



SFMTA

Municipal
Transportation
Agency

Bicycle Strategy Update

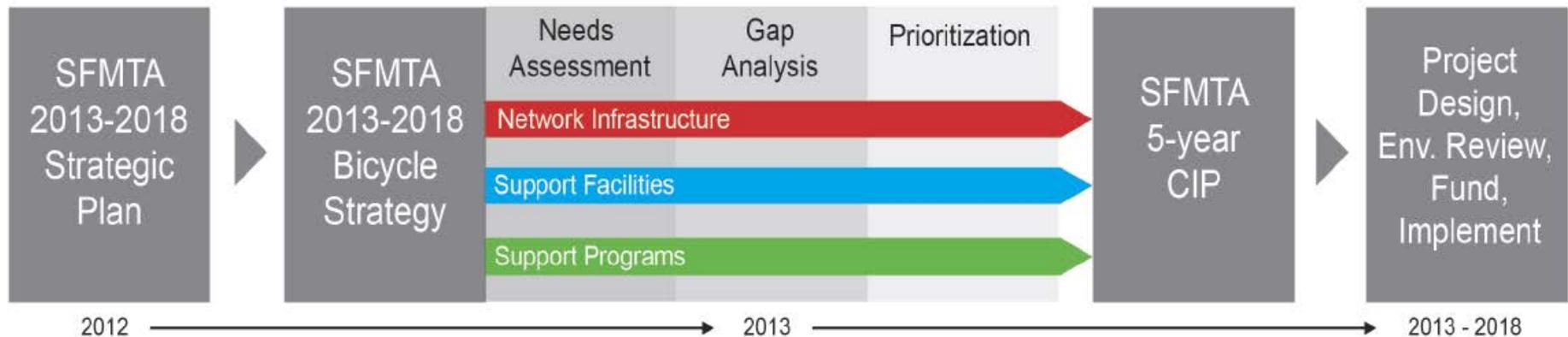
Presented by Timothy Papandreou,
Strategic Planning & Policy

