

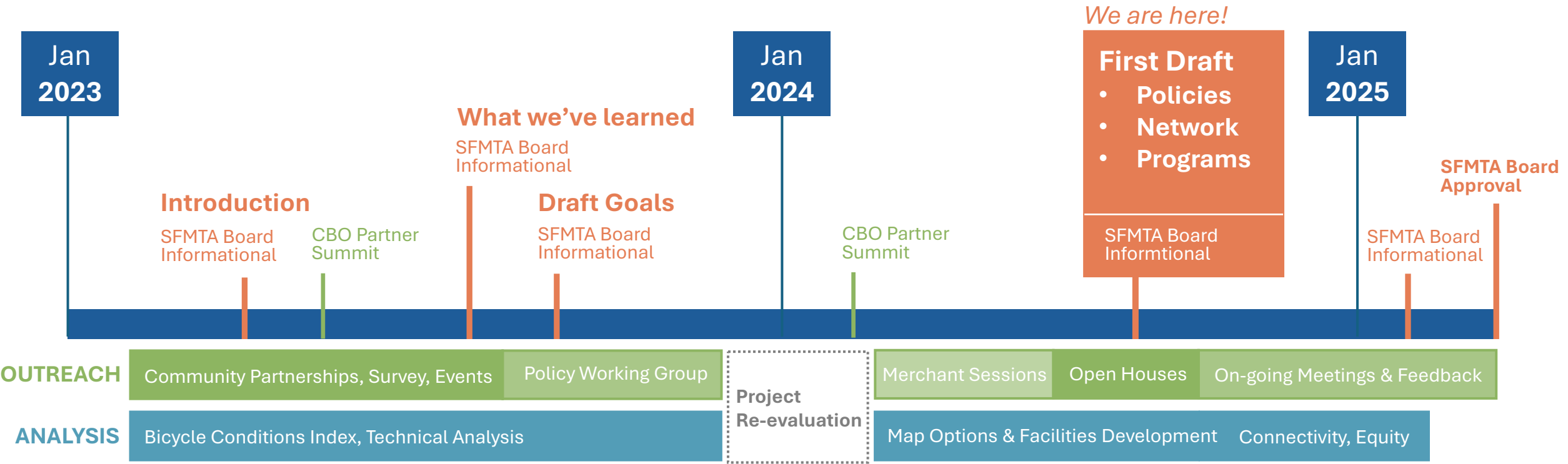
Biking and Rolling Plan

DRAFT NOVEMBER 2024



SFMTA

Timeline





What is the Biking and Rolling Plan?



The Biking and Rolling Plan envisions a citywide infrastructure connecting communities across San Francisco, making it easy to travel to school, work, shops and parks via bike, skateboard, motorized scooter, and other low-speed wheeled devices.



A strong biking and rolling network supports a safe and well-connected city and aligns with the goals of SFMTA's Transit First Policy, Vision Zero Policy, the City's Climate Action Plan and goal that 80% of trips are made on low-carbon modes by 2030, and others.

Plan Goals



Goal 1

Putting People First

Make biking and rolling safe to increase fairness and lower harm, especially for those who experience greater risk on the street, including people with disabilities, Indigenous, Black, and Brown people, seniors, and youth.



Goal 2

Setting a Northstar

As an essential choice for people in San Francisco, the city must plan for a complete, well-connected, and safe biking and rolling network for people on low-speed human or electric-powered devices. This Northstar network is defined as All Ages and Abilities bikeway facilities within a quarter mile of all San Franciscans prioritizing access to schools and connecting residential areas to open spaces, job centers, transit hubs, and commercial districts.

Goal 3

Serving Local Needs

Design active transportation to serve local needs while being mindful of vulnerable communities, neighborhoods experiencing or at risk of displacement or gentrification, small business needs, transit corridors, space constraints, and implementation disruption.



Goal 4

Delivering the plan

Be accountable to communities and deliver the Northstar network by stewarding the plan as a living document and delivering it in stages, recognizing that the City needs to expand resources, recognize community readiness, and manage unique technical challenges. Start with projects that have high network value defined by: higher harm repair, network gap closure, and community agreement and lower risk, cost, and technical difficulty.



