

INTRODUCTION

OVERALL PLAN GOAL AND OBJECTIVES

Goal:

Increase Safe Bicycle Use

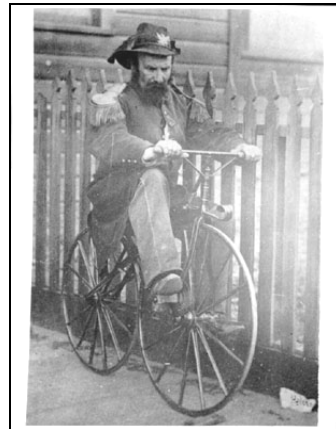
Objectives:

- Increase the daily number of bicycle trips in San Francisco¹
- Develop improved methods for tracking bicycle usage
- Reduce the rate of bicycle collisions as bicycle usage increases

SAN FRANCISCO'S COMMITMENT TO BICYCLING

Bicycling is a clean, economical and healthy transportation mode. Since the late nineteenth century, people have ridden bicycles in San Francisco. With its temperate climate, dense neighborhoods, limited supply of automobile parking and compact geography, San Francisco continues to attract a diverse group of bicyclists: commuters, shoppers, recreational riders and tourists. The City has an established Bicycle Advisory Committee (BAC) appointed by the Board of Supervisors (BOS) and is home to a diverse, dynamic bicycle culture and a large, active advocacy group, the San Francisco Bicycle Coalition (SFBC). The San Francisco Bicycle Plan (Plan) provides a framework for improving conditions for bicycling and increasing the number of trips made by bicycle in San Francisco.

There are several unique challenges to planning for improved bicycling in San Francisco, including the City's topography, concentrated development, high motor vehicle traffic volumes and a finite amount of public right of way to accommodate multiple transportation modes. The bicycle route network



Emperor Norton II riding a "boneshaker" in San Francisco.

¹ The most extensive data on commute modes is collected at the national level by the U.S. Census Bureau. According to the U.S. Census Bureau 2007 American Community Survey, 2.7 percent of San Francisco commuting workers 16 years of age and older commuted to work by bicycle. This commuter data does not account for non-work travel (such as recreation, shopping or school-related travel). As part of the SFMTA's State of Cycling Report, a 2008 survey of more than 800 San Francisco residents indicated that 6 percent of all San Francisco trips are made by bicycle.

(detailed in Chapter 1) connects the City's neighborhoods and major destinations while directing bicyclists along the flattest streets with lower traffic volumes or slow motor vehicle speeds, where possible. When improvements are made to the bicycle route network, the impacts to other modes, including pedestrians, transit and motor vehicles, must be taken into consideration and balanced with the overall vision of transportation in the City. The City's *Transit First* policy provides principles to help guide this vision for all modes.

This chapter introduces San Francisco's characteristic bicycling environment, including an overview of the City's land use, demographics and transportation policy framework. It also describes the Plan's public participation process and provides a summary of agency responsibilities for implementation of the Plan.

PLAN DEVELOPMENT

An update of the 1997 San Francisco Bicycle Plan was initiated in 2002. The resulting Plan includes updated goals and objectives to encourage bicycle use in the City, describes the existing bicycle route network (a series of interconnected streets and pathways on which bicycling is encouraged) and identifies improvements to achieve the established goals and objectives. Adoption and implementation of the Plan will qualify the City for funding from the California Bicycle Transportation Account (BTA) for bicycle facilities and programs. The BTA is part of the State Transportation Fund and is administered by the California Department of Transportation (Caltrans).

In June 2005, the BOS approved the San Francisco Bicycle Plan Policy Framework, which had been determined to be exempt under California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3), General Rule Exclusion (GRE). Under a GRE, no CEQA review is required; thus, no Mitigated Negative Declaration or Environmental Impact Report (EIR) was prepared. A temporary injunction to stop implementation of the Bicycle Plan improvements was issued in June 2006 by the Superior Court of California at the request of groups seeking greater environmental review of the proposed Policy Framework. In November 2006, the Superior Court of California found that the City failed to properly evaluate the Bicycle Plan under CEQA and that an injunction would remain in effect until the City complies with CEQA. Additionally, the Court determined that the San Francisco Bicycle Plan Policy Framework and the draft Network Improvement Document should be treated as a single document. Subsequently, the City initiated environmental review and made further refinements to the Bicycle Plan in 2007-2008 to incorporate the changes requested by the Court and to reflect the citywide planning efforts that had occurred since June 2005.

