



Intro

Strategic Plan

SFTP

TDM

Facilities

Transit

**Bicycle**

Pedestrian

Taxi

# **BICYCLE UPDATE**

**Presented by Timothy Papandreou, Strategic Planning & Policy**



# Strategic Goals & Objectives

- **Goal 1: Create a safer transportation experience for everyone**
  - Objective 1.3: Improve the safety of the transportation system
- **Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel**
  - Improve the use of all non-auto modes
- **Goal 3: Improve the environment and quality of life in San Francisco**
  - Objective 3.1: Reduce the Agency's and the transportation system's resource consumption, emissions, waste and noise



## Key Strategic Actions

- **1.3 #9:** Implement citation diversion program to provide bicycle safety education in lieu of citations
- **1.3 #11:** Identify and implement remaining safety capital actions from Bicycle Plan and collisions analysis specific to SFMTA
- **2.3 #6:** Implement 10 miles of new bicycle facilities each year
- **2.3 #7:** Implement comprehensive bicycle sharing program and expand scope
- **2.4 #8:** Develop and implement bicycle parking strategy



# Key Successes

- **Rapid 71% growth in bicycling since 2006**
  - 3.5% mode share (second highest in the nation)
  - Broadening demographic of people cycling for daily transportation
  - Bicycle Plan near-term projects are more than two-thirds complete
  - 75% of the total number of sharrows have been installed
  - New signalized left turn from Market to Valencia St.
  - Bicycle Design guide showcases many San Francisco innovations
- **3:1 ratio of people on bicycles, compared to people in cars on Market St. during Bike to Work day**
- **New long-term projects initiated including:**
  - Oak Street Cycle track between Baker Street and Scott Street



## Key Challenges

- **Only 10% (20 miles) of the 215 mile bicycle network has the facilities that meet most people's level of comfort.**
- **Half a dozen BART, Caltrain, and Muni Metro stations are without secure bicycle parking.**
- **Promoting a culture of courtesy and safety**
- **The bicycle network is fragmented and not legible to current and potential users.**
- **Bicycle funding needs to match rapid demand for growth to be successful**
- **Currently, we can only fund 6 out of 10 miles per year, let alone the bike parking and community outreach needs**



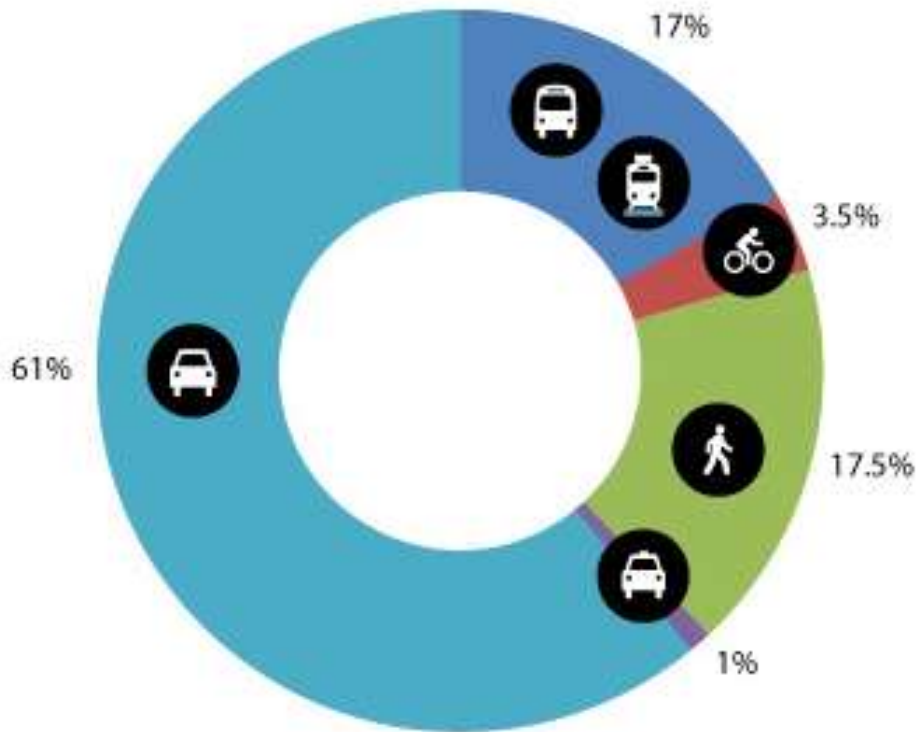
# Key Benefits of Growing Bicycling

- **Bicycling is the most affordable, quickest, and healthiest way to make the average trip (2 to 3 miles).**
- **Bicycling is a convenient transportation option for those who rely on sustainable modes.**
- **More connected neighborhoods, safer street intersections and quieter neighborhood circulation.**
- **Transit and bicycling create multiple synergies that increase public transit's peak-period performance**
- **Improved air quality, community, economic and public health.**



