

Biking and Rolling Plan

OCII CAC UPDATE - JAN 2025





We are here!

SFMTA Board Informational

Jan 2023

Introduction

SFMTA Board Informational

CBO Partner Summit

What we've learned

SFMTA Board Informational

Draft Goals

SFMTA Board Informational

Jan 2024

CBO Partner Summit

Jan 2025

First Draft

SFMTA Board Informational

February 2025

Board Approval

Final Draft

OUTREACH

Community Partnerships, Survey, Events | Policy Working Group

Project Re-evaluation

Merchant Sessions | Open Houses | On-going Meetings & Feedback

ANALYSIS

Bicycle Conditions Index, Technical Analysis

Map Options & Facilities Development | Connectivity, Equity



What is the Biking and Rolling Plan?

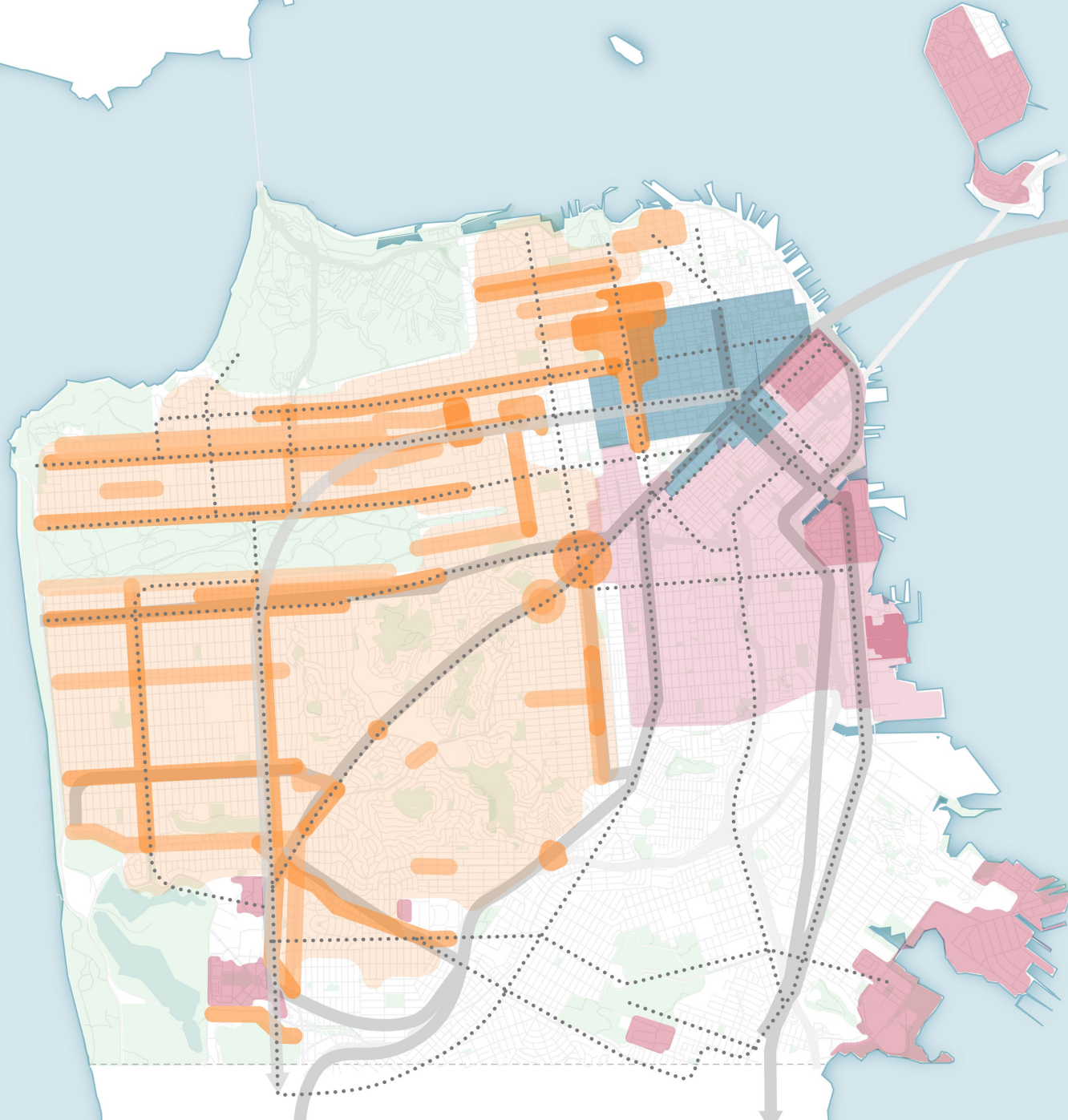


The Biking and Rolling Plan envisions a citywide infrastructure connecting communities across San Francisco, making it easy to travel to school, work, shops and parks via bike, skateboard, motorized scooter, and other low-speed wheeled devices.