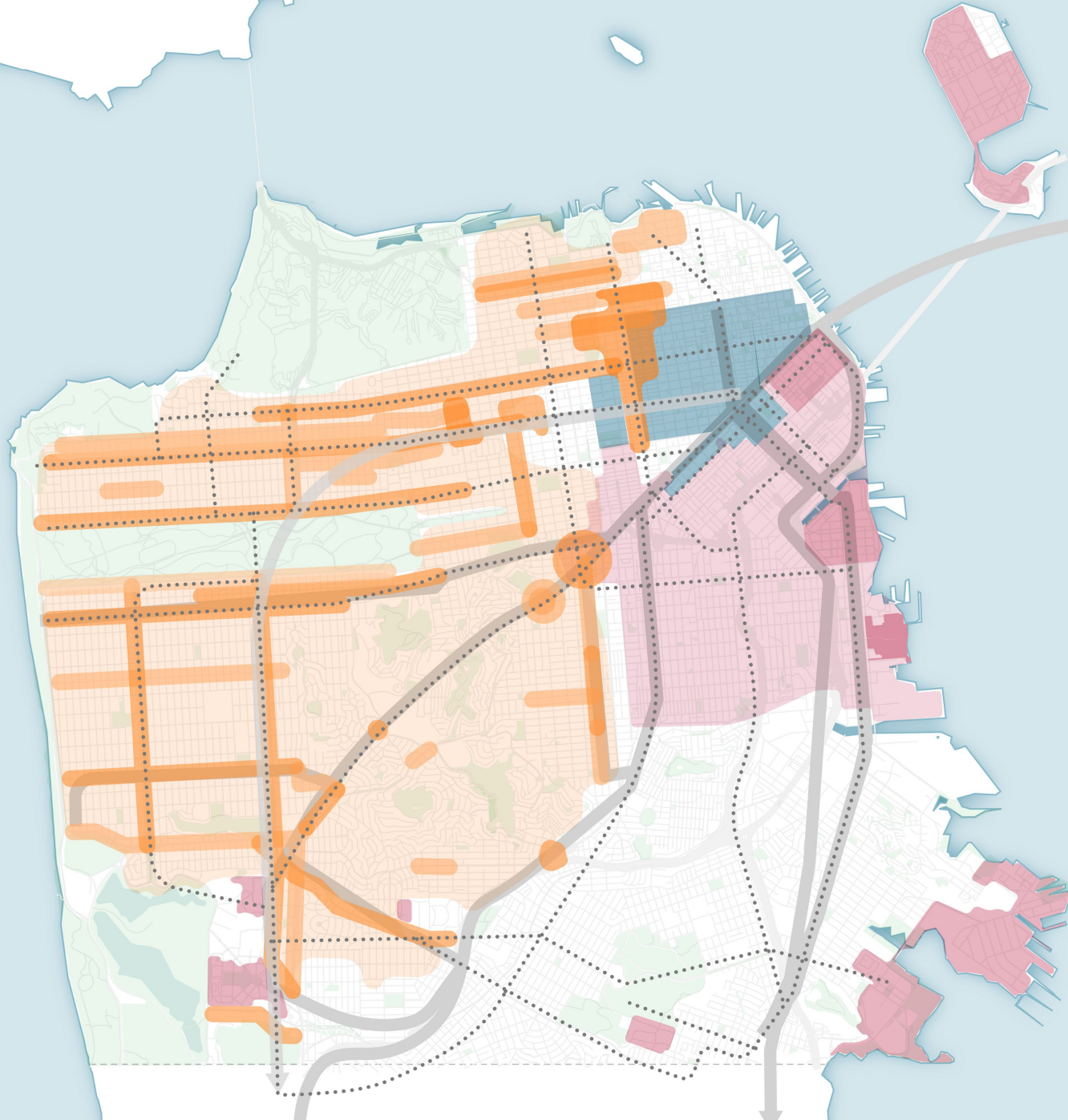
Goal 5

Resourcing People

Provide programs, resources and assets that invite and support people, especially youth and low-income residents and workers, to use the network, such as safe device parking, education programs, travel choice incentives, and pilots to support emerging systems that meet plan goals.









Why do we need a plan?



We're planning ahead

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

Transit, Walking, Driving, Biking & Rolling transportation system that delivers **Safety, Comfort, Choice**

-  Proposed rezoning areas
-  Previously rezoned areas
-  Recent large developments
-  Core multi-family areas
-  Five-minute transit network
-  BART and Subway



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.



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.



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.



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.

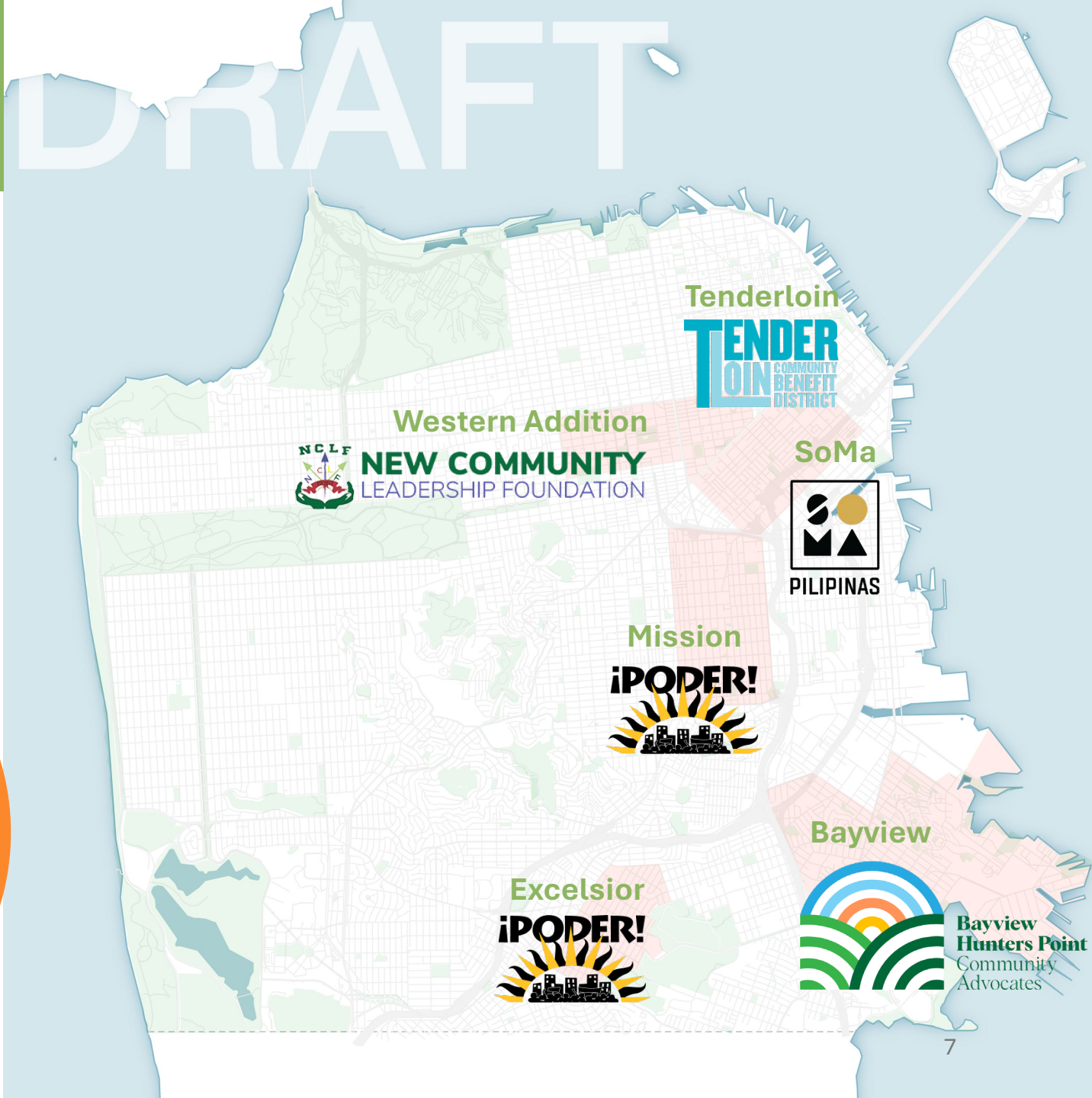


Who are our partners?