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

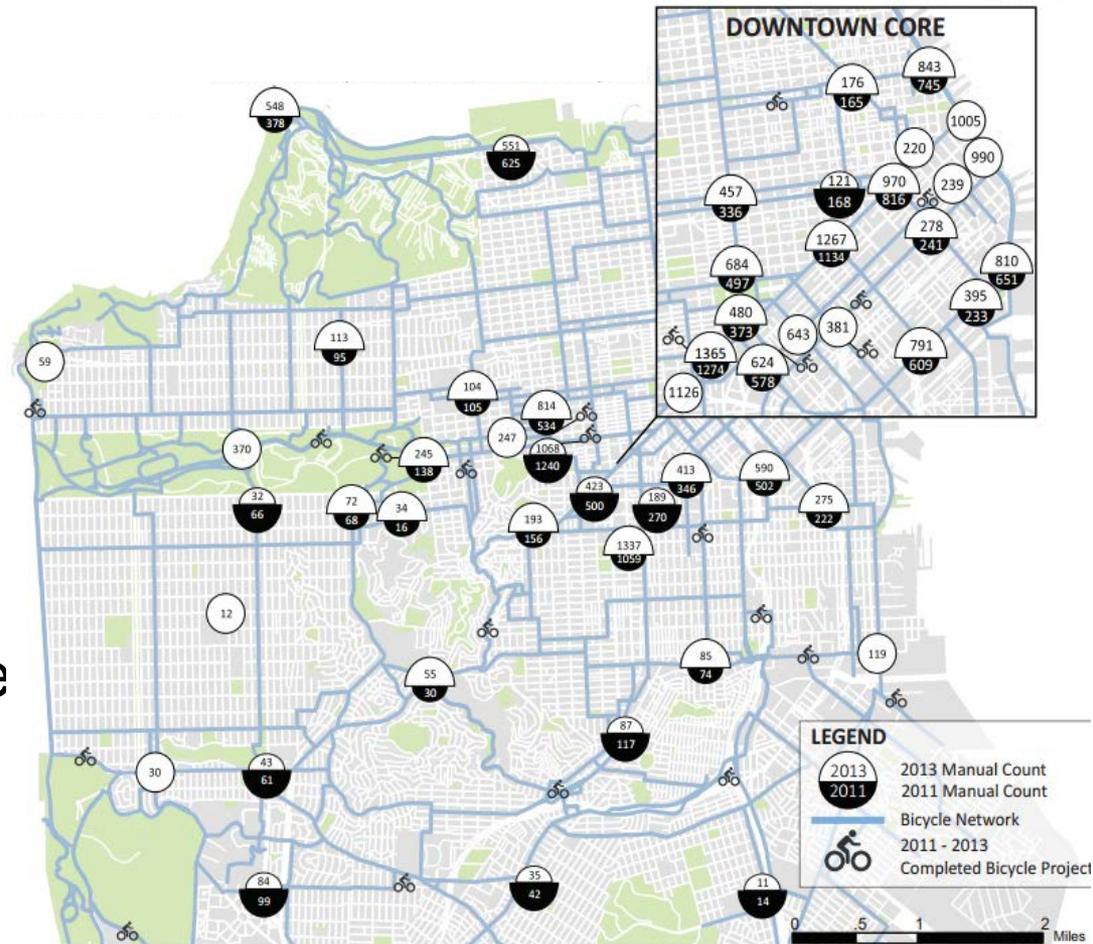
Key Accomplishments in 2013

- Transportation Task Force
- Bicycle Strategy Updates
- Bay Area Bike Share
- Completed 12 bike lane/spot improvements
 - 11 Bike Plan projects remaining



Key Results: 14% Return on Investment

- 96% growth in people bicycling since 2006 (21 intersections)
- 14% growth in people bicycling since 2011 (40 intersections)
- Growth observed at all intersections with bicycle improvements implemented since 2011



2013 Bicycle Strategy Focus Areas

- Network
Comfort & Gaps → *Strategic Plan Objective: Upgrade 10 miles per year to increase level of comfort/year*
- Promoting safety → *Strategic Plan Objective: Reduce Collisions*
- Expand funding → *Strategic Plan funding gap: \$21.5 M/ year*
- Bicycle parking → *Strategic Plan Objective: 500 per year*

Updating the Bicycle Strategy

Updates will include:

1. Prioritization framework
2. Comfort assessment
3. Citywide demand analysis
4. Focus group workshop findings



1. Prioritization Framework

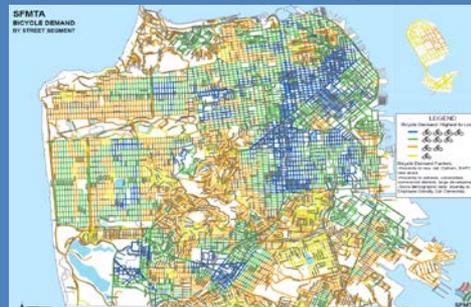
Strategy Miles (upgrade/expansion)