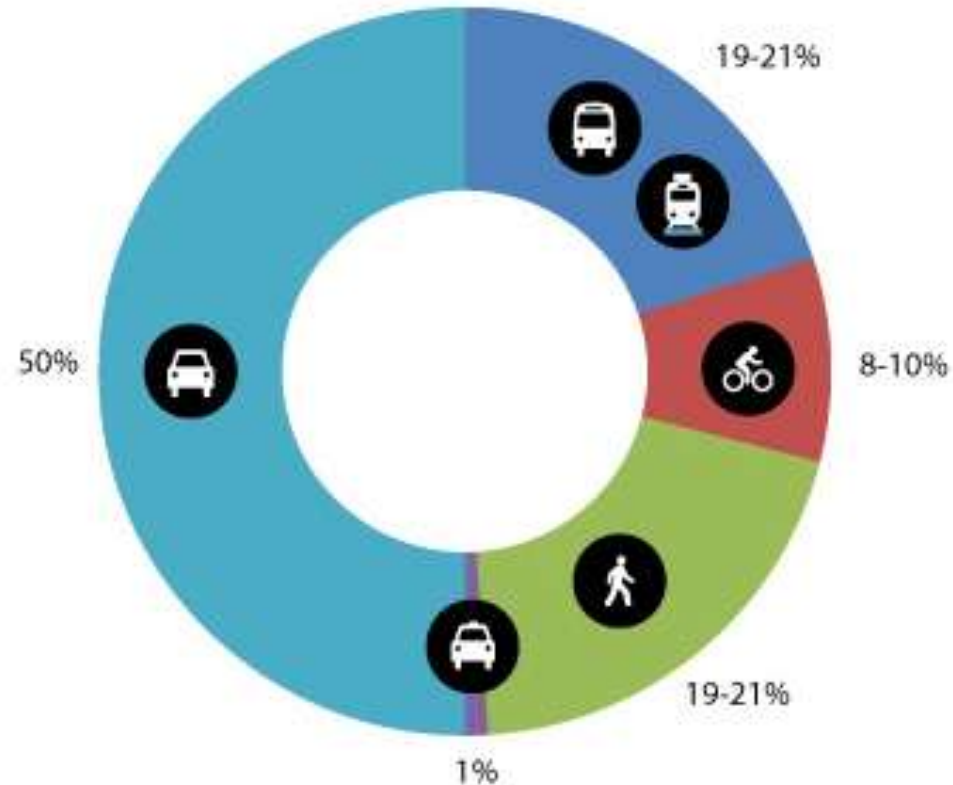
# Most growth potential is from bicycles