Development of the San Francisco Bicycle Plan has been led by the San Francisco Municipal Transportation Agency (SFMTA) with considerable input from numerous City departments and agencies, the BAC, the SFBC and the public. The 2002-2005 bicycle planning effort was funded by the San Francisco

County Transportation Authority (SFCTA) administered Proposition K half-cent local transportation sales tax program, California's Transportation Development Act (TDA) Article 3 and Caltrans.

The 2002-2005 bicycle planning effort was based upon a significant amount of public input and thorough review by a broad-based Technical Advisory Committee (TAC) comprised of community members and representatives from many City departments and regional agencies with an interest in or responsibility for development or implementation of the recommendations in this Plan. The role of the TAC was to advise the SFMTA and its consultant team on technical matters that would impact and influence their respective departments and agencies. TAC members also served as liaisons soliciting additional feedback, comments or support from their respective departments or agencies.

The TAC members are listed below:

- Association of Bay Area Governments - Bay Trail (ABAG)
- BAC
- Bay Area Air Quality Management District (BAAQMD)
- Bay Area Rapid Transit (BART)
- Golden Gate Park Concourse Authority
- National Park Service
- Port of San Francisco
- Presidio Trust
- San Francisco Fire Department
- San Francisco Department of Public Works (DPW)
- San Francisco Planning Department (Planning Department)
- San Francisco Police Department (SFPD)
- San Francisco Recreation and Park Department
- San Francisco Redevelopment Agency
- SFBC
- SFCTA
- SFMTA Department of Parking & Traffic (DPT)
- SFMTA Municipal Railway (Muni) Capital Planning
- Muni Service Planning
- Treasure Island Development Authority

In addition to the TAC, the 2002-2005 bicycle planning effort also comprised an Oversight Committee (OC). The role of this committee was to provide general oversight and guidance on development of the vision, goals and objectives of the Plan.

The OC members are listed below:

- BAC
- DPT
- Mayor's Office

- Planning Department
- SFBC
- SFCTA
- Muni Capital Planning
- Transportation for a Livable City (TLC)

The 2007-2008 bicycle planning effort builds on the 2002-2005 bicycle planning effort. The resulting Plan provides an overview of the policies and components of a successful bicycle program. The goals and objectives (listed in the Executive Summary) for the Plan are based on the goals and objectives in the 1997 San Francisco Bicycle Plan. These updated goals and objectives reflect the City's commitment to improving the quality of life of its residents and expanding the role and importance of bicycle transportation in San Francisco. The Plan presents a framework for the City to provide the safe and attractive environment needed to promote bicycling as a transportation mode.