Existing Network:
Comfort Analysis



Citywide Street
Network:
Demand Analysis



Data
Driven
Scoring
Factors

Workshop
Input
Scoring
Factors



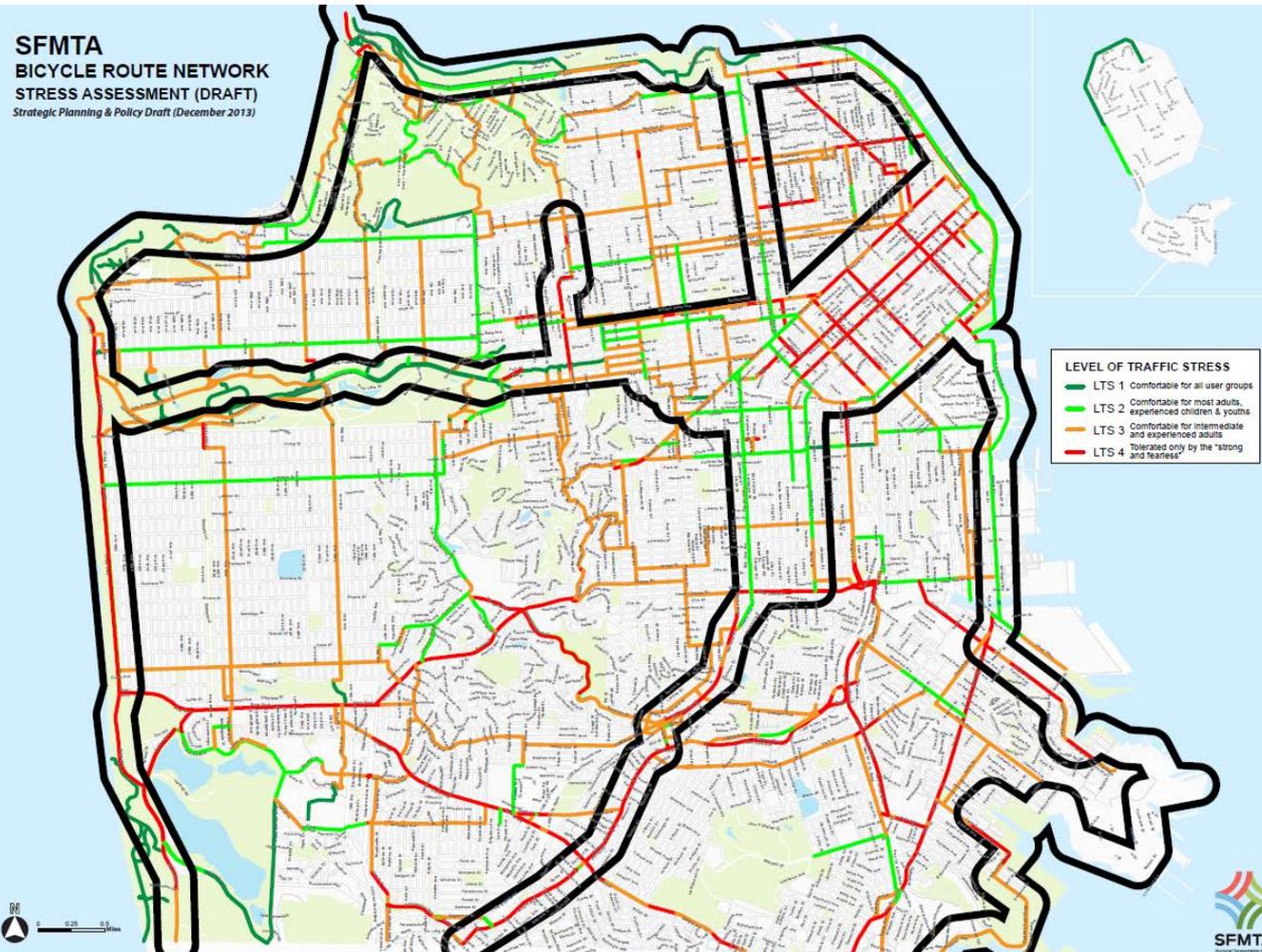
Allocation/Treatment Types by Area



Capital Improvement Programs

2. Focus on Upgrading 50 Miles of Primary Corridors

Purpose:
Analyze comfort on the existing network to identify barriers and opportunities for upgrades