All Trips 2010



61% auto/39% non-auto

2018 Goal



50% auto/50% non-auto

*Bicycle capacity growth is complementary to transit*



# How we compare

**Bicycling conditions**

Good

**CLIMBERS**

**CHAMPIONS**  
Amsterdam  
Copenhagen

Beijing

Moderate

Shanghai

Berlin  
Munich  
Tokyo

Poor

**STARTERS**  
San Francisco  
Bogotá  
Melbourne  
Portland  
Vancouver

10%

20%

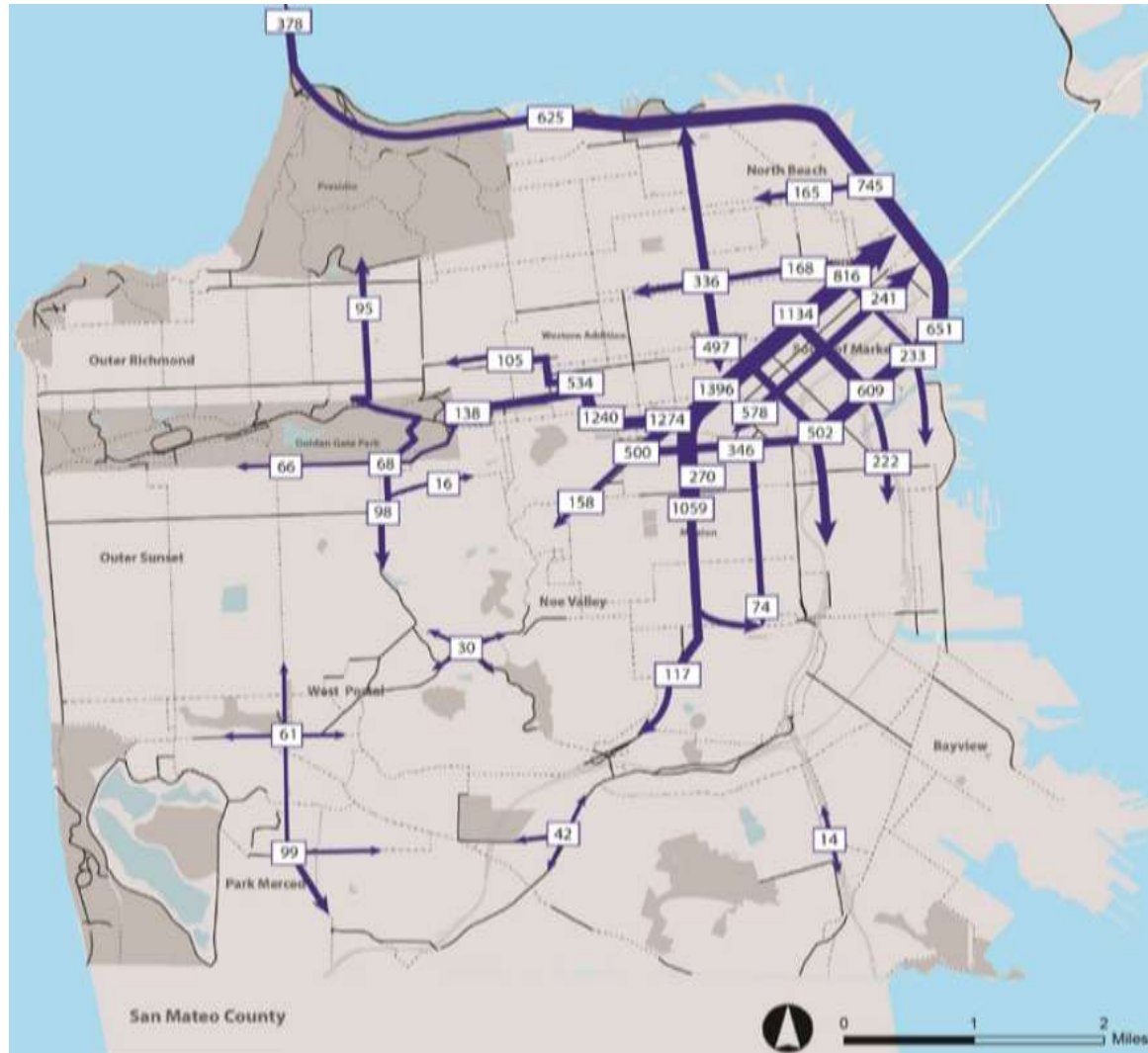
30%

**Bicycle mode share  
(% of total trips)**





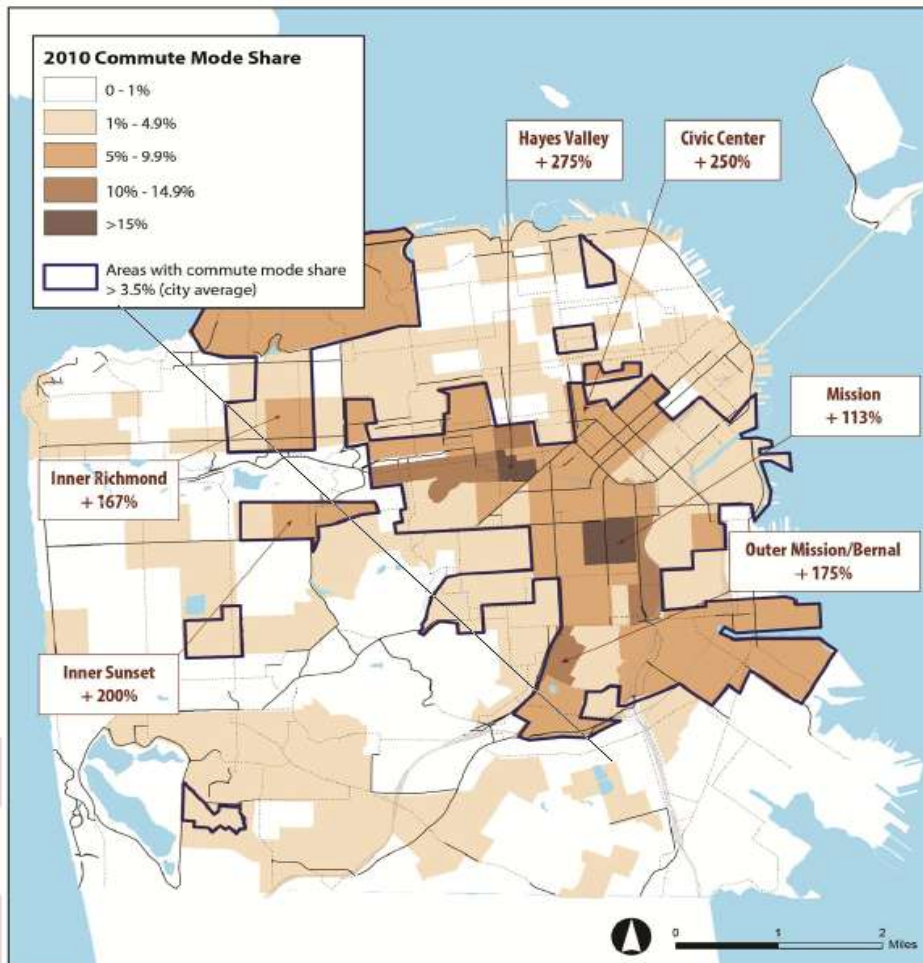
# Key Travel Patterns



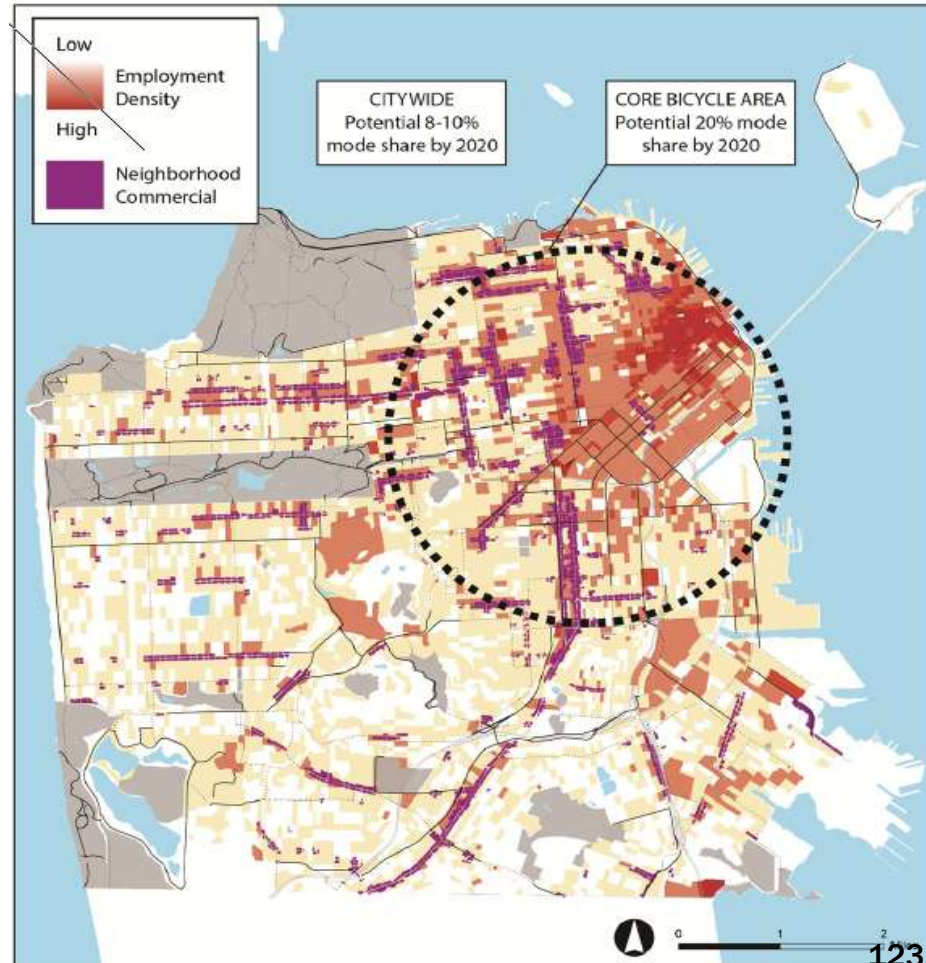