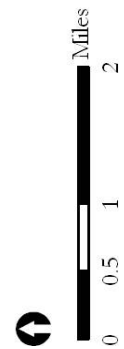
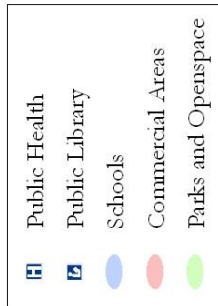
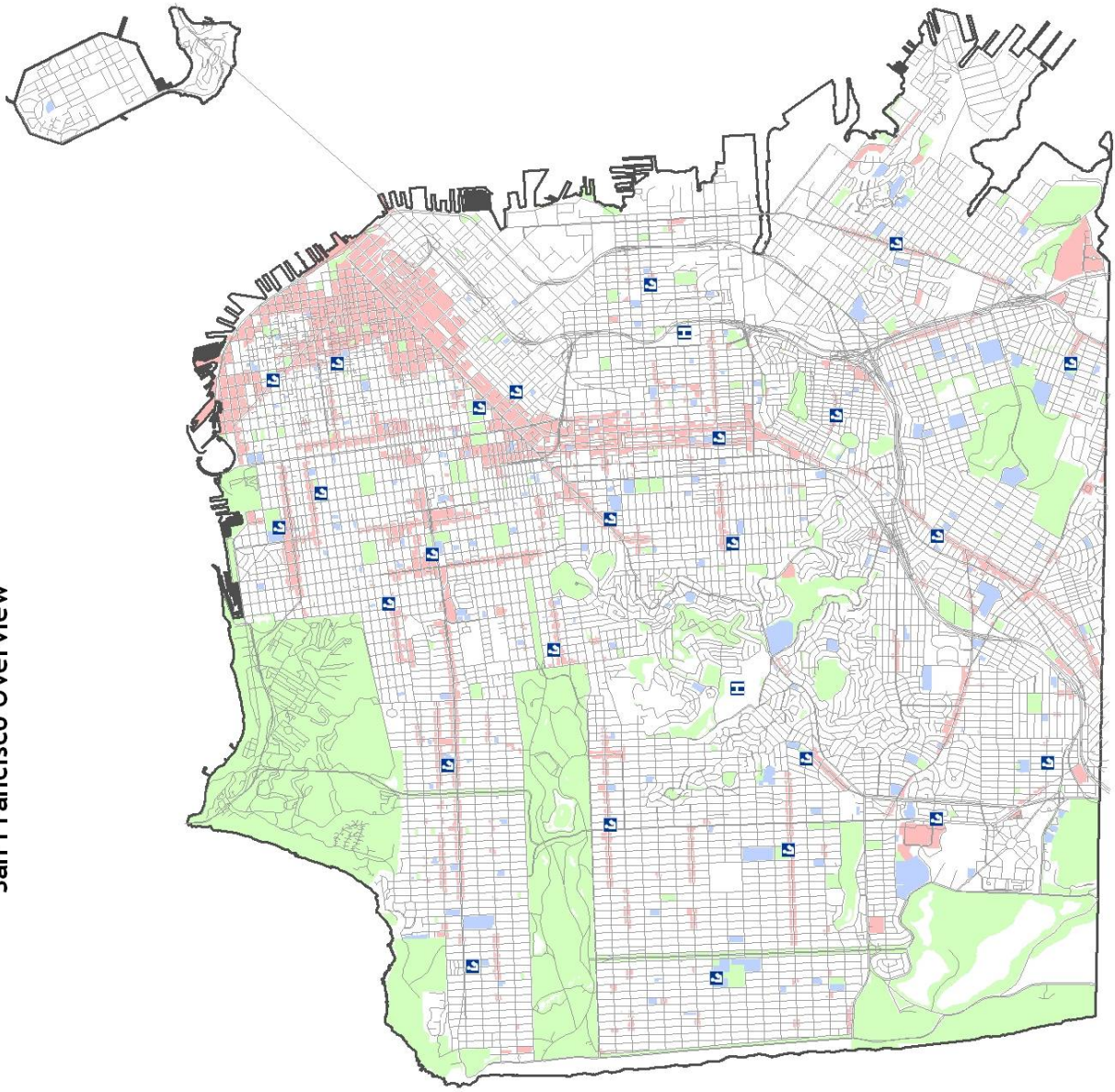
In addition to goals and objectives, the Plan includes 81 recommended action items to guide the City in becoming more bicycle-friendly. One of the key components of the Plan is a program of proposed improvements to the bicycle route network. With this planning foundation, the Bicycle Plan includes 60 near-term bicycle route network improvement projects (near-term improvements). Design options have been developed for these and they are anticipated to be constructed within five years following completion of environmental review and approval of the Plan. Long-term bicycle route network improvement projects (long-term improvements) have also been identified along the existing bicycle route network or are proposed as potential additions to the bicycle route network. Specific designs for long-term improvements have not been developed.

SAN FRANCISCO LAND USE AND DEMOGRAPHICS

San Francisco has nearly 800,000 residentsⁱ within approximately 47 square miles and an average population density of 17,000 persons per square mile. San Francisco's neighborhood-based land use patterns contribute to the appeal of utilitarian and recreational bicycling. Unique City resources, such as Candlestick Point Recreation Area, Crissy Field, the Golden Gate Bridge, Golden Gate Park, John McLaren Park, Lake Merced, Ocean Beach and the Presidio provide bicycle-friendly recreation opportunities in or near most neighborhoods, while commercial activities, schools and employment centers spread throughout the City attract bicycle commuters and create many bicycle-friendly shopping opportunities. Major public buildings, such as City Hall and the Main Library are located near the center of the City where motor vehicle traffic volumes are high and automobile parking is scarce. A comprehensive network of bicycle facilities provides another viable access method to public services. It is important that the bicycle route network serve the entire City, including links to all of the different land uses described above. Introduction Figure 1 shows San Francisco's commercial districts, open space, schools, public health facilities and public libraries.

