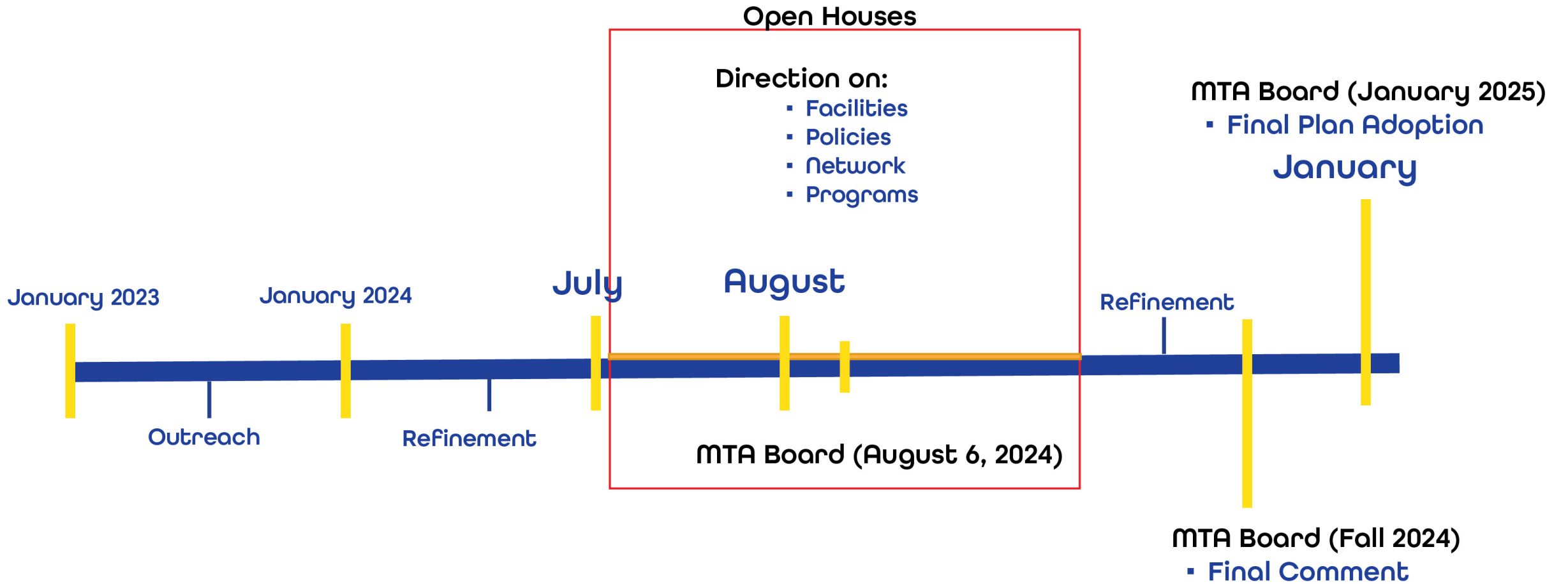


Biking and Rolling Plan

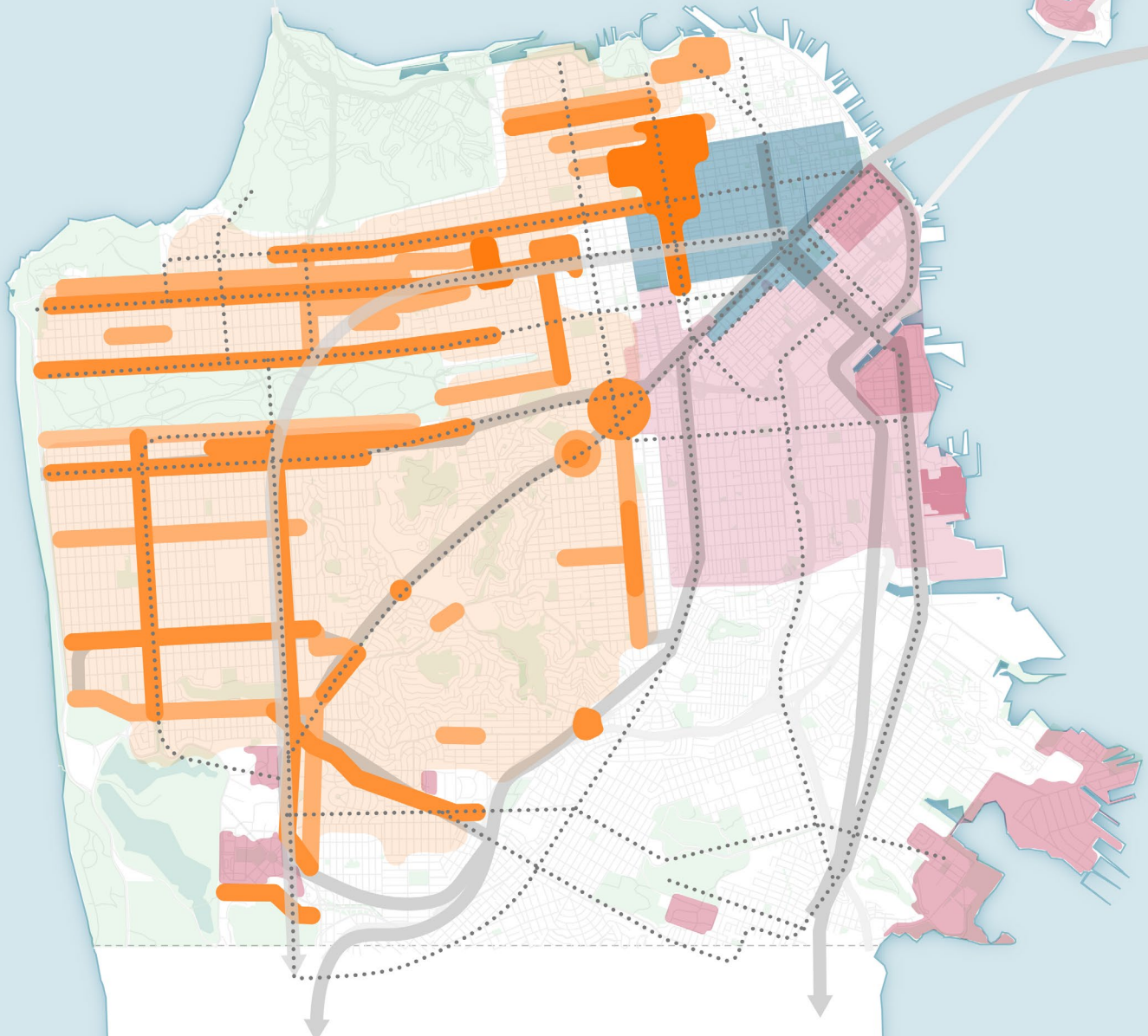


SFMTA

Timeline



DRAFT



Why now?

Planning for the Future

SF Housing Plan anticipates 82,000 units across the city over 8 years

Transportation system that delivers:

- Safety
- Comfort
- Choice

SF Housing Plan

Proposed rezoning areas

Previously rezoned areas

Recent large developments

Core multi-family areas

SFMTA Transit Strategy

Five-minute transit network

BART and Subway ———

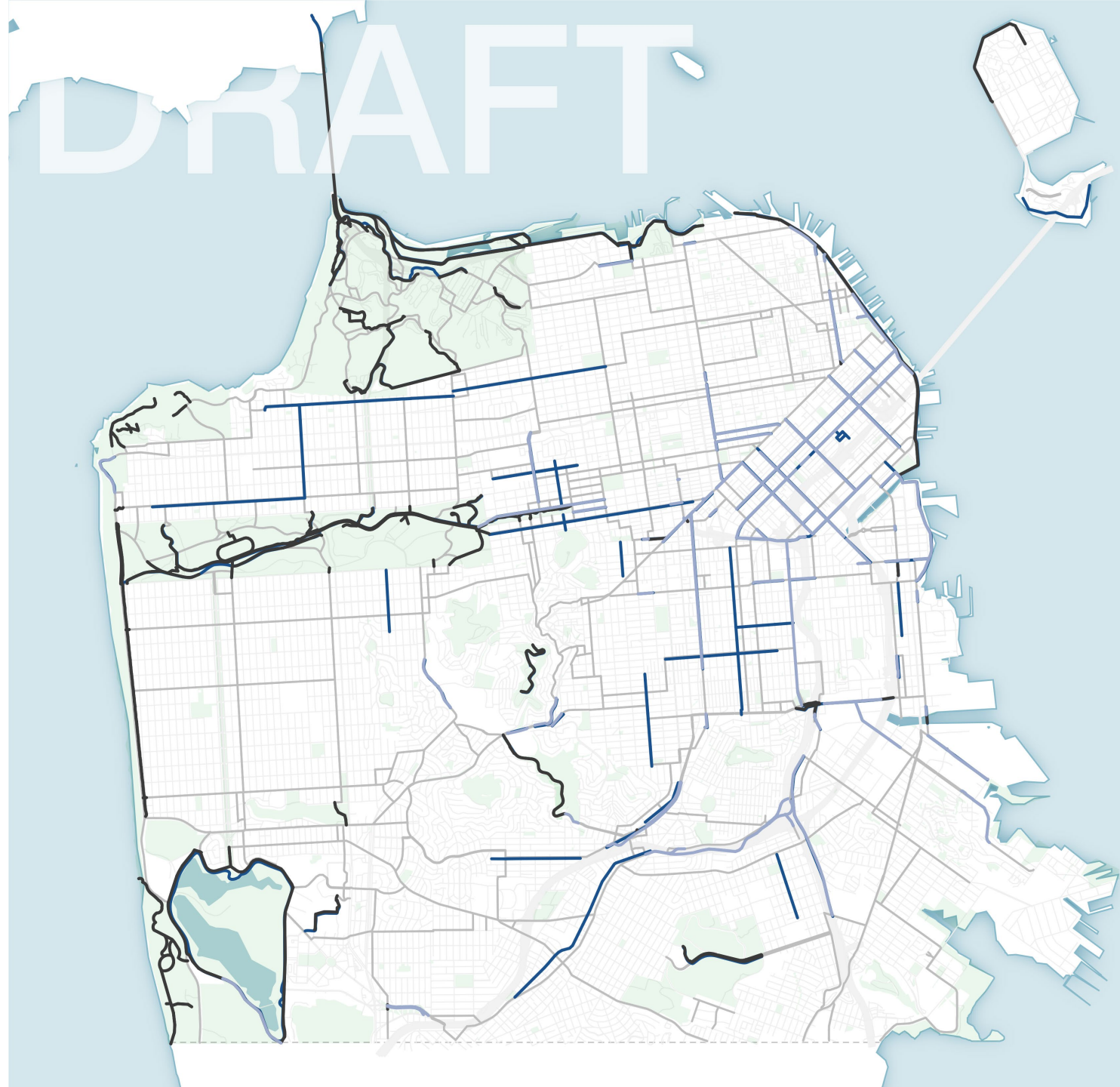


2024 Current Network

We've come a long way

Moving forward with revised expectations for the next generation

2010 Past Network



Why now?

80% of survey respondents want to use the biking and rolling network

Only 23% of them feel comfortable enough to use it

This drops to 16% in equity priority communities

From people who **do or want to** bike or roll:

The network needs to be connected and safe

From people who **don't** bike or roll:

Minimize impacts on travel lanes and parking



And everyone **wants clarity and certainty...**



Who the Plan is For

A safe and well-connected biking and rolling network serves all San Franciscans. In keeping with the core principles of equity and inclusion, the plan emphasizes certain audiences to ensure full engagement.



Equity Priority Communities

Equity priority communities are census tracts with a higher concentration of under-served populations, including households with low-income and people of color.



Students, Families, Caregivers

Creating safe and reliable pathways to local schools and providing programs for families and caregivers to keep children safe is a primary goal for the plan.

Local Communities

San Francisco communities have historically rooted themselves in neighborhood centers for goods, services, and activities that reinforce identity and connection. The Biking and Rolling Plan seeks to meet their specific needs by focusing on local trips and addressing accessibility to the providers of such amenities.



People with Disabilities

Biking and rolling provides support for San Francisco's aging population and people with disabilities who need more options for safe transportation



Who the Plan is For

Neighborhoods where we first need to repair harm of the past...