# Emerging Bicycle Core Area

## Bicycle Commute Mode Share (2010)



## Destination Land Uses





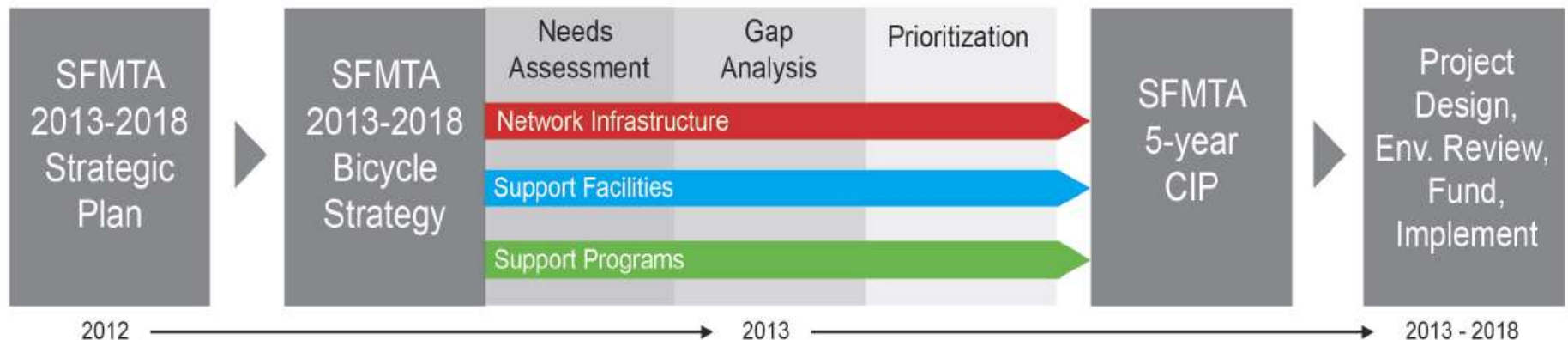
# Capital Process for Bicycle Projects & Programs

**Goal 1:** Improve safety & connectivity for people travelling by bicycle

**Goal 2:** Increase convenience for trips made by bicycle

**Goal 3:** Normalize Bicycling as everyday transportation

**Goal 4:** Integrate bicycle projects into overall city planning





# Bicycle Network Toolkit





# Bicycle Support Facilities





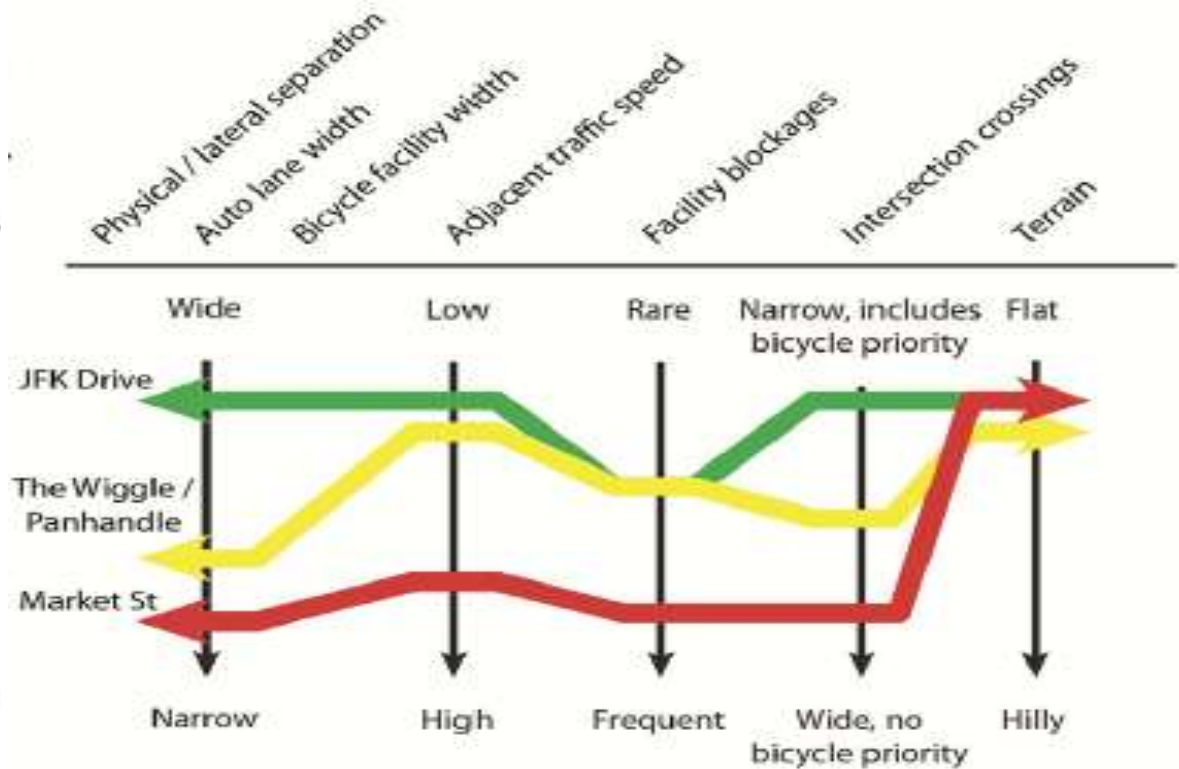
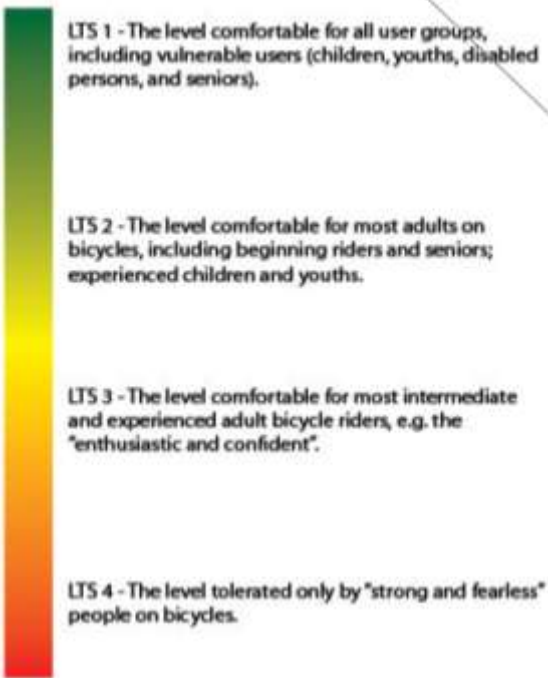
# Support Programs





