

# 2023 San Francisco Congestion Management Program



San Francisco  
County Transportation  
Authority

San Francisco County Transportation Authority Board — Agenda Item 6  
December 5, 2023

# CMP Purpose and Requirements

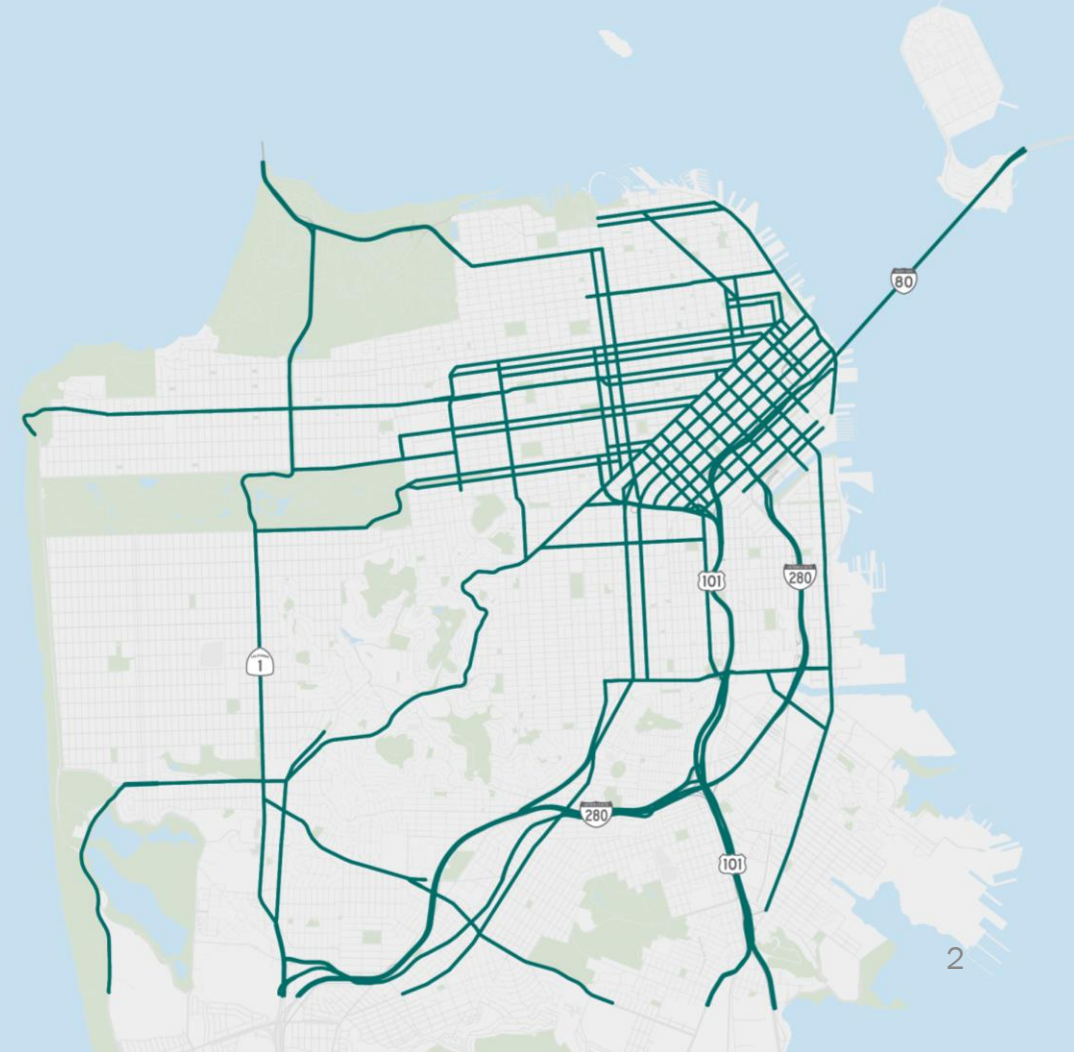
## Purpose

- 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
  - office vacancy exceeding 30% (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):

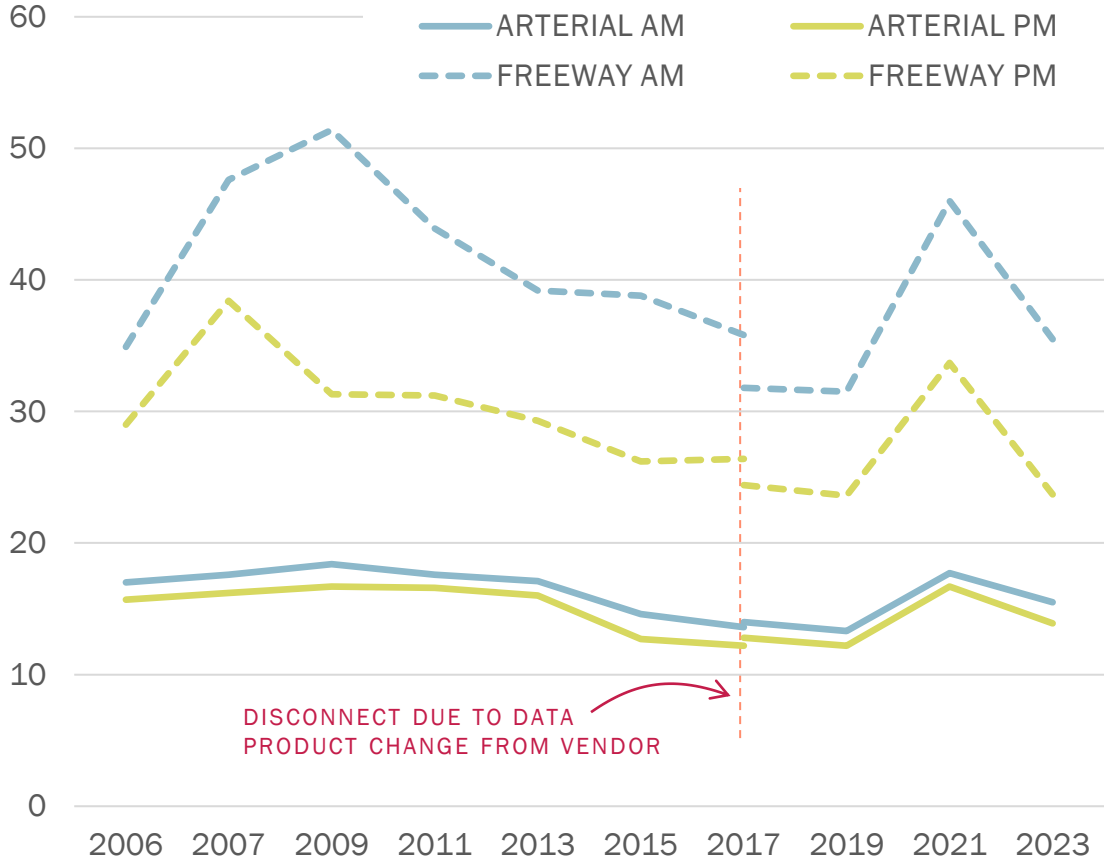
- Volumes in general higher than 2021, but still lower than 2019
- Stronger recovery in the PM peak (more non-commute travel) than the AM peak

