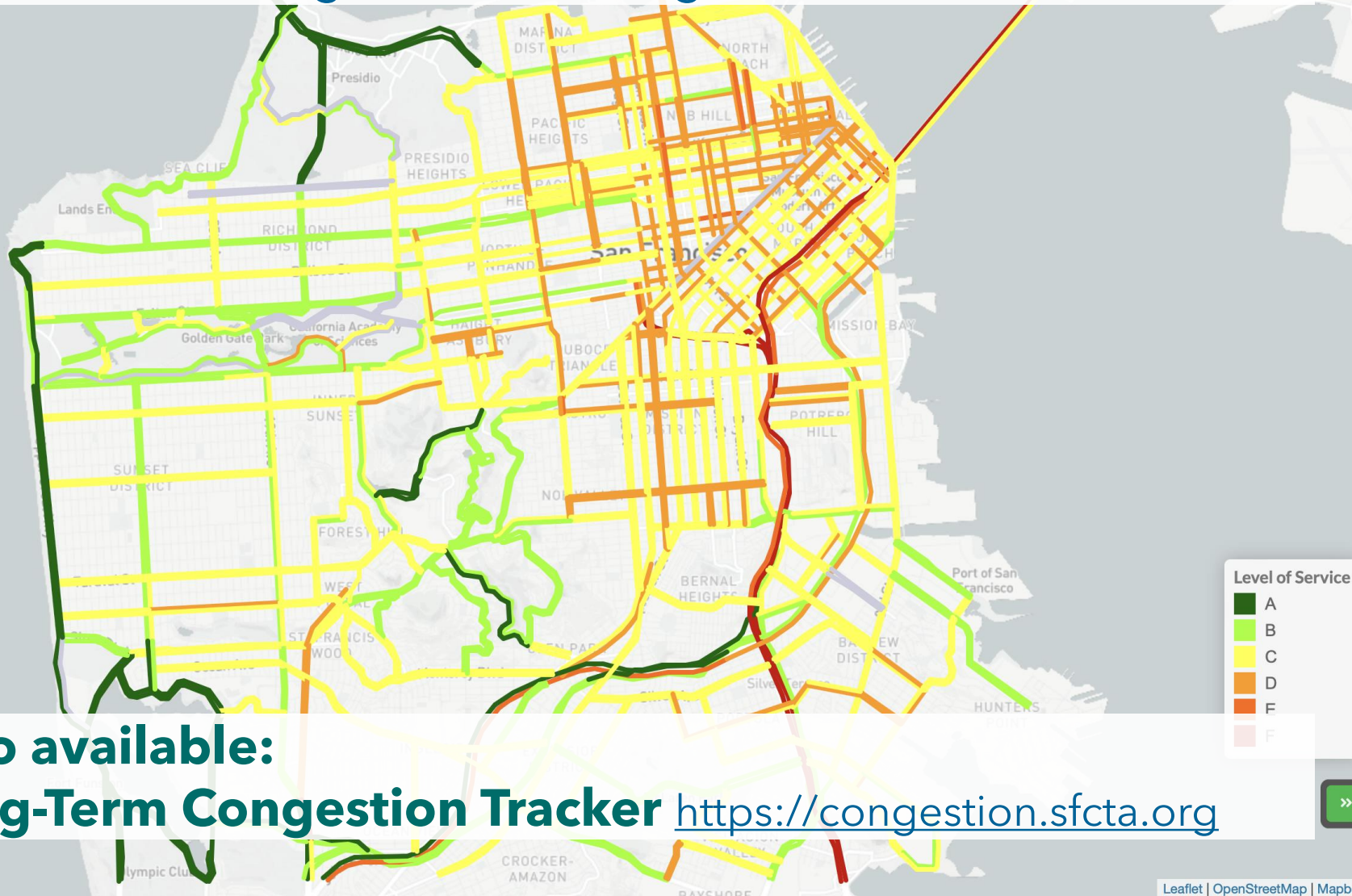
# Auto-Transit (Muni Bus) Speed Ratio





# COVID-Era Congestion Tracker

<https://covid-congestion.sfcta.org>



**Level of Service**

- A
- B
- C
- D
- E
- F

**Also available:**  
**Long-Term Congestion Tracker** <https://congestion.sfcta.org>

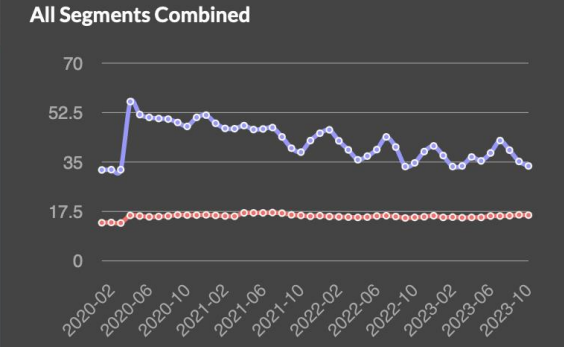
## COVID-ERA CONGESTION TRACKER

What is this? ⓘ

Learn More →

- Auto Level-of-Service (LOS)
- Speed Change Relative to Pre-COVID
- Vehicle Miles Traveled (VMT)
- VMT Change Relative to Pre-COVID

