



SFMTA
Municipal Transportation Agency

Bicycle Strategy Update Needs Assessment & Next Steps

06 | 18 | 2013
SAN FRANCISCO, CALIFORNIA





Bicycle Strategy Key Steps for 2013

Create and approve needs / gap closure assessment methodology for bicycle comfort.

Complete the needs / gap closure assessment.

Establish an "Eight-to-Eighty" bicycle ride team and leverage crowdsourcing resources for data collection.

Develop a Capital Program for the FY 2013-2018 time frame.

Design and implement key projects, including necessary approvals and environmental clearance.

Seek funding to close the funding gap.

Report annually on progress through the Strategic Plan Annual Mobility Report.

- **Rider Comfort Assessment Methodology**
- **Gap Closure Methodology**
- **Phased Implementation**



Rider Comfort Assessment Methodology

- **All bicycle routes start with 5 points**
- **Negative factors that detract from rider comfort**
 - Proximity to rail – minus 1 point
 - Speed 30-35 – minus 1 point
 - Speed 40-45 – minus 2 points
 - Proximity to fwy/hwy – minus 2 points
 - Proximity to Muni Rapid route – minus 1 point
 - Proximity to severe bicycle crash - minus 1 point
- **Positive factors that add to rider comfort**
 - Bicycle lane – plus 1 point
 - Bicycle path – plus 2 points
 - Innovative facility – plus 1 point
- **Terrain not included in current phase (traffic exposure only)**
 - Dependent on various personal fitness levels and bicycle types