INTRO FIGURE 1 - SAN FRANCISCO OVERVIEW

Intro Figure 1
San Francisco Overview



Data Source: SFMTA
August 5, 2008

COMMUTE PATTERNS

A central focus of presenting commute information is to identify the current modal split of San Francisco's commuting population. Mode split refers to the form of transportation a person chooses, including walking, bicycling, public transit and driving. One of the objectives of the Plan is to increase the percentage of people who choose to bicycle rather than travel by private automobile. Every motor vehicle trip or vehicle mile traveled that is eliminated represents a quantifiable reduction in air pollution and traffic congestion.

SAN FRANCISCO RESIDENTS BICYCLING TO WORK

Journey to work data from the U.S. Census Bureau 2007 American Community Survey for San Francisco, California and the United States (not including workers who worked at home) is shown in Introduction Table 1 below.

Introduction Table 1
Journey to Work Data

Mode	United States	California	San Francisco
Bicycle	0.5%	0.9%	2.7 %
Drove Alone	79.3%	76.8%	41.5%
Carpooled	10.8%	12.5%	7.6%
Public Transit	5.1%	5.4%	35.4%
Walked	3.0%	3.0%	10.4%
Other	1.3%	1.4%	2.5%

Source: U.S. Census Bureau American Community Survey 2007

The percentage of San Francisco residents that commute to work by bicycle is about five times higher than the national average, and three times higher than the California average. San Francisco has the highest bicycle to work mode share of major U.S. cities having more than 500,000 inhabitantsⁱⁱ.

Introduction Figure 2 shows bicycle mode split by census block group, illustrating the current distribution of bicycle commuters in San Francisco and highlighting geographic areas for potential improvement of bicycle facilities.

POTENTIAL BICYCLE COMMUTERS

Travel time to work data for the United States, California and San Francisco is shown in Introduction Table 2 below. This data provides an indication of the number of potential new bicycle commuters. The average commute time in the U.S., regardless of mode, is about 25 minutesⁱⁱⁱ.

Introduction Table 2
Travel Time to Work Data

Travel time	United States	California	San Francisco
Less than 15 minutes	28.6 %	25.2 %	15.6 %
15 to 29 minutes	36.0 %	35.2 %	35.9 %
30 to 44 minutes	19.7 %	21.2 %	27.6 %
45 to 59 minutes	7.5 %	7.9 %	10.1 %
60 minutes or more	8.2 %	10.6 %	10.9 %

Source: U.S. Census Bureau American Community Survey 2007

Approximately 16 percent of San Francisco residents have a commute time of less than 15 minutes. Assuming that travel occurs primarily on local roads during peak commute periods, a motor vehicle commute time of 15 minutes or less is approximately equivalent to a bicycle commute time of 30 minutes or less on generally flat terrain. Many of the shorter (less than 15 minute) motor vehicle commute trips in San Francisco could potentially be converted to bicycle commute trips without increasing the commute time beyond the national average of 25 minutes.