## AUTO SPEED TREND (MPH):



**CHOOSE MONTH:**

.....●▶

2023-10

**CHOOSE TIME PERIOD:**

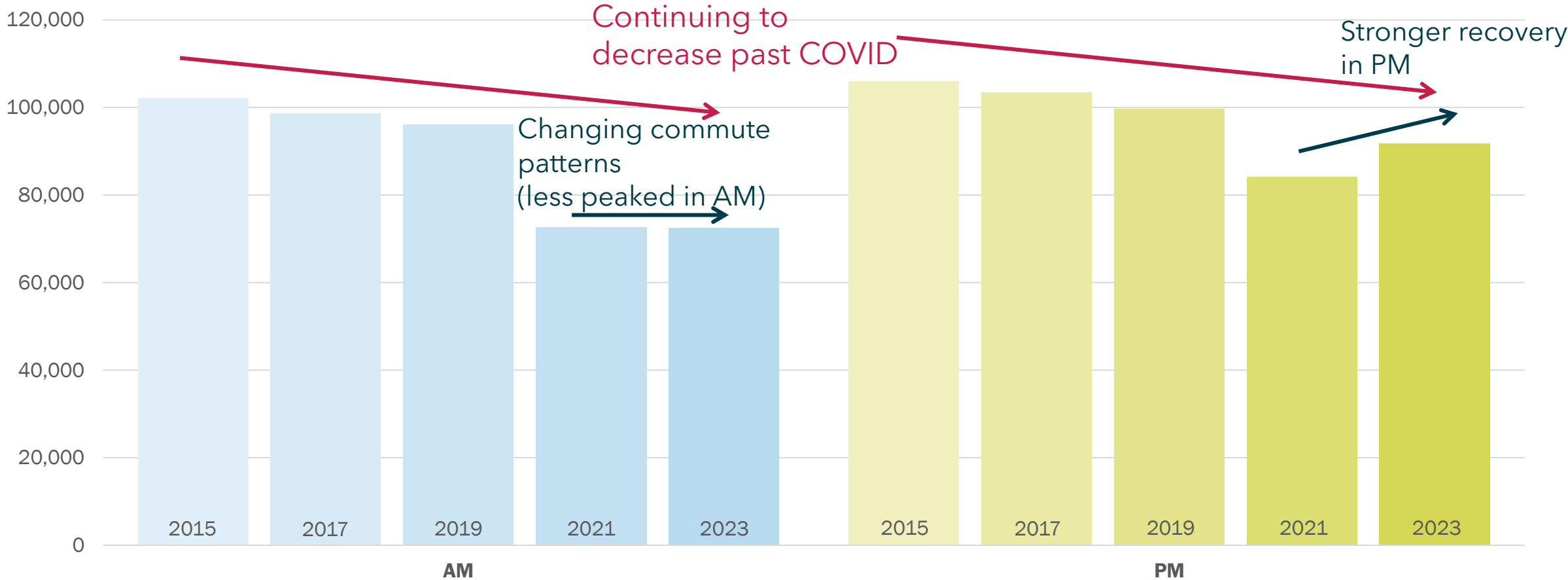
AM PM 1-Hour





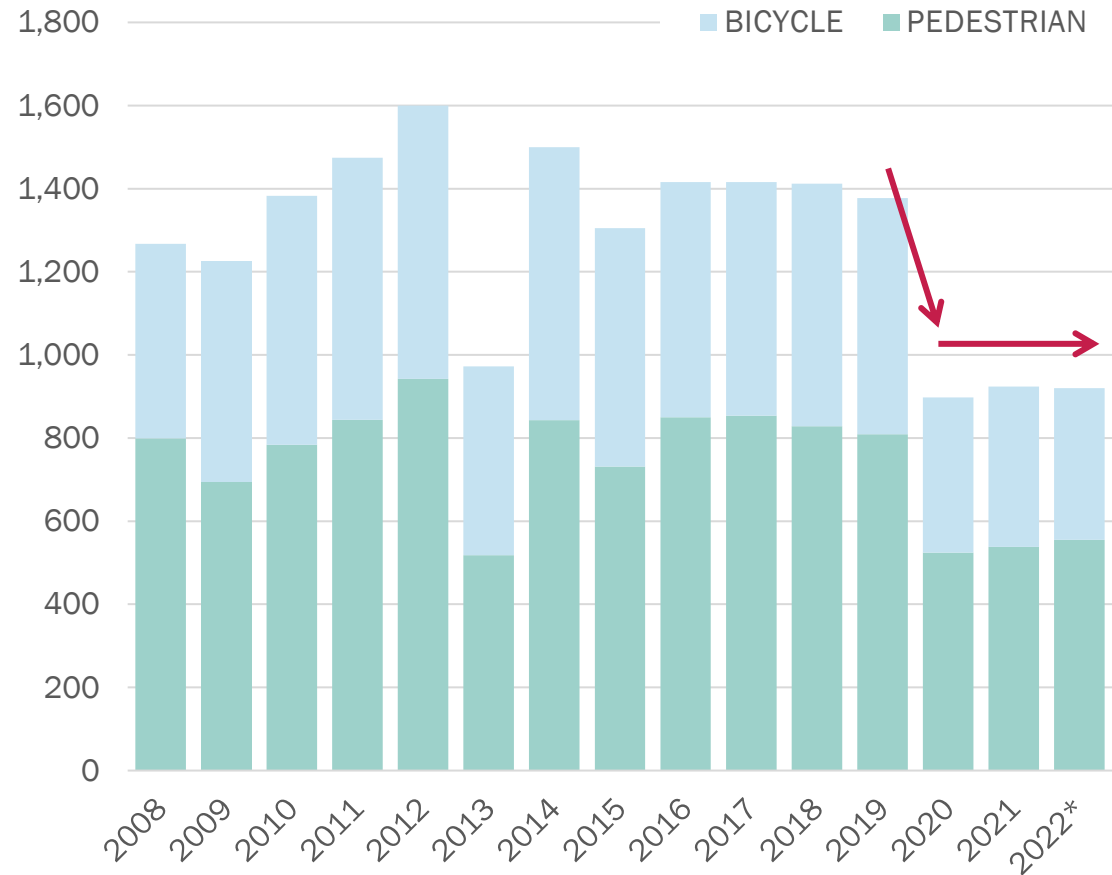
# Vehicle Counts (28 surface arterial mid-block locations)