Level of Traffic Stress 1-4

LTS 1 Everyone feels comfortable to ride



LTS 2 Adults feel comfortable to ride



LTS 3 "Enthusiastic and Confident" will ride

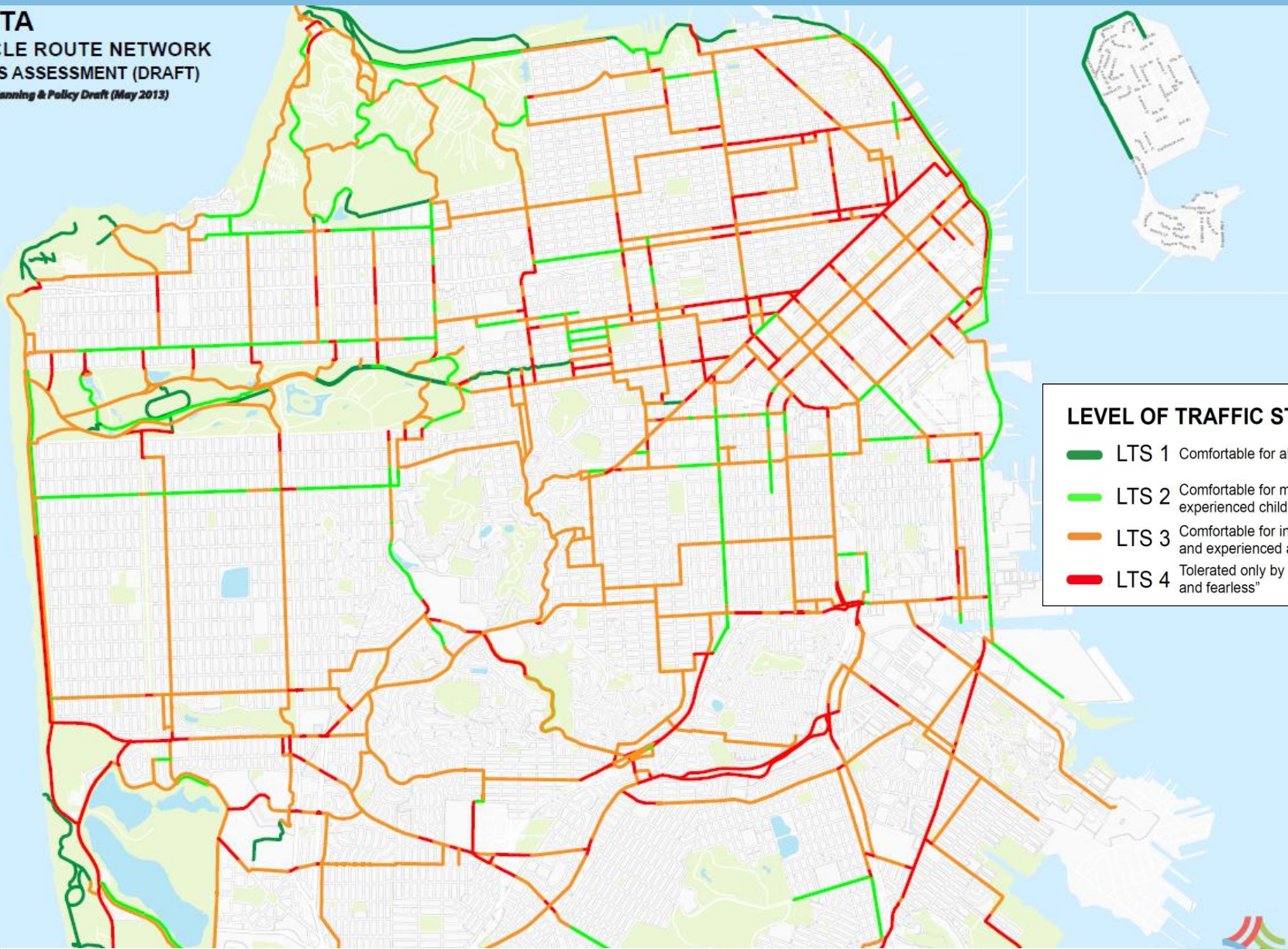


LTS 4 Only "Strong and Fearless" will ride



Travel experience of network

SFMTA
BICYCLE ROUTE NETWORK
STRESS ASSESSMENT (DRAFT)
Strategic Planning & Policy Draft (May 2013)



LEVEL OF TRAFFIC STRESS	
	LTS 1 Comfortable for all user groups
	LTS 2 Comfortable for most adults, experienced children & youths
	LTS 3 Comfortable for intermediate and experienced adults
	LTS 4 Tolerated only by the "strong and fearless"