## 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

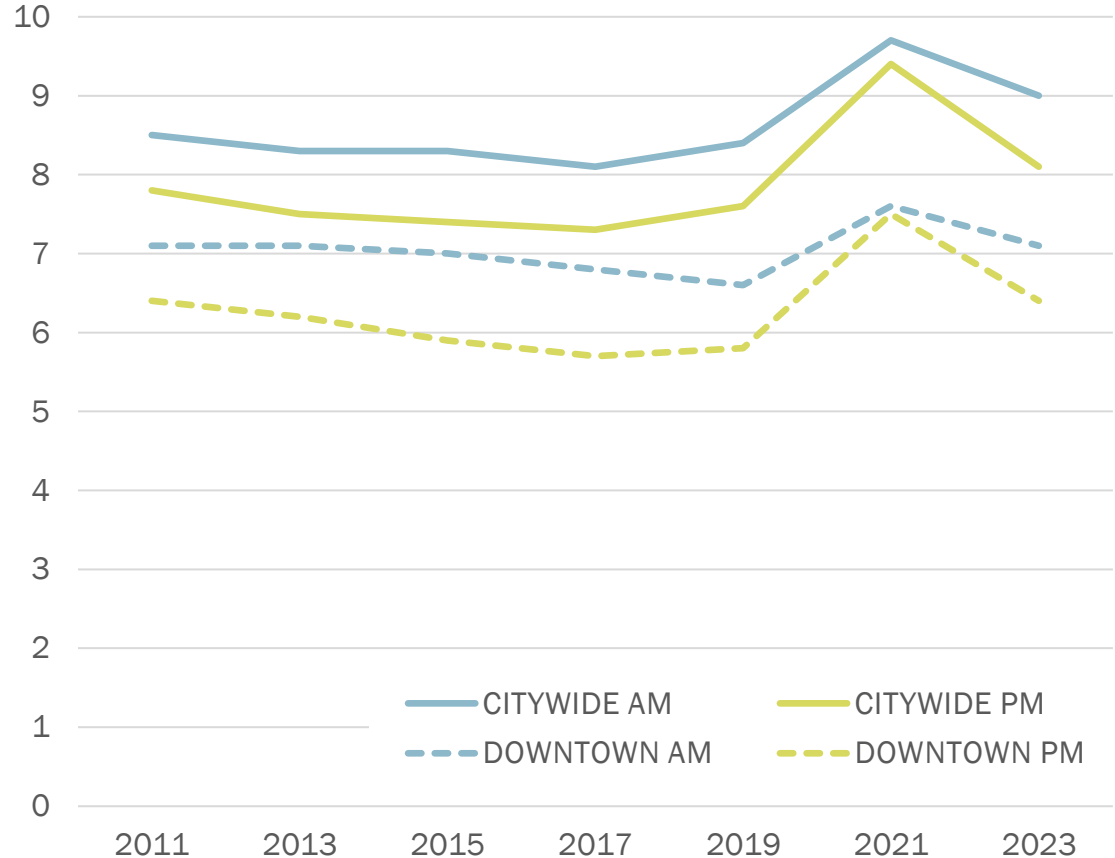
# Average Speeds

## Auto Speeds

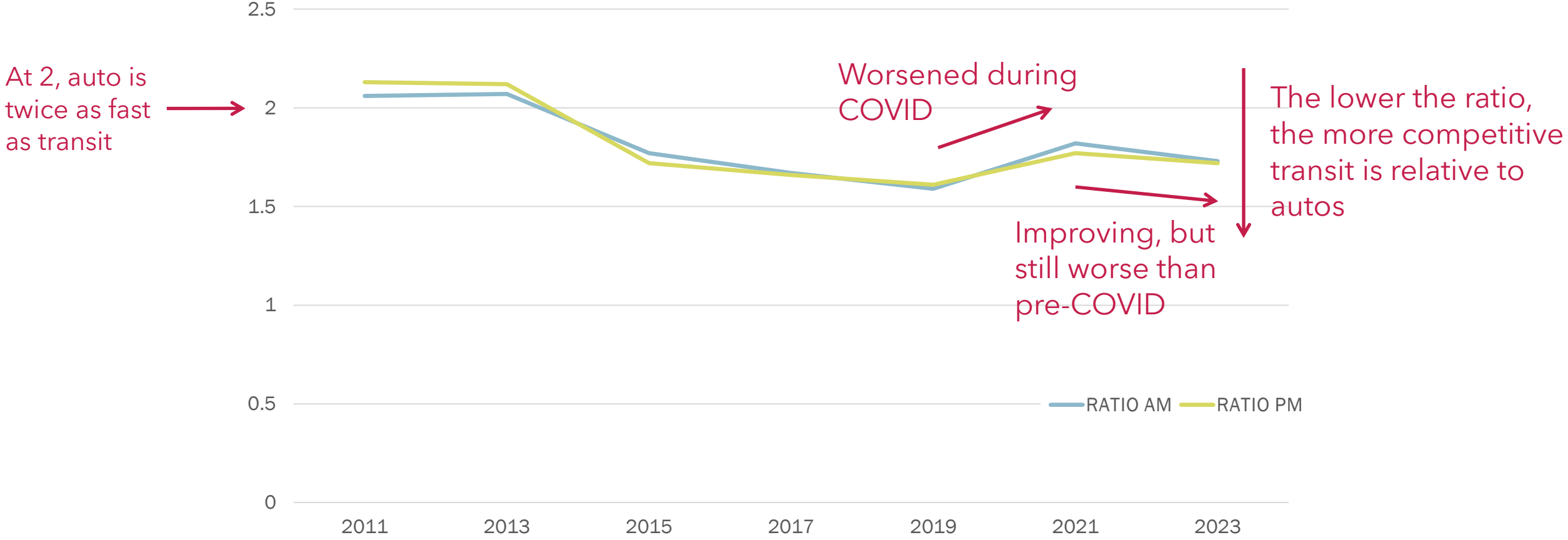


Average speeds: decreased since 2021 but still higher than pre-COVID

## Transit (Bus) Speeds



# Auto-Transit (Muni Bus) Speed Ratio

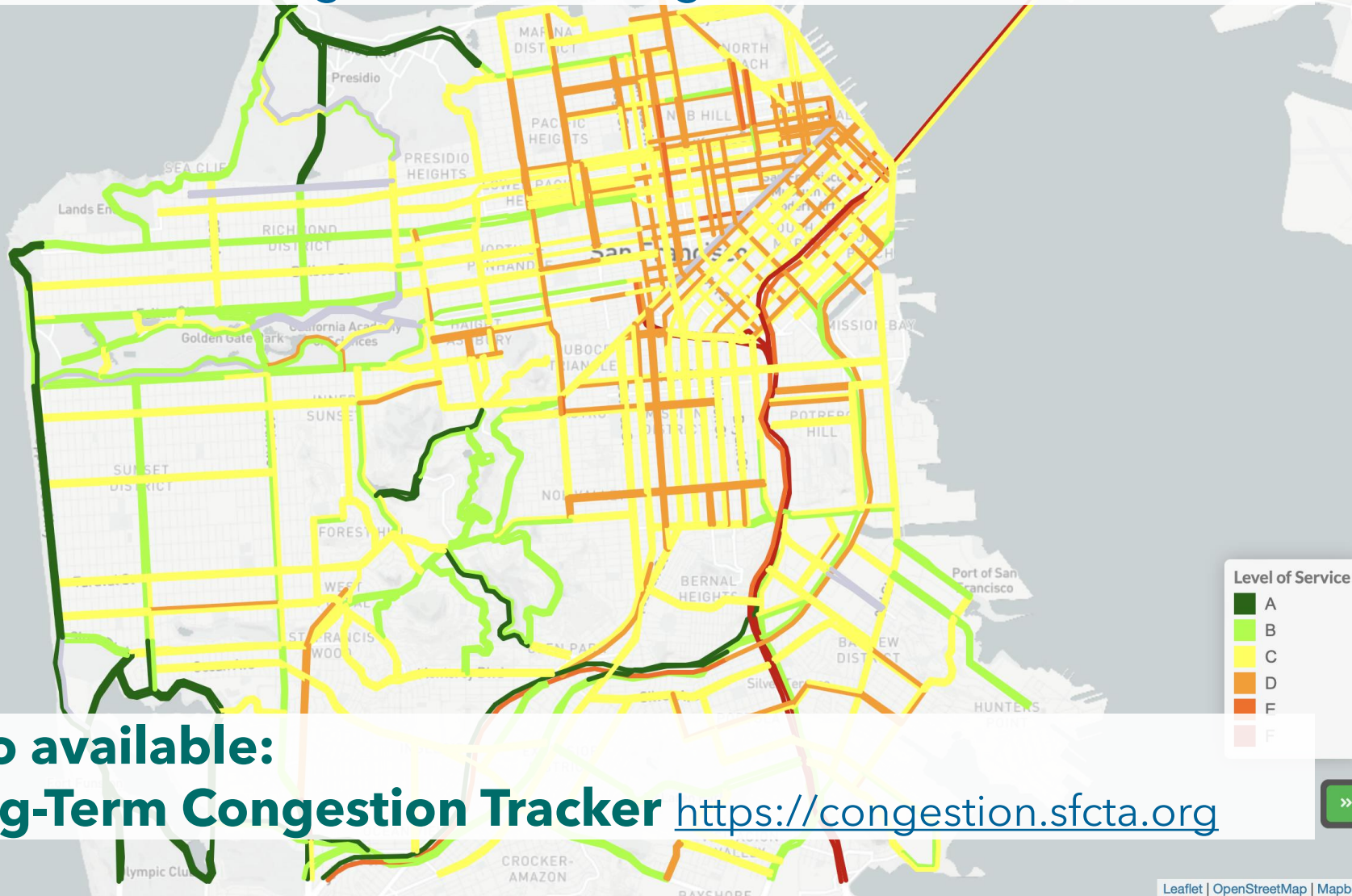






# COVID-Era Congestion Tracker

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



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

## COVID-ERA CONGESTION TRACKER

What is this? ⓘ

Learn More →

Auto Level-of-Service (LOS)

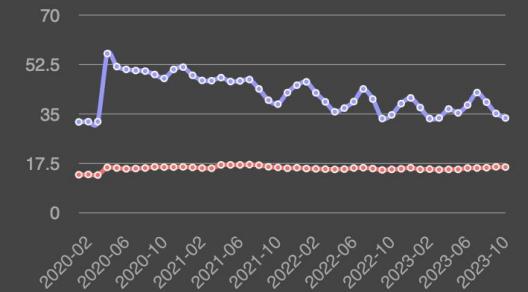
Speed Change Relative to Pre-COVID

Vehicle Miles Traveled (VMT)

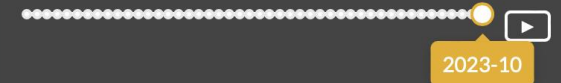
VMT Change Relative to Pre-COVID

## AUTO SPEED TREND (MPH):

All Segments Combined



CHOOSE MONTH:



CHOOSE TIME PERIOD:

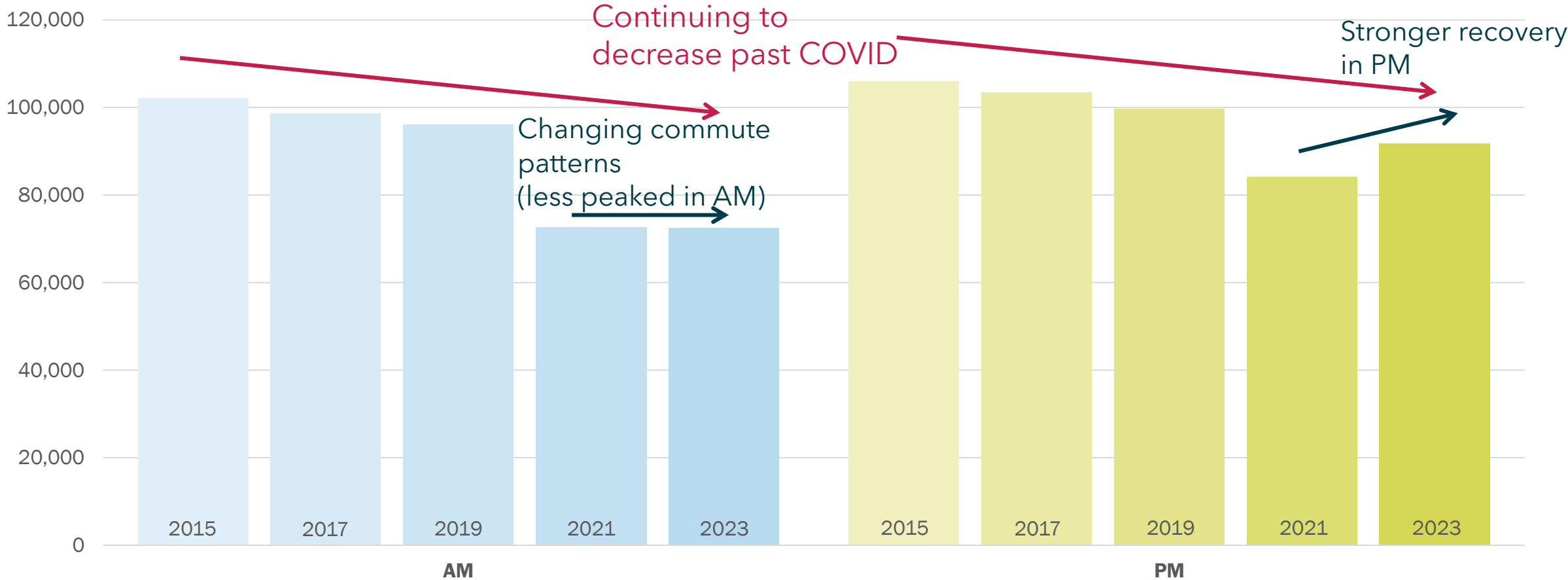


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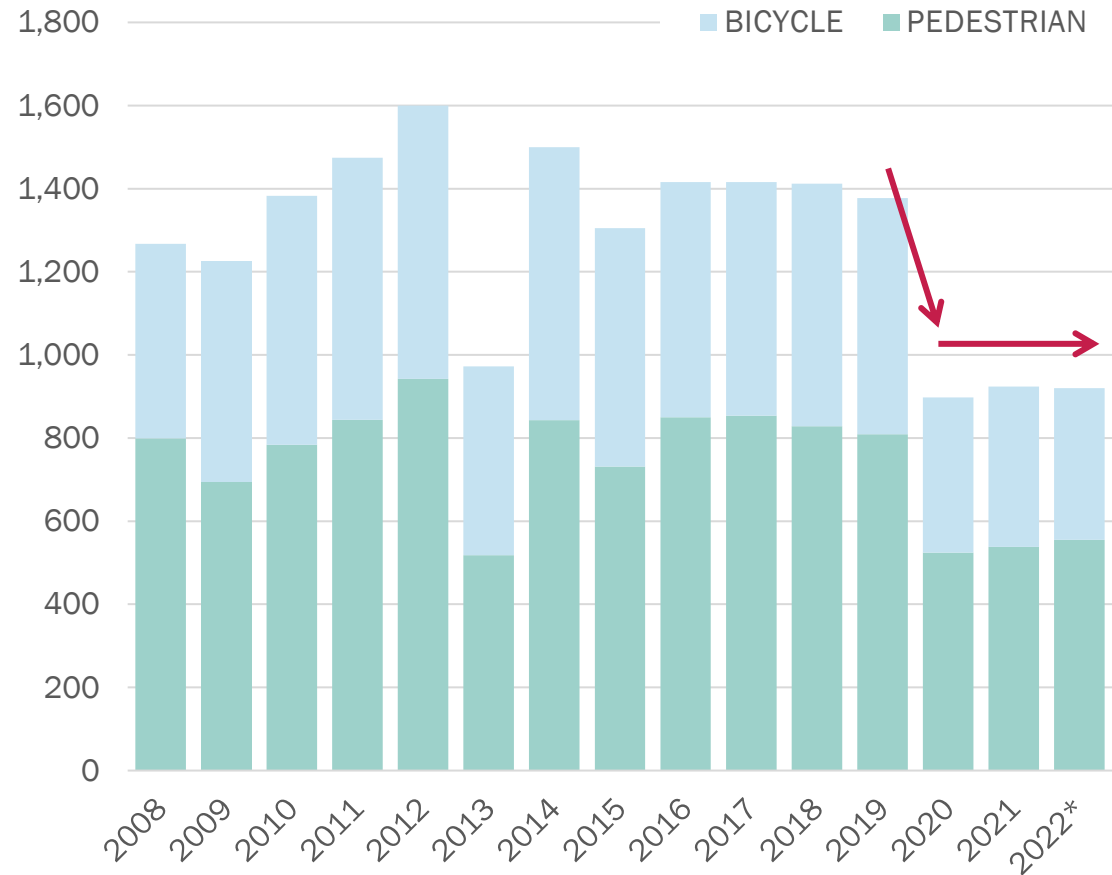
# Vehicle Counts (28 surface arterial mid-block locations)

## Weekday Average AM/PM Peak Traffic Counts

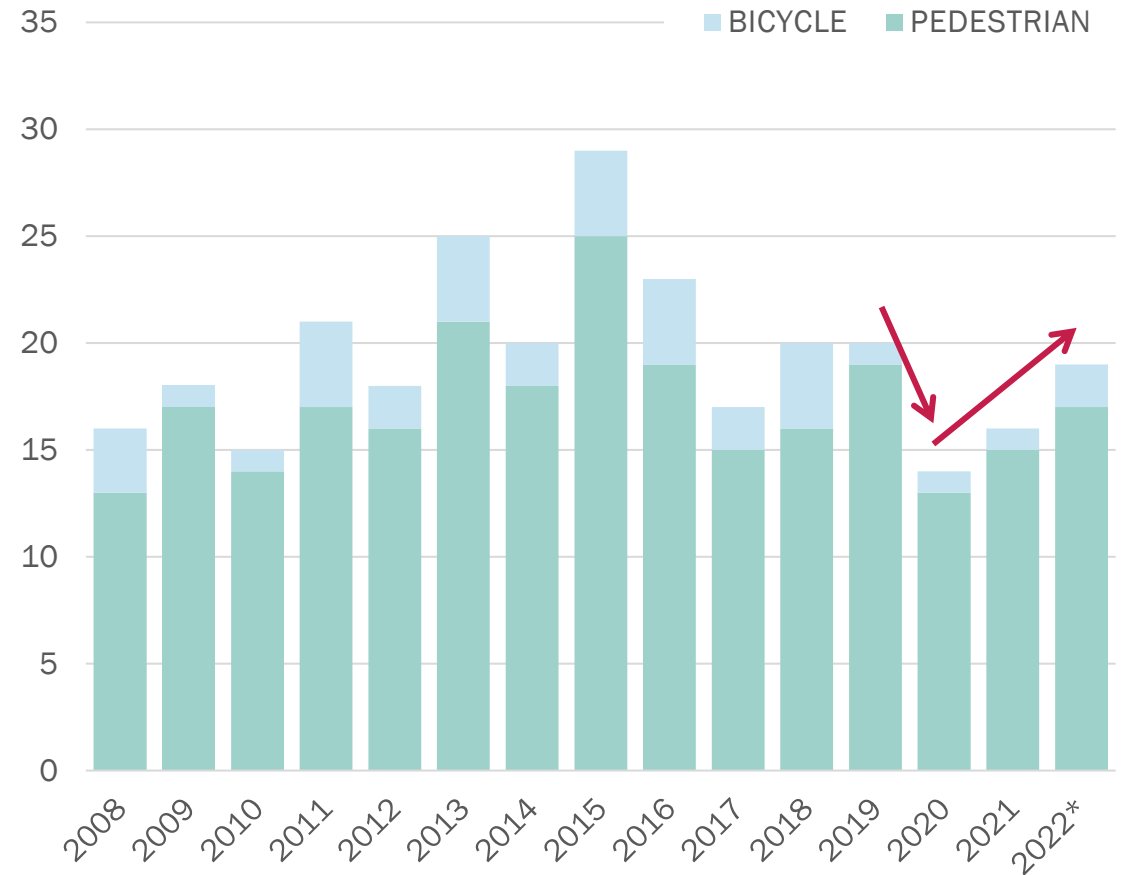


# Collisions Involving Pedestrians & Bicyclists

## Injury Collisions

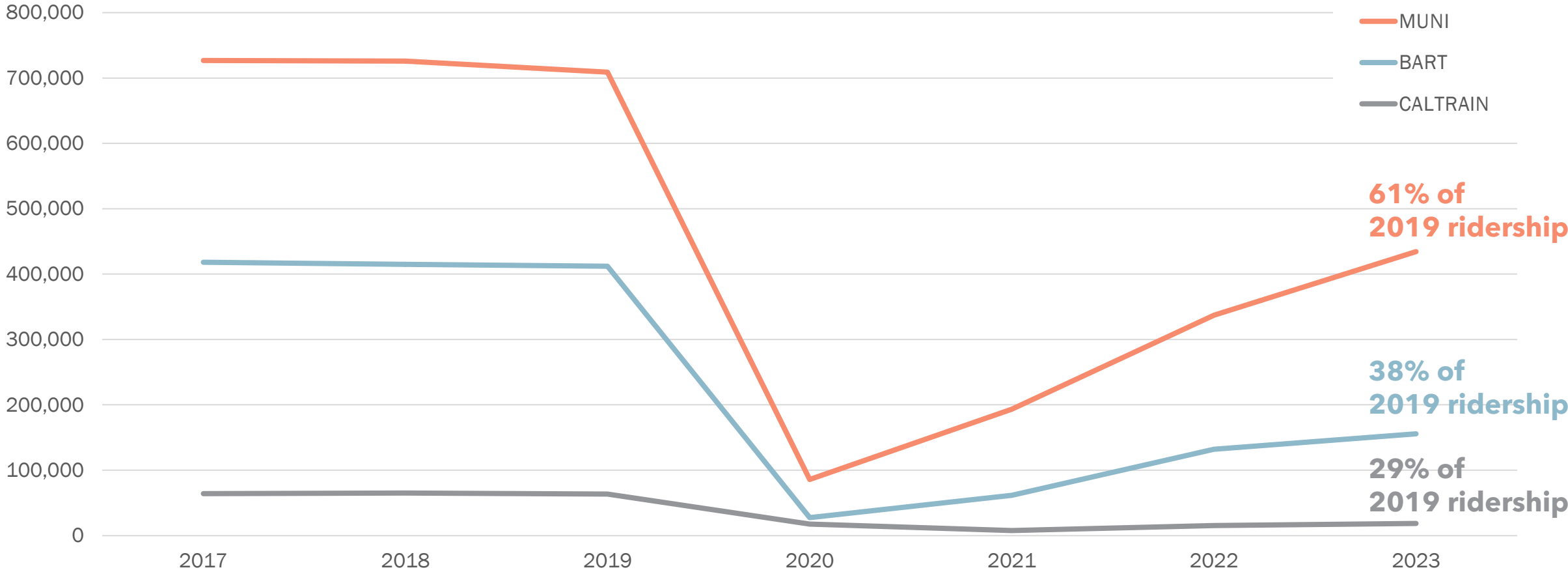


## Fatal Collisions



# Transit Ridership

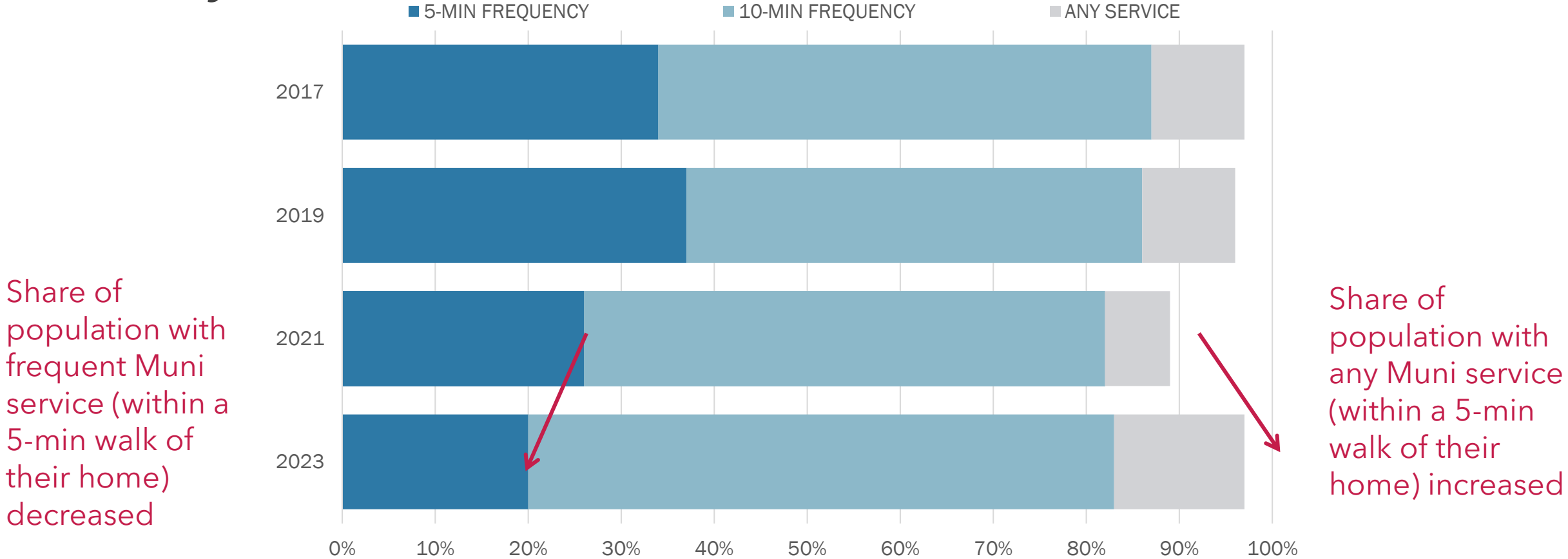
## Average Daily Transit Ridership 2017 - 2023