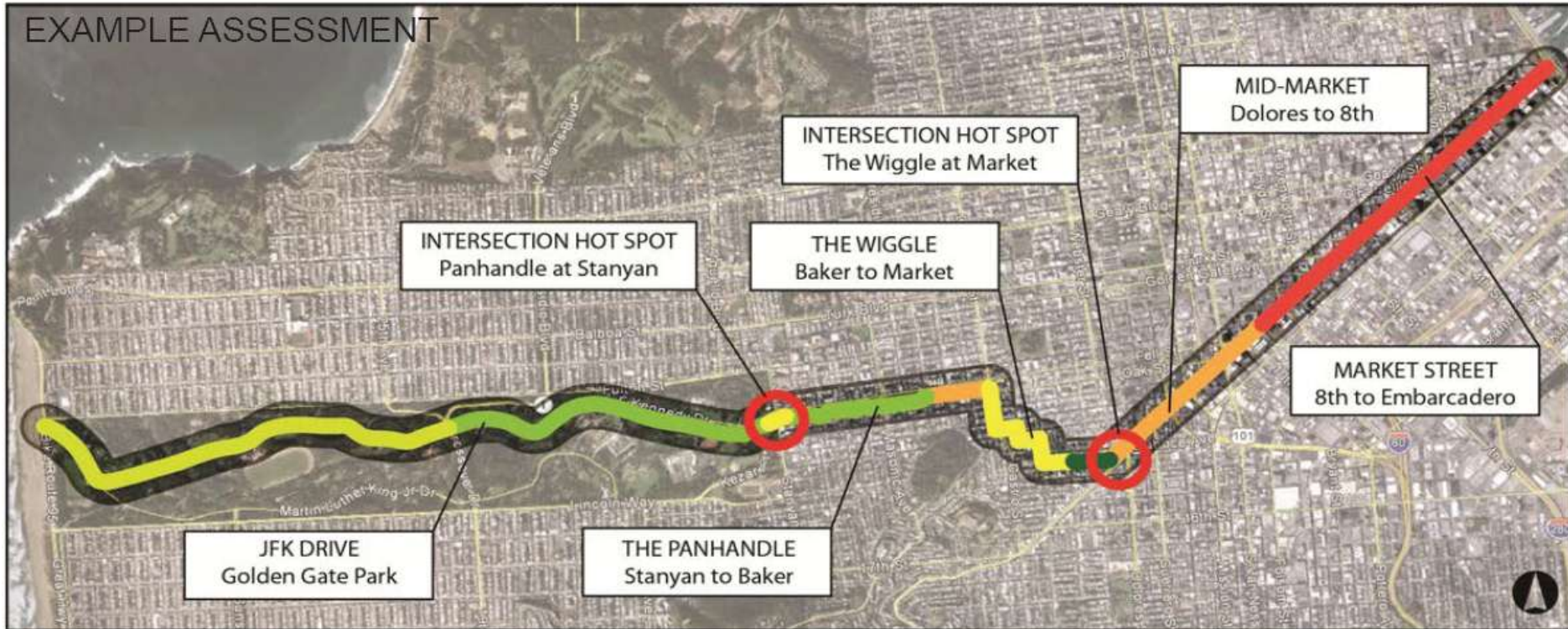
# System Comfort & Connectivity

## Level of Traffic Stress (LTS)





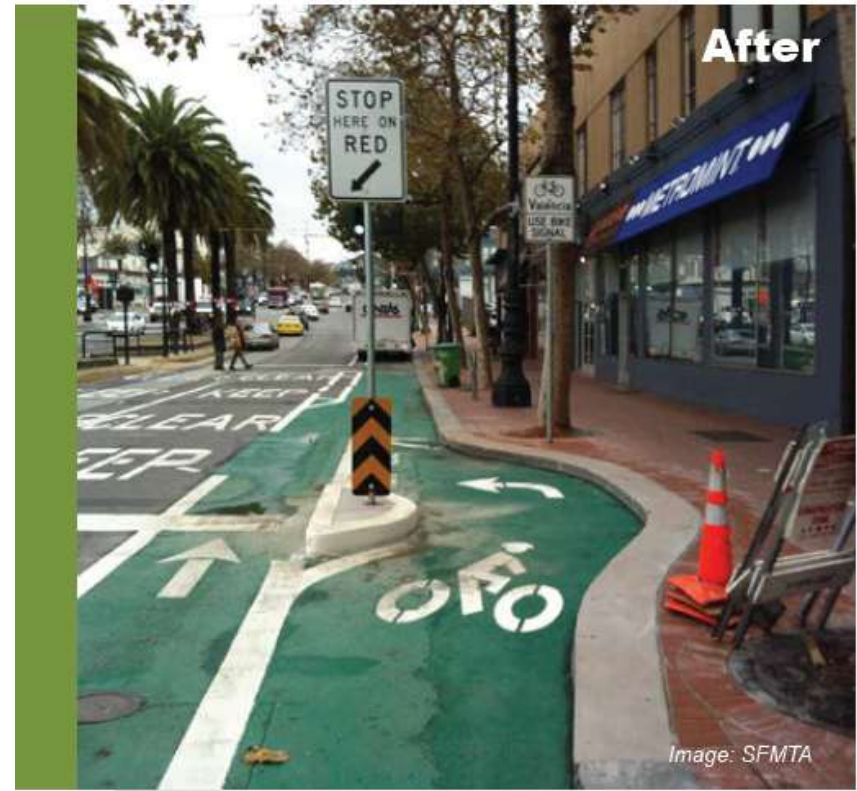
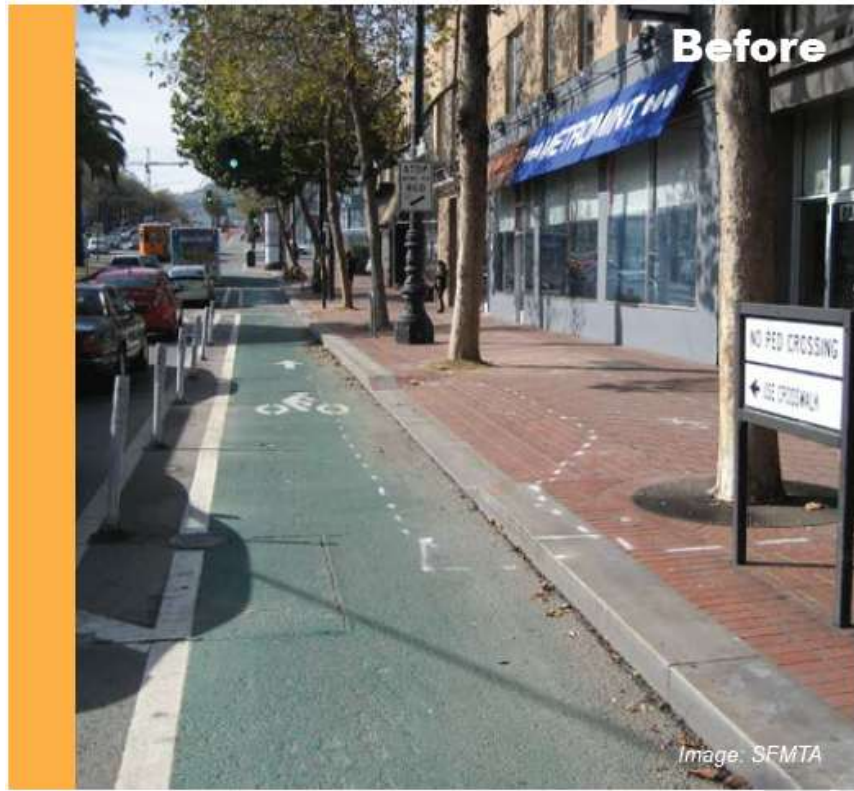
# Example of Needs Assessment Methodology