PILIPINAS



Commitment to deep engagement and strong agency

Community Action Plans will come when ready

Citywide Outreach

Working closely with local community-based organizations, the SFMTA has listened and gathered feedback through a diverse assortment of outreach activities. We will continue to collaborate with our community partners to solicit ideas and comments on the plan.

TYPE



Resident Preference Survey



Outreach Events



Policy Working Group



Technical Advisory Committee

DESCRIPTION

1,000+ Survey Responses

90+ Outreach Events

Subject matter experts of advocates, community members, and thought-leaders to discuss policy outcomes

Subject matter experts from Transit, Office of Disability, Fire, Public Works, Public Utilities, Planning

RESULTS

Understanding perceptions on safety

Understanding priorities

Developing SMART goals

Improving processes and interagency coordination

Using to describe **roadway conditions** and **experience of risk**



Business Community 1:1s

Deep-dive into merchant operations

Understanding merchant priorities and concerns



Equity Analysis

Segment of Resident Preference Survey

Concerns include affordability, theft, and low to moderate Bicycle Condition Index scores



Network and Count Analysis

Where people ride and how ridership is related to the existing network

Only 8% of existing network have high-quality facilities

On streets that receive quick-build interventions, bicycle trip increased by 27%



Bicycle Conditions Index

Industry tool use to score level of stress of certain facilities

Enhanced inputs seeking to modernize the Bicycle Comfort Index

Who the Plan is For

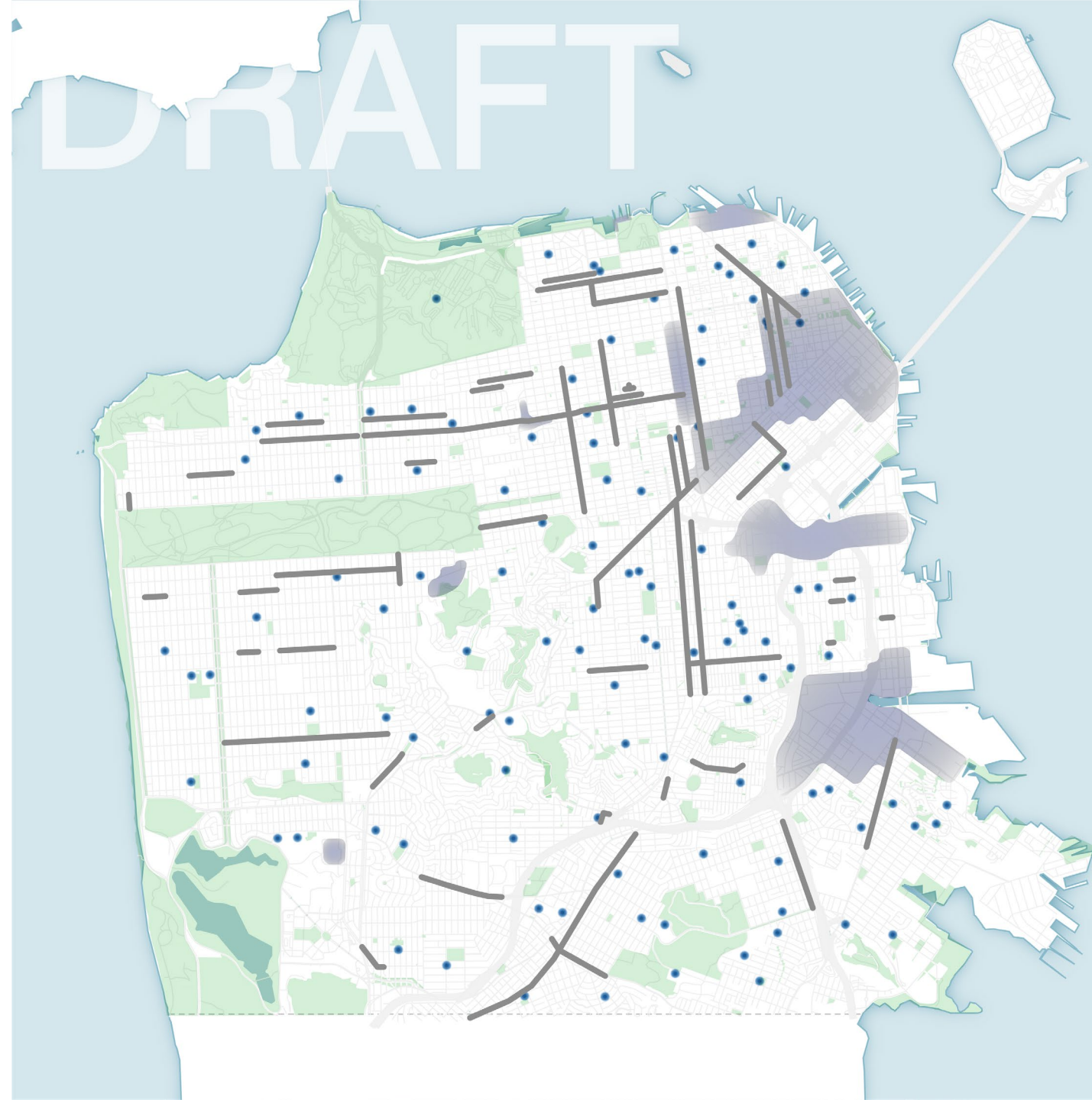
There are places people want and need to go...

