



Bicycle Strategy MTAB Workshop – February 4, 2014

Fact Sheet- The contents of this document provide supporting details to the MTAB Bicycle Strategy Powerpoint.

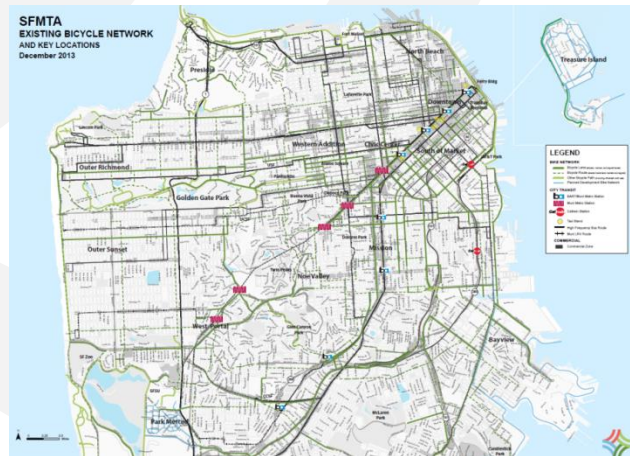
Bicycle Strategy Workshop

Strategic Planning & Policy hosted a Bicycle Strategy Workshop in December 2013. Participants included representatives from Accessibility, Bicycle Coalition, Bicycle Advisory Committee, Planning, Public Works, Car Share, Taxis, Port, and Livable City.

The focus of the workshop was to discuss bicycling experiences, identify positive and negative interactions with bicycling, and allocate improvements by area and treatment type. During the workshop, Strategic Planning & Policy shared the results from the data driven comfort and demand analysis to vet the findings with the community.

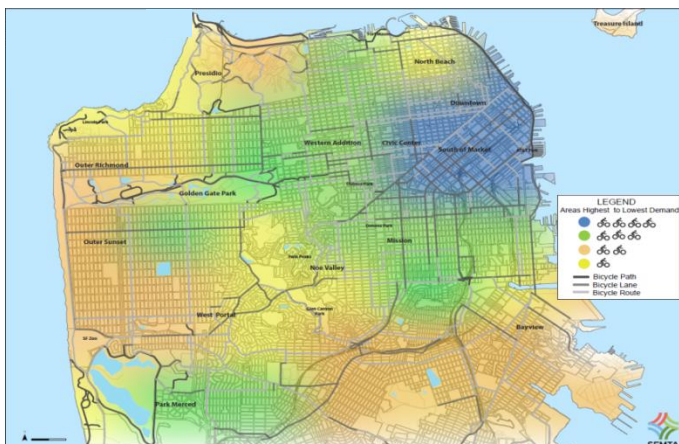
Workshop Exercise #1- Experiencing Bicycling in San Francisco

- What are your experiences with bicycling in San Francisco?
- What are your interactions with other modes like in San Francisco?
- Identify areas that you have experiences bicycling or interacting with bicycling



Workshop Exercise #2- Prioritization Criteria and Allocating Funding

- Share demand analysis and confirm bicycle area typologies (demand needs assessment)
- Identify a preferred citywide funding distribution
- Identify a funding approach to four area typologies



TOOLS	HIGHEST DEMAND AREAS	HIGH DEMAND AREAS	MEDIUM DEMAND AREAS	LOW DEMAND AREAS
STANDARD BICYCLE LANES (5 PTS)				
INTERIM CYCLETRACKS (15 PTS) <i>Facilities tested for comfort and safety</i>				
UPGRADED CYCLETRACKS (50 PTS) <i>Bicycles physically separated from cars</i>				
NEIGHBORHOOD CONNECTORS (15 PTS) <i>Traffic-calmed environment on a neighborhood street</i>				
STANDARD BICYCLE PARKING (5 PTS) <i>Carrels and racks</i>				
SECURE BICYCLE PARKING (30 PTS) <i>Attended parking and bike cages</i>				
WAYFINDING SIGNED ROUTES (5 PTS) <i>Signs and information to help navigation</i>				
INTERSECTION IMPROVEMENTS (15 PTS)				
GRAND TOTAL (100 PTS)				

Bicycle Prioritization- Allocation by Area

- Combining the data driven methodology through the comfort and demand analysis with the workshop findings results in a total of 150 miles of potential upgrades
- Strategic Plan Scenario:
 - Enhance **50 miles** of the existing bicycle network
 - Expand **12 new miles** of the bicycle network
- Using the results from the workshop, the allocation of bicycle facilities will occur in areas of highest, high, medium, and lowest demand based on the follow distribution:

Demand	Area Allocation (%)	Upgrading Network (Miles)	Citywide Street Network (Miles)
Highest	45%	23	5
High	30%	15	4
Medium	20%	10	2
Lowest	5%	2	1
Total	100%	50 Miles	12 Miles

Note: This table illustrates the allocation of bicycle improvements by demand area and applies this percentage to the Strategic Plan bike network mileage goals.

Draft Bicycle Network Upgrades and Expansion

Applying the allocation distribution in **Table 1**, **Table 2** summarizes the draft potential bicycle projects that will achieve the Strategic Plan Goal of 50 miles of upgraded facilities. Projects with an * asterisk are projects that ranked high through the analysis but are completed or already identified improvements by Sustainable Streets. **Table 3** demonstrates potential routes to expand the bicycle network and achieve the Strategic Plan Goal of 12 new miles.