## Weekday Average AM/PM Peak Traffic Counts

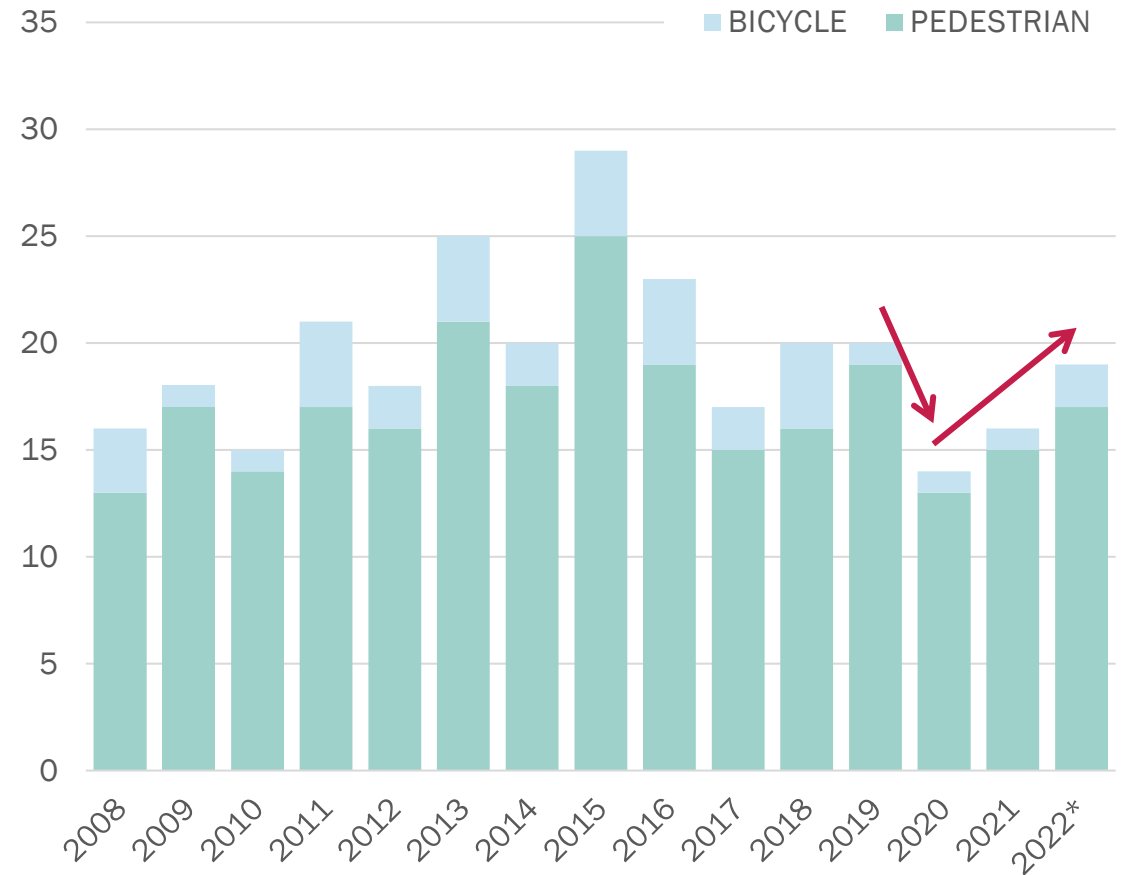


# Collisions Involving Pedestrians & Bicyclists

## Injury Collisions

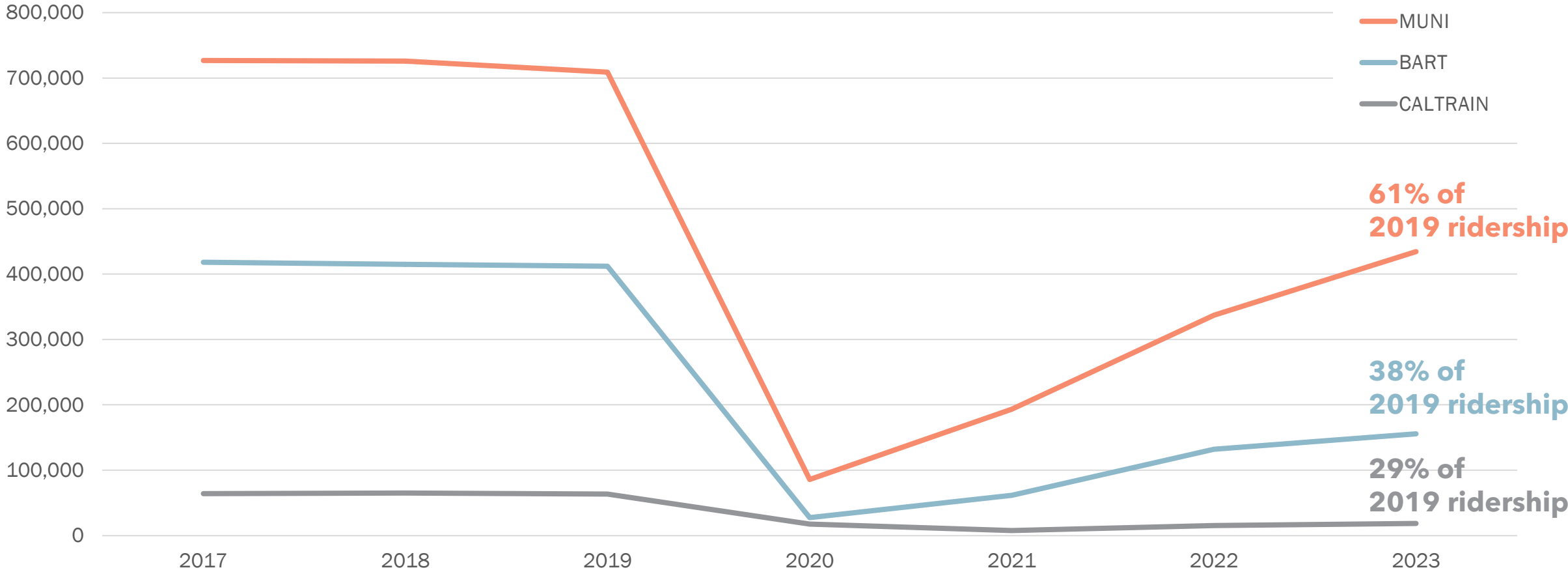


## Fatal Collisions



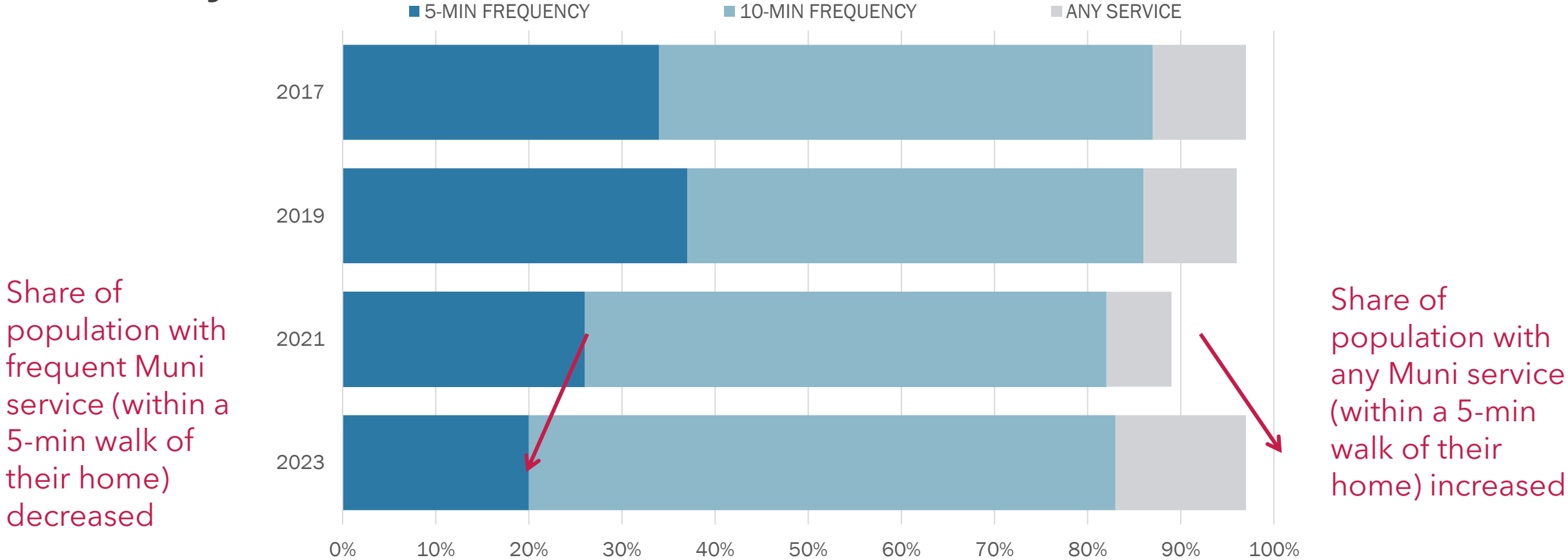
# Transit Ridership

## Average Daily Transit Ridership 2017 - 2023



# Muni Coverage (Population) by Service Frequency

% of population with Muni service within a 5-min walk of their residence  
Weekday PM Peak



Share of population with frequent Muni service (within a 5-min walk of their home) decreased

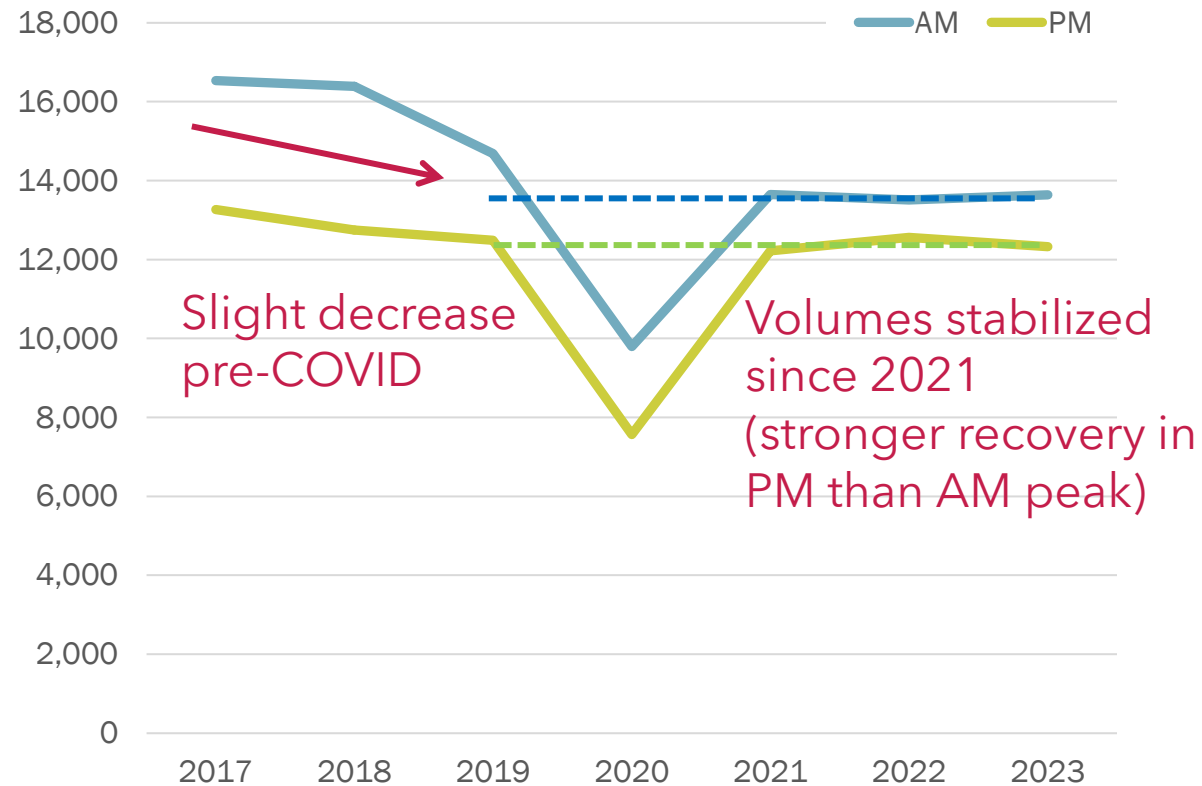
Share of population with any Muni service (within a 5-min walk of their home) increased

Note: data collected April - May each year

# Countyline Highway Volumes

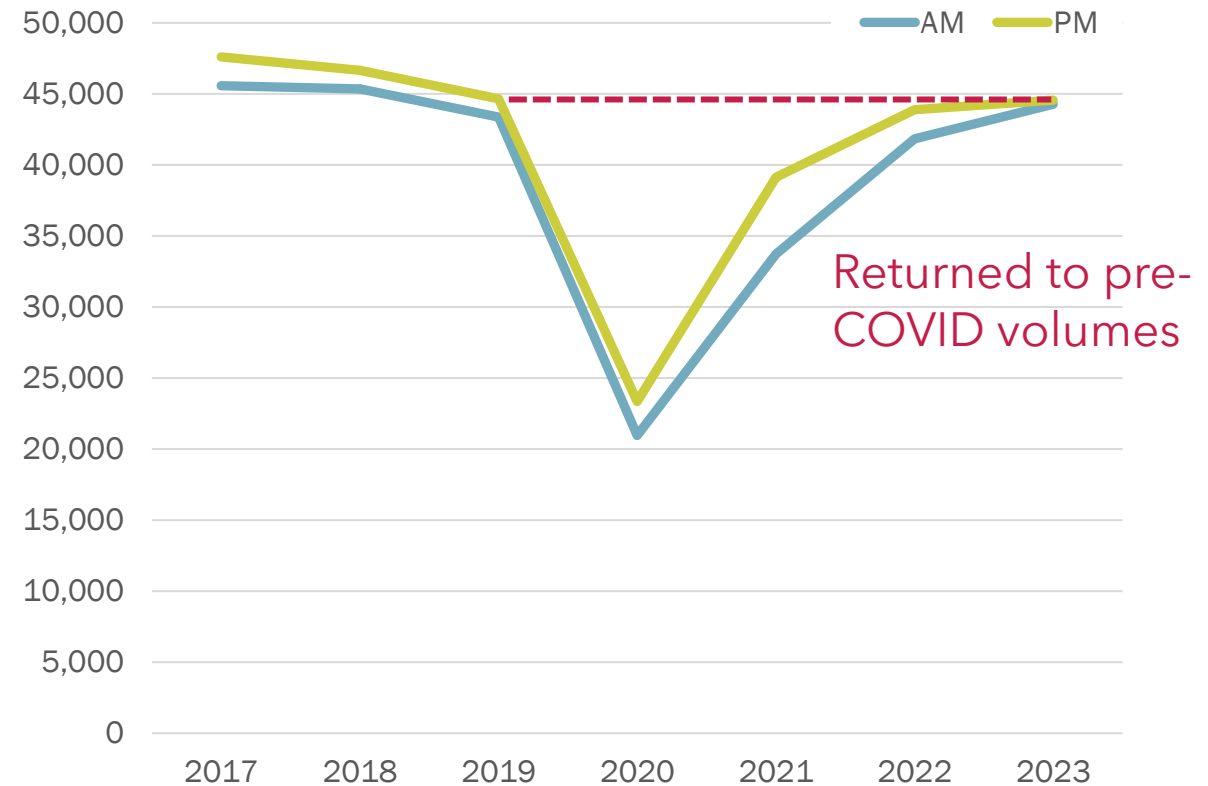
## Bay Bridge (Westbound)