Neighborhoods where we first need to repair harm from the past

Commitment to deep engagement and strong agency

Community Action Plans



Chinatown Community Development Center
Chinatown TRIP
CYC – Bayview
CYC – Richmond
Family Connections Center
SOMCAN
We are OMI
OMI Cultural Participation Project
Excelsior Collaborative
Excelsior District Improvement Association
New Mission Terrance Improvement
Association
Glen Park Association
Bayview Hill Neighborhood Association
Southeast Community Facility Commission
BMAGIC
SF Council of District Merchants
Tenderloin Neighborhood Development
Corporation
Potrero Boosters
Dogpatch Neighborhood Association
East Cut Community Benefit District
Financial District CBD

SF Bike Bus
KidSafe SF
SF Parks Alliance
Outer Sunset Neighbors
Senior Power
Lighthouse for the Blind
Mission Merchants Association
NorCal Pedal Gang
Skating on Native Land
Common Roots
Lower Polk CBD
Lower Polk Neighbors
Discover Polk
Barbary Coast Neighborhood Association
Telegraph Hill Dwellers
North Beach Neighbors
North Beach Business Association
Northern Neighbors
Richmond Families
University of California, San Francisco
North of Panhandle Neighborhood
Association

Duboce Triangle Neighborhood Association
Golden Gate Restaurant Association
Transgender District
SF African American Arts & Cultural District
Bay Area Outreach and Recreation Program
Mission YMCA
Bayview YMCA
Grattan Elementary School
Flynn Elementary School
Tenderloin Community School
Outer Sunset Farmer's Market
Castro Farmer's Market
Fort Mason Farmer's Market
Earth Day SF
SF Youth Commission
Bring Your Own Big Wheel
Central City SRO
Citywide CBD Alliance
Small Business Commission
SFMTA Small Business Working Group

Just some of whom we have met with...





Biking and Rolling went on the road! Participating or creating over 26 rides across San Francisco



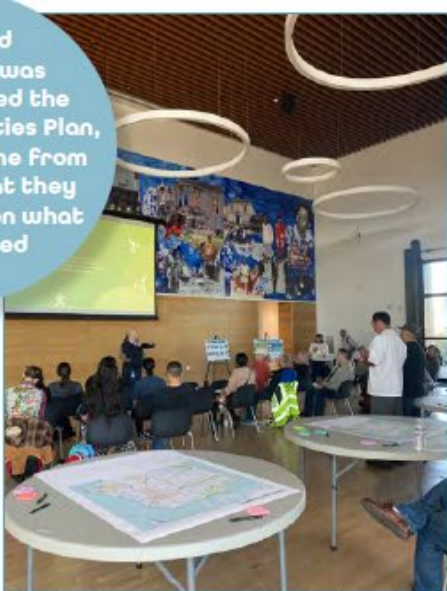
Community partners hosted 12 workshops in their neighborhoods



The Biking and Rolling Plan was originally called the Active Communities Plan, but we heard the from community that they weren't clear on what that covered



Bike and Roll Weeks and Bike to Wherever Days were robust events where school groups, caregivers, and advocates focused conversation on school trips





How is this plan different?



The Biking and Rolling Plan shifts the paradigm, centering ownership of the process in the hands of local communities and populations



Biking and rolling today



29% of people in SF bike or roll every week

Quick-builds increased bicycle trips by 27%




- Quick-build, protected, and car-free facilities added since 2010**
- Existing sharrow and painted lanes**