Note: data collected annually in April - May (Muni, BART) and Feb (Caltrain)  
Source: SFMTA/BART/Caltrain

# 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

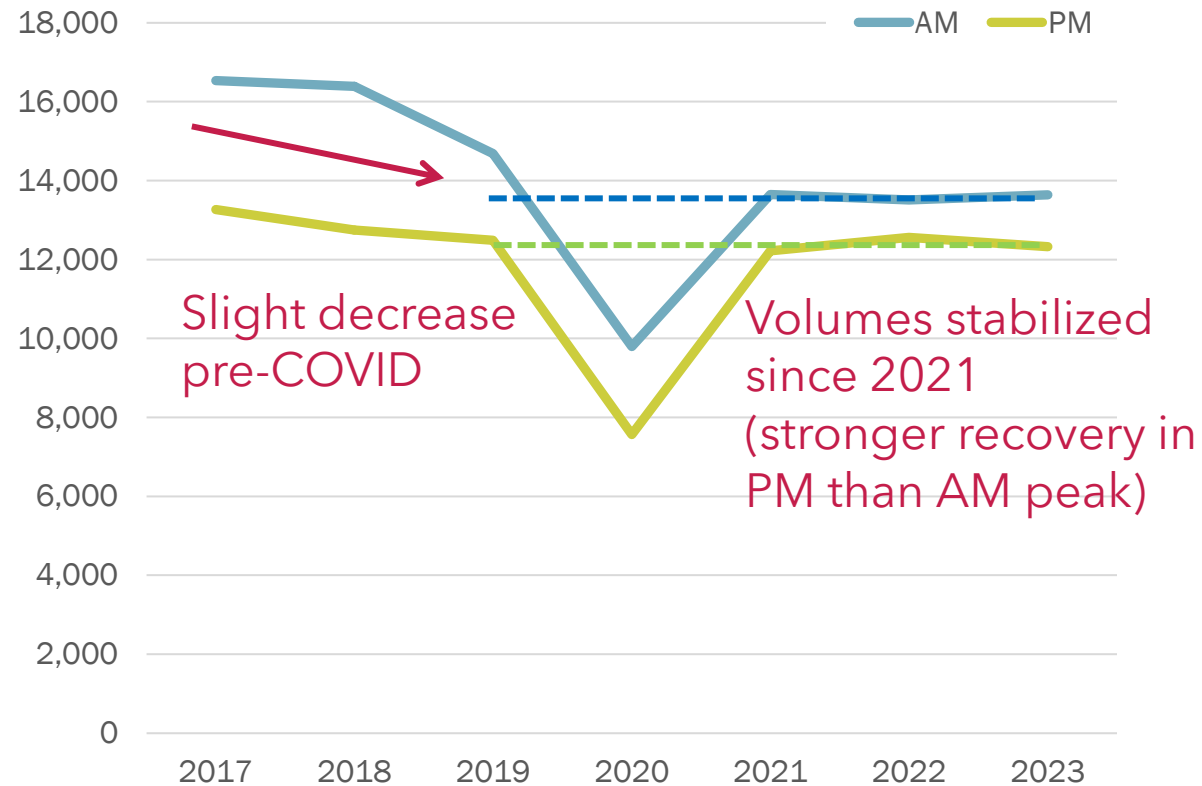
Share of population with any Muni service (within a 5-min walk of their home) increased

Note: data are from April - May of the monitoring year

# Countyline Highway Volumes

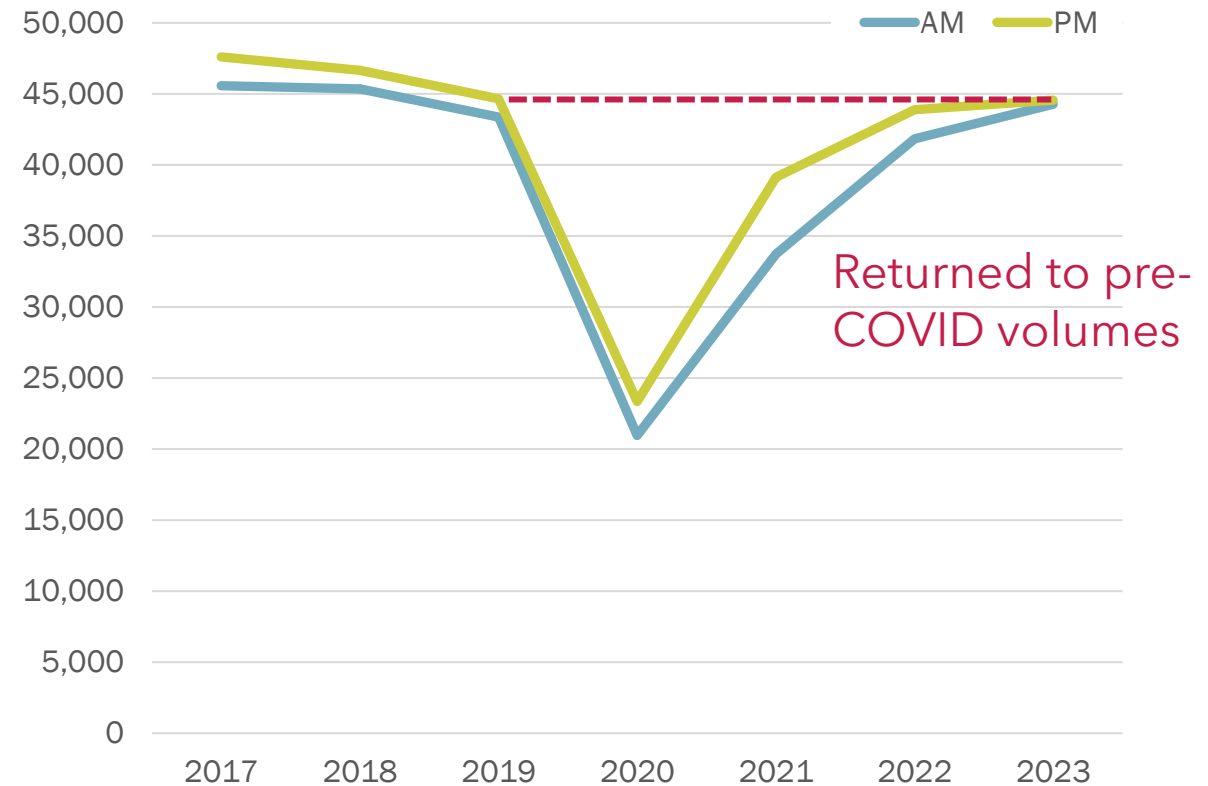
## Bay Bridge (Westbound)

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)

**Chow, Chun Ho**

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



# Supplementary Slides

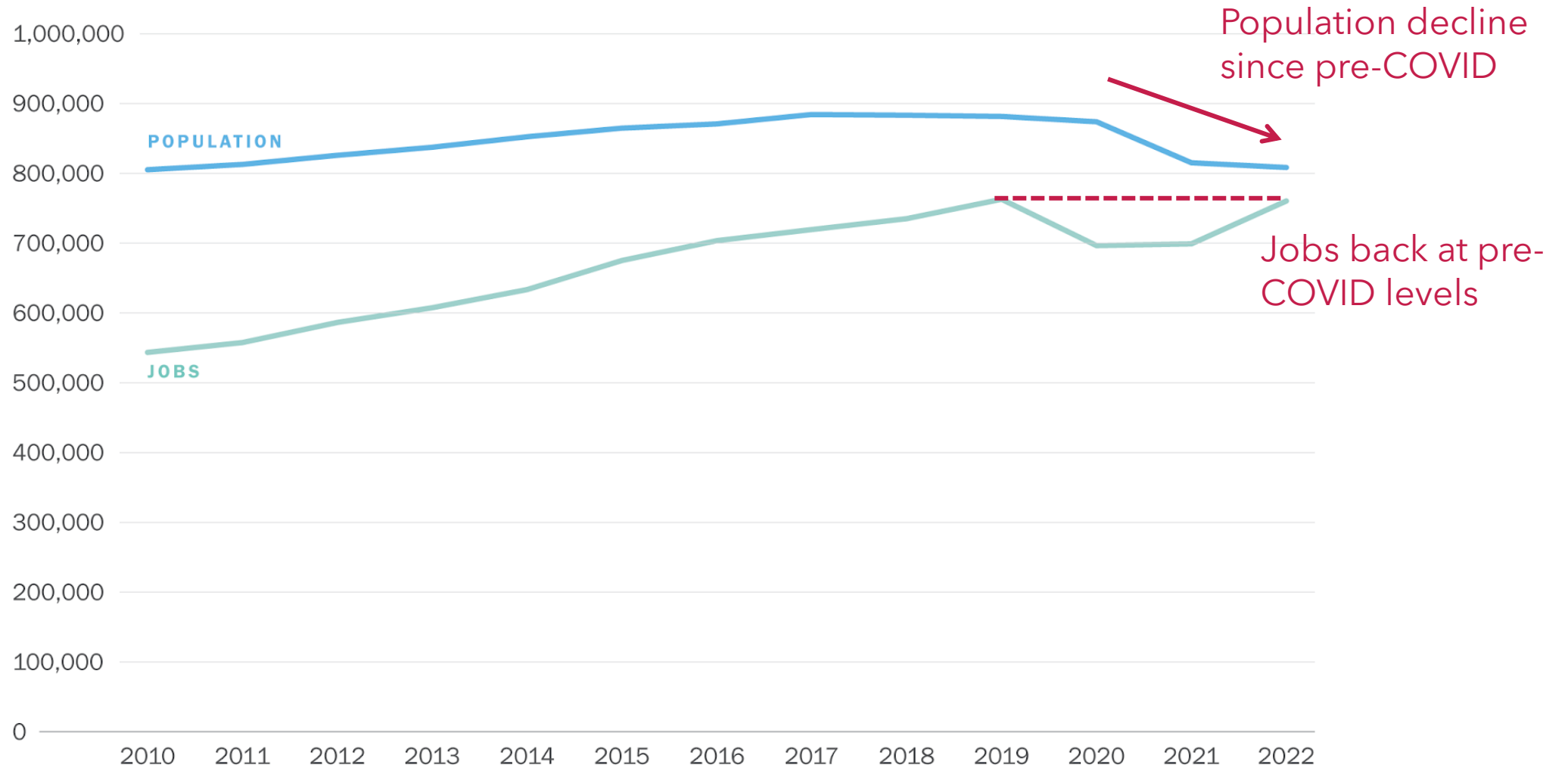
For more metrics and details...