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.







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



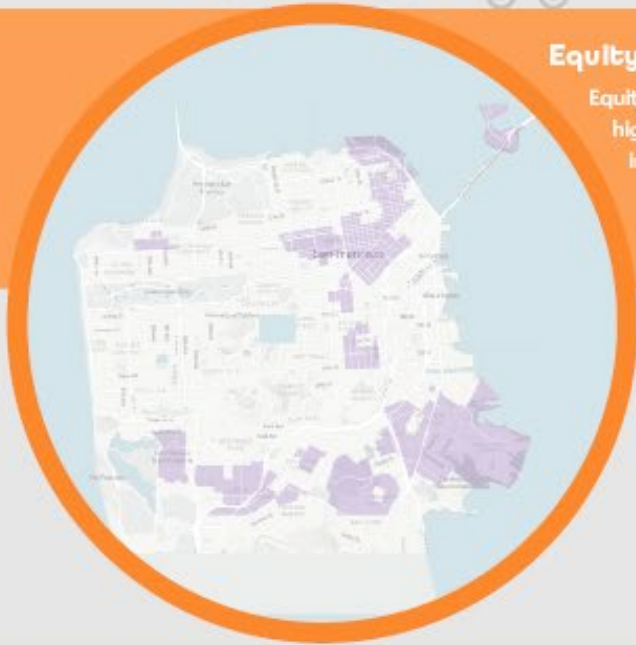
Who the Plan is For

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.