All Ages and Abilities Facilities Network



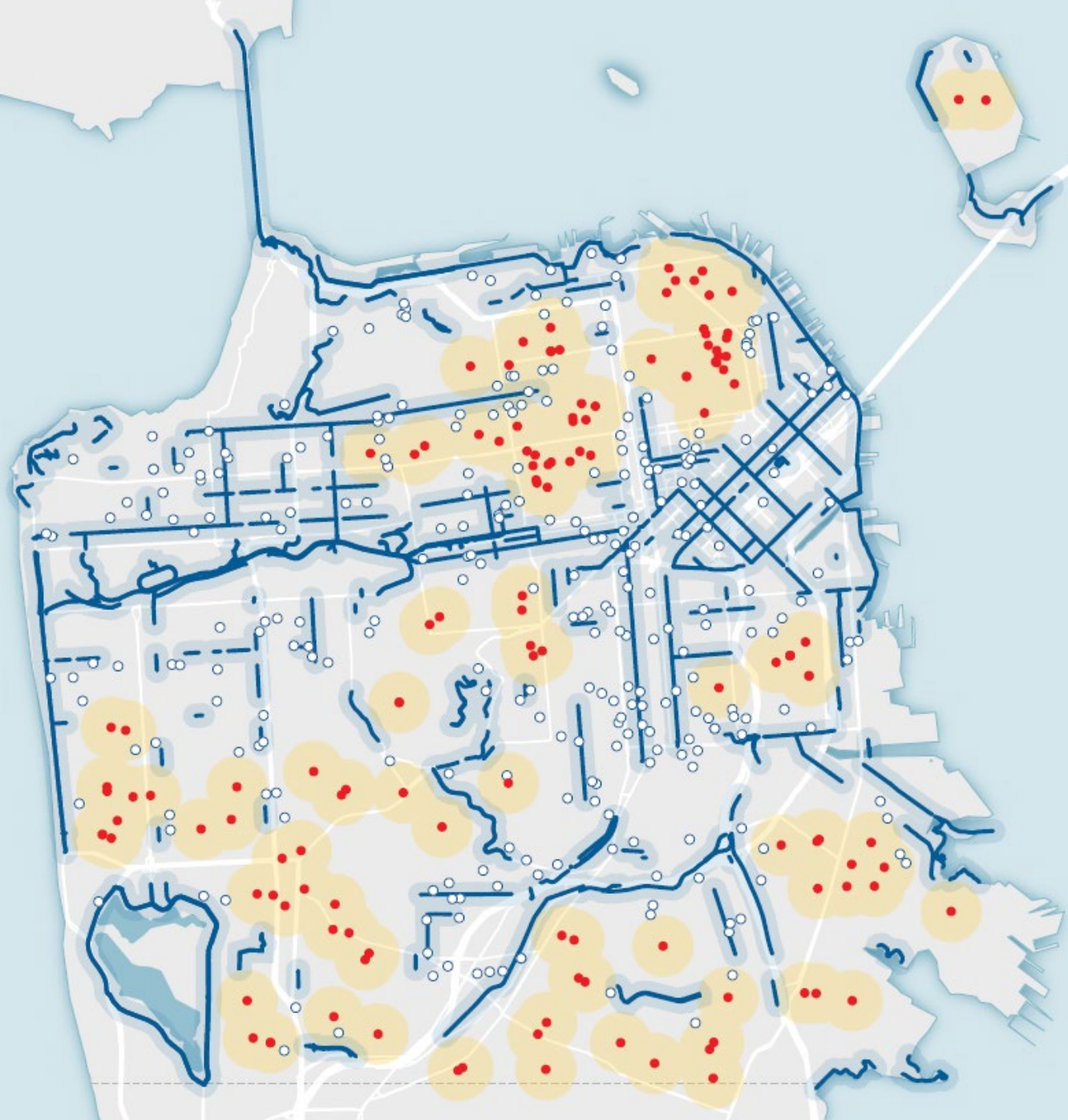
 **All-ages and abilities network**

*Class I, Class IV, and Slow Streets
Class II with BCI > 80
Class III with traffic calming and BCI > 80*

 **Class II facilities**

 **Class III facilities**

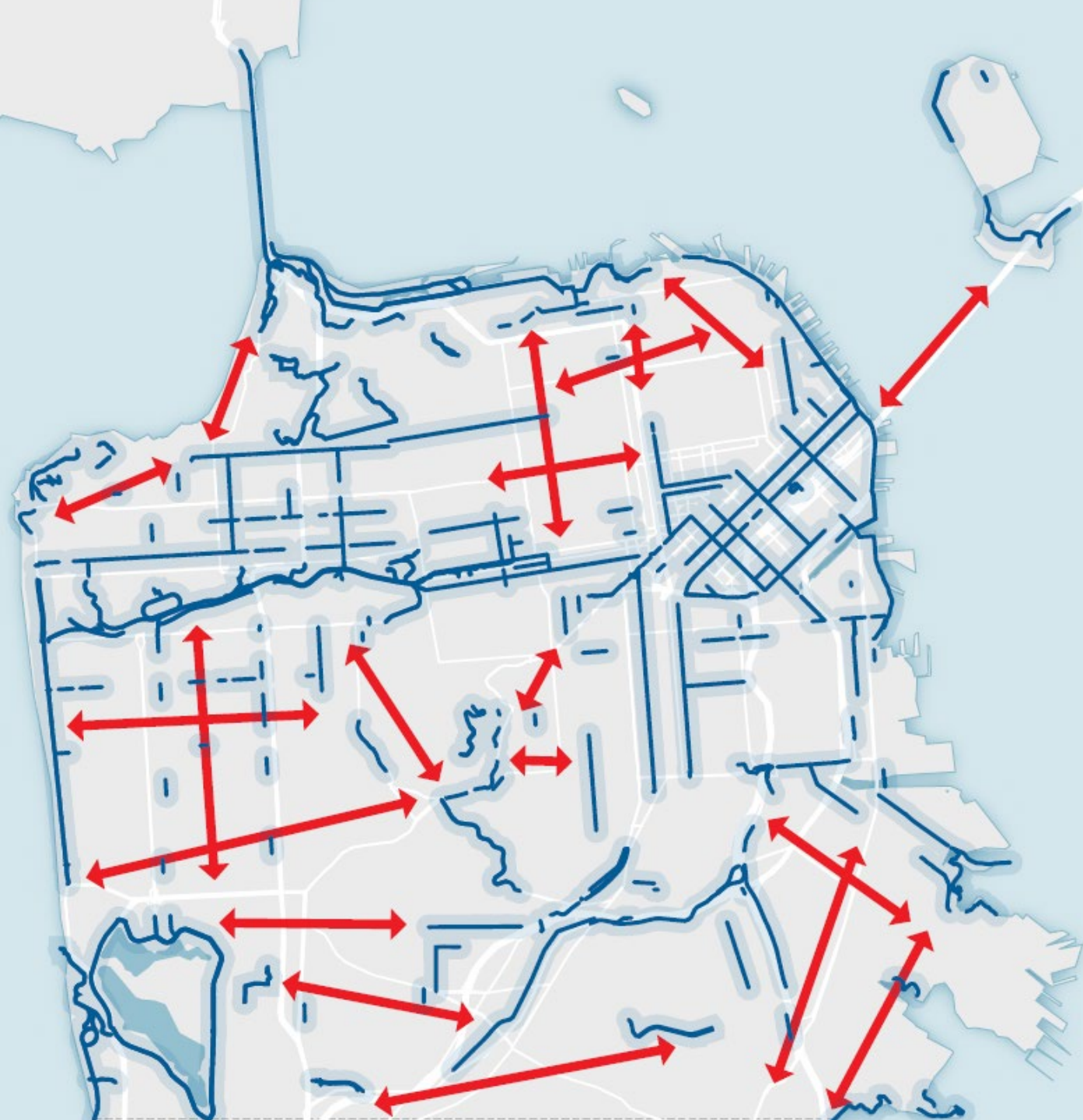
School Access




Over half of public K-12 schools are further than a ¼ mile from a bikeway designed for All Ages and Abilities

- All-ages and abilities network
- Schools not near all-ages and abilities network
- Schools near all-ages and abilities network