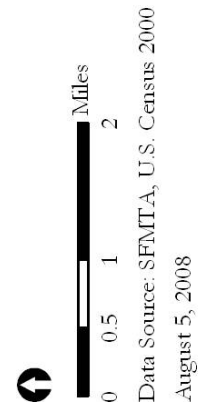
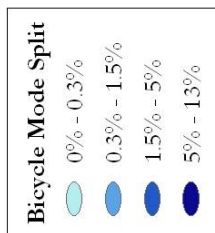
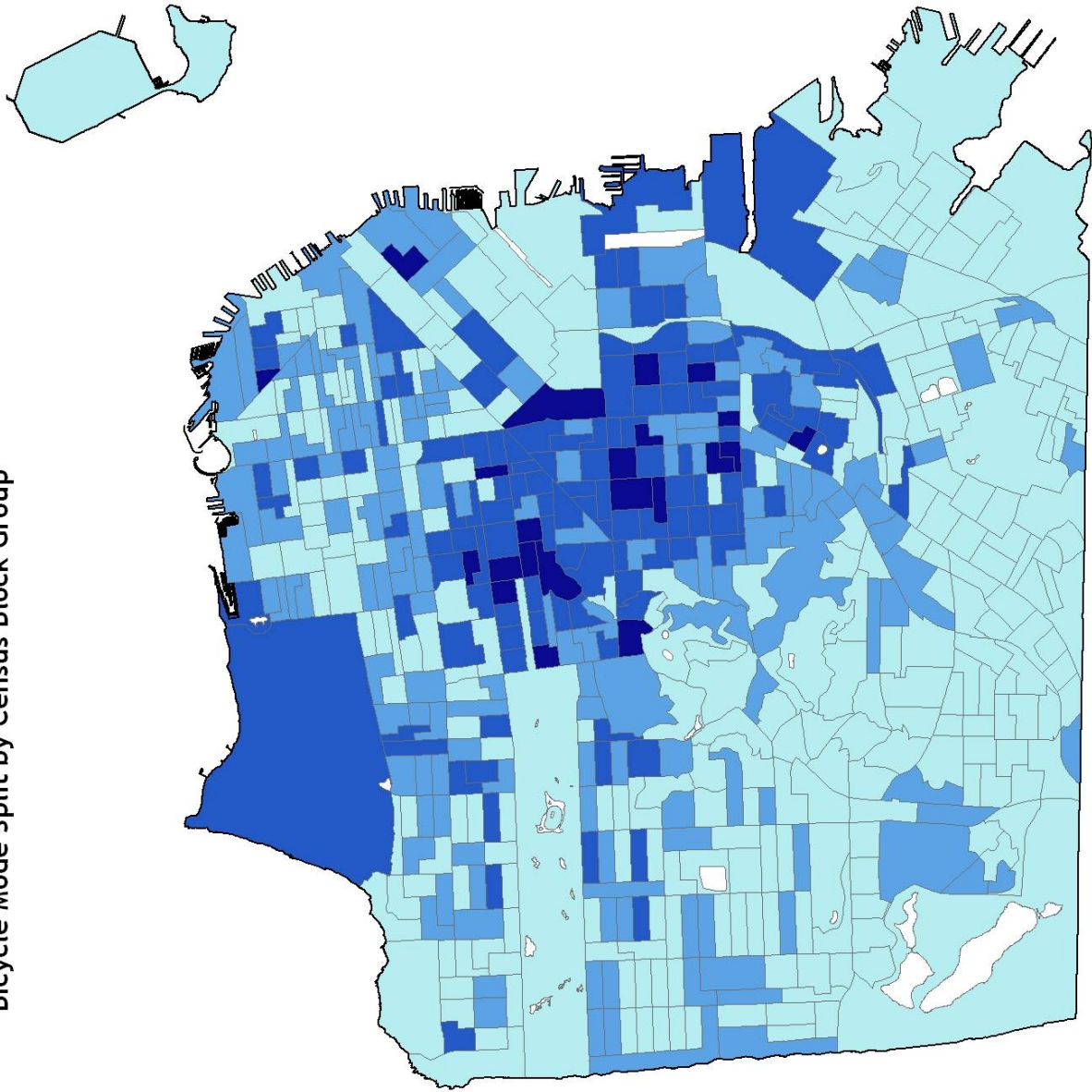
According to RIDES for Bay Area Commuters Commute Profile 2003^{iv}, 59 percent of potential Bay Area bicyclists are male; 63 percent have an income of \$65,000 or more, and 40 percent are under the age of 40. Twenty-two percent of all Bay Area residents surveyed consider bicycling a viable option for their commute, while 32 percent of those surveyed cited travel distance as the greatest obstacle for them to bicycle to work. The average San Francisco resident travels 10 miles to work (for all modes) with three out of four residents living and working in the City, indicating a large potential bicycle commuter population in San Francisco. This information can be utilized in targeted marketing campaigns to encourage more bicycling in San Francisco and also indicates that a large potential latent demand for bicycling exists within the Bay Area and San Francisco that could shift travel modes if safer and more accessible bicycle routes are developed.

The SFMTA has recently completed a State of Cycling Report that, through count and survey data, provides more detailed information on who is bicycling in San Francisco. The State of Cycling Report seeks to answer questions such as:

- How often do people bicycle in San Francisco?
- Who is bicycling in San Francisco and who is not?
- Why are people bicycling and what motivates them to do so?
- What are the differences, if any, between people who bicycle and people who do not?
- What barriers prevent people from bicycling in San Francisco?
- How satisfied are cyclists with San Francisco's bicycling infrastructure?
- How safe and comfortable do people feel when bicycling in San Francisco?
- How well do cyclists and motorists share the road?
- How well known are the SFMTA's bicycling outreach programs?