Average Bay Bridge Westbound Volumes, Weekday Peak Period



## San Mateo Countyline

Average US-101 and I-280 Volumes at San Mateo Countyline (sum of Northbound and Southbound), Weekday Peak Period



# Congestion Management Initiatives

## CMP Work Program Highlights:

- Plan Bay Area 2050+ / SFTP 2050+ Update
- Prop L 5-Year Prioritization Programs, e.g. Safer and Complete Streets/Signals
- Muni Forward / Transit Priority network
- The Portal (Caltrain Downtown Rail Extension)
- Bicycle Network development/Active Communities Plan
- I-280N Carpool Lanes Study
- Autonomous Vehicle Monitoring and Policy Development

# Thank you

[sfcta.org/cmp](https://sfcta.org/cmp)

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[sfcta.org/stay-connected](https://sfcta.org/stay-connected)

# Supplementary Slides

For more metrics and details...

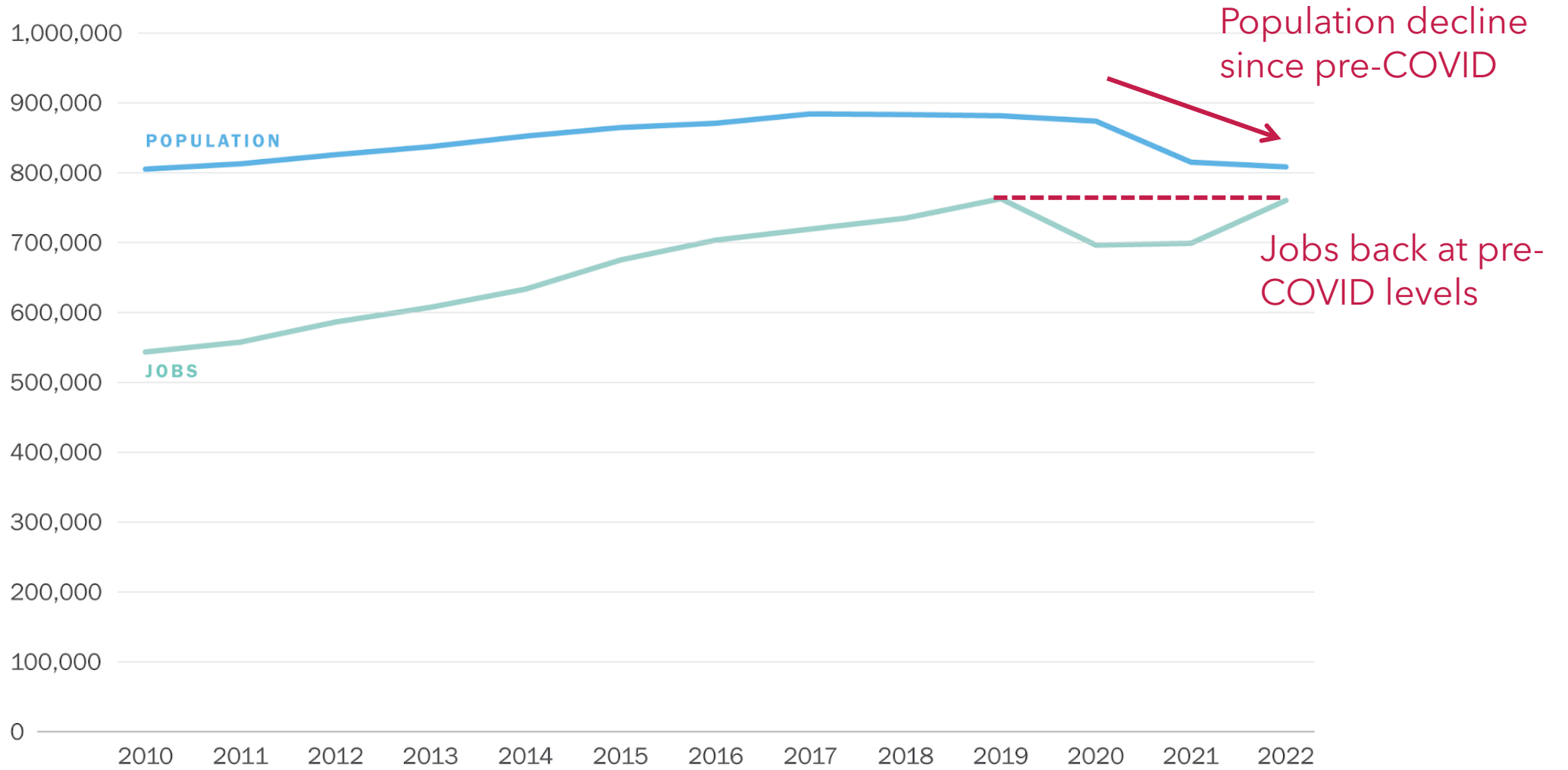


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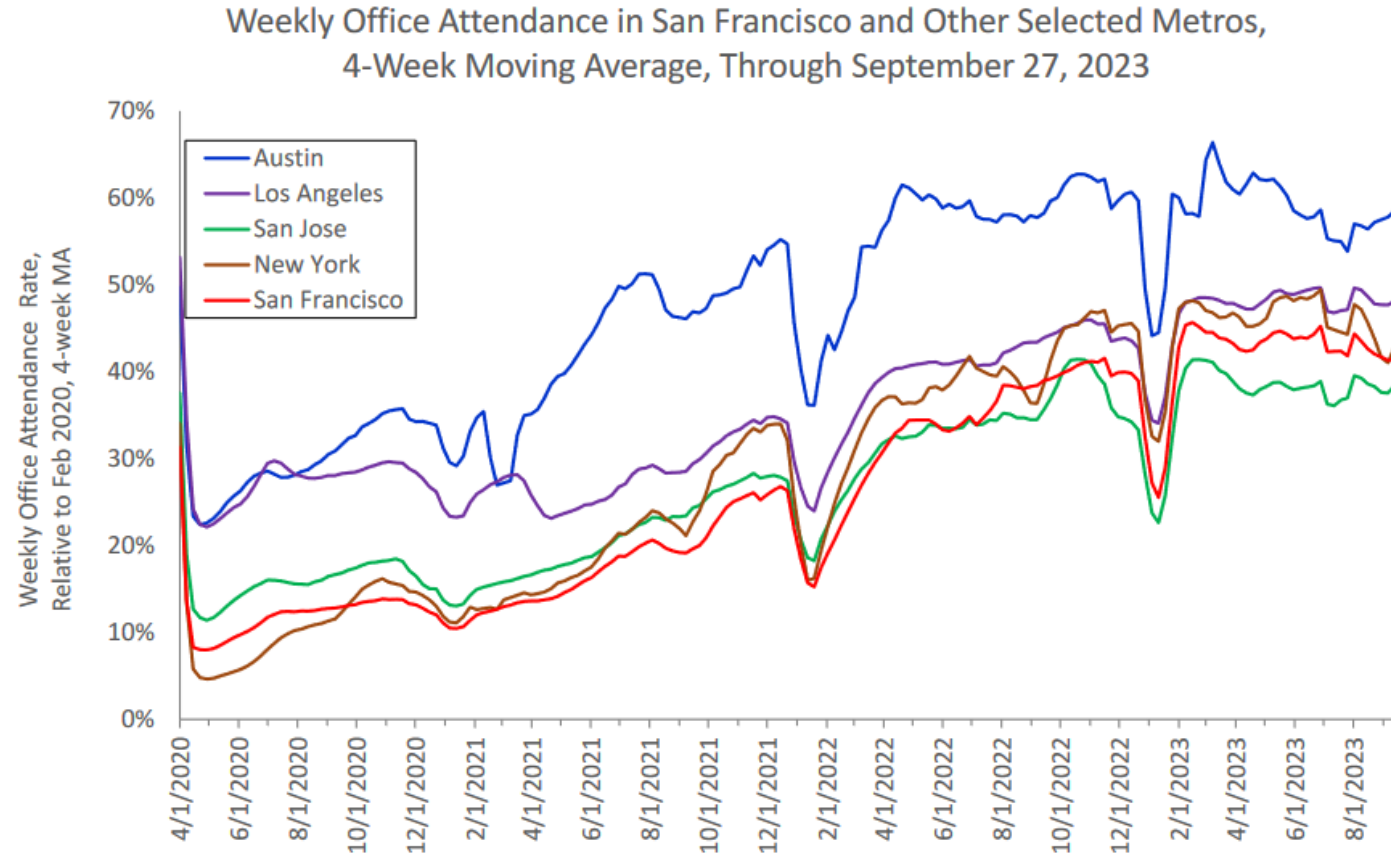
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Community Advisory Committee, November 29, 2023