Missing Connectivity



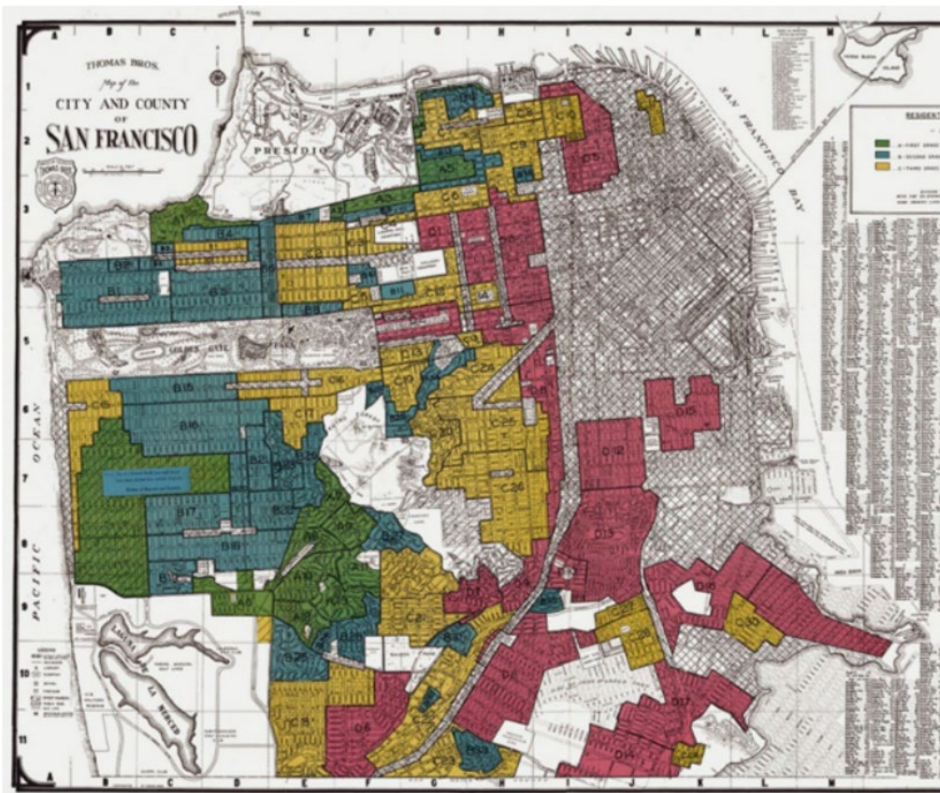
A truly connected network is more than just having bike lanes and paths – it requires facilities that form a coherent system where people of all ages and abilities can safely travel from their starting point to their destination

 All-ages and abilities network

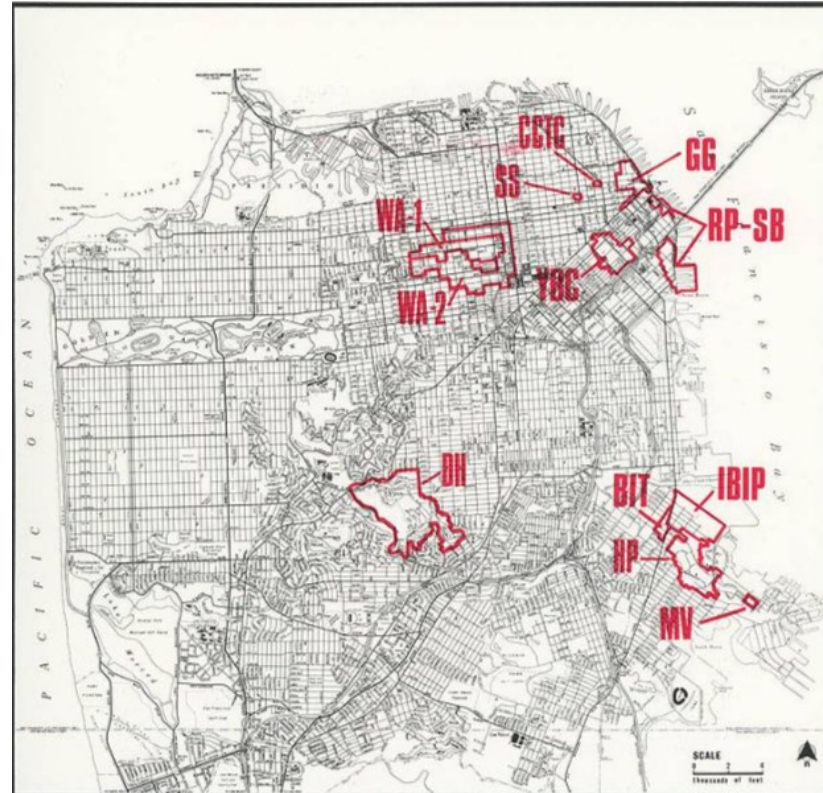
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 Major gaps between the network