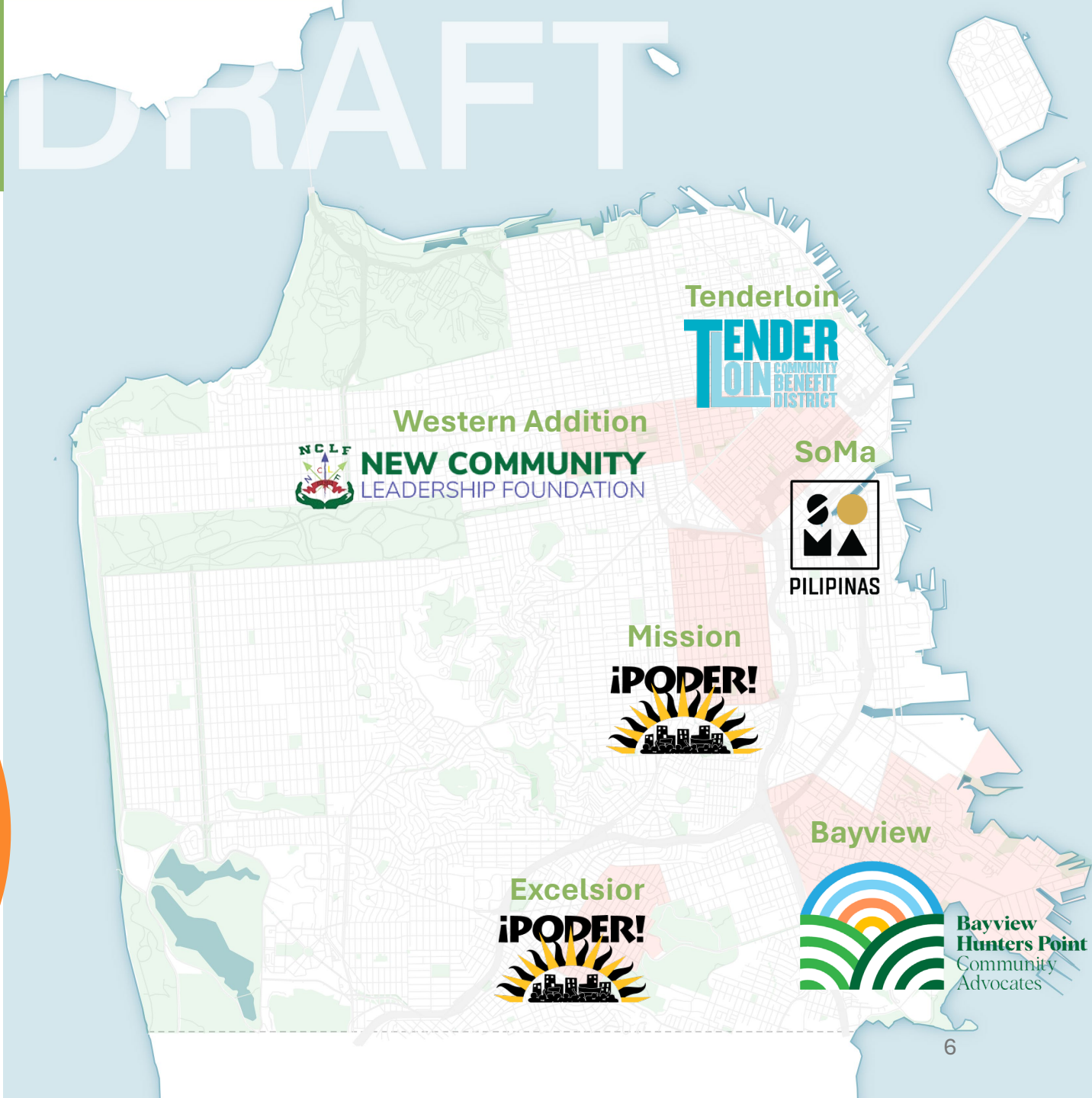


Who are our partners?

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 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 sharrows and painted lanes