Table 2: Draft Comfort Route Upgrade Miles (50 miles On Network)		
Highest Demand		
1	Folsom Street (11th to 4th)*	1.0
2	7 th Street (Market to Townsend)*	0.82
3	Masonic Avenue (Fell St to Geary Blvd)*	0.65
4	Fremont Street (Folsom St to Harrison St)*	0.24
5	Howard Street (11 th St to Embarcadero)*	1.88
6	Columbus Avenue*	1.2
7	2nd Street (King St to Market St)*	0.92
8	Market Street (Octavia to Embarcadero)*	2.3
9	5th Street (Market to Townsend)*	0.85
10	Greenwich Street (Lyon St to Octavia St)	1.0
11	Green Street/Octavia wiggle	0.73
12	20 th Avenue (Lincoln Way to Wawona St)	1.95
13	22 nd Street (Potrero Ave to Chattanooga St)	1.09
14	Sutter Street (Steiner St to Market)	1.92
15	Post Street (Steiner St to Market)	1.85
16	Sansome Street (Market to Washington)	0.38
17	Grove Street (Octavia to Van ness)	0.27
18	Division Street (9th to 11th)	0.26
19	Battery (Market St to Clay St)	0.23
20	17 th Street (Church to Market)	0.3
21	Steiner Street (Jackson to Eddy)	0.78
22	8 th Ave (Lake St to Fulton St)	0.96
23	Chattanooga Street (22nd to Jersey)	0.28
24	Golden Gate Avenue (Masonic Ave to Broderick St)	0.36
25	Ocean Avenue (280 to Alemany Blvd)	0.55
26	Larkin (Market to MCallister)	0.21
27	Alemany (Geneva to Rosseau)	1.2
	SUB TOTAL	24.18
High Demand		

28	Phelps Street (Evans Ave to Palou Ave)	0.64
29	Page Street (Stanyan to Market)	1.83
30	Sanchez Street (Duboce Ave to 17th St)	0.45
31	Mariposa Street (Mississippi St to Illinois St)	0.36
32	Presidio Avenue (Post to Pacific)	0.65
33	Hugo Street (3 rd and 6 th)	0.18
34	Potrero (Division to 17th)	0.33
35	Broadway (Embarcadero to Columbus Ave)	0.48
36	California (Polk to Taylor)	0.46
37	15th Ave (Lake St to Cabrillo St)	0.79
38	23rd Ave (Lake to Fulton)	0.91
39	34th Ave (Irving St to Gellert Dr)	2.33
40	Hearst Avenue (Genessee St to Circular Ave)	0.68
41	Indiana Street (Mariposa St to Cesar Chavez)	0.99
42	Polk Street (McCallister to Union)*	1.3
43	Cesar Chavez Street (Hampshire to Guerrero)*	1.0
44	Embarcadero Green Lanes (Howard to North Point)*	1.4
SUB TOTAL		14.78
Medium Demand		
45	3 rd Street (Islas Creek Bridge to US 101)	2.00
46	Portola (O' Shaugnessy to Sloat)	1.32
47	O' Shaugnessy (Portola to Elk)	0.95
48	11 th Street (Market to Division)	0.60
49	Great Highway (Lincoln to El Camino Del Mar)*	1.30
50	Bayshore Blvd (Paul Ave to Silver Ave)*	0.93
51	Sloat Blvd (The Great Highway to Skyline Blvd)*	0.58
52	Holloway Avenue (Beverly to Ashton)*	0.52
53	Paul (Bayshore to 3 rd)*	0.85
SUB TOTAL		9.05
Lowest Demand		
54	Silver Avenue (Alemany Blvd to Palou Ave)	2.01

TOTAL	50.02 Miles
--------------	--------------------

Table 3: Draft Route Expansion- Strategic Plan Scenario		
Highest Demand		
1	Shotwell Street (15 th to 26 th)	1.2
2	Washington (Drumm to Columbus)	0.3
3	Eddy Street (Market to Gough)	0.9
4	Turk Street (Market to Gough)	0.8
5	Fell Street (Stanyan to Baker)	0.7
6	Brannan Street (Divisadero to Townsend)	1.5
7	13 th Street (11 th to Mission)	0.5
SUB TOTAL		6.0
High Demand		
8	California Street (Franklin to Presidio)	1.3
9	Brotherhood Way	0.9
SUB TOTAL		2.2
Medium Demand		
10	Lincoln Way (Great Hwy to Kezar)	2.8
11	Persia Ave (Mission to Mansell)	0.6
SUB TOTAL		3.4
TOTAL		11 Miles

Expanded Scenario (20 New Miles Total)		
Highest Demand		
12	26 th Street (Sanchez to Hampshire)	1.2
13	Anza (Arguello to Masonic)	0.6
14	Kearny Street (Market to Columbus)	0.7
15	15 th (Harrison to Market)	1.0
High Demand		
16	Folsom Street (24th to 19th)*	0.8
17	Ortega Street (20 th to Lower Great Highway)*	1.7
Medium Demand		
18	Anza (48 th to Arguello)	3.0
TOTAL		20 Miles <i>(includes 11 mi from previous table)</i>