Less than 10% of the network is comfortable for most people

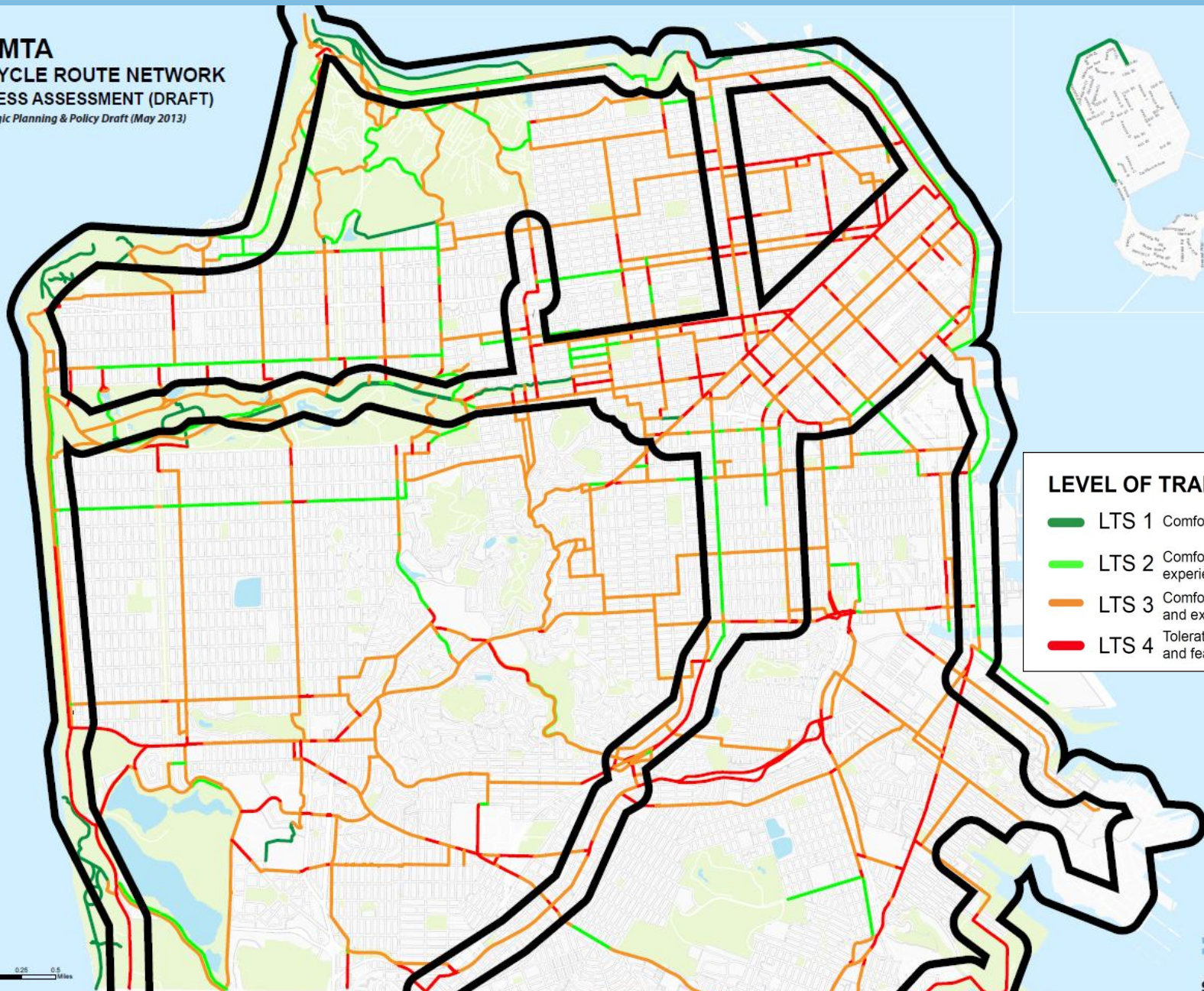








Primary Bicycle corridors analysis

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BICYCLE ROUTE NETWORK
STRESS ASSESSMENT (DRAFT)
Strategic Planning & Policy Draft (May 2013)