All Ages and Abilities Facilities Network



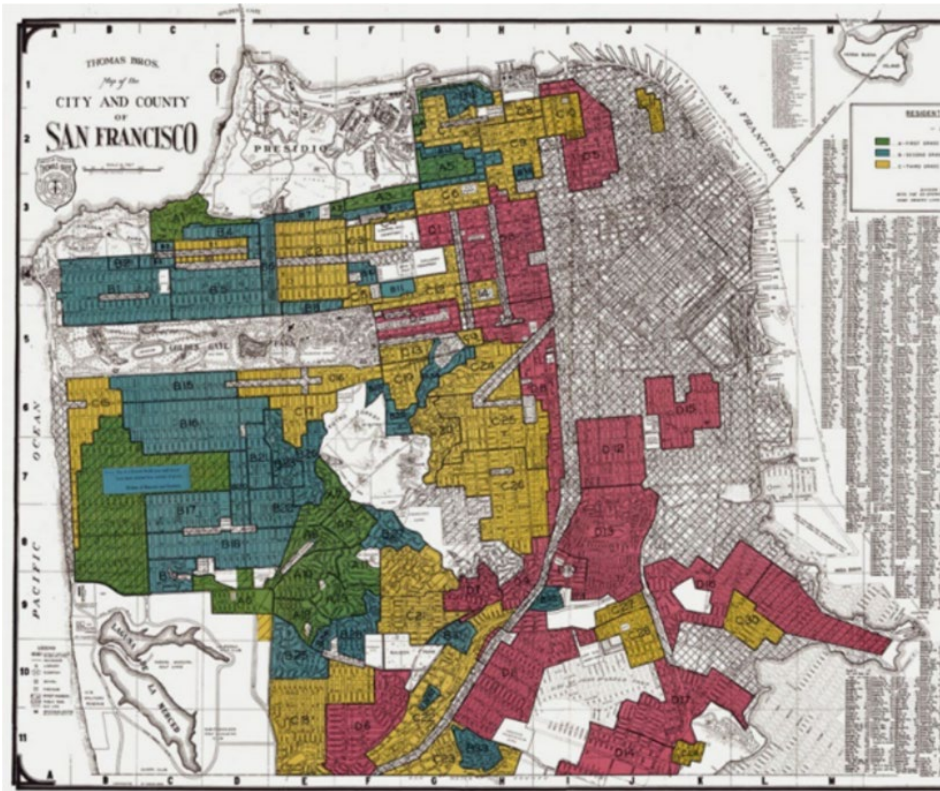
 **All-ages and abilities network**

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

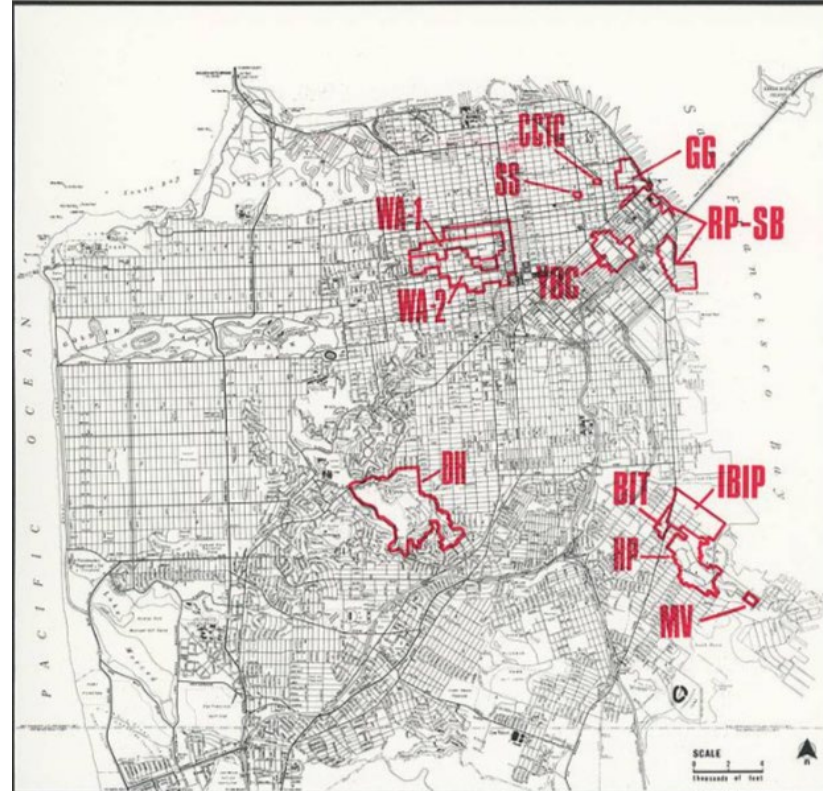
 **Class II facilities**

 **Class III facilities**

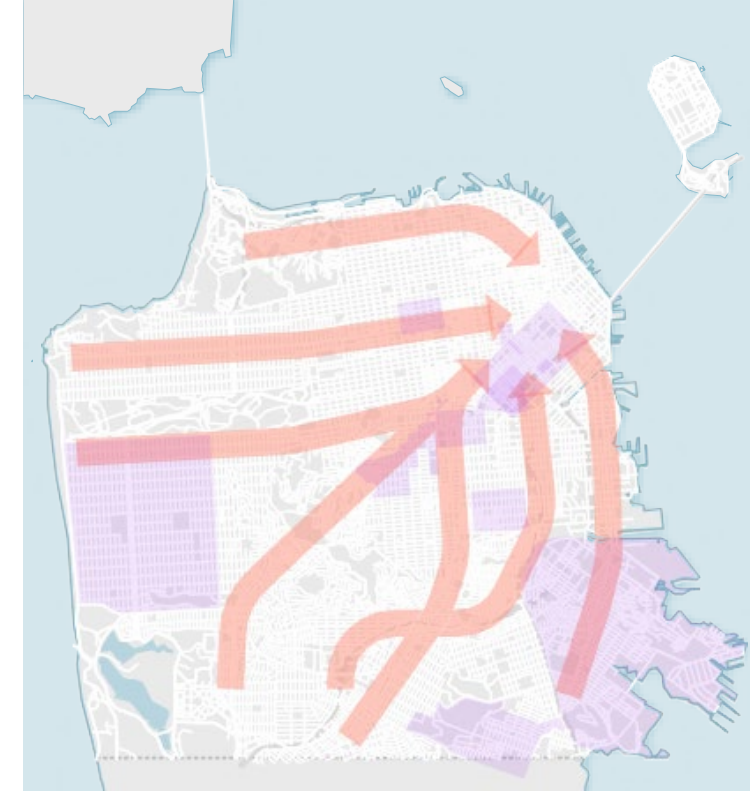
Acknowledging Past Harms



Redlining Map