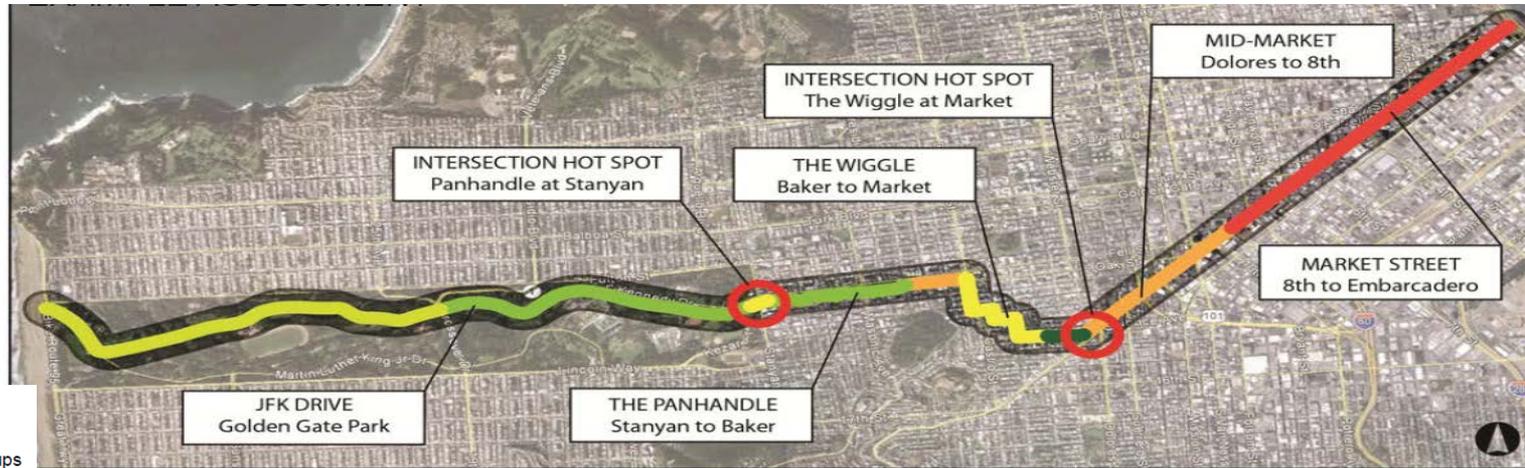


LEVEL OF TRAFFIC STRESS

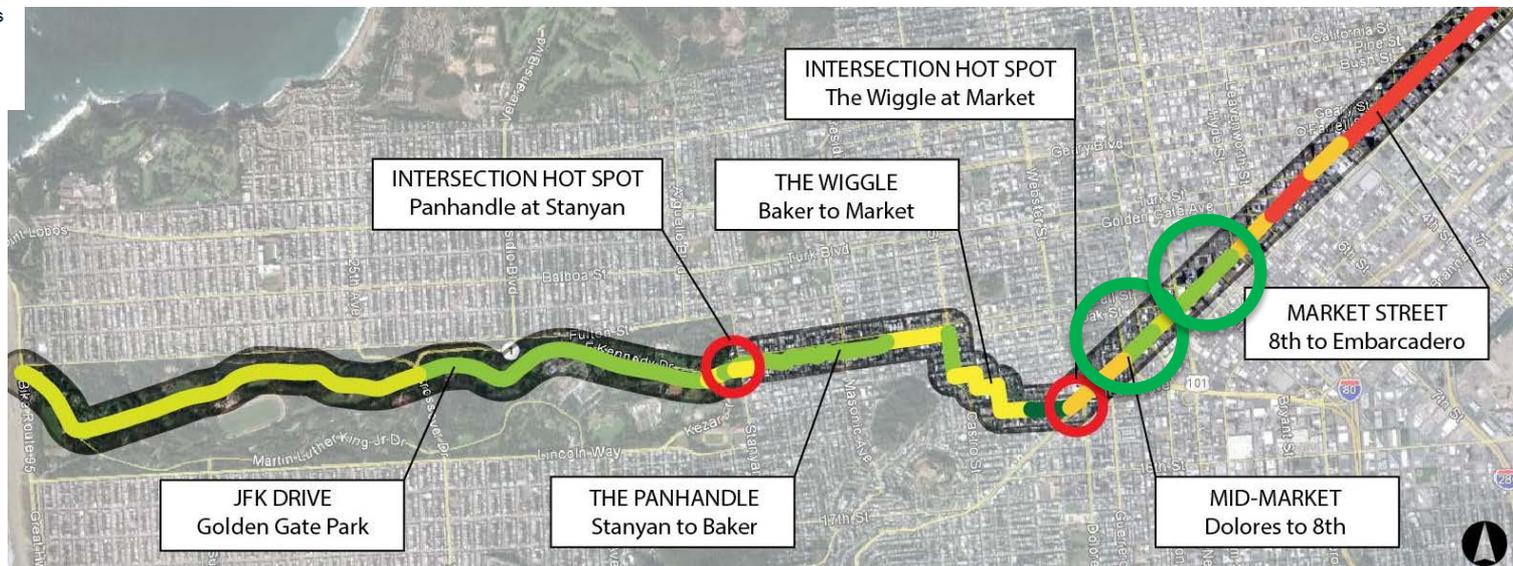
- LTS 1 Comfortable for all user groups
- LTS 2 Comfortable for most adults, experienced children & youths
- LTS 3 Comfortable for intermediate and experienced adults
- LTS 4 Tolerated only by the "strong and fearless"

