



## City of San Francisco 2009 Bicycle Collision Report Executive Summary

The 2009 Bicycle Collision Report provides a summary analysis of bicycle crash statistics from 2009 calendar year and frames those numbers within 11 years of San Francisco bicycle collision data. It was produced by staff from the Livable Streets Subdivision of the SFMTA using data collected through police reports and the U.S. Census Bureau's American Community Survey. The report analyzes such data as how many bicycle injury collisions were reported, what the primary cause of those collisions was determined by the attending police officer, what age and gender groups were involved and what time of day each month that collisions occurred. Analysis of bicycle collisions provides a strong indication of which roadway behaviors negatively impact bicyclists' safety. The SFMTA uses this information to inform the planning of bicycle facilities improvements and to help identify which vehicle code violations should be prioritized for increased education and enforcement. The intention of this analysis is to improve safety for all the users of San Francisco's streets.

A major finding of the report is that the 532 bicycle injury collisions that occurred in 2009 represent a 13.7 percent increase in bicycle crashes over the previous year, and is the highest annual total in the 11-year period analyzed by the report. This rise in bicycle crashes parallels the rise in popularity of cycling as a mode of transportation in San Francisco as demonstrated both by the 2009 American Community Survey and annual SFMTA bicycle counts, the latter of which showed a 53.5% increase in bicyclists since 2006. Therefore, it may be more appropriate to examine the rate of bicycle crashes to bicycle trips in order to gauge relative safety over time or compare bicycling safety between cities.

Of the 514 bicycle injury collisions in 2009 where fault was assigned, 47 percent of the time fault was assigned to a motorist, and 50 percent of the time fault was assigned to the bicyclist. In collisions where motorists were assigned fault, the top three reasons were; turning without signaling, unsafe opening of a car door, and failing to yield to oncoming traffic when making a left turn. In collisions where bicyclists were assigned fault, the top three reasons were for unsafe speed, failure to stop at a red light, and riding on the wrong side of the road.

Other findings of the report include: 43 percent of bicycle injury collisions involve bicyclists between the ages of 20 and 29; women bicyclists are involved in 29 percent of bicycle injury collisions, an almost 40 percent increase since 1999; and the intersection of Market Street and 5<sup>th</sup> Street was the site of 6 bicycle collisions in 2009, the highest total of any intersection in the city.

To request a complete copy of the report, please contact SFMTA Livable Streets at: [livablestreets@sfmta.com](mailto:livablestreets@sfmta.com).

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