INTRO FIGURE 2 - BICYCLE MODE SPLIT BY CENSUS BLOCK GROUP

Intro Figure 2
Bicycle Mode Split by Census Block Group



THE PLANNING PROCESS

San Francisco's *Transit First* policy, adopted in 1973 and last updated in 1999 as part of the City Charter, identifies transit, bicyclists and pedestrians as San Francisco's top transportation priorities. The policy states that "Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile," and that "Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes and secure bicycle parking." A wide variety of City policies, neighborhood plans, area plans and specific development plans also address transportation and the multi-modal use of San Francisco's transportation system. The San Francisco General Plan's Transportation Element contains official City policies on transportation. Other citywide plans are generally consistent with the General Plan, including this Plan.

Work began on the Bicycle Plan in July 2002. The first public meeting on the Plan was held in February 2003. A series of public meetings were held in spring 2003 to discuss the overall Plan and to focus on potential bicycle route network improvements and design details for these potential improvements. These meetings were cosponsored by the SFBC, whose participation was funded by the SFBC's \$300,000 Caltrans community planning grant, focused on public outreach for potential bicycle route network improvements.

Public input from this first series of meetings was used to generate a list of potential bicycle route network improvements. This list was combined with other existing proposed bicycle route network improvements (remaining recommendations from the 1997 Bicycle Plan, bicycle route network improvements previously recommended by bicycle advocates or members of the public and bicycle route network improvements recommended through SFMTA staff analysis). By mid-summer 2003, a prioritization matrix was created and applied to rank the combined bicycle route network improvements, yielding a list of approximately 20 potential bicycle route network improvements that the consultant would further develop. By early 2004, the SFBC began outreach to hundreds of individual community groups and sought input and comments on the potential bicycle route network improvement concepts that were developed by the consultants.

Since the 2002-2005 bicycle planning effort, additional potential bicycle route network improvements have been identified. This Plan contains 60 proposed near-term improvements that are anticipated to be constructed within five years following completion of environmental review and approval of the Plan. If fully implemented, these improvements would represent approximately 75 percent more miles of bicycle lanes in San Francisco. Additionally, 24 long-term improvements are proposed in this Plan. Specific designs for these long-term projects have not been developed at this time.

Public input on the proposed near-term improvements within this Plan was gathered at a citywide Bicycle Plan meeting held on March 26, 2008 and through a series of four public meetings held on May 21, May 22, June 3 and June 4, 2008.

AGENCY RESPONSIBILITY FOR PLAN IMPLEMENTATION

Several key agencies are identified in the recommended action items. The responsibility of each agency in implementing the Plan and administering important support functions is summarized in Introduction Table 3 (following pages).

Introduction Table 3
Agency Responsibility

Area of Responsibility – Relevant Agency	Role
<p>Funding</p> <p>SFMTA</p>	<p>Pursues bicycle project and program grant funding from federal (including Congestion Mitigation & Air Quality Improvement Program (CMAQ), Safe Routes to School (SRTS), Surface Transportation Program (STP) and Transportation Enhancements Activities (TEA)); state (including Bicycle Transportation Account (BTA), Community Based Transportation Planning (CBTP) Grants, Environmental Justice (EJ) Grants, Office of Traffic Safety (OTS), SR2S and Surface Transportation Improvement Program (STIP)); regional (including Bay Trail Program, Bicycle Facility Program (BFP), Lifeline Transportation Program, Regional Bicycle and Pedestrian Program (RBPP), Regional Transportation Improvement Program (RTIP), Safe Routes to Transit (SR2T), Transportation Development Act Article 3 (TDA) and Transportation for Livable Communities (TLC)) policy and city/county agencies. Works with other departments and agencies to include bicycle components in grants for non-bicycle specific projects. Refer to Chapter 8.</p>