Example of Upgrades in Effect

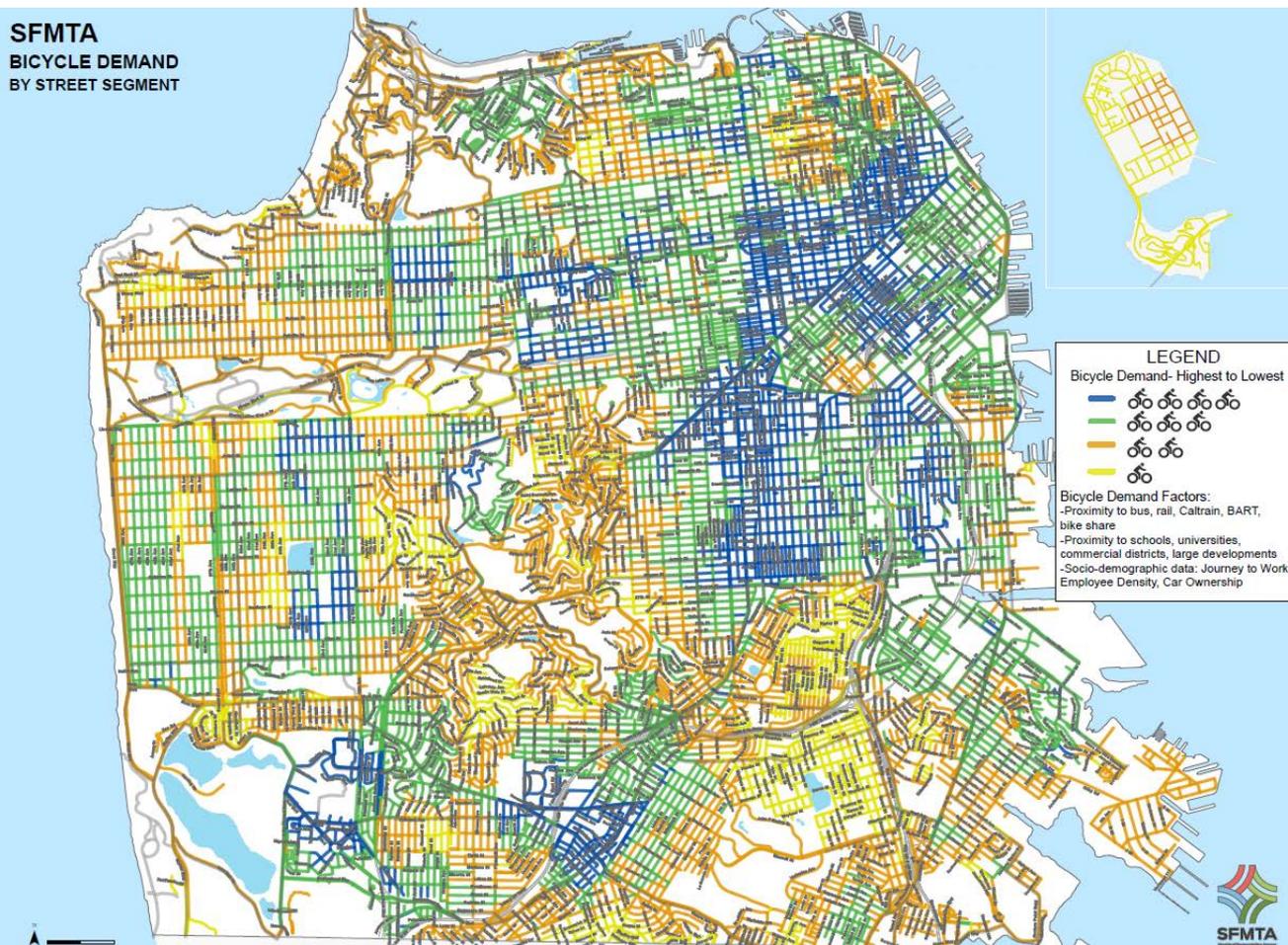
Assessment 2013



Applied 2013



3. Citywide Street Network: Network Expansion Demand Analysis



Purpose:

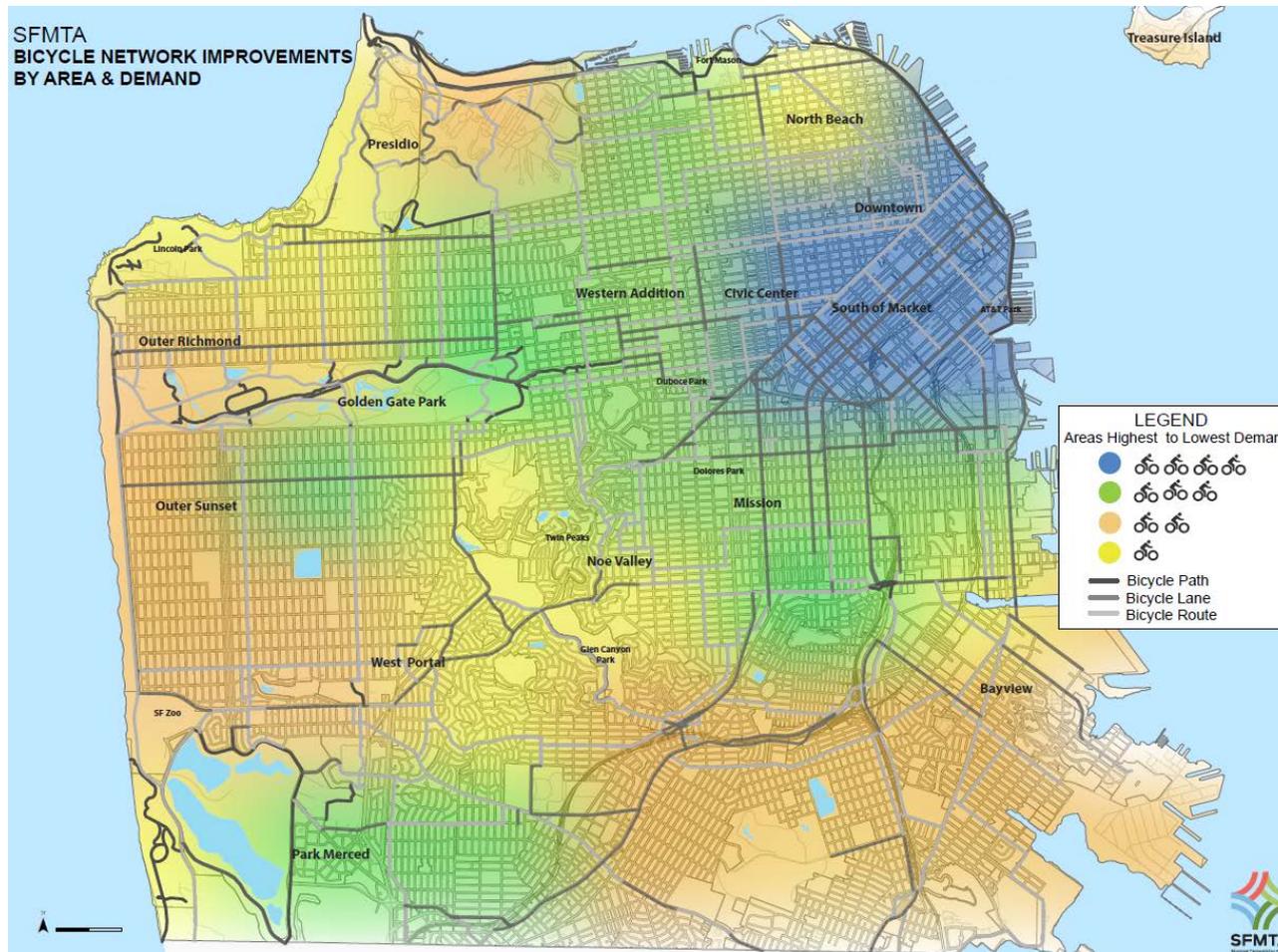
- Data driven approach to analyze demand by area
- Identify smart investments to focus network expansion

4. Bicycle Strategy Workshop

- Purpose: Engage with community to vet data driven methodology
- 50 representatives attended
 - Shared experiences and ideas about bicycling to prioritize investments by area and treatment types



