

# PEDALING



# FORWARD

Biking and Rolling in Today's San Francisco



SFMTA

# Summary and Contents

## Executive Summary

San Francisco’s bike network, bike infrastructure, and bike share system are an important part of getting around the city. They have evolved over many decades because of changing travel behaviors and traffic patterns. The older “hub-and-spoke” model, which once transported hundreds of thousands of commuters to and from downtown, has significantly changed because of the COVID-19 pandemic and its effects on travel patterns.

SFMTA programs are helping make biking in San Francisco safer, more accessible, and easier for everyone. Quick-Build projects improve safety on high-injury streets, while programs like Slow Streets make neighborhood biking more comfortable and community-friendly. Across the city, bike share offers a flexible, affordable, and convenient way for residents and visitors to include biking in their daily trips.

Our goal is to make biking a safe, affordable option for people of all ages and abilities. It is a fun, low-cost alternative to car trips that connect people to schools, shops, parks, and destinations citywide. More safe and easy ways to bike means more choices for getting around – and that’s good for everyone. It also means fewer car trips, less congestion, cleaner air, and progress toward San Francisco’s climate goals.

## Contents

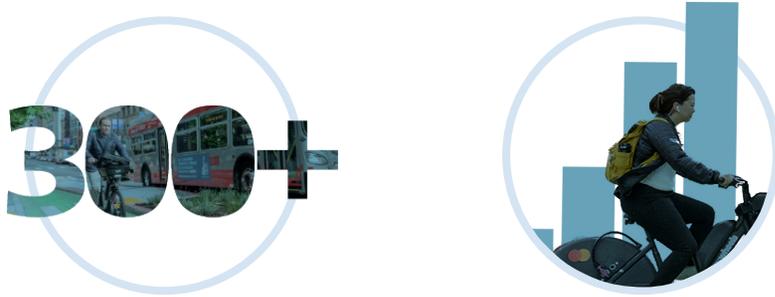
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# BIKESHARE

## Easy and Safe Bike Access to Important Places

Bikeshare has grown in popularity in San Francisco, serving **more than 3 million trips in 2024**, since it started in 2013. With bikeshare, people can easily ride to shops, jobs and parks in the city, which has resulted in significant growth in ridership. The map illustrates how convenient it is for people who use bikeshare to reach major transit hubs and tourist destinations, demonstrating how appealing the bikeshare option is for visitors and locals alike to discover San Francisco. Bikeshare's success shows that there is high demand for quick, safe, and easy ways to bike, especially for those who do not own a bike.



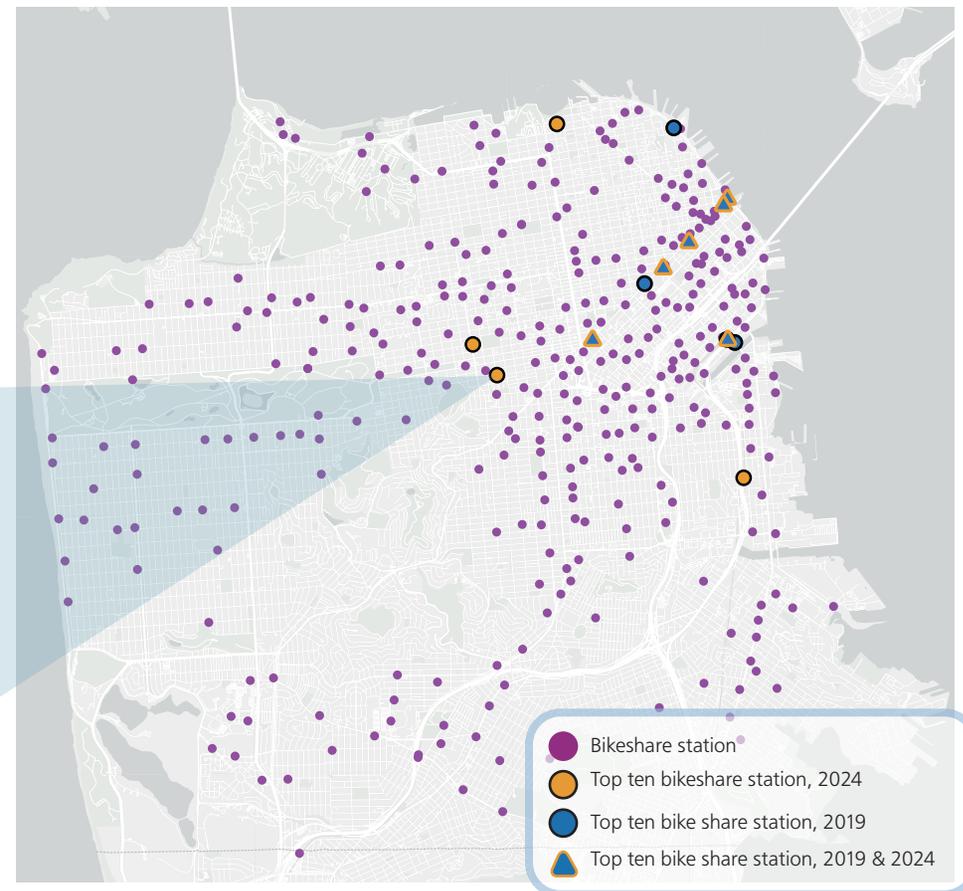
There are more than **300** active bikeshare stations in San Francisco

Bikeshare trips in 2024 grew by **29%** compared to 2023

*Before the COVID-19 pandemic, the busiest bikeshare stations were in downtown. Recently, that has changed with some of the busiest bikeshare stations in tourist destinations or near neighborhood commercial corridors like Haight Street near the Page Slow Street.*



Neighborhood Spotlight



- Bikeshare station
- Top ten bikeshare station, 2024
- Top ten bike share station, 2019
- ▲ Top ten bike share station, 2019 & 2024

# SLOW STREETS

## Take Your Time and Enjoy the Sights, Sounds, and Tastes of Local Neighborhoods

The Slow Streets Program plays a vital role in creating streets that are friendly to people who walk or bike without needing big changes to roadway designs. The Slow Streets Program is also adapting to include new hardscape elements like concrete diverters. While Slow Streets continue to develop, its focus on **bringing community together and encouraging local participation** remains the same.