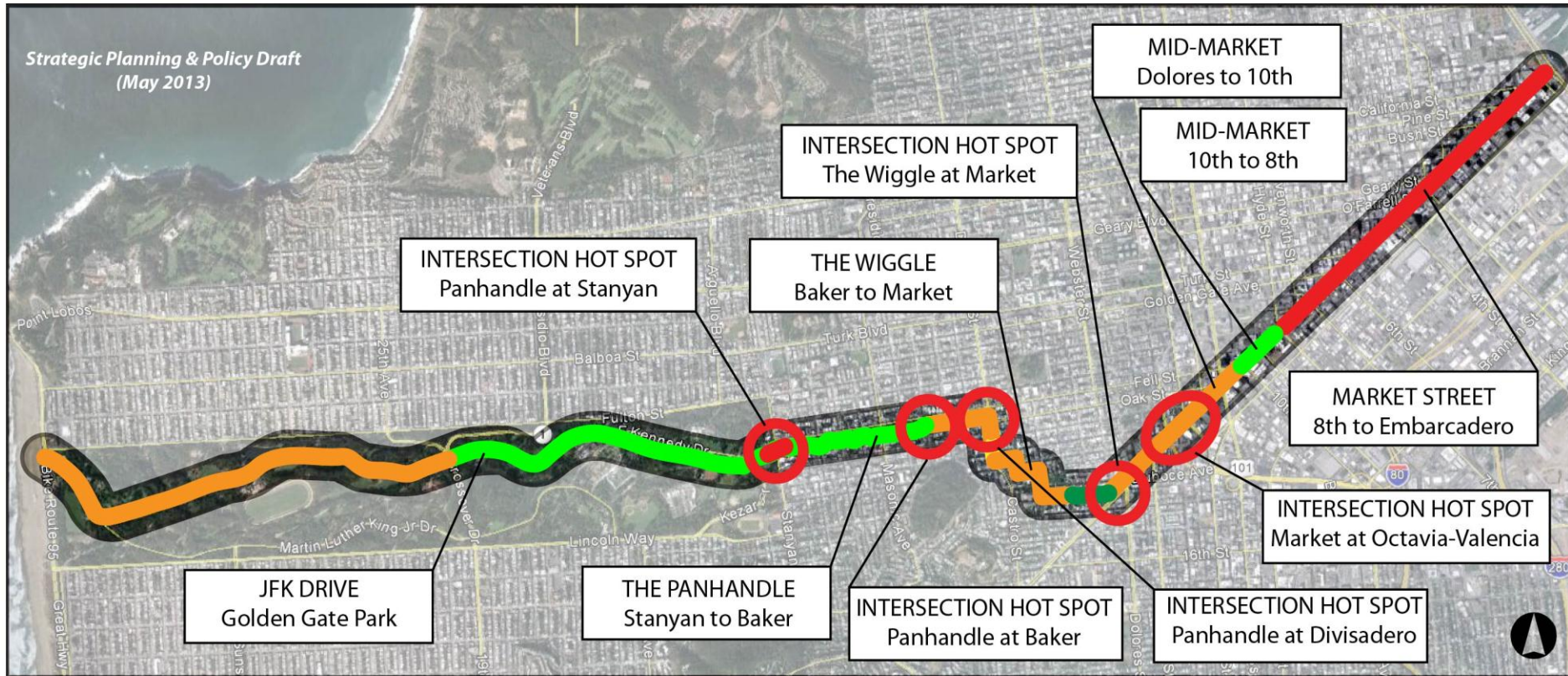
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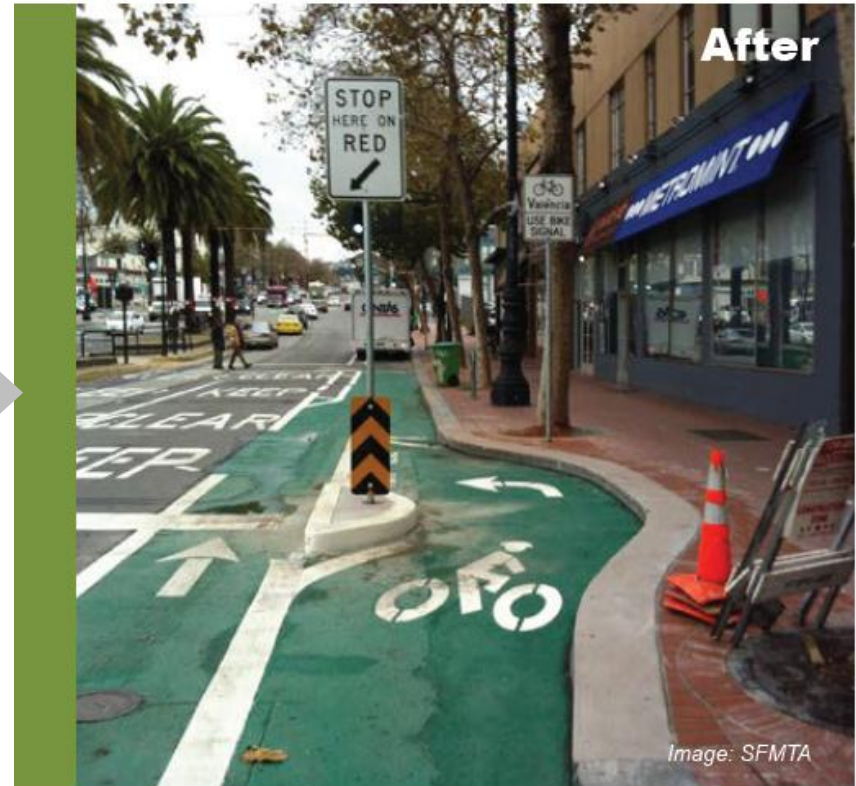