Schools

Neighborhood shopping & work

Job centers

Parks



What have we heard?

The Policy Working Group and SFMTA Board asked for **a north star goal**

A safe, connected network within a ¼ mile of everyone, built in five years

The SFCTA passed a resolution **prioritizing school access**

SFMTA staff have advice on how to **make the most of limited capacity and resources**



How safe?

Only 8% of the existing network is protected, separated, or car free

To be inclusive and accessible to all ages and abilities, the plan elevates:

a network that lowers the experience of risk



- Existing Separated Lanes and Paths
- Existing Slow Streets
- Quick-builds
- Pipeline Quick-builds

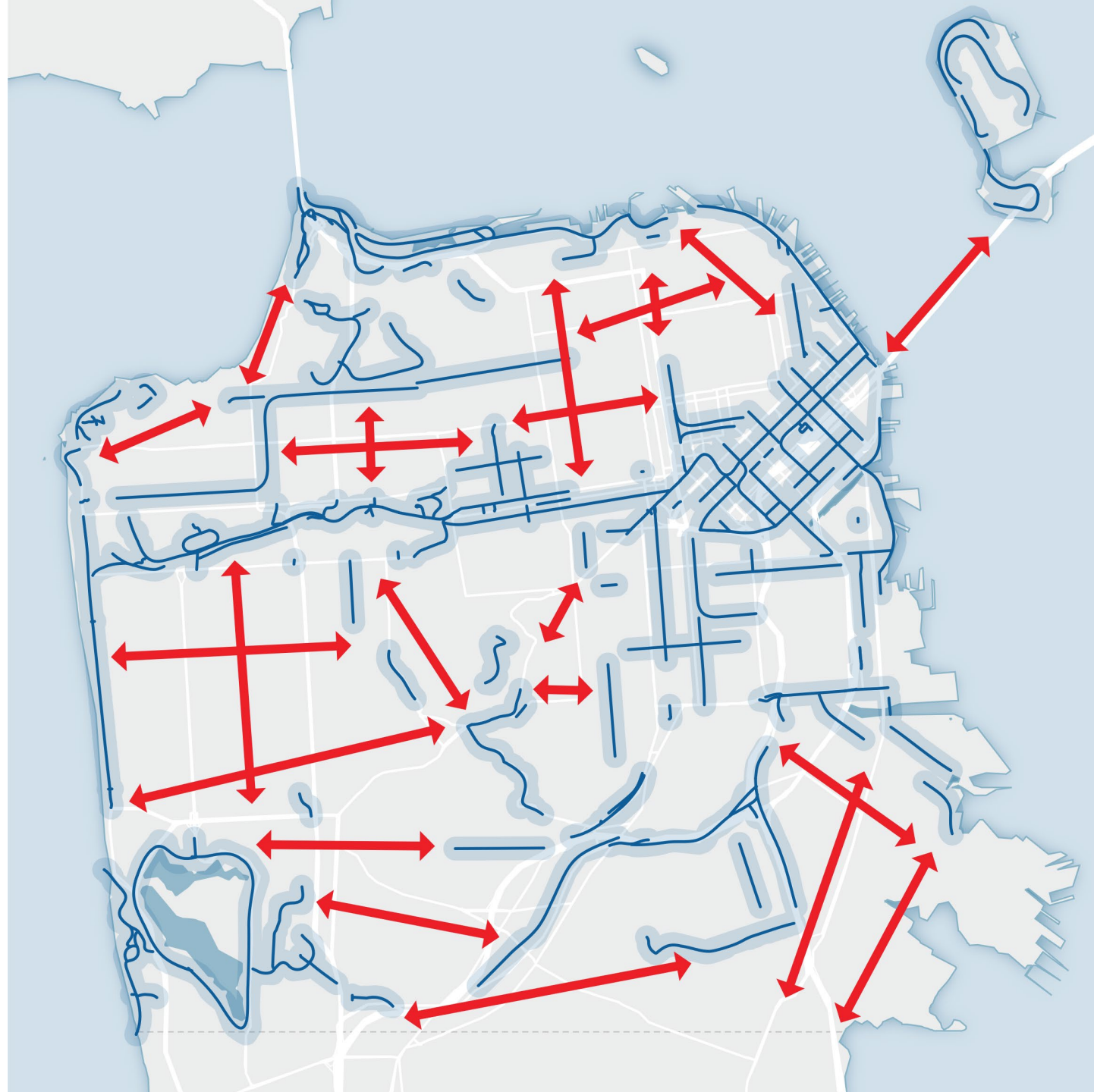


How connected?

Gaps in the Network

A network is only as safe as its weakest link

-  Higher Quality Facilities (Class I, Class IV and Slow Streets)
-  Major Gaps between Higher Quality Facilities