Area of Responsibility – Relevant Agency	Role
SFCTA	Administers and oversees delivery of Proposition K half-cent local transportation sales tax program. Serves as San Francisco Program Manager for Transportation Fund for Clean Air (TFCA) grants, approving funding and selecting projects. Approves funding and selects projects for other state and federal funding through the Metropolitan Transportation Commission (MTC). Can act as partner applicant/grant seeking agency for funding from other agencies. Refer to Chapter 8.
Bicycle Route Network Improvements	
SFMTA	Serves as lead planning and engineering agency (Bicycle Program staff and other Traffic Engineering staff) for roadway and bicycle route network improvements. Refer to Chapter 1.
DPW	Provides engineering and contract management services for bicycle route network improvements involving major construction. Refer to Chapter 1.
Policy Changes	
SFMTA	Initiates dialog with appropriate departments and agencies including the Planning Department, BOS, BAC and others to pursue policy change to improve bicycle facilities and programs.
Program Development	

Area of Responsibility – Relevant Agency	Role
SFMTA	Initiates and administers programs related to bicycle education, promotion and support facilities such as bicycle parking.
San Francisco Department of the Environment (SF Environment)	Initiates, implements and promotes energy saving and resource protection programs for City staff and residents, including air quality, transportation options, etc. Refer to Chapter 6.
Information Gathering, Tracking and Analysis	
SFMTA, SFCTA, SFPD, DPW, Planning Department	Collect and track data related to bicycling.
Traffic Enforcement	
SFPD	Responsible for traffic safety of motorists, bicyclists and pedestrians through law enforcement. Refer to Chapter 5.
Parking Enforcement	
SFMTA	Responsible for enforcement of parking regulations, including double parking. Refer to Chapter 5.
Code Enforcement	
Planning Department	Responsible for enforcing the Planning Code provisions related to bicycle facilities, including bicycle parking and access to buildings and structures. Refer to Chapter 2.
Environmental Review	
Planning Department	Responsible for review of Bicycle Plan under CEQA. Refer to Chapter 7.
General Plan Conformity	

Area of Responsibility – Relevant Agency	Role
Planning Department	Ensures that this Plan and bicycle improvement projects are consistent with the General Plan. Updates the General Plan Transportation Element. Ensures that all other plans are consistent with the General Plan. Refer to Chapter 7.
Transit Access	
SFMTA, BART, Caltrain Joint Powers Board, Samtrans, AC Transit, Golden Gate Transit (GGT)	Responsible for management of transit infrastructure and services including provisions for bicycle access to transit vehicles and stations. Refer to Chapter 3.

RECOMMENDED ACTION ITEMS

Implementation of the action items in this Plan will require the participation and cooperation of many different City agencies and departments. In addition to the SFMTA, recommendations are made that require direct coordination, partnership, analysis, design development and implementation in association with the following agencies and departments: Planning Department, Port of San Francisco, Recreation and Park Department, DPW, San Francisco Redevelopment Agency, SF Environment, SFPD, BART, Caltrain, Caltrans and other transit providers that operate in San Francisco. Action items are identified at the beginning of each chapter and responsible agencies are identified where applicable.

CONSISTENCY WITH STATE REQUIREMENTS FOR BICYCLE PLANS

The State of California has set forth requirements for bicycle plans with which this plan must comply. One of the funding sources cited in the Funding Chapter of this Plan is the BTA, which funds city and county projects that improve safety and convenience for bicycle commuters. To be eligible for BTA funds, cities and counties must have a Bicycle Transportation Plan (BTP) that discusses items (a) through (k) in Section 891.2 of the California Streets and Highways Code. The city or county local agency governing board must adopt the BTP or certify that it has been updated and complies with Section 891.2 of the California Streets and Highways Code and the Regional Transportation Plan (RTP). The BTP must have been adopted no earlier than four years prior to July 1 of the fiscal year in which BTA funds are granted. The local agency must submit the BTP to the

appropriate Metropolitan Planning Organization or Regional Transportation Planning Agency (MTC for San Francisco) for review and certification that it complies with Section 891.2 of the California Streets and Highways Code and the RTP. Following regional approval, the local agency must submit the BTP to Caltrans Bicycle Facilities Unit for review and approval. Introduction Table 4 below shows the BTA requirements and the corresponding pages of this Plan.