Applying Methodology Assessment Primary Corridor “Ocean to Embarcadero” route



Applying Assessment to Hot Spots



Example of upgrade at Valencia and Market Intersection



STOP
HERE ON
RED
↓


Valencia
USE BIKE
SIGNAL


STREET

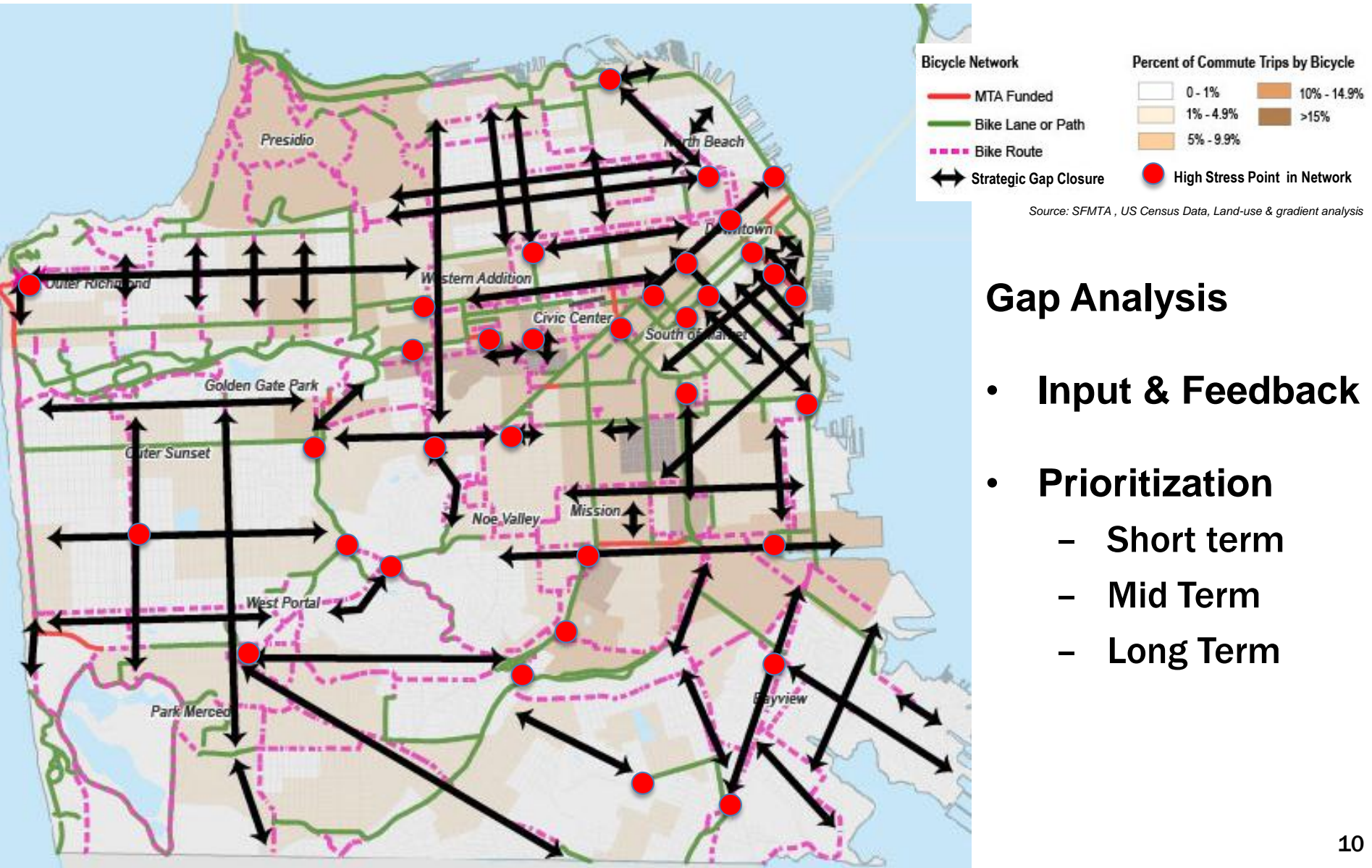
Valencia
USE BIKE
SIGNAL

3
YELLOW
OUR PEOPLE. OUR COMMUNITY
979

BIKE LANE
KEEP CLEAR



Strategic Network Gap Closure Opportunities



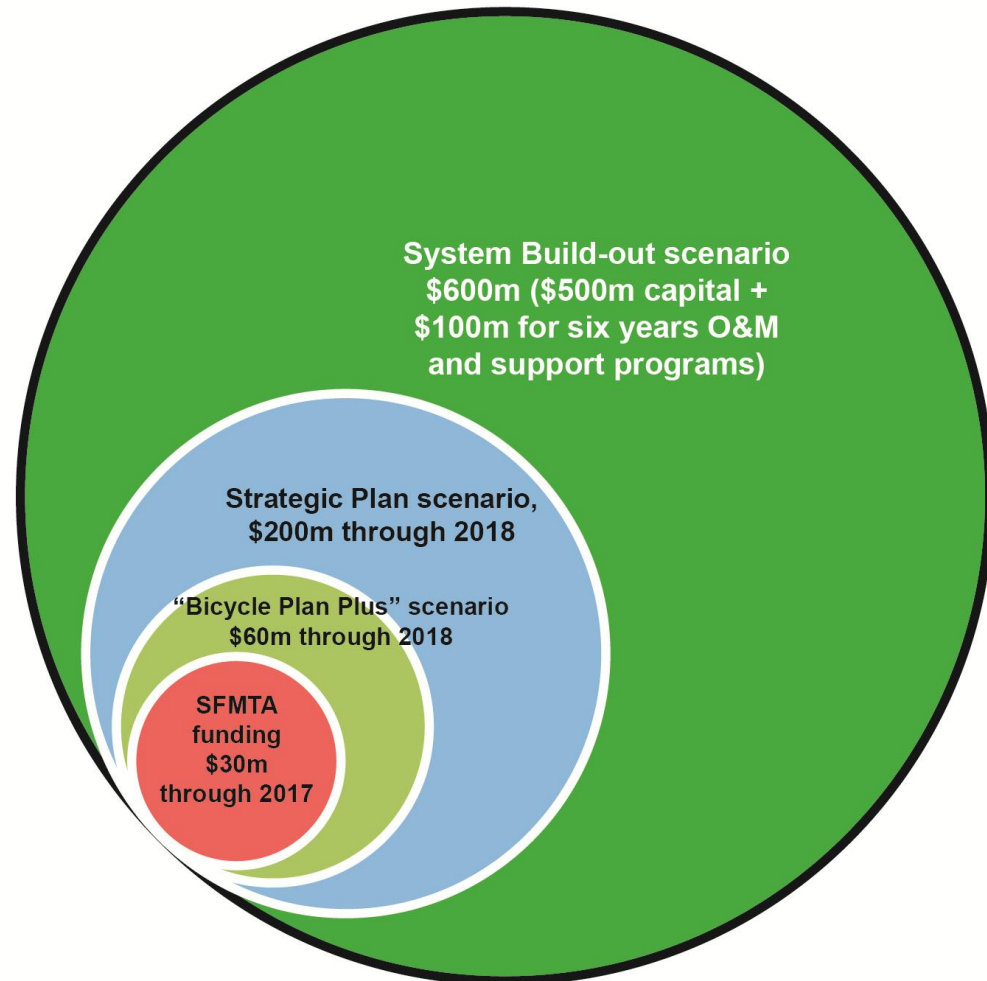
Gap Analysis

- Input & Feedback
- Prioritization
 - Short term
 - Mid Term
 - Long Term



Funding Needs Investment Scenarios

- **Strategic Plan Scenario :**
 - \$200 million through 2018
 - 8-9% Mode Share
- **System Build-out Scenario:**
 - \$600 million
 - >15% mode share
- **Mayor's Transportation Task force**
 - Funding strategy recommendations fall 2013





Next Steps

- **Receive Public input and feedback on needs assessment and gap closure**
- **Identify and prioritize projects for inclusion in the 5-Year Capital Improvement Program**
- **Review project delivery capacity and focus on primary corridors**
- **Identify funding plan for capital investments and maintenance needs from Mayor's transportation taskforce**