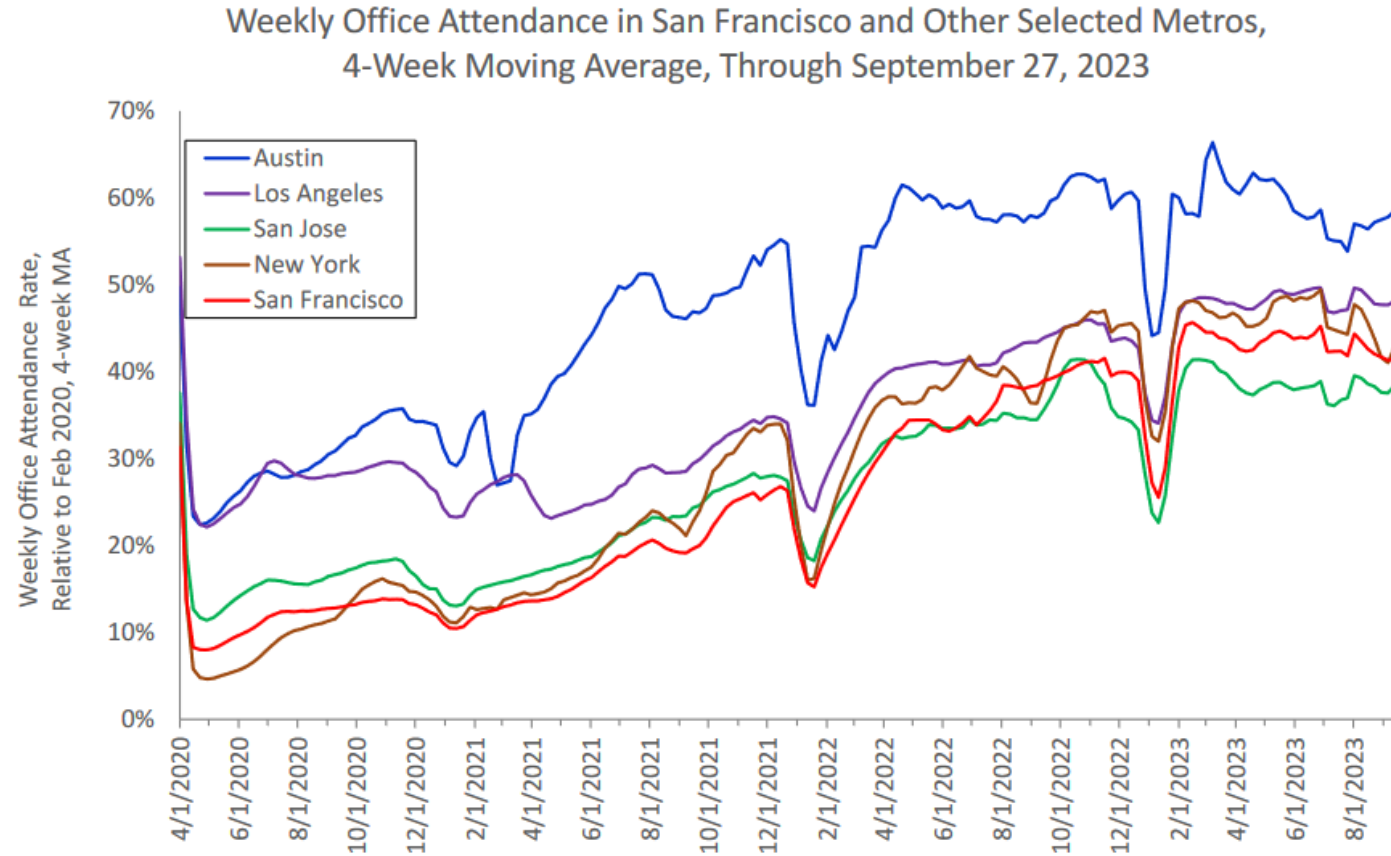
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San Francisco County Transportation Authority Board, December 5, 2023