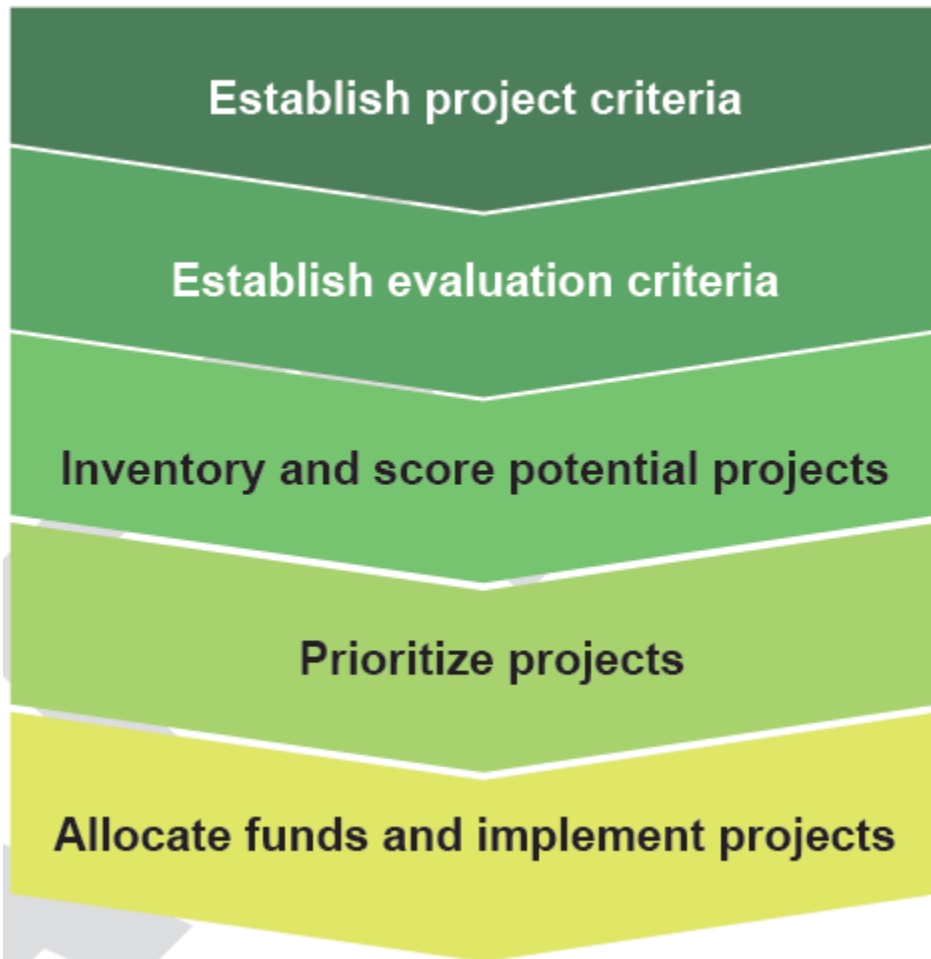
# System Comfort & Connectivity Upgrades