# Population and Jobs

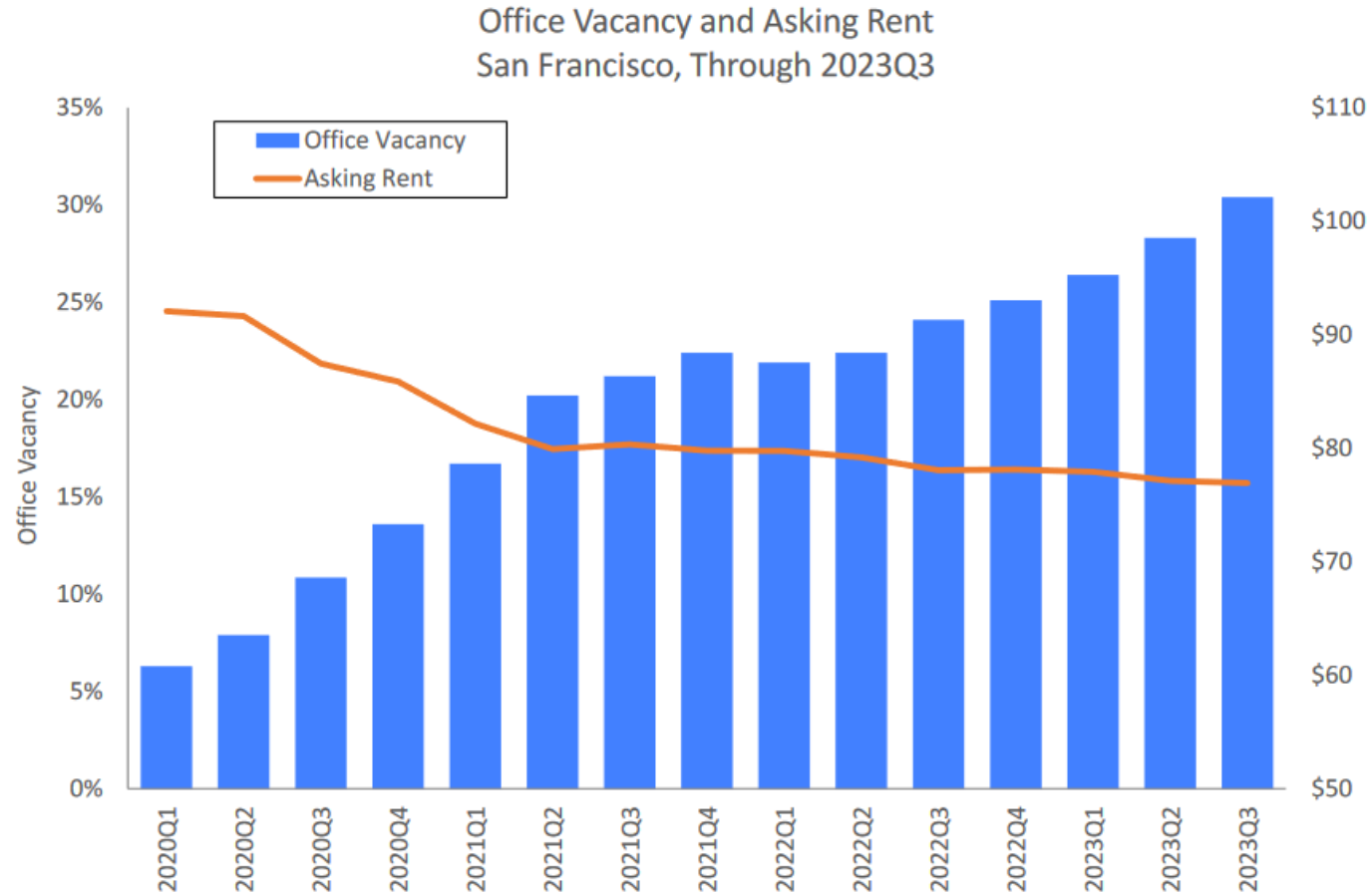


# Work from Home



Source: Kastle Systems

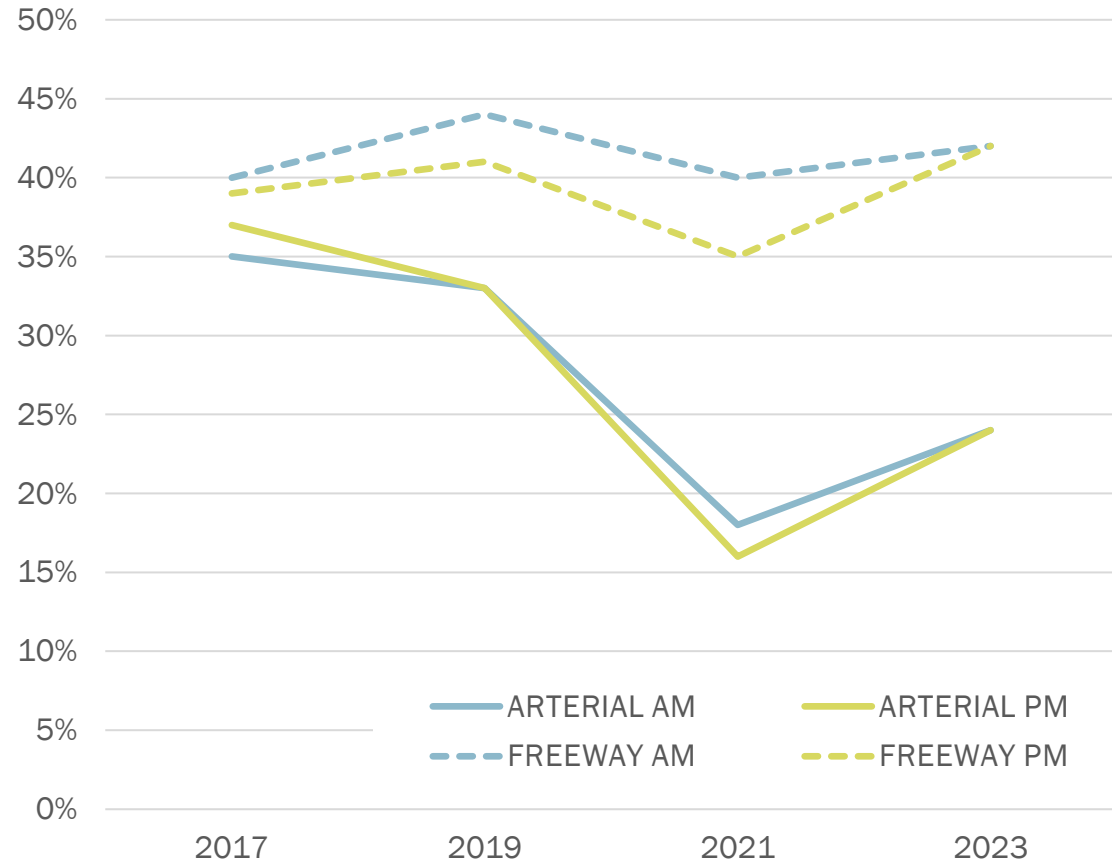
# Office Vacancy



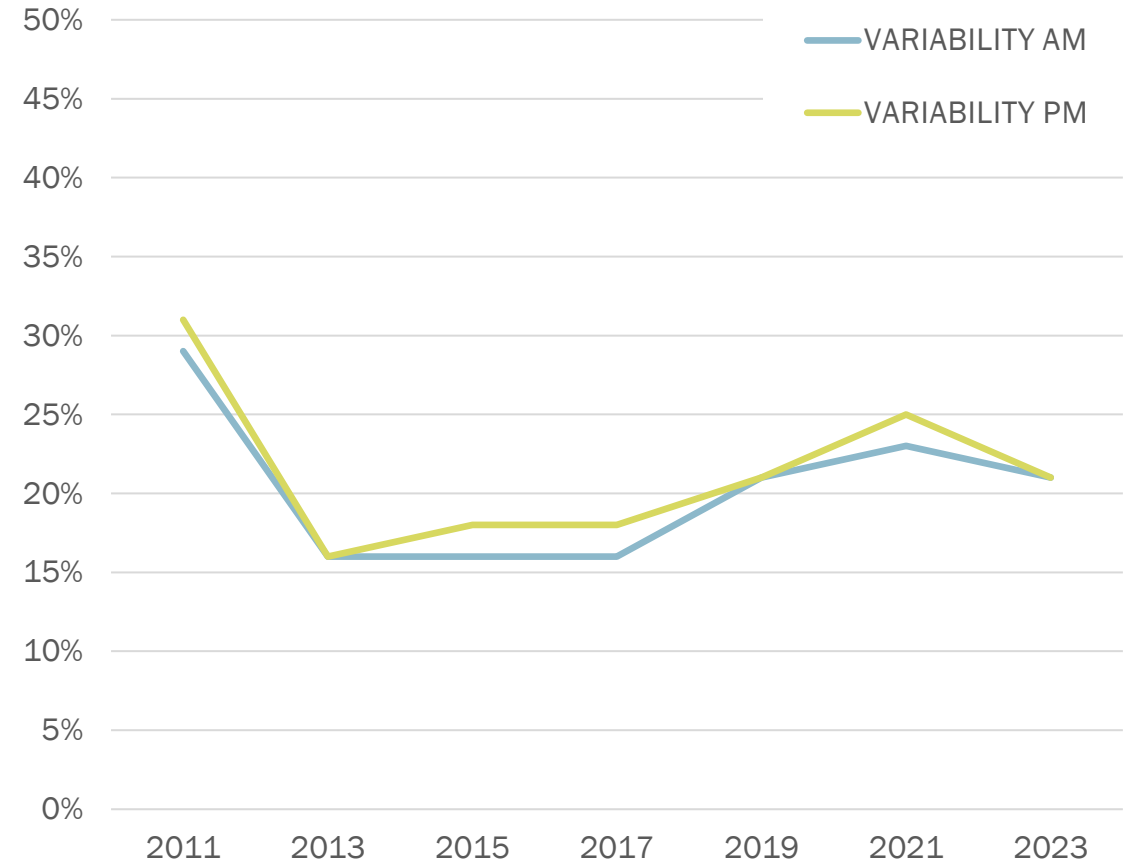
Source: Jones Lang LaSalle (JLL)