Introduction Table 4

Bicycle Transportation Account (BTA) Requirements Checklist

BTA Requirement	Plan Page(s)
a. Existing and Future Bicycle Commuters	Intro-6 through Intro-8
b. Land Use Map/Population Density	Intro-4 through Intro-5
c. Existing and Proposed Bikeways	Chapter 1
d. Existing and Proposed Bicycle Parking Facilities	Chapter 2
e. Existing and Proposed Multi-Modal Connections	Chapter 3
f. Existing and Proposed Changing and Storage Facilities	Chapter 2
g. Bicycle Safety and Education Programs	Chapters 4 and 5
h. Citizen Participation	Intro-2 through Intro-3; Intro 9
i. Consistency with Transportation, Air Quality and Energy Plans	Chapter 7*
j. Project Descriptions/Priority Listings	Chapter 1
k. Past Expenditures and Future Financial Needs	Chapter 8

*Upon approval of this Plan, the San Francisco Planning Commission will certify that this Plan is consistent with relevant City Plans, including the General Plan.

CONTENTS OF THIS PLAN

SUMMARY OF CHAPTERS

This Plan contains the following chapters:

CHAPTER 1: BICYCLE ROUTE NETWORK

The Bicycle Route Network Chapter provides an overview of the existing bicycle route network, recommended near-term², long-term³ and minor⁴ improvements to the bicycle route network and a discussion of bicycle facility types.

2 Near-term bicycle route network improvement projects have had design options developed and are anticipated to be constructed within the next five years following completion of environmental review and approval of the Bicycle Plan.

3 Long-term bicycle route network improvement projects are either proposed along the existing bicycle route network or consist of potential additions to the bicycle route network at a future date. Specific designs for these future projects have not been developed.

CHAPTER 2: BICYCLE PARKING

The Bicycle Parking Chapter provides an overview of the existing Planning Code Sections governing the provision of bicycle parking for public and private buildings and garages and recommends improvements for administration and enforcement of the Planning Code, as well as providing new guidelines for implementation of bicycle parking throughout the City.

CHAPTER 3: TRANSIT AND BRIDGE ACCESS

The Transit and Bridge Access Chapter addresses the linkages between bicycle trips and transit service, as well as bicycle access to local and regional bridges. By improving bicycle access to transit vehicles and stations, many opportunities are created for increasing bicycle trips. This chapter contains recommendations for creating greater bicycle access to the SFMTA and other transit agencies' vehicles and to existing and future transit stops and stations and recommendations for improved bicycle access to bridges.

CHAPTER 4: EDUCATION

The Education Chapter provides an overview of the City's bicycle educational outreach efforts. It recommends creating a comprehensive set of general and targeted bicycling safety materials, classes and workshops. The Education Chapter addresses several aspects of bicycle safety for bicyclists, motorists and City staff to ensure that all parties are aware of bicyclists' rights and responsibilities.

CHAPTER 5: ENFORCEMENT AND SAFETY

The Enforcement and Safety Chapter summarizes existing traffic violations related to bicycle collisions and makes recommendations for improved enforcement of traffic laws for both motor vehicles and bicycle traffic.

CHAPTER 6: PROMOTION

The Promotion Chapter focuses on attracting new bicyclists to the streets of San Francisco, keeping existing bicyclists on the road and generally promoting awareness of the benefits that increased bicycle usage holds for the City.

4 Minor improvements would include minor pavement marking and signage changes to improve bicycle travel such as the installation of colored pavement materials, the installation of shared roadway bicycle markings, minor changes to parking configurations, minor changes to intersection traffic signal timing plans.

CHAPTER 7: GENERAL PLAN AMENDMENTS, ENVIRONMENTAL REVIEW AND CITYWIDE COORDINATION GOALS, OBJECTIVES AND ACTION ITEMS

The General Plan Amendments, Environmental Review and Citywide Coordination Chapter address many elements that are relevant to bicycle policy consistency. This chapter focuses on recommended modifications to the General Plan's Transportation Element, Area Plans, the City's environmental review guidelines and the Transportation Code.

CHAPTER 8: BICYCLE FUNDING

The Bicycle Funding Chapter provides a discussion of bicycle project funding, including local, regional, state and federal funding opportunities.

i U.S. Census Bureau 2007 American Community Survey

ii U.S. Census Bureau 2000 Census

iii http://factfinder.census.gov/servlet/GRTTable?_bm=y&-ds_name=ACS_2007_1YR_G00_&_box_head_nbr=R0801&-CONTEXT=grt&-mt_name=ACS_2006_EST_G00_R0801_US30&-redoLog=false&-geo_id=D&-format=D&-_lang=en

iv <http://rideshare.511.org/research/commuterprofile2003.asp>