Example of upgrade at Valencia and Market Intersection

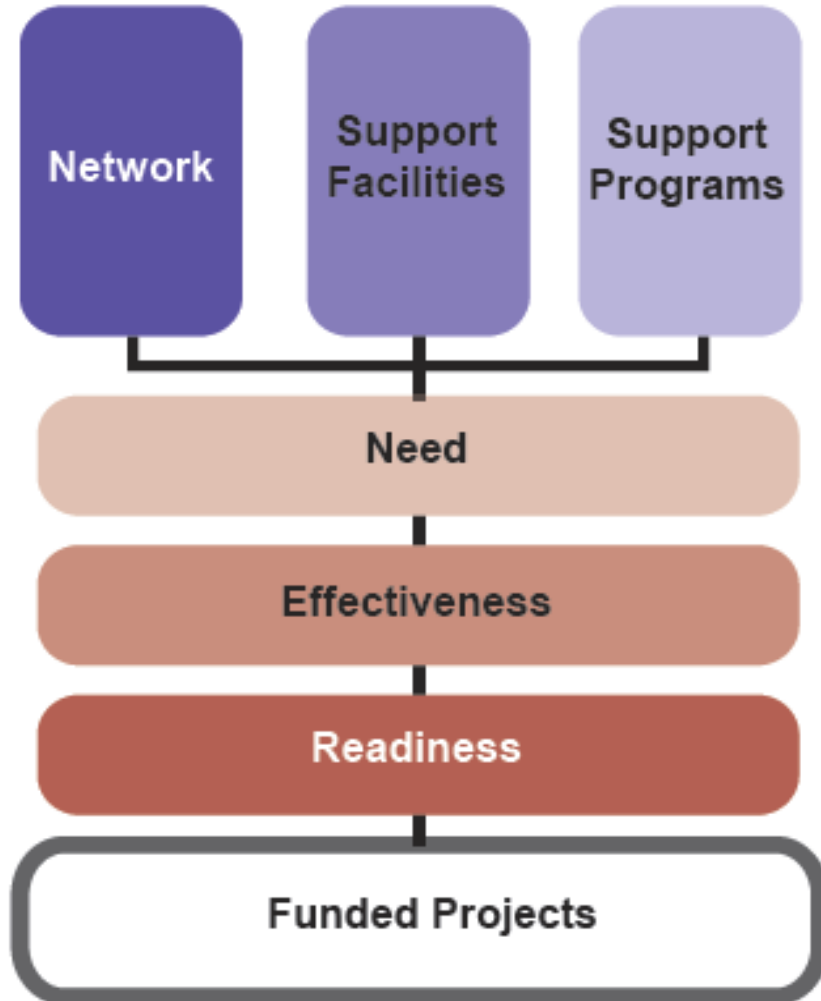


# Prioritization Criteria & Methodology



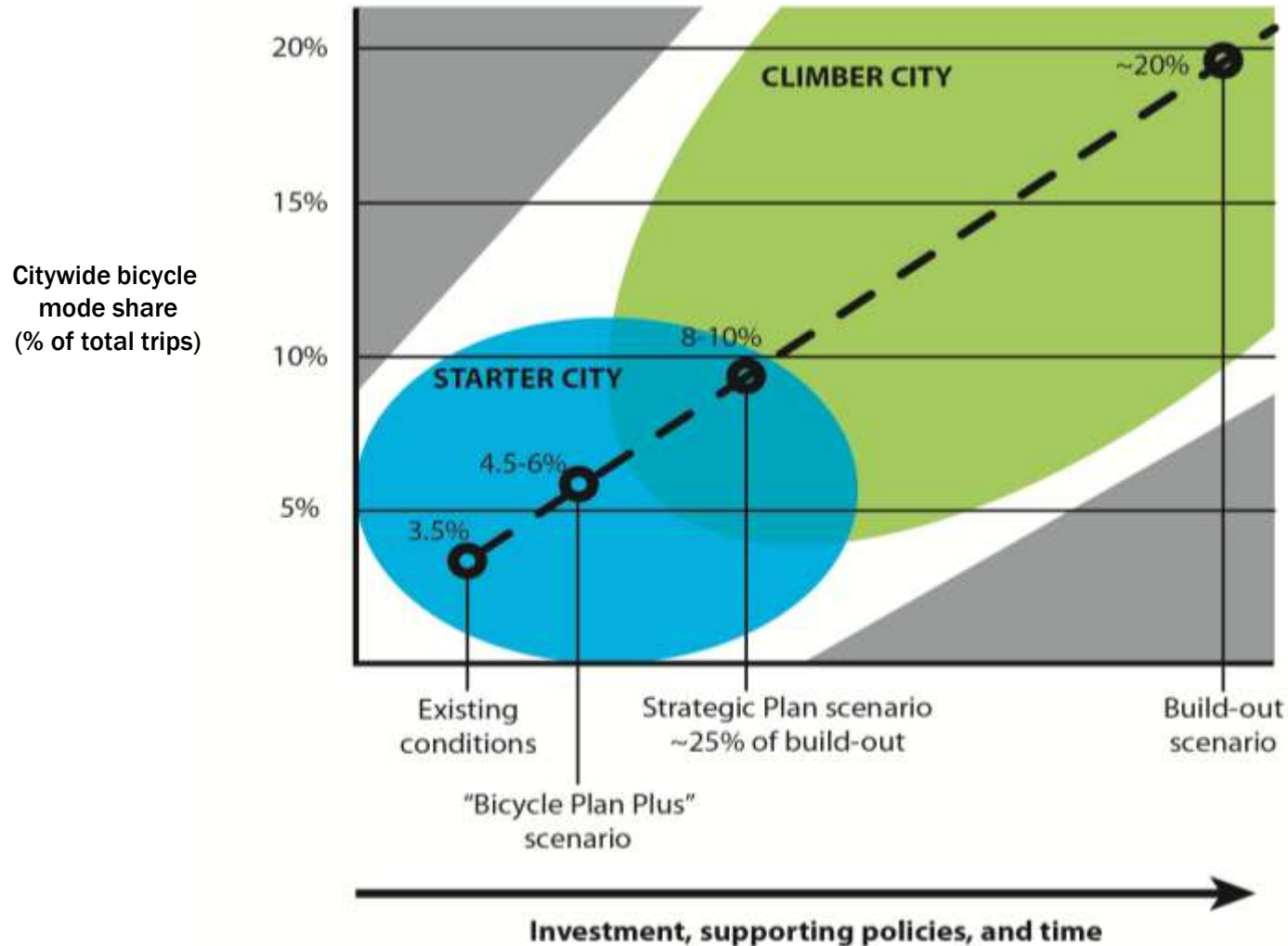
Project Categories

Evaluation Criteria





# Investment Scenario Outcomes





# Bicycle Strategy Investment Scenarios

## "Bicycle Plan Plus" scenario

- Complete the bicycle plan (10 miles)
- Upgrade 10 miles of the existing bicycle network to premium bicycle facilities
- Upgrade 10 intersections to accommodate bicycles
- Install 4000 bicycle parking spaces
- Deploy and maintain a 500 bicycle / 50 station bicycle sharing system
- Provide the existing level of support programs (\$1.2m / yr)

**Total cost:** \$60m through 2018 (6 year total)

## Strategic Plan scenario

- Complete the bicycle plan (10 miles)
- Upgrade 50 miles of the existing bicycle network to premium bicycle facilities
- Construct 12 miles of new bicycle facilities
- Upgrade 50 intersections to accommodate bicycles
- Install 21000 bicycle parking spaces
- Deploy and maintain a 2750 bicycle / 275 station bicycle sharing system. Support electric bicycles.
- Double the existing level of support programs (\$2.5m / yr)