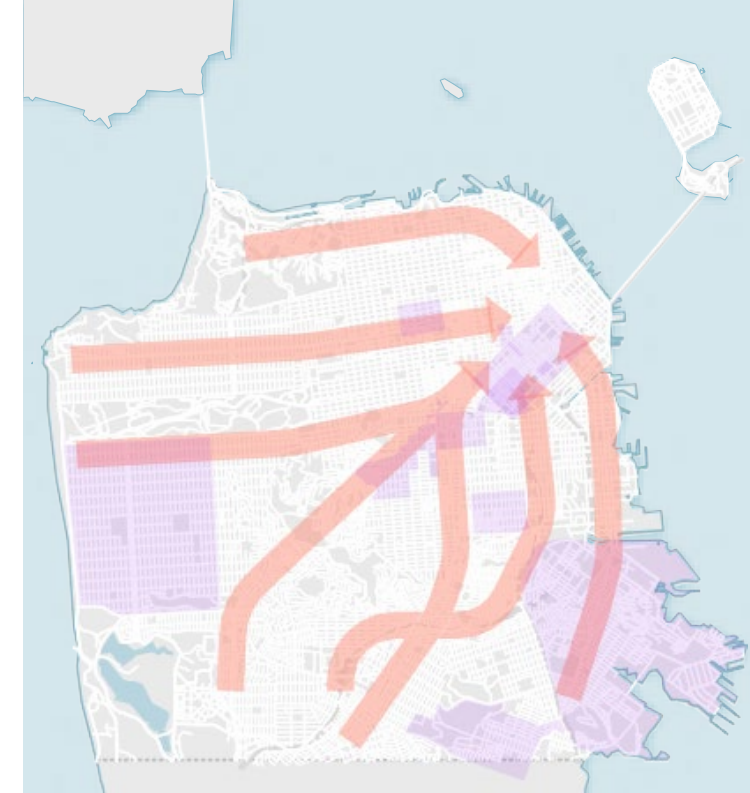
Acknowledging Past Harms



Redlining Map



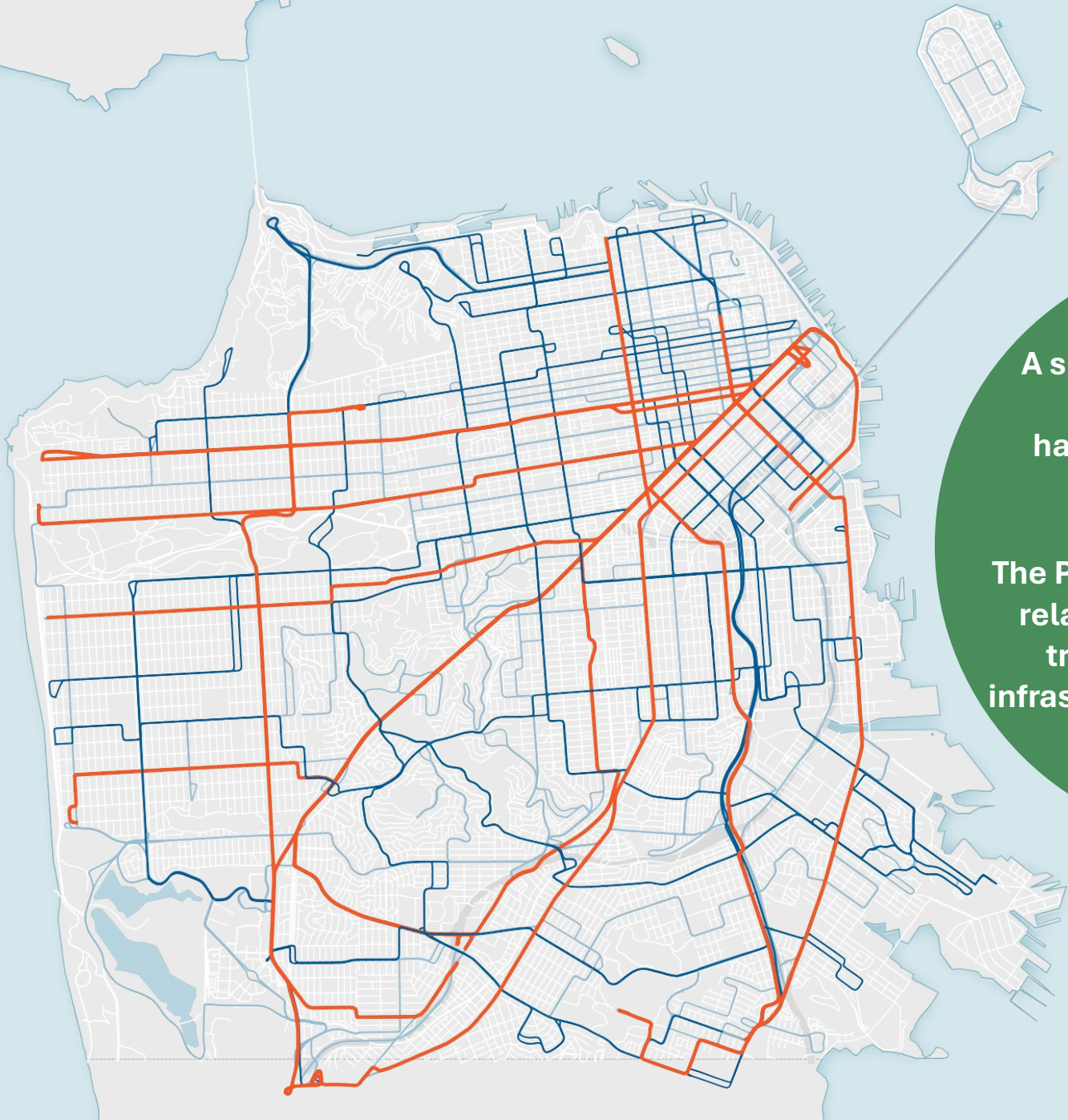
SAN FRANCISCO REDEVELOPMENT AREAS



Downtown Oriented Connectivity

Often underserved by transit and lacking community-oriented connectivity, residents of lower-income neighborhoods were forced to adapt their daily lives around automobile use

How does the plan work for all transportation modes



A successful transportation network must work to harmoniously integrate all modes of travel


The Plan aims to strengthen the relationship between public transit and biking/rolling infrastructure through improved integration