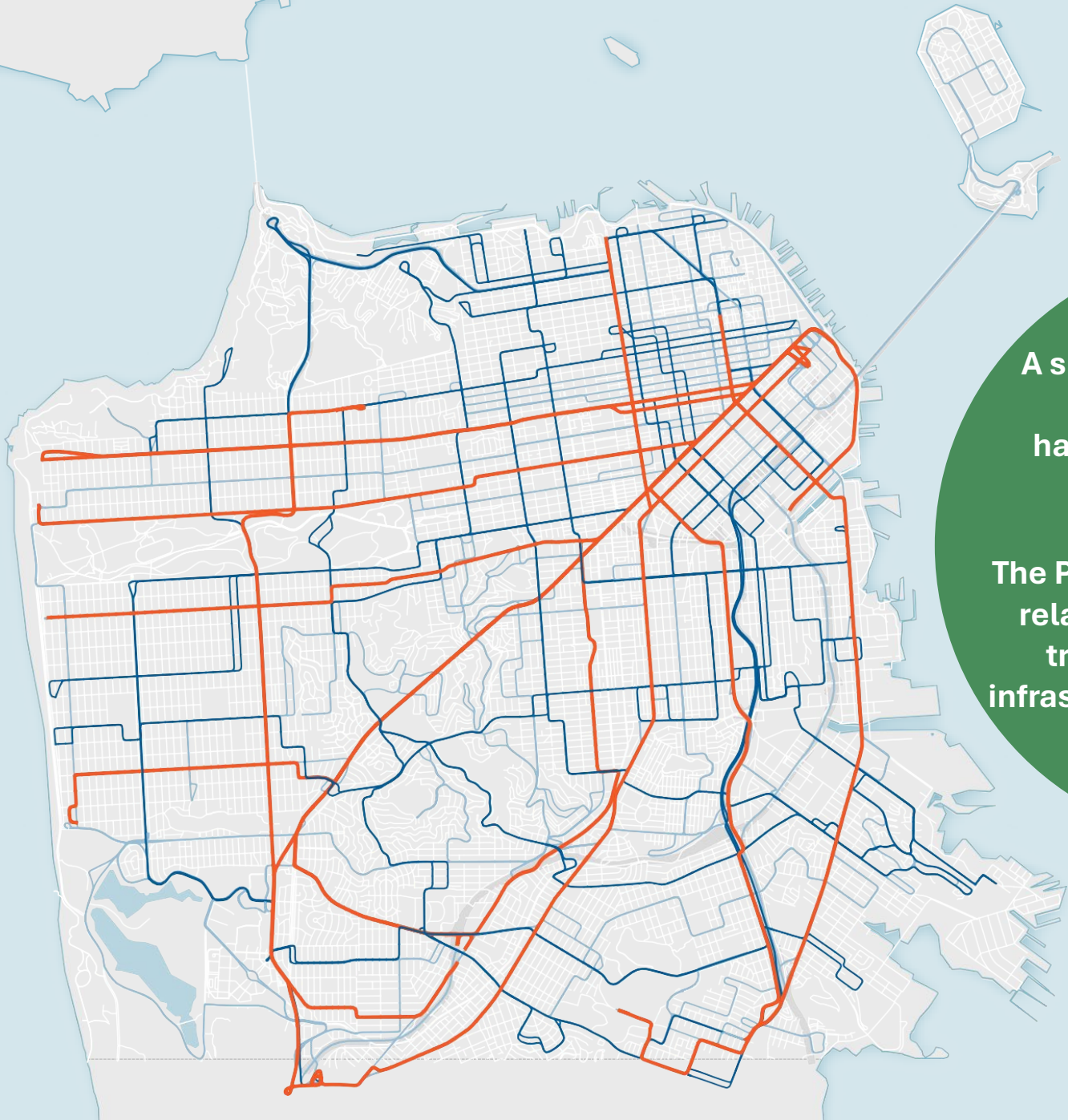
SAN FRANCISCO REDEVELOPMENT AREAS



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

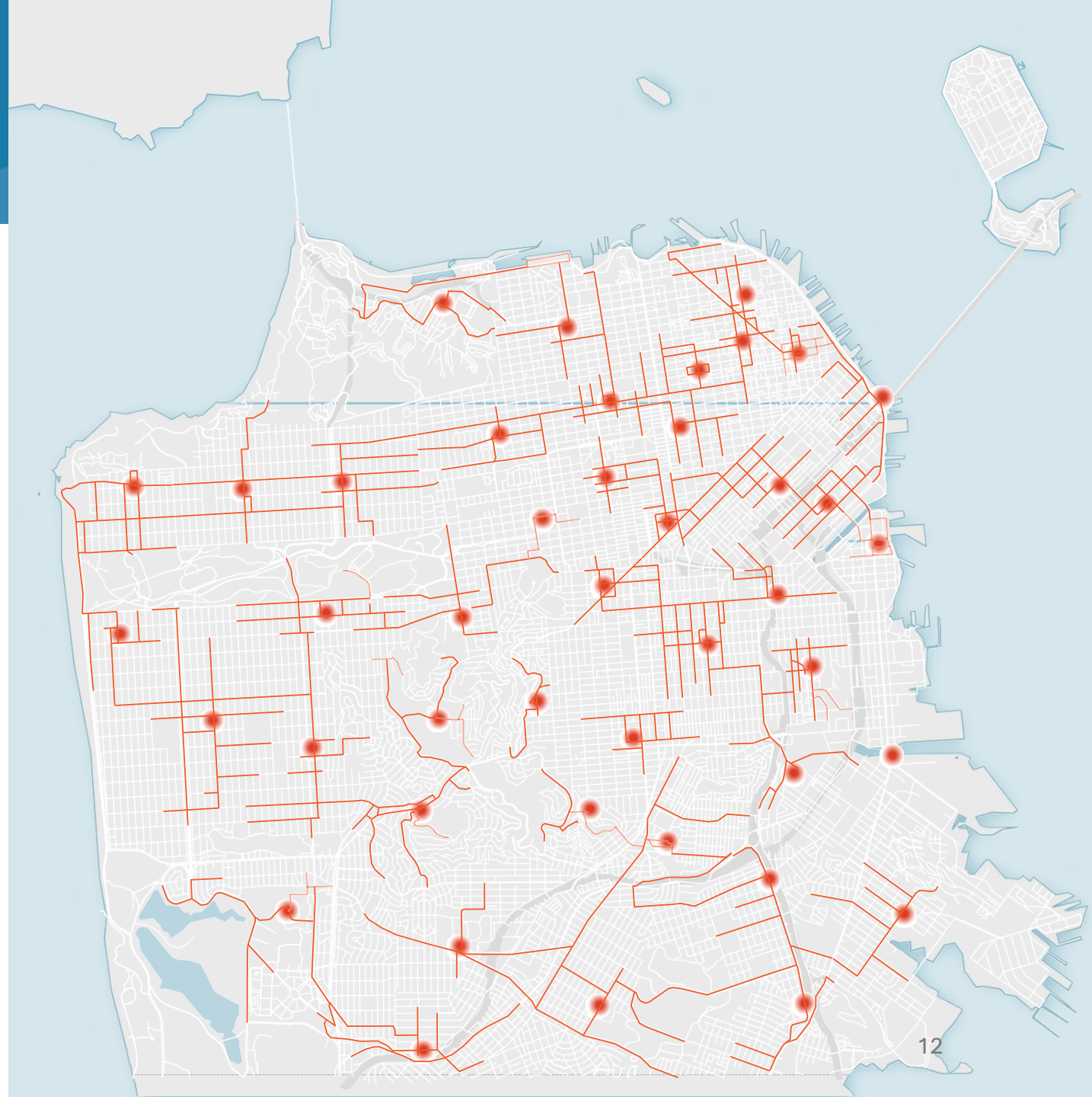
 Other high-frequency Muni lines

 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



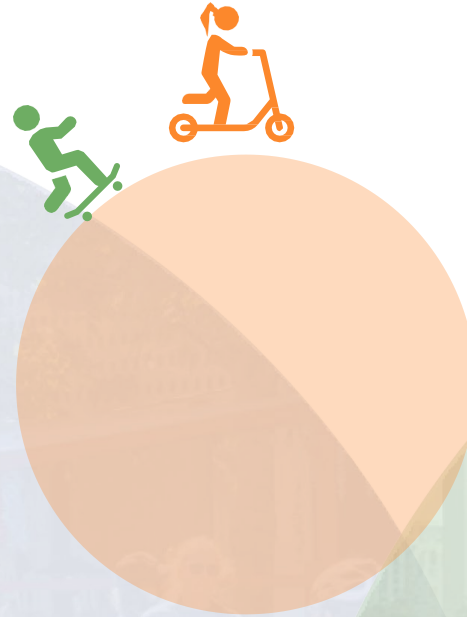
Business Focus

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



The Draft Plan



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.





Transportation priorities Policy, program and infrastructure recommendations



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



Programs



Affordability and Access

Lending and Sharing

- Adaptive Bikeshare
- Scotershare
- 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

Thank you!