# Reliability

## Auto Buffer Time Index (BTI)

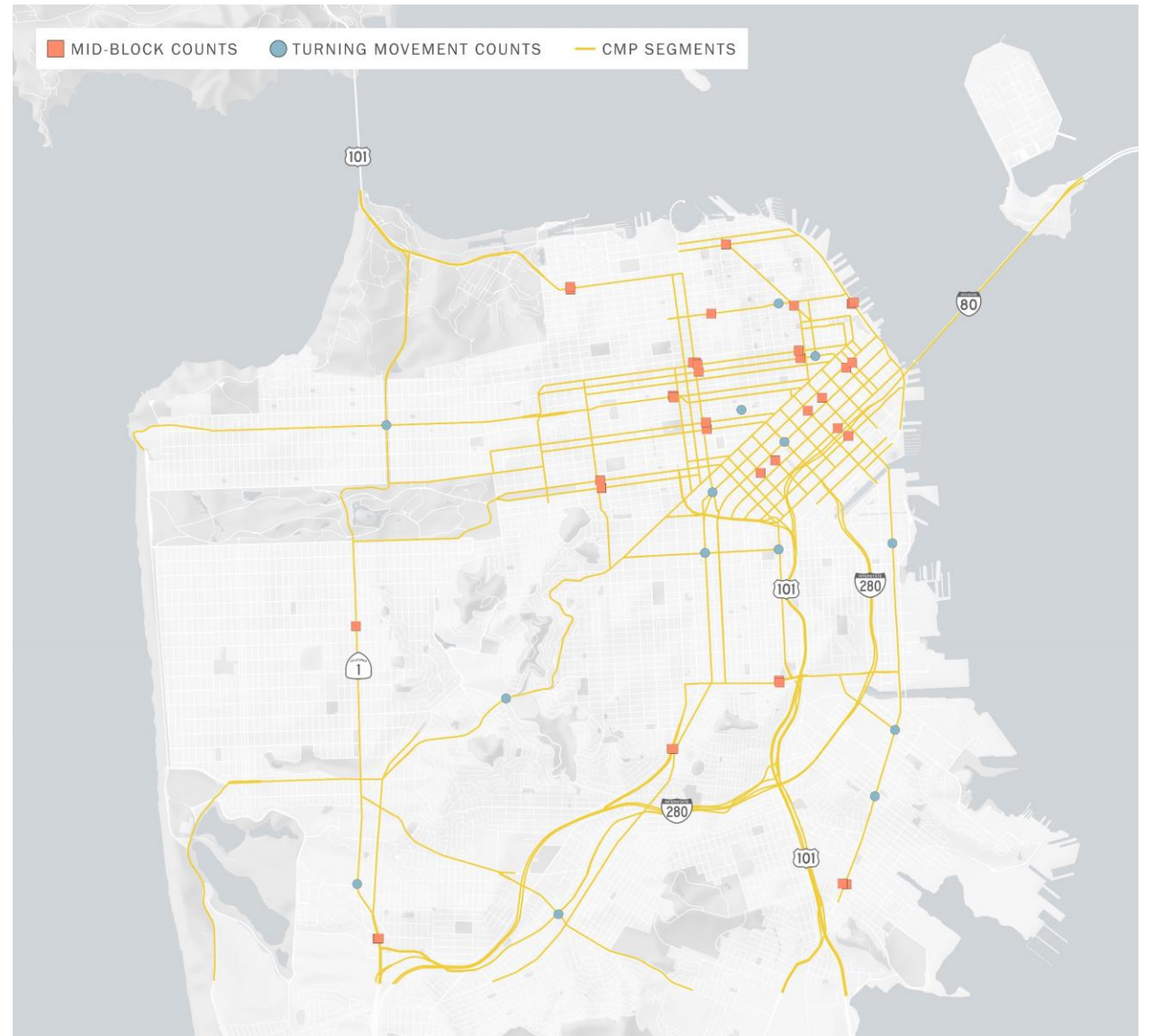


## Transit Variability (Coefficient Of Variation)



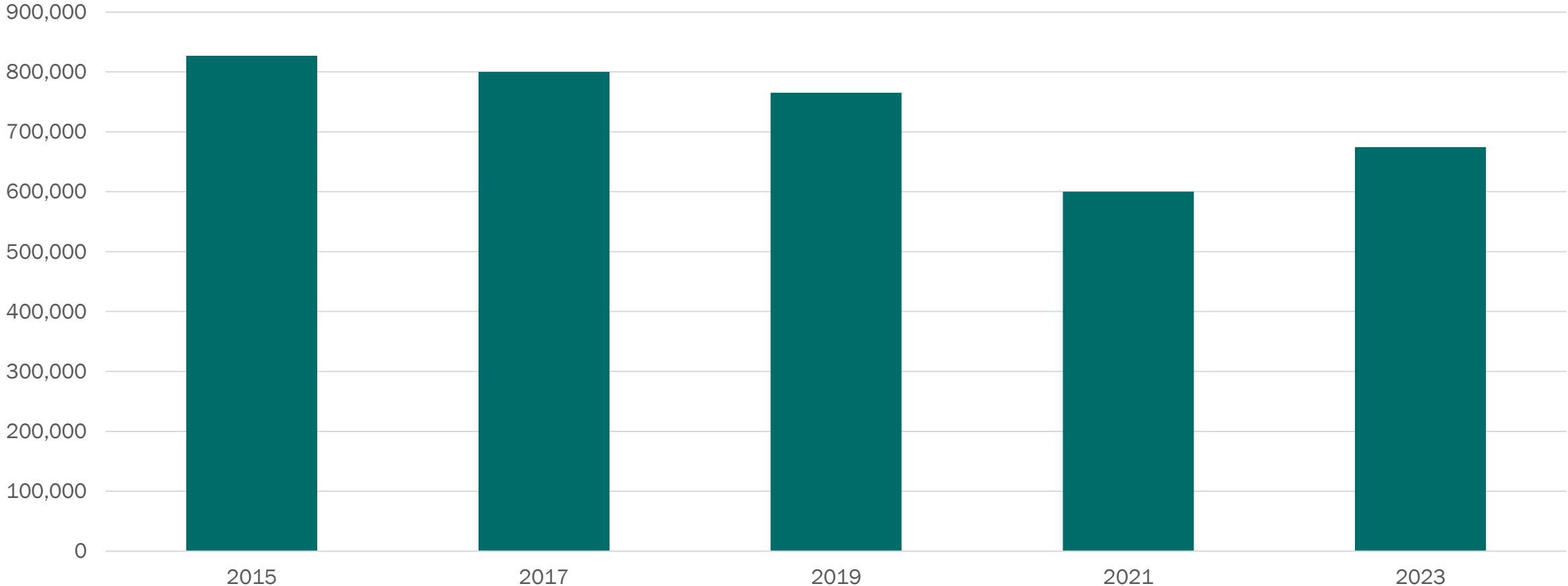
# Multimodal Count Locations

- Locations are on the CMP monitoring network, which consists of freeways and arterials



