

# Biking and Rolling Plan

MARCH 2025 (ADOPTION)



## Agenda:

- Executive Summary
  - Goals, Analysis, Outreach, Community Action Plans, North Star network
- Funding
- Connecting Schools

## Objective:

- Adoption of San Francisco's Biking and Rolling Plan



## Plan Adoption approves:



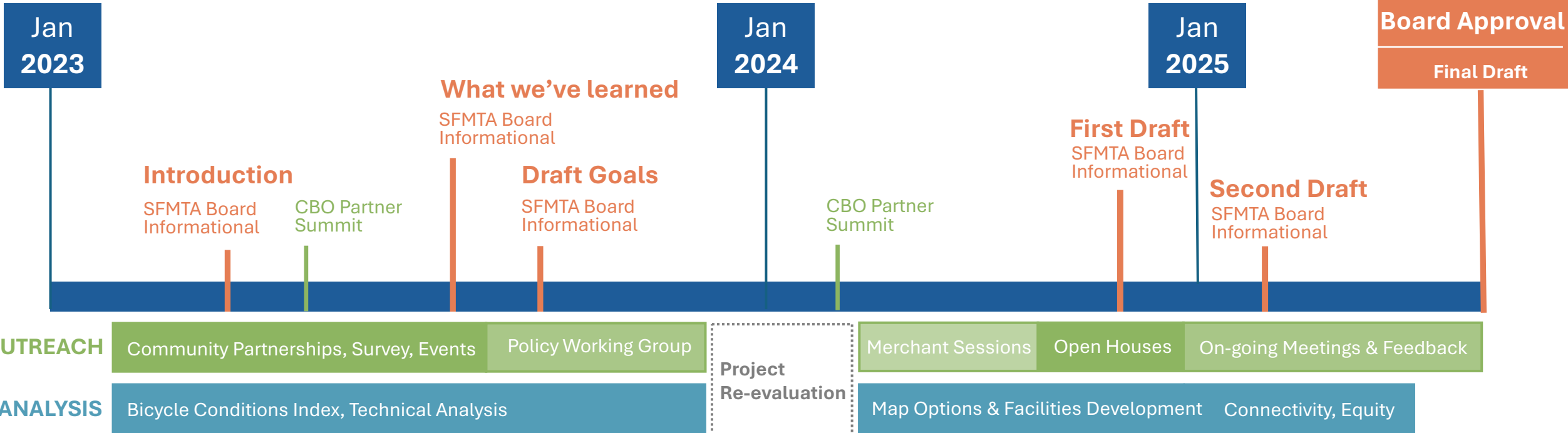
- Goals, Policies, and Actions
- North Star Network
- Active Transportation actions within the scope of the Biking and Rolling Plan in the Community Action Plans



# Timeline



*We are here*  
March 2025



# Executive Summary:

## Why



**San Francisco's Biking and Rolling Plan includes a set of goals, policies, and actions designed to promote active transportation and greater use of the biking and rolling network.**

- Improves the whole transportation system
- Improves access to destinations
- Increases choice and safety for travel
- Aligned with citywide policies
  - SFMTA's Transit First Policy
  - Transportation Element in the City's General Plan
  - Better Streets Policy
  - Vision Zero Policy
  - Climate Action Plan
  - Racial Equity Framework

# Executive Summary: Who it is for



## Who the plan is for

- Students, Families, Caregivers, People with disabilities, People living in equity priority communities of All Ages and Abilities
- Focused on **local trips**
- Repairing past harms through community-led planning processes
  - **Community Action Plans** in the Tenderloin, Western Addition/Fillmore, SOMA, Mission, Excelsior, Bayview Hunters Point



NACTO's All Ages & Abilities facility selection guidelines considers factors such as vehicle speeds and volumes

# Executive Summary: Technical Analysis



## Technical Analysis

- **Bicycle Network Conditions Index, Bike Count Analysis, Equity Analysis, Network Connectivity Analysis**
  - Bicycle and scooter ridership has **bounced back** to pre-pandemic levels in many neighborhoods
  - Bicycle trips **increase 27% on streets that implemented a quick-build**
  - 80% of San Franciscans are interested in using bikes, scooters or other devices, but **only 23% of them feel safe enough to use it**



# Executive Summary: Outreach



## Community Engagement

- **Three phases of engagement over two years**
  - **Informing and Consulting** – raising awareness and interest in the Plan
  - **Consulting** – understanding needs and challenges of residents
  - **Involving and Collaborating** – developing recommendations for policies, programs and the network
- 5 informational board hearings
- Over 250 community tabling events and presentations
- 1,000 survey responses
- 10 open houses with over 900 written responses





# Executive Summary: Goals



## Five goals with a set of objectives, policies and actions by which to achieve them

### 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 North Star

A safe and connected network within a quarter mile of everyone for All Ages and Abilities

### 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 North Star network by stewarding the plan as a living document

### Goal 5 - Resourcing People

Provide programs, resources and assets that invite and support people



# Executive Summary: North Star Network



## North Star Network – where the bikeways will be and the kinds of facilities we’re thinking about

- Safe and Connected Network within a quarter mile of everyone using All Ages and Abilities facilities
- Guides work plans
- Not a list of projects

The Biking and Rolling Plan does not exclude cars from any street in San Francisco

# Community Action Plans



## Active Transportation Actions in the Community Action Plans (CAPs)

- 100+ actions in staff report
- Commitment to prioritize programs and bikeway improvements identified in the CAPs
- Ongoing relationship building
- Check in every two years



# Funding



## Voter-approved laws that specify bike and pedestrian safety

- Prop B (2014 Population Baseline Transportation Funding)
- Prop D (2019 Transportation Network Companies Tax)
- Prop L (2022 Half-cent sales tax)

## Other potential funding opportunities

- **Grants**
  - Active Transportation Program
  - Safe Streets for All

Bicycle improvements do not compete with Muni funding

# Connecting to Schools



## Will return next year with a plan for connecting schools to the network

- SFCTA Resolution 24-16 (November 2023)
  - Implement necessary physical infrastructure improvements that provide physical separation from, slow, and divert vehicle traffic to ensure safe passage for all students who walk, bike, and roll to school.





**Staff recommend the Board adopts the plan.**

- Goals, Policies, and Actions
- North Star Network
- Active Transportation actions within the scope of the Biking and Rolling Plan in the Community Action Plans

**Thank you!**



Roadway Context				All Ages & Abilities Bicycle Facility
TARGET MOTOR SPEED	TARGET MOTOR VEHICLE VOLUME (ADT)	MOTOR VEHICLE LANES	KEY OPERATIONAL CONSIDERATIONS	
Any	Any	Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts	Protected Bicycle Lane
<10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤20 mph	≤1,000 – 2,000		<50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤25 mph	≤500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
	Any	Multiple lanes per direction		Protected Bicycle Lane

Roadway Context				All Ages & Abilities Bicycle Facility
TARGET MOTOR SPEED	TARGET MOTOR VEHICLE VOLUME (ADT)	MOTOR VEHICLE LANES	KEY OPERATIONAL CONSIDERATIONS	
Greater than 26 mph	≤6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts	Any	Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

<https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/choosing-ages-abilities-bicycle-facility/>