**Total cost:** \$190m through 2018 (6 year total)

## System Build-out scenario

(Amsterdam / Copenhagen-system)

- Complete the bicycle plan (10 miles)
- Upgrade 200 miles of the existing bicycle network to premium bicycle facilities
- Construct 35 miles of new bicycle facilities
- Upgrade 200 intersections to accommodate bicycles
- Install 50,000 bicycle parking spaces
- Deploy and maintain a 3000+ bicycle / 300+ station bicycle sharing system. Support electric bicycles.
- Provide a build-out level of support programs (\$10m / yr)

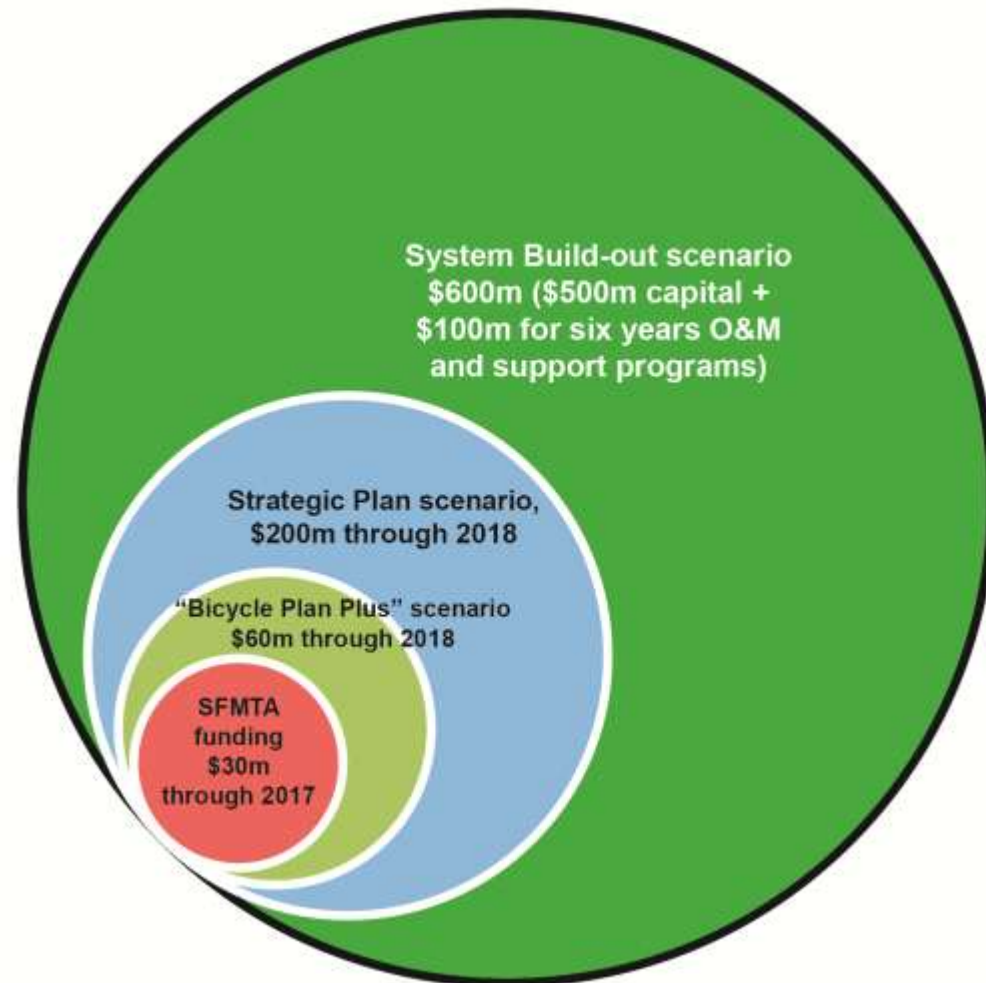
**Total cost:** \$500m for infrastructure, plus \$4m / yr for bicycle sharing and \$10m / yr for support programs.

Outcome contingent on complementary auto pricing fees and policies



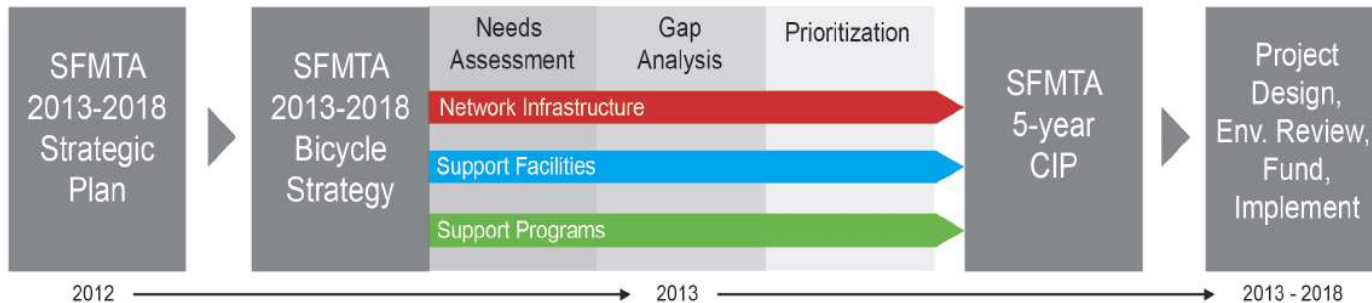
# \$170M Funding Gap to Meet Strategic Plan Investment Scenario

- **Bicycle program funding (through 2017)**
  - State - \$1m
  - Regional - \$1.9m
  - City / County - \$23.2m
  - SFMTA (Bond) - \$4.1m
  - Transportation Sustainability Program = TBD
  - **Total: \$30.3m**





# Next Steps to Grow Bicycle Mode Share





# Key Policy Questions

- **Support next steps in strategy for needs assessment analysis and prioritization**
- **Which method of prioritization is preferred?**
  - Upgrade one corridor to “green” at a time or upgrade entire network to “orange” by fixing “red” segments first.