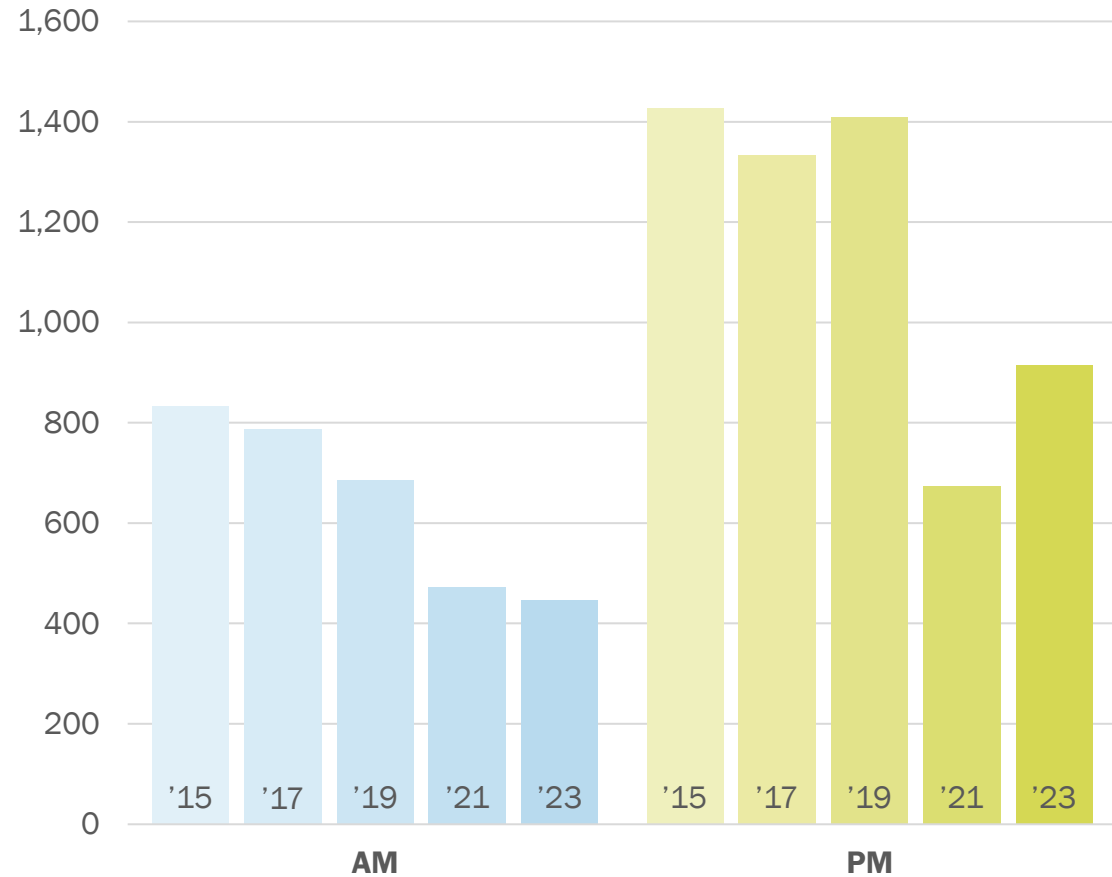
# Vehicle Counts (28 surface arterial mid-block locations)