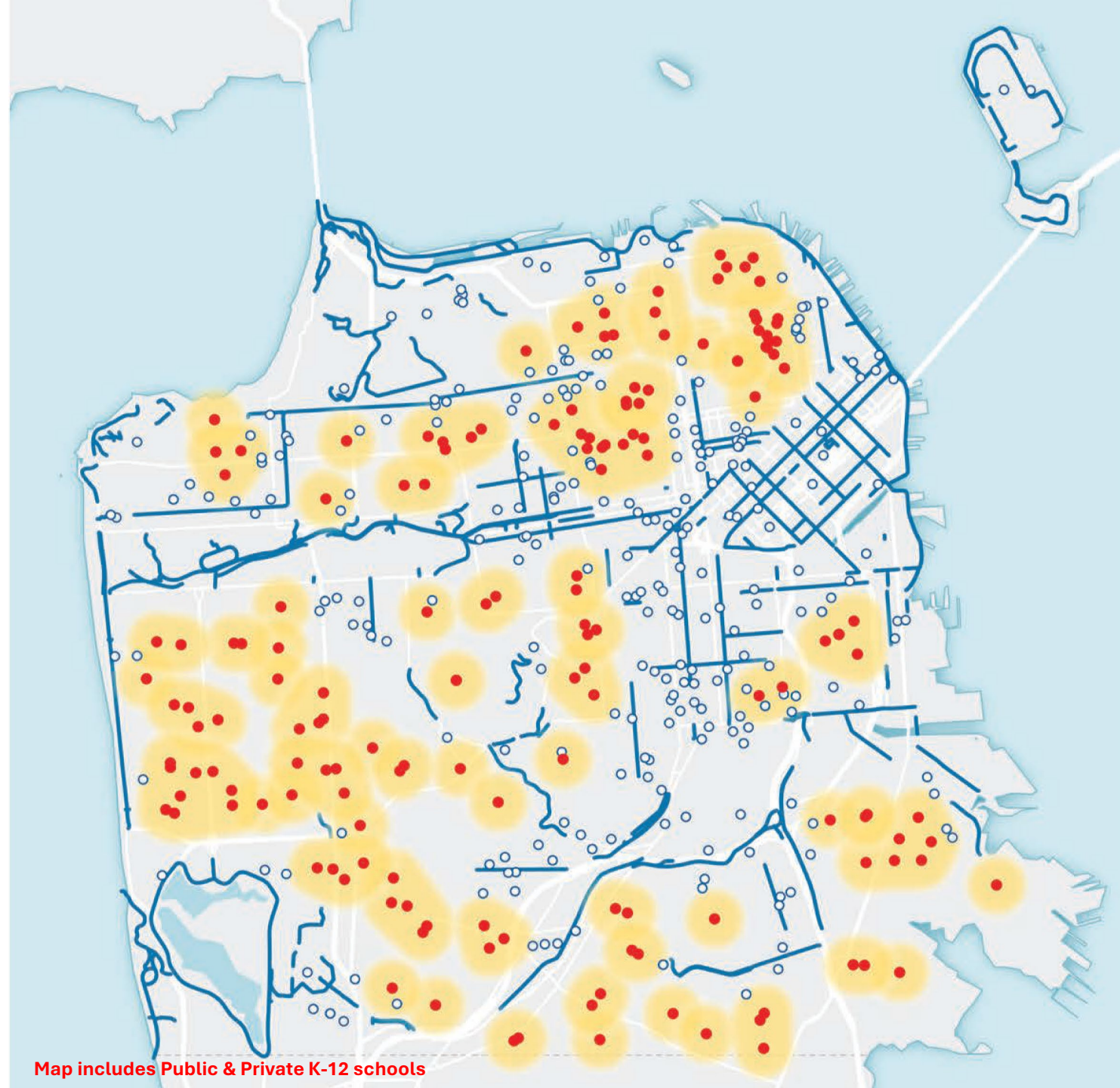


Getting to school?

School Access Map

Are schools within ¼ mile of the lower risk facilities?

- No
- Yes
- Clusters of schools over 1/4 mile from baseline HQ Bike Network



Map includes Public & Private K-12 schools

DRAFT



Streets are complex

There are many places where a lot is already going on




- Merchant streets with parklets
- Buses and light-rail service
- Fire stations and key roadways



Network Certainty

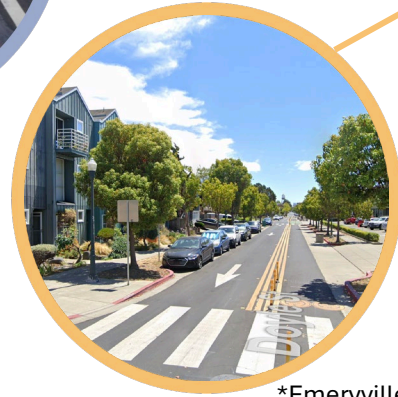
Where will the lanes go?