# Population and Jobs

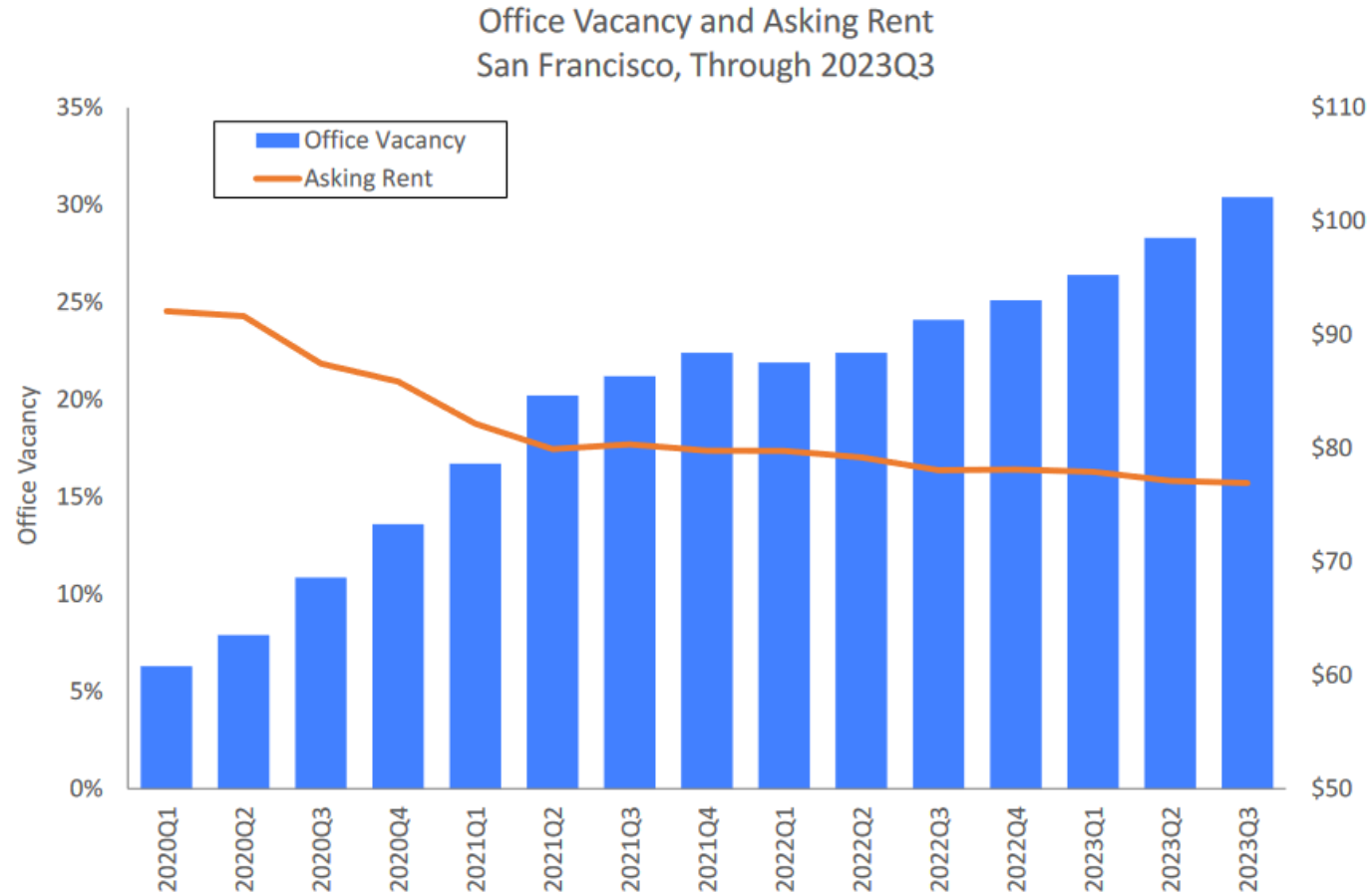


# Work from Home



Source: Kastle Systems

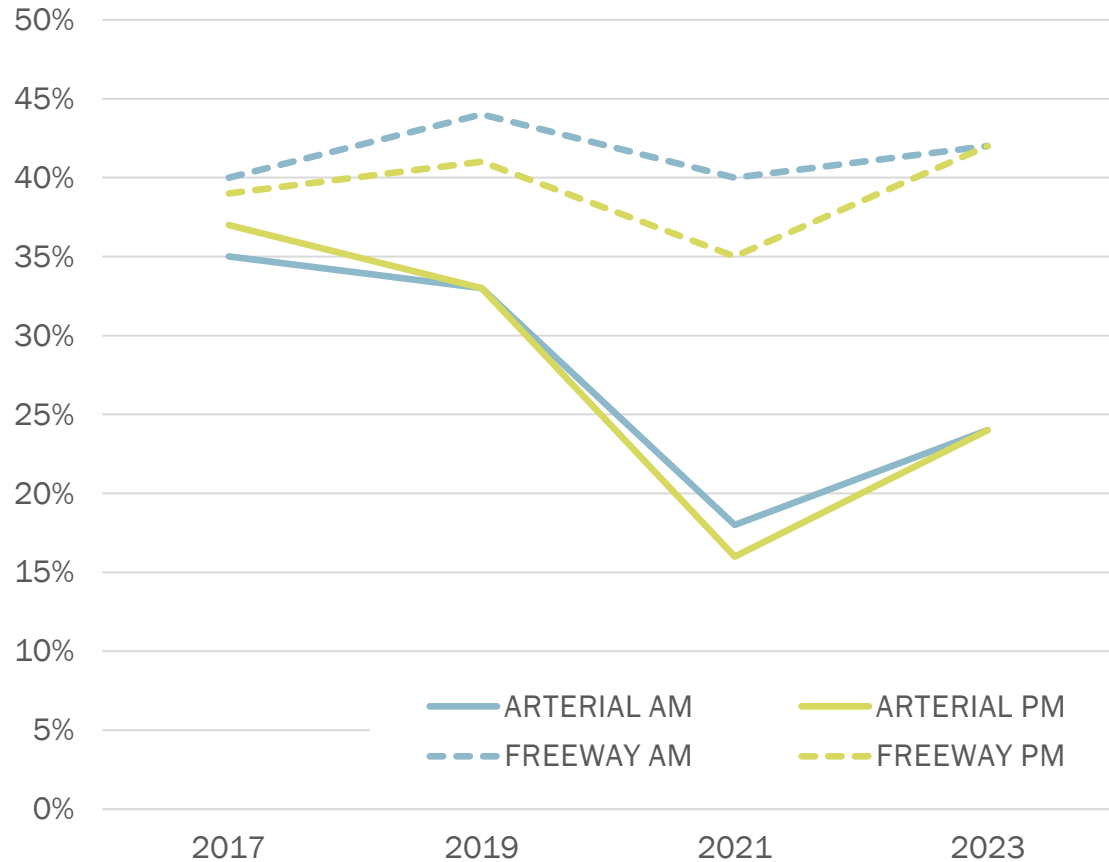
# Office Vacancy



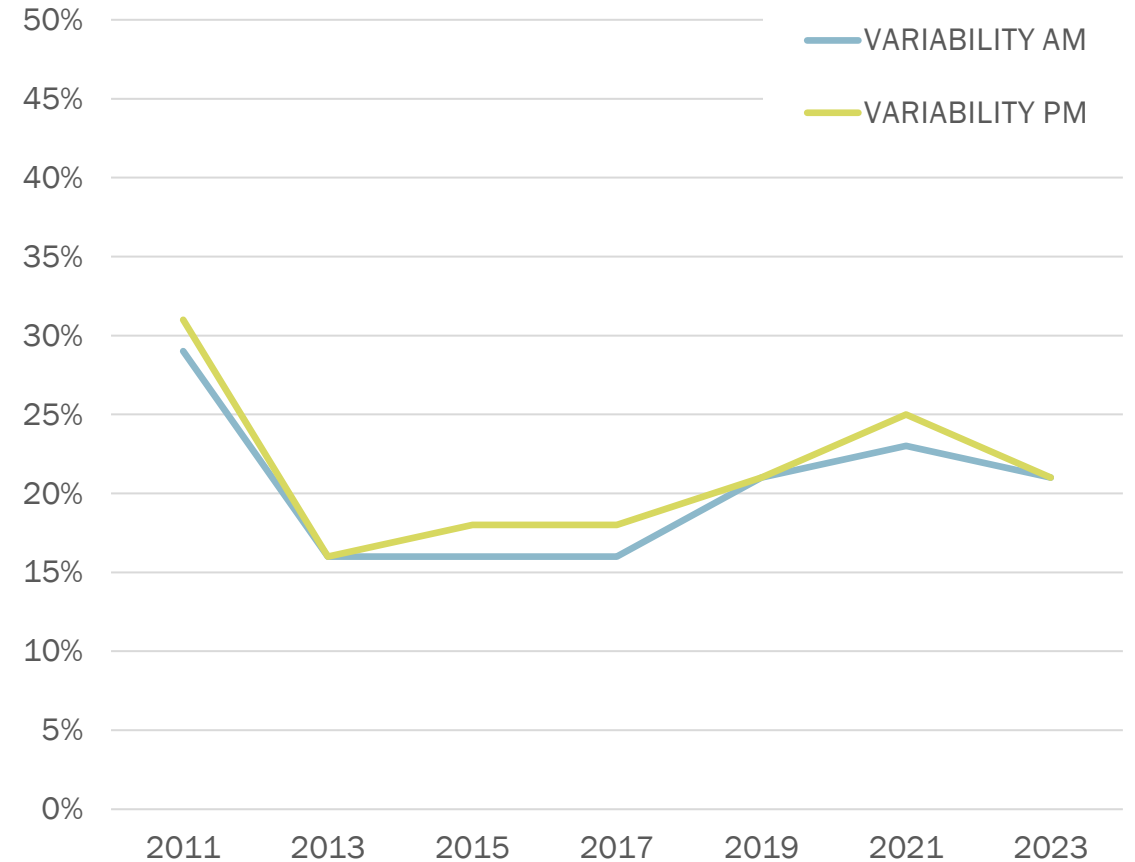
Source: Jones Lang LaSalle (JLL)