## Weekday Average Daily Traffic (ADT)

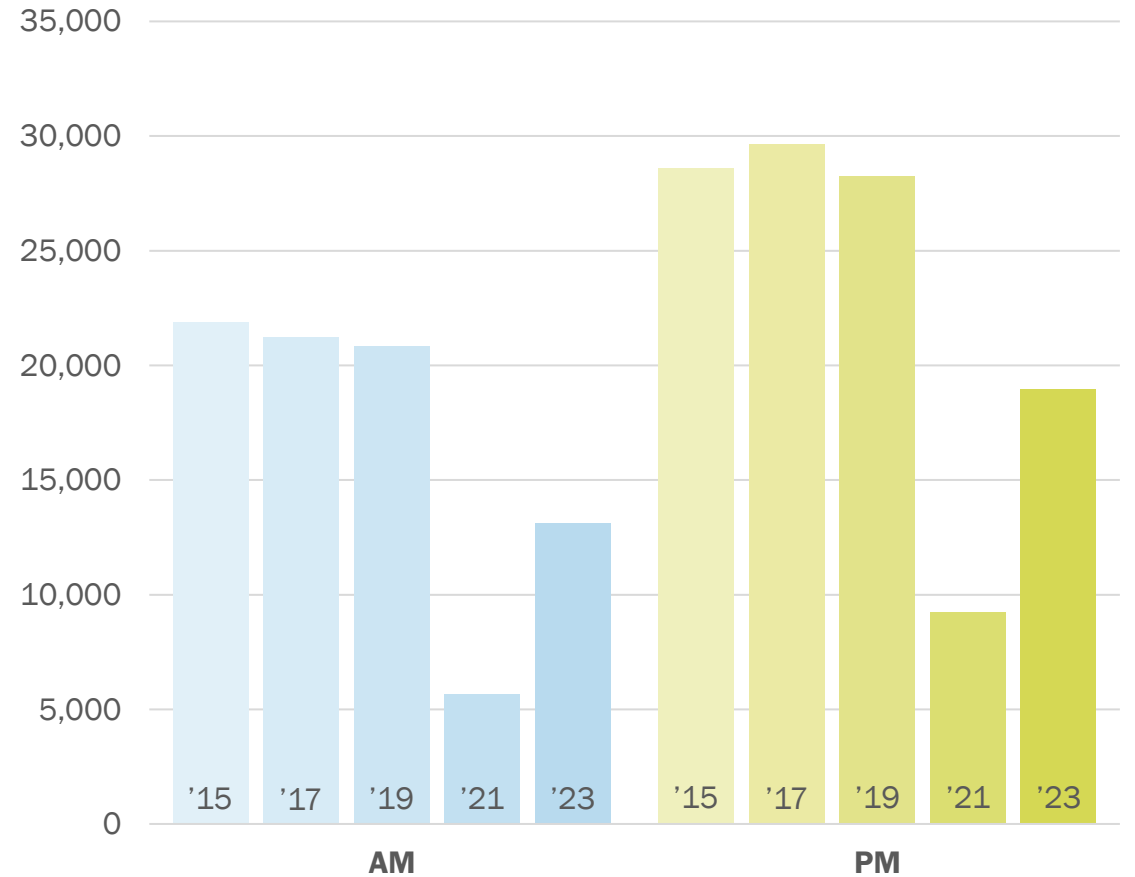


# Bike and Pedestrian Counts (14 surface arterial intersections)

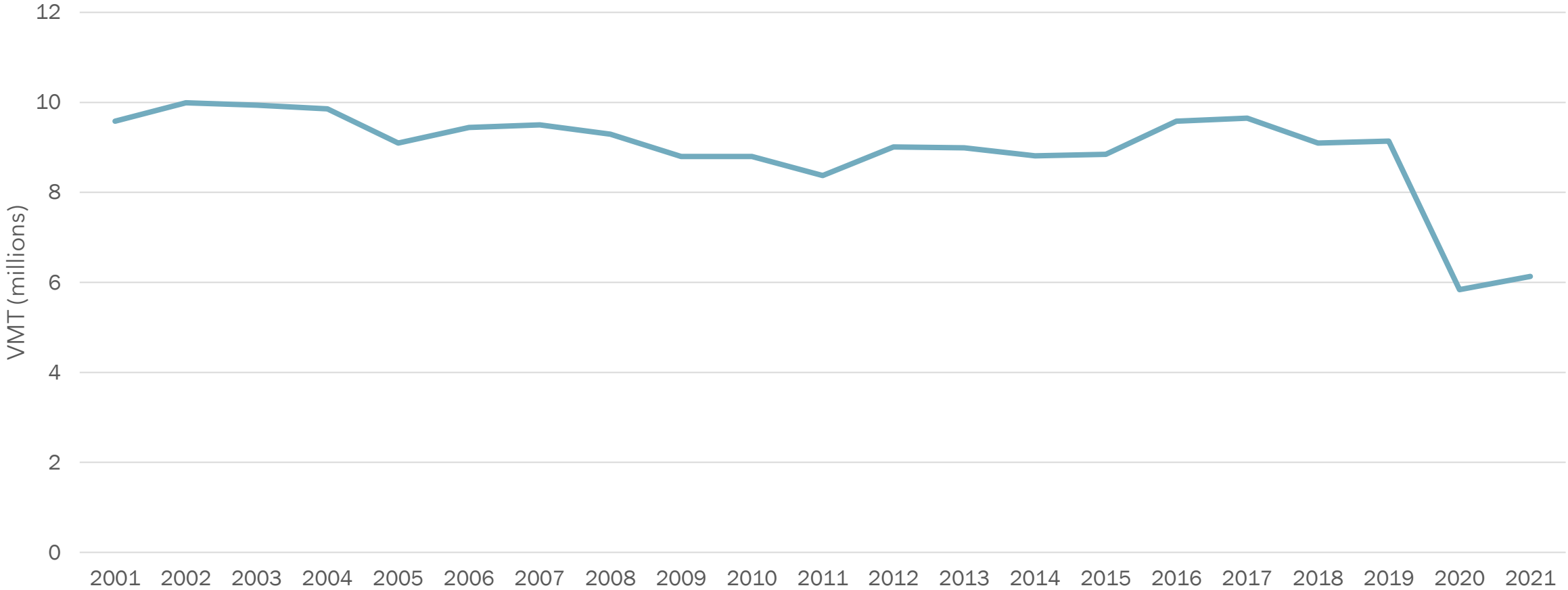
## Bikes



## Pedestrians



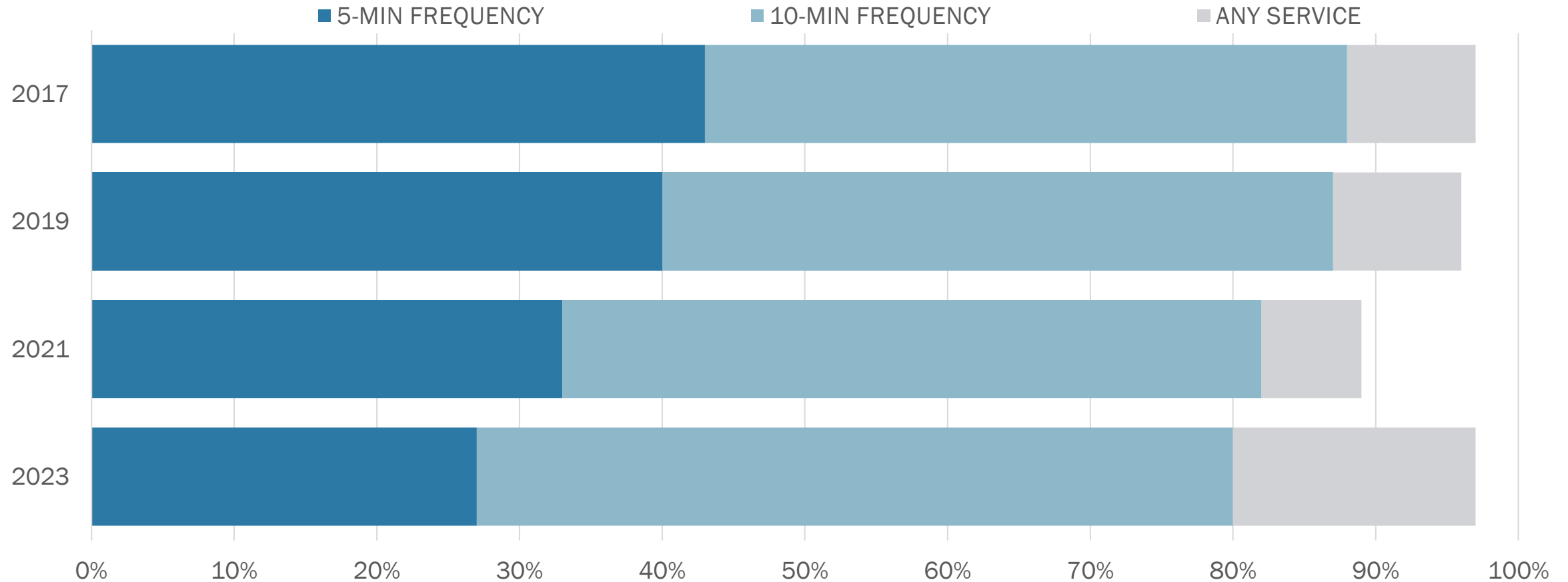
# Daily Vehicle Miles Traveled (VMT) in San Francisco





# Muni Coverage (Population) by Service Frequency

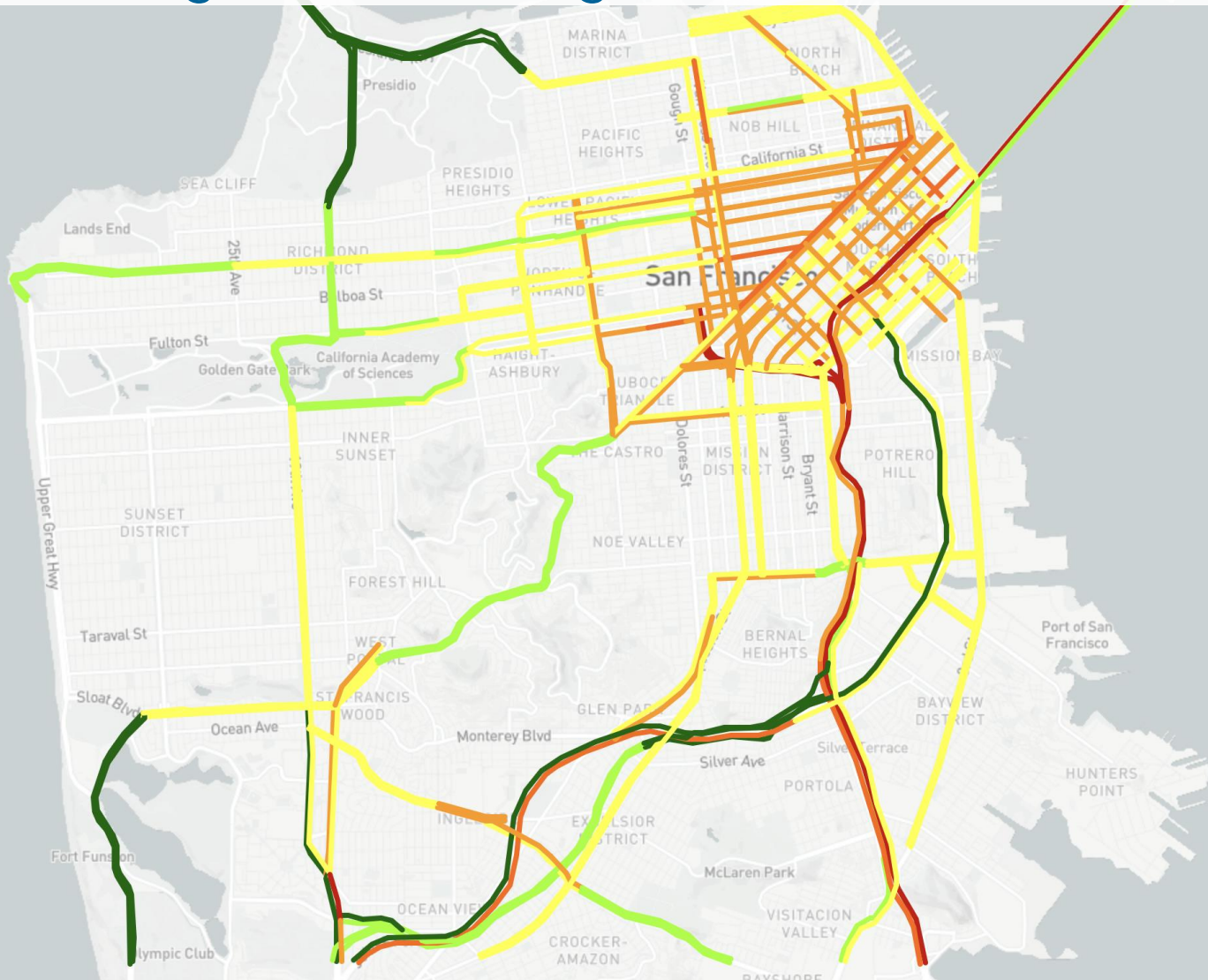
## Weekday AM Peak





# Long-Term Congestion Tracker

<https://congestion.sfcta.org>



Leaflet | OpenStreetMap | Mapbox

## CONGESTION EXPLORER

What is this? ⓘ

Learn More →

### Auto Level-of-Service (LOS)

Auto Buffer Time Index

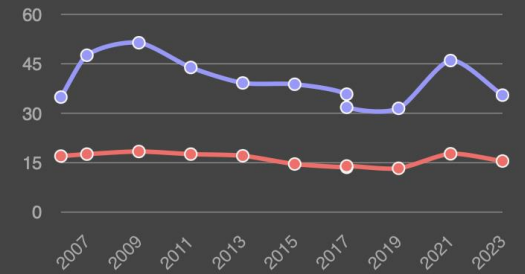
Transit Speed

Transit Reliability

Auto-Transit Speed Ratio

## AUTO SPEED TREND (MPH):

All Segments Combined



CHOOSE YEAR:



CHOOSE TIME PERIOD:

AM PM



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