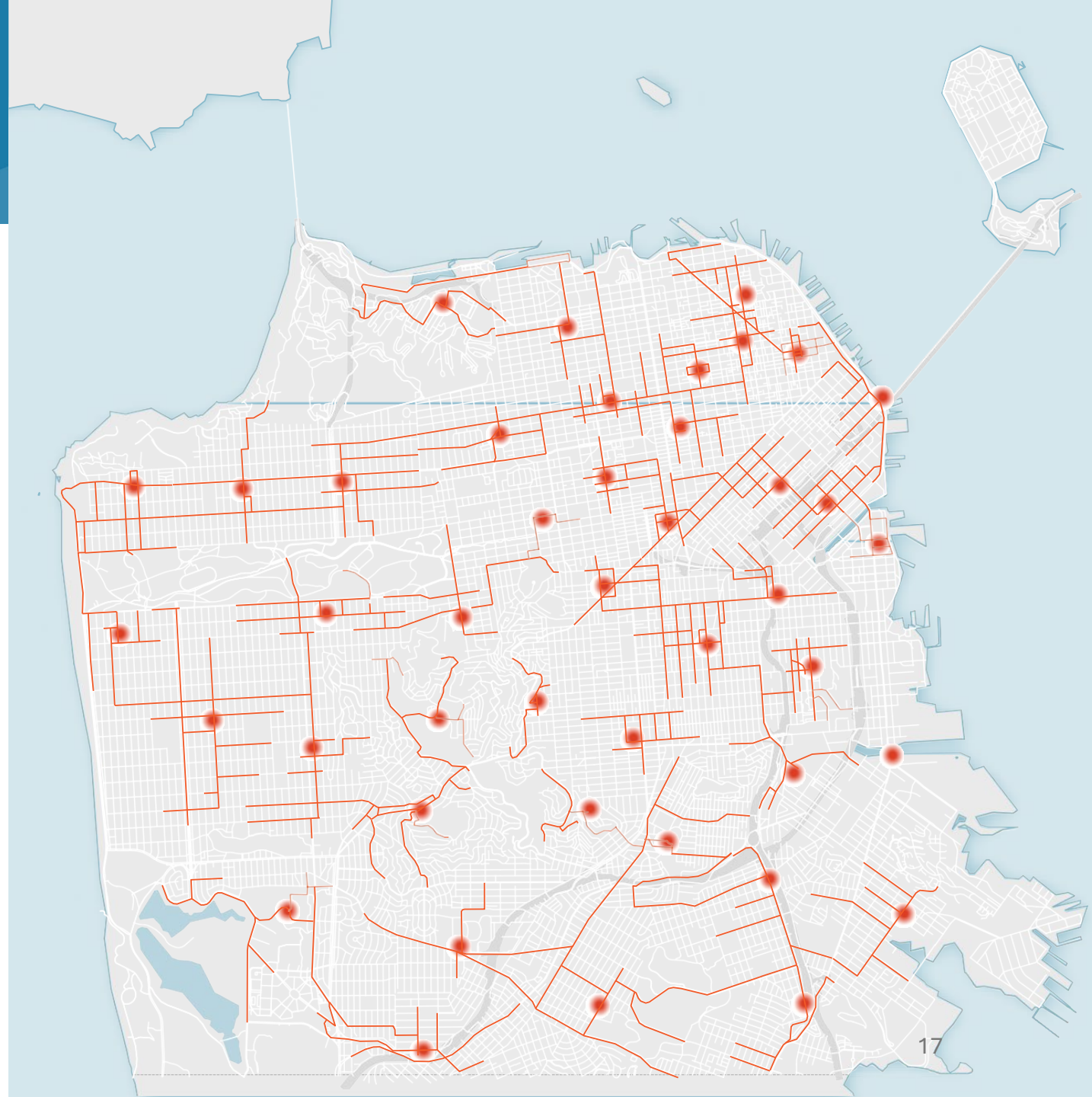


- Muni Metro and Rapid lines
- Other high-frequency Muni lines
- Lower frequency Muni lines

How do first responders get around

Working with our Fire Department partners, we will look for options that increase traffic safety on our streets while maintaining emergency response capabilities

-  Fire stations
-  Main SFFD response routes



Business Focus

San Francisco recognizes that small businesses are an integral part of the city's legacy, culture, and vibrancy

The plan is responsive to small business needs by providing certainty and clarity of where and when biking and rolling infrastructure will be implemented





**Clear reporting
on metrics and subjects
defined in the policies of
the plan**



The Draft Plan



Goal 1 Putting people first



Make biking and rolling safe to **increase fairness** and **lower harm**, especially for those who experience greater risk on the street, **including people with disabilities, Indigenous, Black, and Brown people, seniors, and youth.**





Transportation priorities Policy, program and infrastructure recommendations



Goal 2 Setting a Northstar



As an essential choice for people in San Francisco, the city must plan for a **complete, well-connected, and safe** biking and rolling network for people on low-speed human or electric-powered devices.

This Northstar network is defined as **All Ages and Abilities** bikeway facilities within a **quarter mile of all San Franciscans** prioritizing access to schools and connecting residential areas to open spaces, job centers, transit hubs, and commercial districts.



Northstar Network

The Northstar helps us ensure that each project we build adds up to a whole network

Work with Communities to build key connections and gap closures





- Community Action Plans
- Car-free
- Separated
- Shared
- Shared - Level 3 Traffic Calming
- Undecided
- Destination (school, park, etc.)
- Future Connection (with community plan process)
- Future Plan / Study

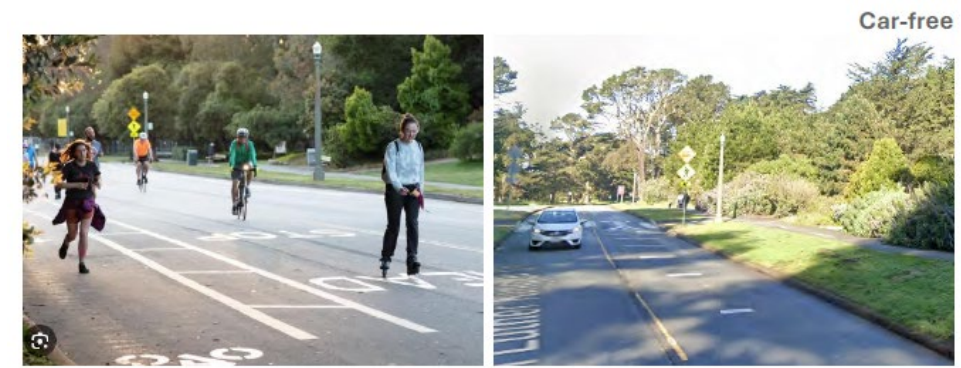
We invite feedback on this first draft map



Bikeway types – Separated from Cars and Transit



CATEGORY	MAP COLOR	DESCRIPTION
 <p>Car-free Path or Cycle tracks / Class I</p>	●	These facilities do not have cars on them. They can be paths or car-free streets, they provide the highest level of All Ages and Ability access.
 <p>Protected Class IV</p>	●	Protected facilities are on-street facilities that provide a hardened, non-movable barrier between cars and people biking and rolling. Depending on vehicle volumes and speeds, the type of barrier will differ.
 <p>Protected Class IV</p>	●	
 <p>Separated Quick builds / Class IV</p>	●	Separated facilities are best exemplified by San Francisco's quick-build program, typically painted buffers with flexible posts and frequently including parking protection between moving vehicles and people biking and rolling.



JFK Promenade

MLK Jr. Avenue



San Jose Avenue







11th Street



Folsom Street



3rd Street

CATEGORY	MAP COLOR	DESCRIPTION
 <p>Shared Level I</p> <p><i>Slow Streets</i></p>	●	<p>Slow Streets that meet low motor vehicle speed + volume thresholds. Corridors like Page Slow Street would be further refined with permanent greening, stormwater mitigation, community art, and other infrastructure to meet thresholds while still accommodating local car traffic. An All-Ages-and-Abilities facility.</p>
 <p>Shared Level II</p> <p><i>Neighborways</i></p>	●	<p>"Neighborways" and "Bicycle Boulevards." Slow Streets with somewhat higher motor vehicle speed + volume thresholds and lower infrastructure investment. For example, Ortega St would get added traffic calming to support safe access to the several schools in this corridor. An All-Ages-and-Abilities facility.</p>
 <p>Shared Level III</p> <p><i>Traffic-Calmed</i></p>	●	<p>Traffic-calmed streets that manage motor vehicle speed not volume. Corridors like Corbett are the most-level route for cyclists, but also the only available route for transit and neighborhood car and emergency vehicle access.</p>
 <p>Bike Lanes</p> <p><i>Class II</i></p>	●	<p>While painted bike lanes are a key tool in the current network, they may not support a large number of interested riders unless installed in specific lower-speed/lower volume areas that have no more than two-lanes. Lanes are used on streets where separated facilities are not an option.</p>