Allocation of Bicycle Facility Improvements



Workshop Input:
75% improvements
focus in highest
demand areas

Workshop feedback: Focus on the basics, improve safety and comfort



Intersection Treatment
for Comfort & Safety



Interim Cycle Track



Neighborhood Connector

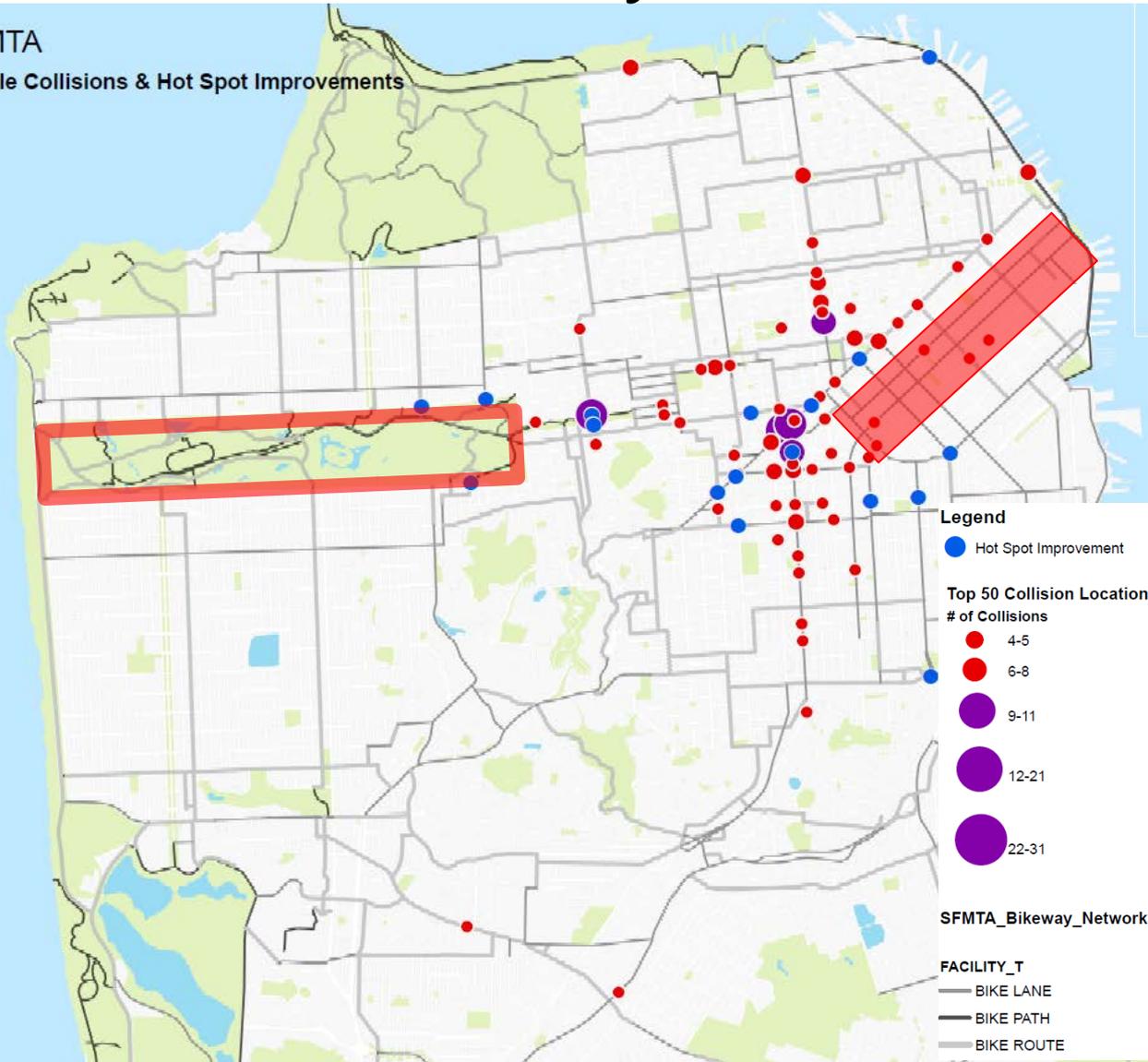


Standard Bicycle Lane

- Focus on low cost and quickly implementable treatments
- Use data driven approach to improve comfort and safety
- Focus on safety education

Safety is our #1 Goal

SFMTA
Bicycle Collisions & Hot Spot Improvements



- Partnering with Dept. Public Health to develop safety analysis
- Design focus on safety/comfort engineering solutions to these hotspots

Delivering the Bicycle Strategy Actions

- In order to meet our 2018 Bicycle Strategy mode share of 8-10% we will need to:
 - Adequately fund project design, communication and capital needs
 - Prioritize project phasing, with low-cost interim treatments while capital funds accumulate
 - Identify early coordination and communication opportunities with our stakeholders
 - Invest in evaluation and monitoring with before and after data
 - Focus enforcement on data from safety/crash profile analysis
 - Complete Modal Hierarchy Analysis clearly identifying street mode priorities

Next Steps to Grow Bicycle Mode Share

- Bicycle Strategy Update (Spring 2014)
- Bicycle FY2014-2019 CIP(April 2014)
- Focused Safety Hotspot Design Workshop
- Bicycle Injury Analysis with Dept. Public Health/SFPD (April 2014)
- Bicycle Safety Campaign
- Truck Safety Campaign
- 2014 Mode Share Data Collection (Spring 2014)
- Bicycle Transit Integration Toolkit (Summer 2014)
- 2014 Multi-modal counts (Fall 2014)