**Most places
where biking and rolling could go
are already part of the network**

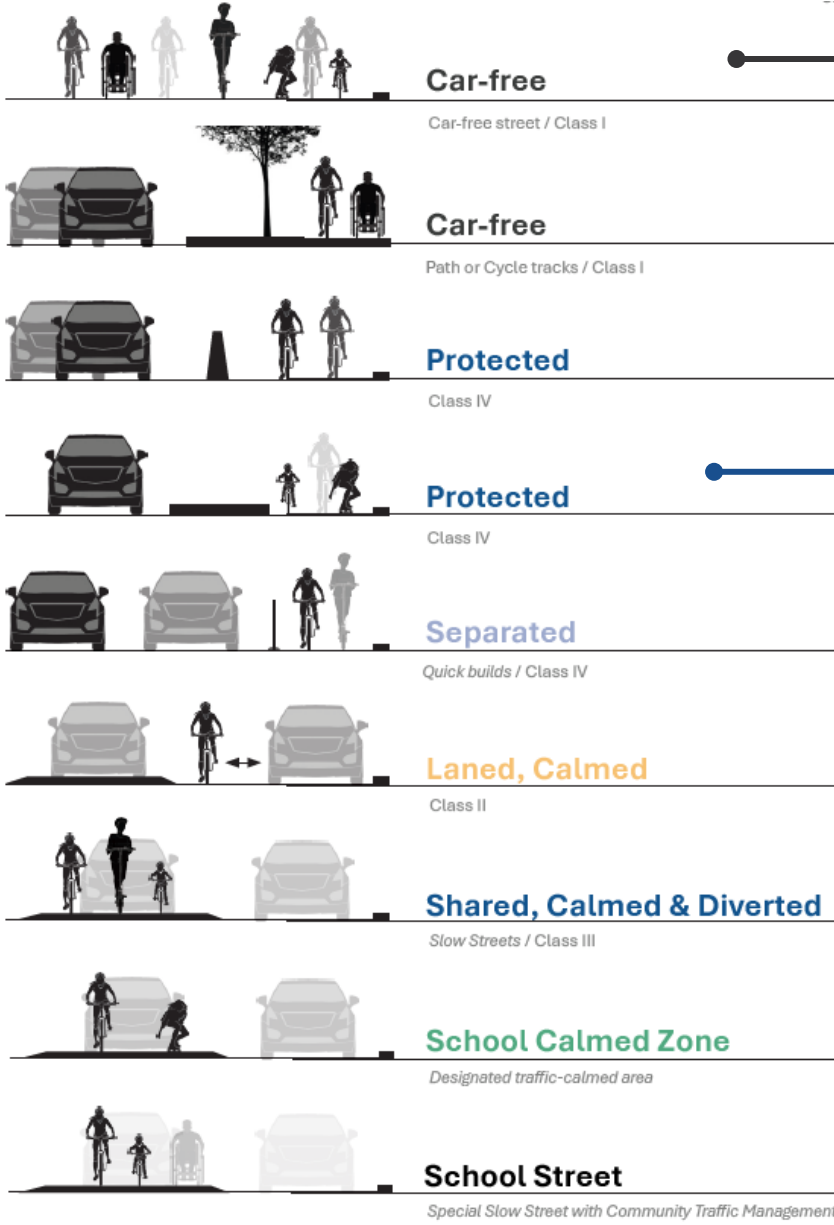
-  High certainty
-  Medium certainty
-  Low certainty



Recommended facility types



*Emeryville, CA





Improved Lanes / Class II



Existing



Laned, Calmed

Class II

Proposed Conditions

- only in single-lane conditions
- with door buffer
- added traffic calming & diverting



*Emeryville, CA

How do we build a safe, connected network?



Facility types

- Protected, Separated, Shared?

Network

- Getting people to where they need to go
- Constrained spaces

Trade-offs are necessary



A Highly Protected & Separated

Benefits

- Citywide connectivity
- Lower experience of risk
- School Access

Challenges

- Parking removal
- Accessibility attention
- Complex Merchant Corridors
- Capital and Staffing Cost
- Capacity needed

- Car-free
- Protected
- Separated
- Laned, calmed & diverted
- Shared, calmed & diverted
- School Streets
- Painted lanes and/or sharrows
- Merchant area highlight

Scenario A
Highly Protected, Separated
Increased feeling of safety
High cost and staffing capacity needed
High parking removal



B Wiggly, Painted & Traffic-Calmed

MAP Scenario B
Painted Lanes/Class II - Heavy traffic-calming
Less separation, lower gain in feeling
Less parking removal

Benefits

- Citywide connectivity
- Lower experience of risk
- School Access

Challenges

- Parking removal
- Accessibility attention
- Complex Merchant Corridors
- Capital and Staffing Cost
- Capacity needed

- Car-free
- Protected
- Separated
- Laned, calmed & diverted
- Shared, calmed & diverted
- School Streets
- Painted lanes and/or sharrows



C Calmed & Quick-built School-Centered Network

Benefits

- Citywide connectivity
- Lower experience of risk
- School Access

Challenges

- Parking removal
- Accessibility attention
- Complex Merchant Corridors
- Capital and Staffing Cost
- Capacity needed

- Car-free
- Protected
- Separated
- Laned, calmed & diverted
- Shared, calmed & diverted
- School Calmed Streets in Zones
- School Streets
- Painted lanes and/or sharrows

MAP Scenario C
Heavy traffic-calming in areas around schools
Med/Med-High feeling of safety
High cost and staffing capacity needed
Less parking removal





Next Steps

As we develop the Biking and Rolling Plan, we will continue to collaborate with our community partners to ensure that neighborhoods have ongoing opportunities to offer their ideas and feedback.