Shared Level III



Washington Boulevard



Channing Street, Berkeley



Doyle Street, Emeryville

Goal 3 Serving local needs first

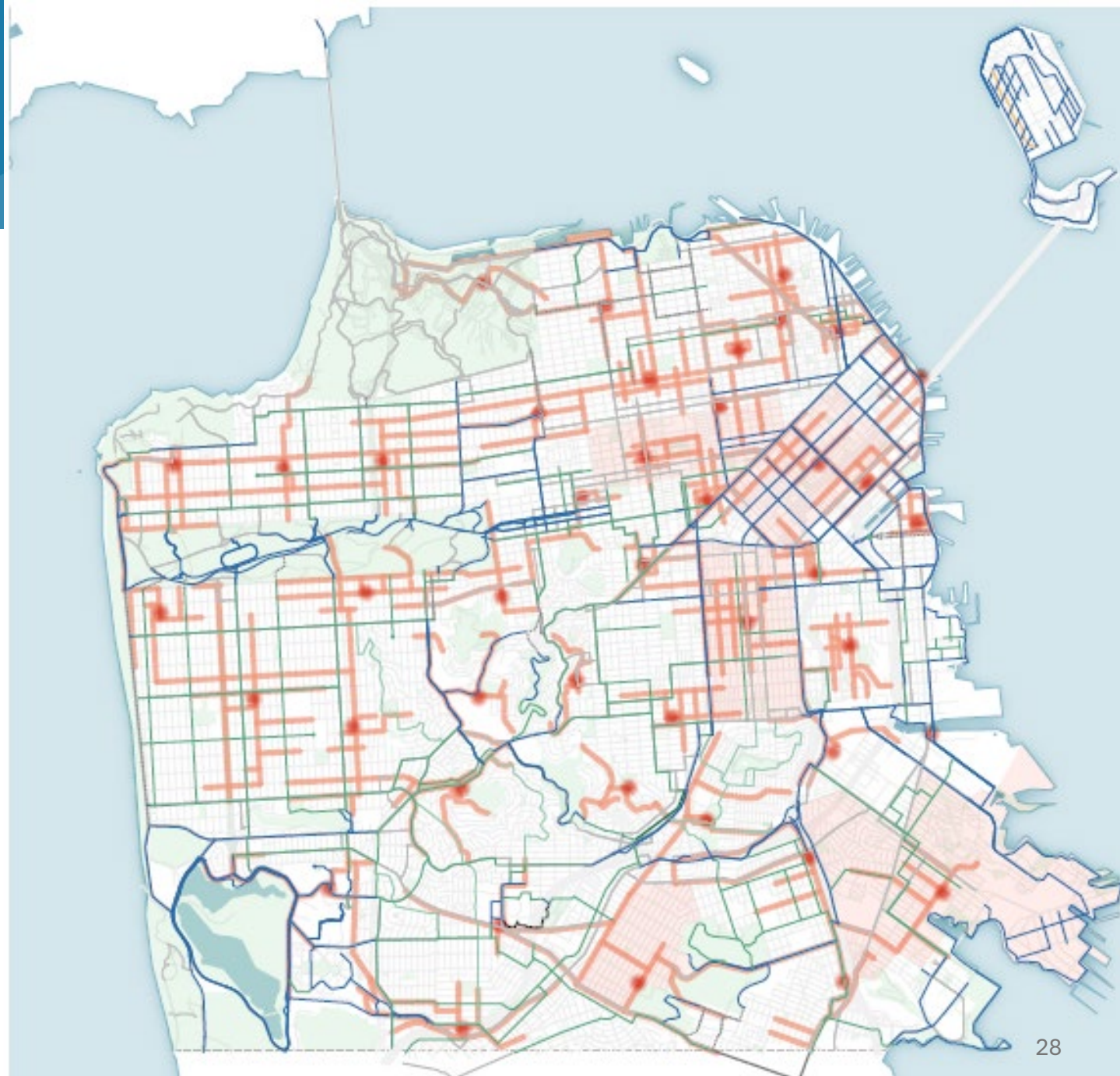


Design active transportation to **serve local needs first** that is mindful of **vulnerable community needs** and intentional in implementation, especially in neighborhoods that have experienced displacement or are at risk of gentrification, with **small businesses experiencing economic stress**, along major transit corridors, and where many needs occupy a constrained space.



SFFD Stations and Key Routes

The Northstar is designed to not impact high usage areas for the SF Fire Department



Local Transit Access

The Northstar uses alternative bikeway locations to not delay or stress transit service



Goal 4 Delivering the Plan



Be accountable to communities and deliver the north star network by stewarding the plan as a living document and delivering it in stages, recognizing that the City needs to substantially expand resources, be responsive to community readiness, and manage unique technical challenges.

Start with projects that have high network value defined by: higher harm repair, network gap closure, and community agreement and lower risk, cost, and technical difficulty.



Constraints



Resource Constraints
Community Readiness
Technical Constraints
Funding

Project timing and prioritization will be dynamic, allowing for both opportunistic decision-making and long-term engagement

Maintaining trust and starting a project when there is community readiness will substantially reduce staff time and project costs



Goal 5 Resourcing People



Provide programs, resources and assets that invite and support people, especially youth and low-income residents and workers, **to use the network**, such as safe device parking, education programs, travel choice incentives, and pilots to support emerging systems from the plan.



Programs



Affordability and Access

Lending and Sharing

Adaptive Bikeshare
Scootershare
Bikeshare
Community Bike Shops

Reducing the Cost

E-Bike Rebates and Leasing



Economic & Workforce Development

ebike Delivery Support

Partnering with SF Environment

Business Incentives and Benefits

Partnering with the Office of Workforce and Development



Education and Encouragement

Mobility Education

Safe Driving Program
Adult Bicycle Education
Scooter Safety Program

School Safety Programs

In-School Bike Education
Safe Routes to School

Events and Event Support

Sunday Streets
Tourist Bike/Roll Support Program
Bicycle/Rolling Event Access Education and Outreach



Next Steps

We will continue to engage communities and the public as we develop a work plan towards the Northstar Network.