*"The Friends of Slowyuga neighborhood group has celebrated & organized many events on Slowyuga. **Slowyuga has been a way to bring our neighborhood together in meaningful & connected ways.** We look forward to working with the city and our community to keep making it safer and more accessible for all!"*





— Implemented Slow Street

## Neighborhood Spotlight



The Slow Streets Program opens up new ways for public art and community involvement.

In the Haight-Ashbury and North of the Panhandle, neighbors worked together to create a new mural on the Lyon Slow Street.

*"I walk on Sanchez every day because it's a Slow Street and I am constantly grateful for it. Any time I meet up with a friend in the neighborhood we default to walking Sanchez. **It's a neighborhood destination and makes the whole neighborhood richer in community.** I can only hope more Slow Streets will be created."*

## NEW SLOW STREETS TREATMENTS



The Minnesota Slow Street showcases new hardscaping treatments. Concrete diverters improve safety at intersections and prevents cut-through traffic on residential streets.



## Shifting Bike Trip Patterns

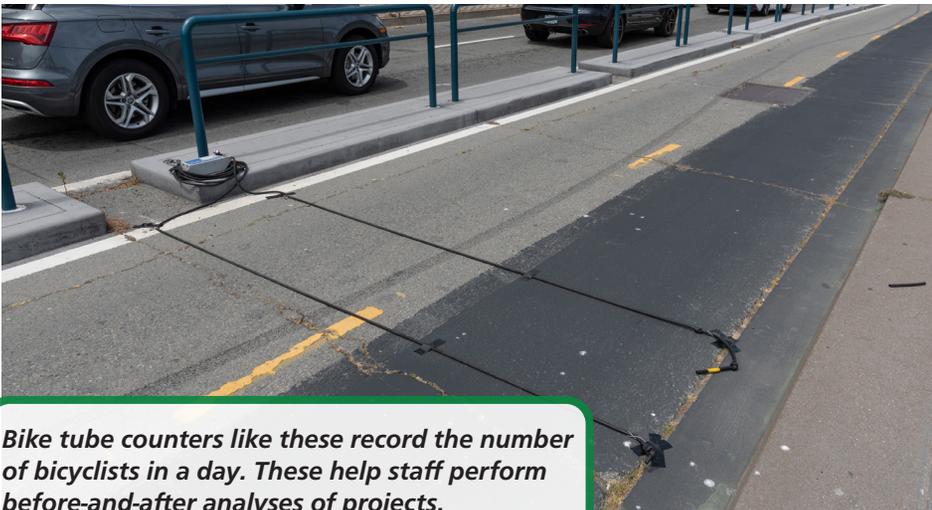
We gather information about how many people ride bikes using bike counters and through our Safe Streets Evaluation Program. Bike counters are placed in important spots, like routes people take to work. The Safe Streets Evaluation Program collects ridership data to measure how many people use bikeways before and after implemented safety improvements



**7%** biking growth in 2024 compared to 2023, based on SFMTA bike counters



**33%** average increase in biking with projects evaluated in 2023 Safe Streets Evaluation Summary



*Bike tube counters like these record the number of bicyclists in a day. These help staff perform before-and-after analyses of projects.*



*Totems like these count the number of cyclists in a year*

## Neighborhood Spotlight



The Safe Streets Evaluation Program found that the Fell Street Quick-Build Project in the Panhandle **increased average biking by 42%** on the project corridor. Studies like these help understand how projects may promote and encourage cycling in neighborhoods and at key merchant corridors.

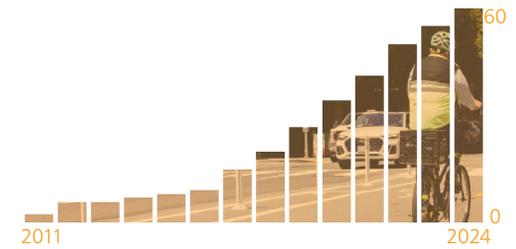


Protected or separated bikeways like this one on 7<sup>th</sup> Street separate bicyclists and drivers. This reduces the chances of crashes and makes bike riding more comfortable for users.



## Expanding Protected and Separated Bikeways

Since 2021, San Francisco increased the installation of protected or separated bikeways compared to non-protected bikeways. This means the City has not just created more bikeways, but is focusing on bikeways that are safe for everyone to use, no matter their age or biking skills. These paths **connect people to shops, parks, and places to work around the City.**



**138mi** of SF's 472mi bikeways are protected or separated

Since 2011, **60mi** of new protected or separated bikeways have been added

## Neighborhood Spotlight



Quick-Build projects, like the Bayshore Quick-Build Project in the Bayview (which saw **45% growth in average biking rates** during weekday rush hours), have utilized simpler and quicker strategies to create high-quality bikeways. These Quick-Builds can be easily modified, allowing for adjustments, and helps to pave the way for more permanent solutions.



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