# Reliability

## Auto Buffer Time Index (BTI)

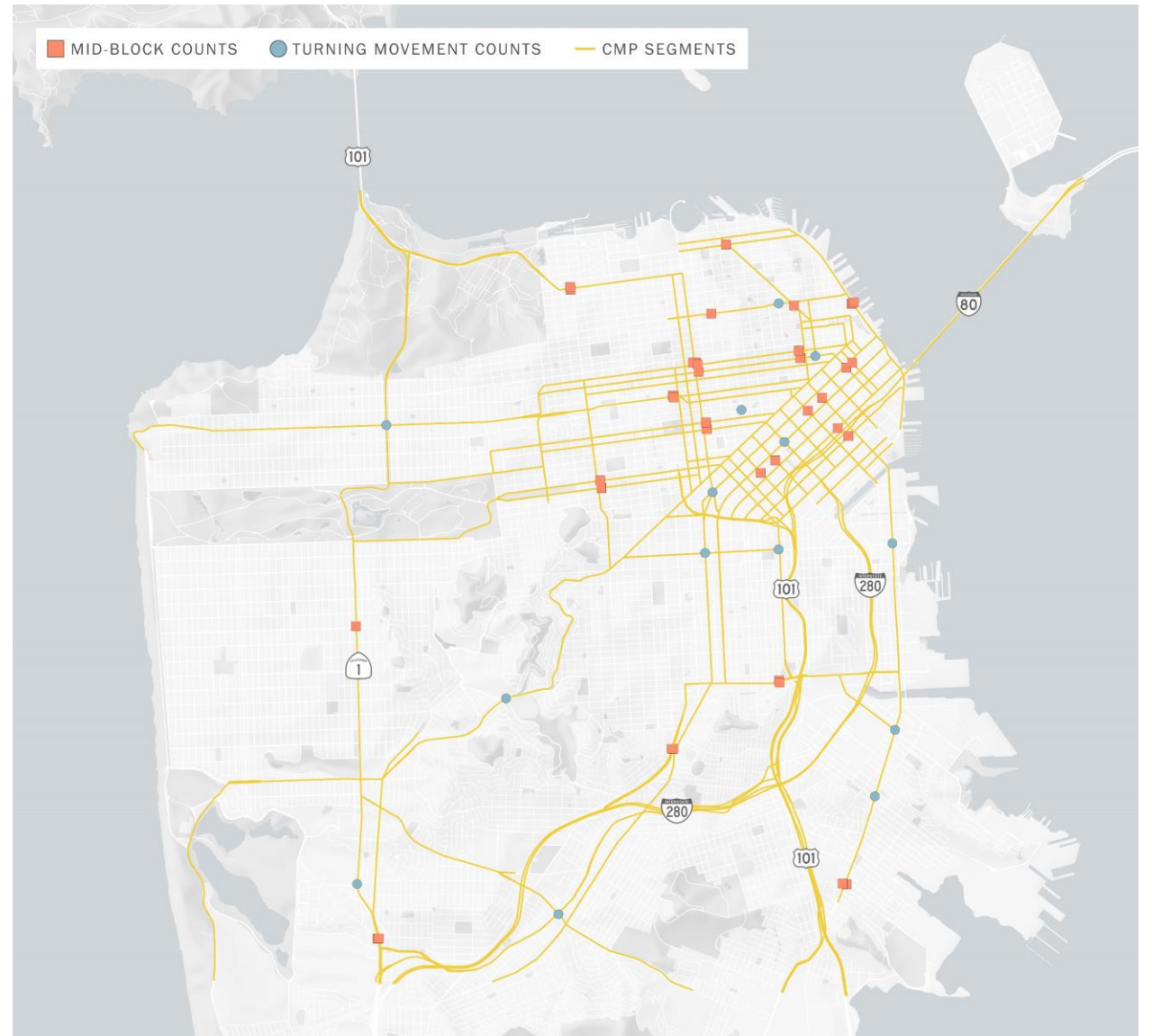


## Transit Variability (Coefficient Of Variation)



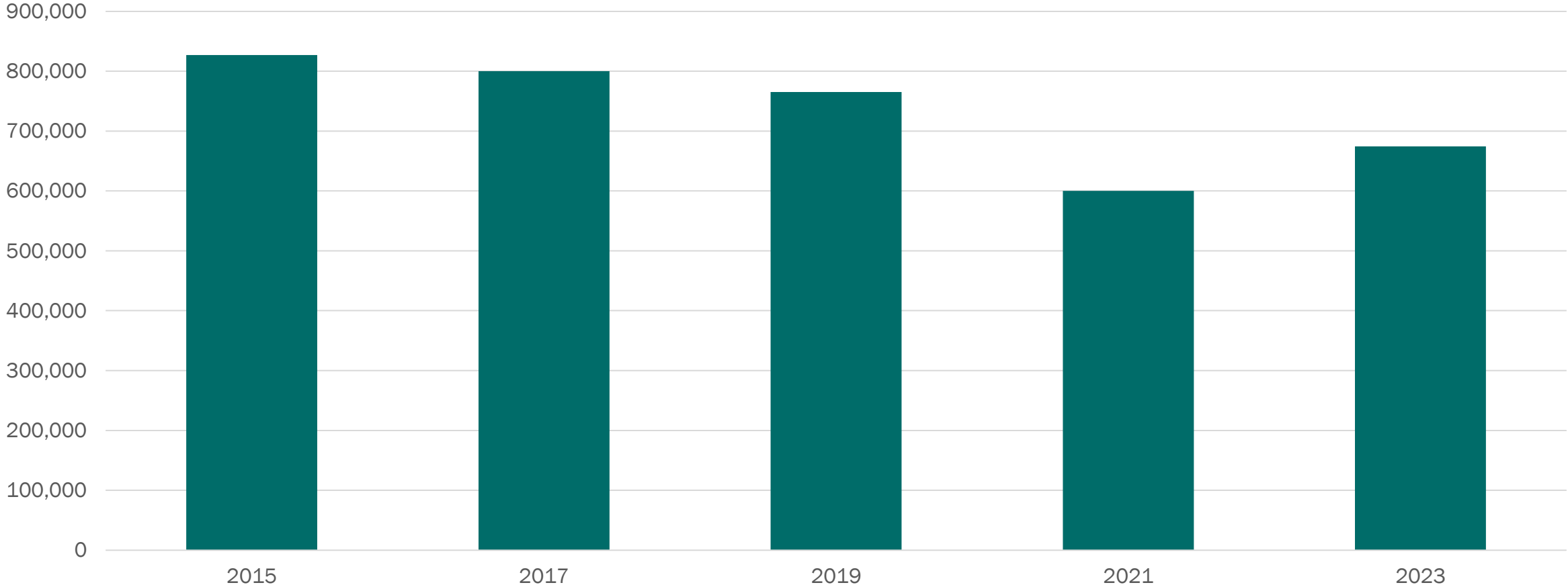
# Multimodal Count Locations

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



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

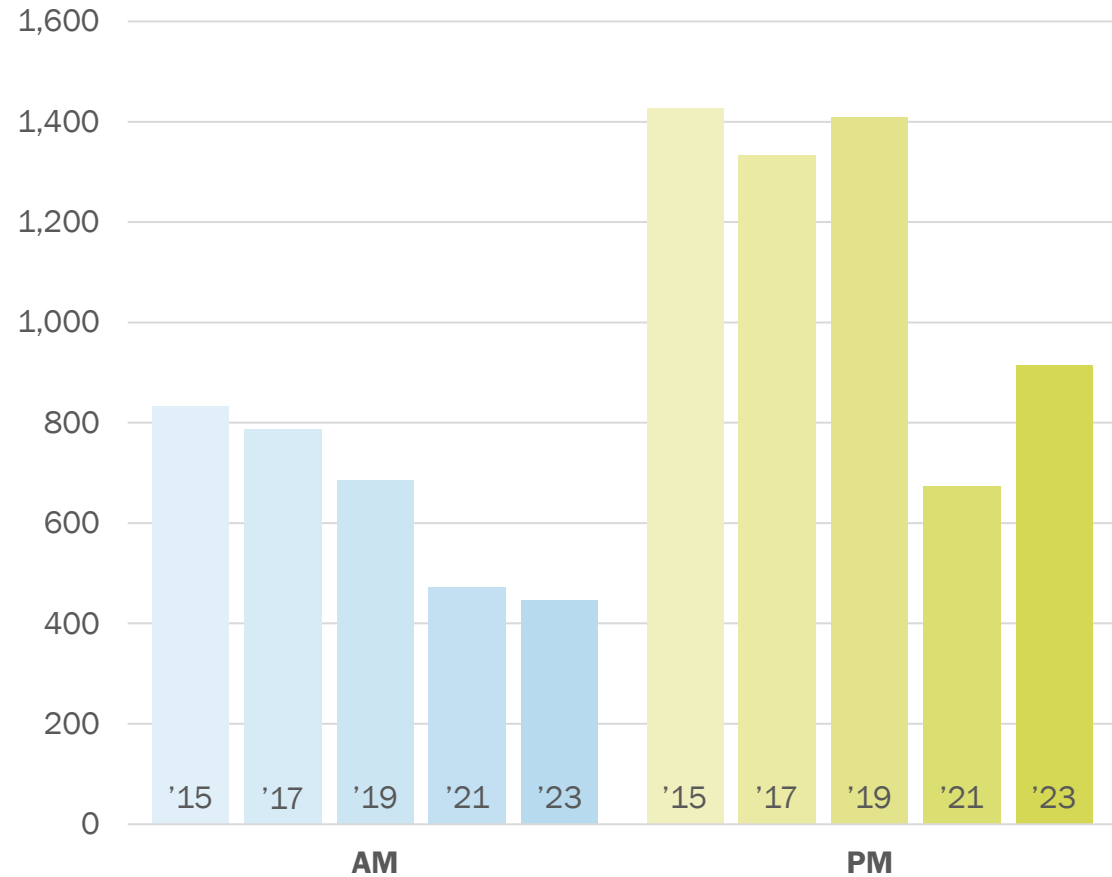
## Weekday Average Daily Traffic (ADT)



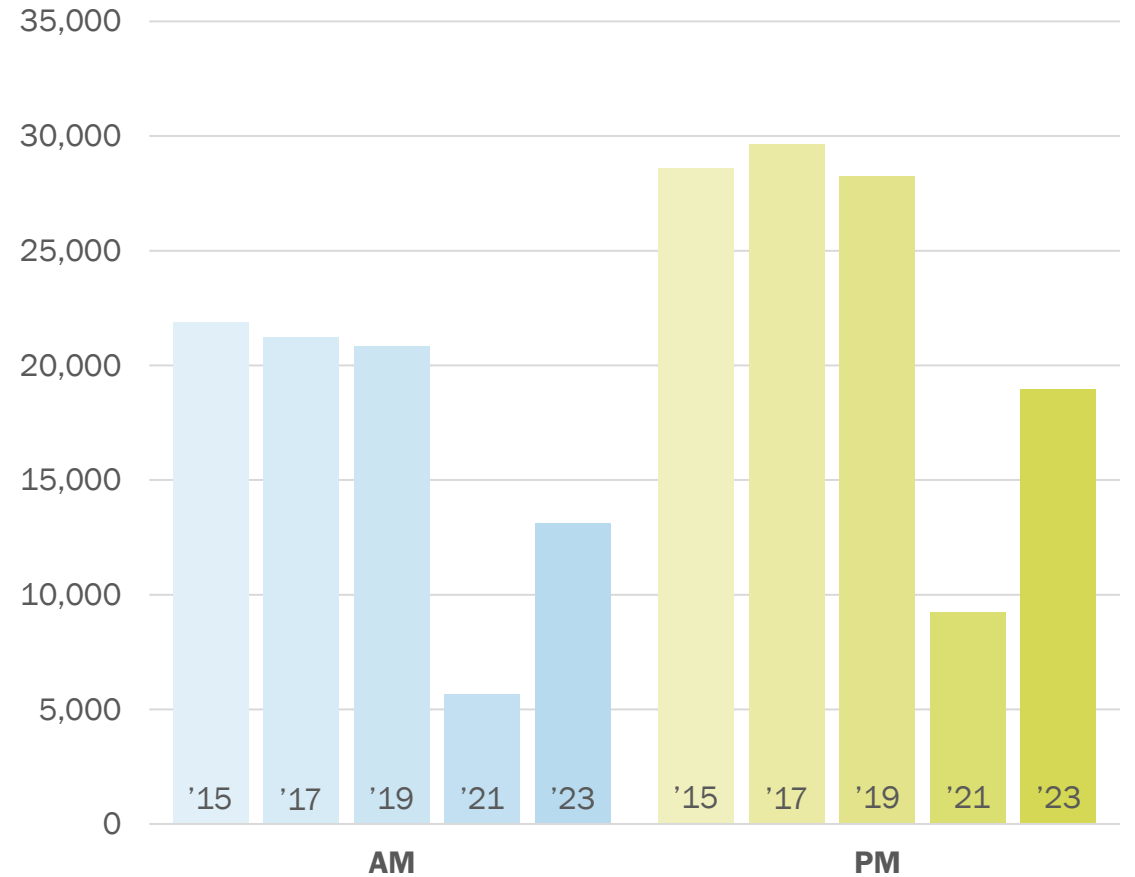


# Bike and Pedestrian Counts (14 surface arterial intersections)

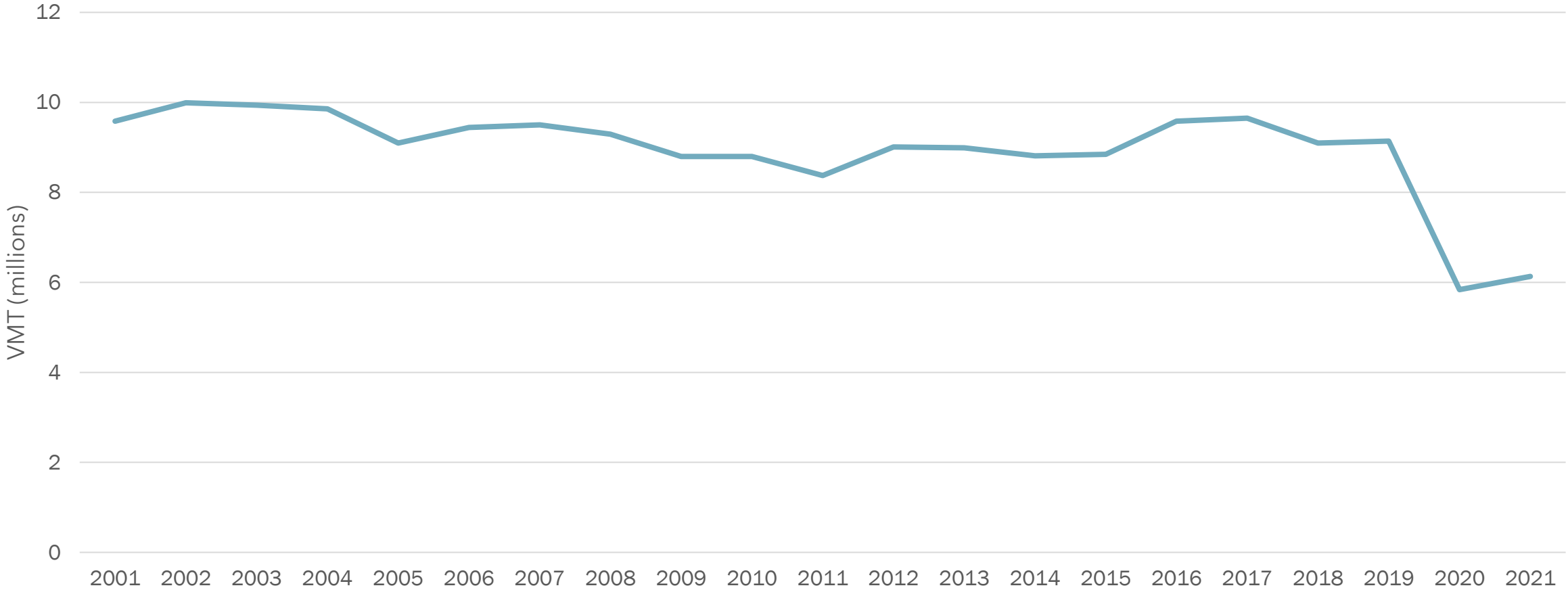
## Bikes



## Pedestrians

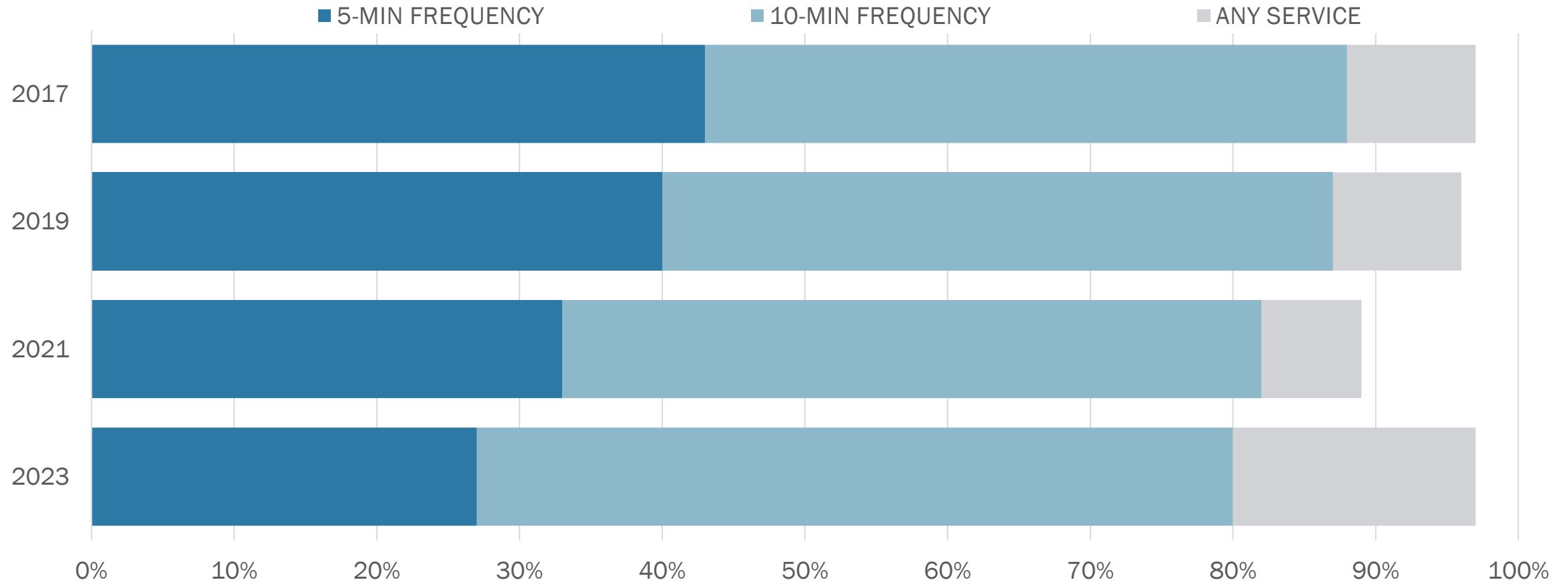


# Daily Vehicle Miles Traveled (VMT) in San Francisco



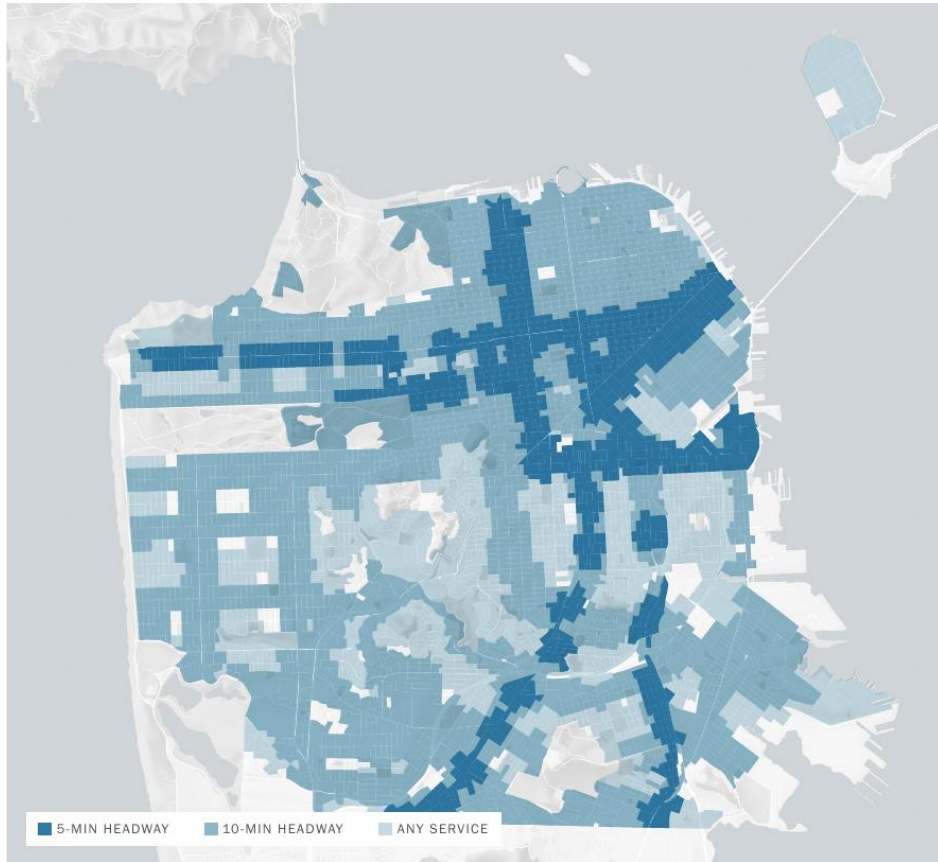
# Muni Coverage (Population) by Service Frequency

## Weekday AM Peak

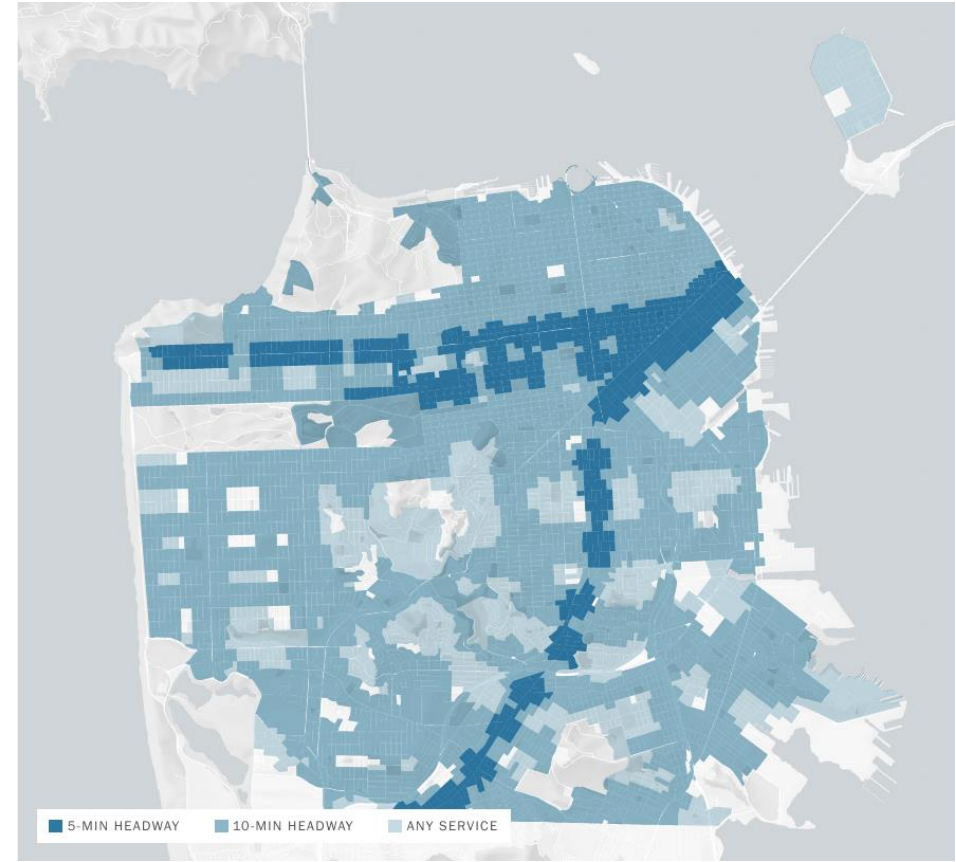


# Muni Coverage by Service Frequency

## AM Peak



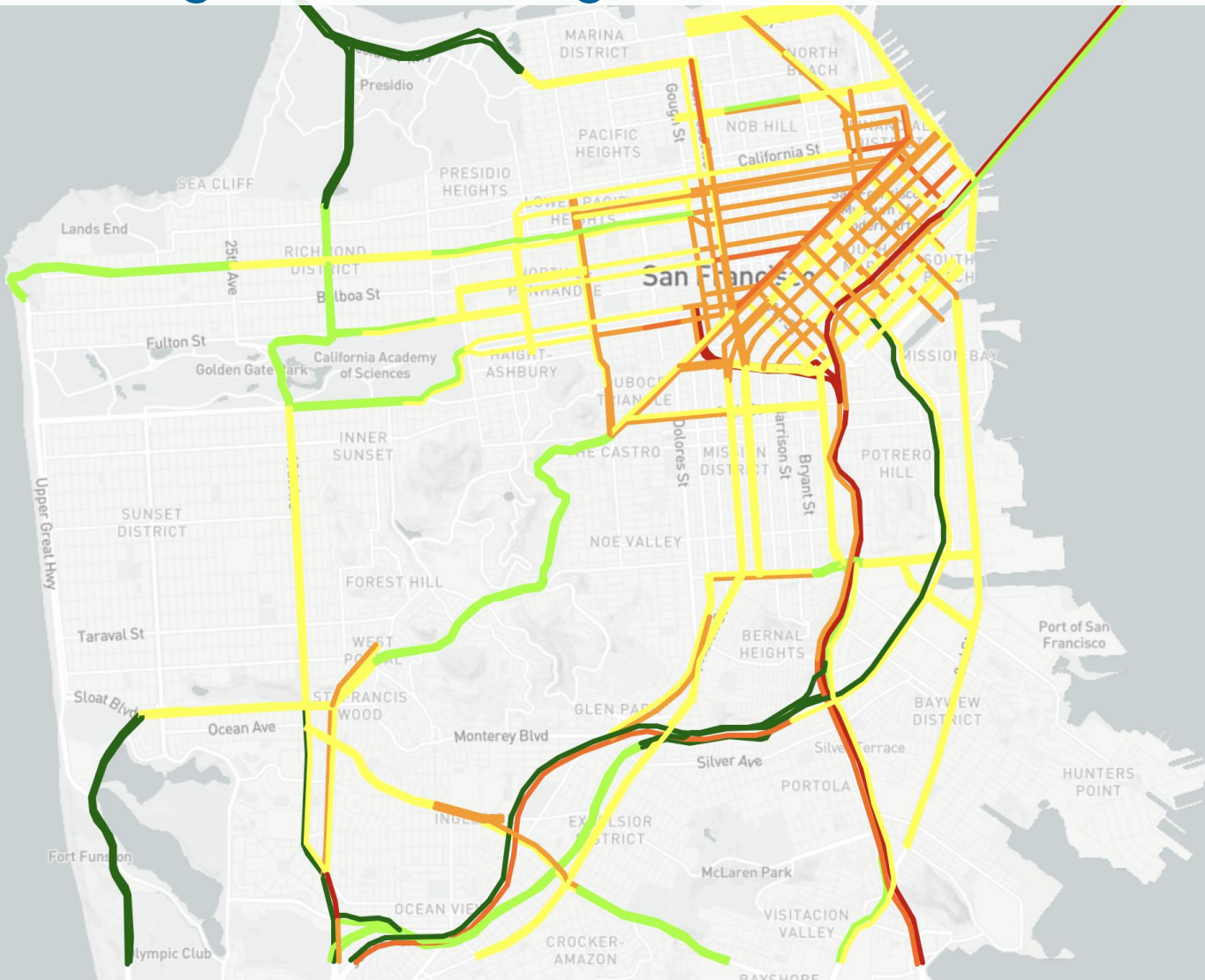
## PM Peak





# Long-Term Congestion Tracker

<https://congestion.sfcta.org>



**Level of Service**

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

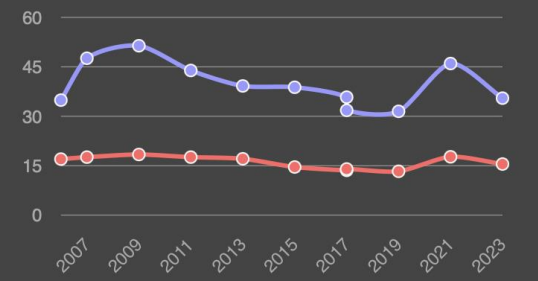
## CONGESTION EXPLORER

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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