EXISTING CONDITIONS SUMMARY

Task Summary

Purpose of the Existing Conditions Task

In Task 1, the project team (SFMTA and Toole Design) worked together to develop a complete picture of current conditions for bicycling in San Francisco. This picture of existing conditions developed in Task 1 will serve as the foundation to identify performance of the current bicycle network and the efficacy of existing programs and policies, which will inform the recommendations developed for the Active Communities Plan.

Description of Task Elements

Task 1 efforts were comprised of the following elements:

- **Data integration:** Review of SFMTA existing data and data needs provide appropriate input to ensure the format and content reflects industry best practices and establish a shared baseline of critical data and information that is the foundation for future tasks.
- **Existing Conditions Basemaps:** Review of SFMTA basemap to confirm the format on which to display existing conditions and recommendations data, and to confirm consistency with SFMTA standards and compatibility with integration in the SFMTA Data Store.
- **Bicycle Network Comfort Index:** A comprehensive update of the Bicycle Comfort Index (BCI), last comprehensively updated by SFMTA staff in 2017. Establish the condition of the existing 2017 shapefile, potential changes to BCI methodology, and workplan to update the Index to current conditions. Deliverable was a systematic update to the Index and shapefile as well as documentation of the methodology and instructions for continued updates and maintenance in-line with the future expansion of the network.
- **Review of Past Goals, Policies, Programs and Plans:** Review and summary of plans, policies, and programs relevant to the Active Communities Plan. Includes assessment of peer cities that have moved the needle on mode share, equity, safety, and other areas as well as an evaluation of whether San Francisco has become a “Climber” city, according to the EU’s Presto classification. Findings will inform potential ACP recommendations.

Timeline and Staff Efforts for Tasks

Task 1 efforts were completed from Summer 2022 through Summer 2023. Work on Task 1 kicked off with the basemap review; data integration; and review of past goals, policies, programs, and plans. This was followed by the development of a methodology for the Bicycle Comfort Index update, execution of this methodology, development of a maintenance memo and recalibration of the technology, and development of the Existing Conditions Summary Report.

Data Integration

Task Purpose

The goal of this task is to collect, review, and process relevant data from multiple sources. The integrated dataset provides the foundation for later analyses.

Data Sources and Coordination

As the basis of the data integration work, the project team used the centerline network data and intersection data from the San Francisco Open Data platform, DataSF. The network and intersection data has unique identifiers for each feature element and sets the foundation for a routable network. Additional roadway-related and built environment attributes were acquired from DataSF, the SFMTA Spatial Data Store, and other city agencies.

The data in the table below were collected over time in an iterative process, as initial analysis findings would call for additional data needs. The data collected were uploaded to a PostGIS database, an open-sourced object-relational database that supports geospatial analysis in PostgreSQL.

Two main approaches to integrate data sources to the base network are table joins and spatial joins. For network attributes that use the same unique identifier (CNN) as the base network, table joins were used to add the additional attributes to the base network. For other sources where the unique identifier is absent, but the geometries share similar patterns to the network, spatial joins and conflations were used to assign additional attributes to the base network based on spatial proximity.

Table 1. Relevant datasets and sources

Data Source	Dataset	Attributes
DataSF/ ArcGIS REST Service	Functional Class	
	Bike Network	Facility type by travel direction
	Land use	
	Posted speed limit (early 2010s)	
	Slow Streets	
	Greenwave signals	
	Bike Network Point Features	
	Parking	Parking Meter Parking Meter Schedules
	Pavement Condition Index	
	311 reports	Blocked Bike Lanes Double Parking
	Transit Only Routes	
	Neighborhoods	
TransBASE	Intersections	Number of ramps nearby (2011) Number of bus stops nearby Signal/stop (2019)

Data Source	Dataset	Attributes
	Streets	Number of lanes (SF-CHAMP 2015) Traffic calming Median presence Number of on/off street parking (early 2010s) Slope (2010) Speed limit (2018) Tree counts Mid-block ped signal (2019) Vision Zero High Injury Network (2017) Street width (2011) Truck route presence (2009)
SFMTA	Prevailing speed (Inrix)	Directional link-level prevailing speed (2022)
	Shared bike and e-scooter micromobility volumes	Shared bike and E-scooter traversal volumes (2022)
	Arterial vehicle volumes (Inrix)	Average weekday volumes
	Quick build bike volumes	AM Peak, PM Peak
	Shared micromobility service areas	E-scooter service areas Bike share service areas
	Police traffic citation data	
	Bike Counter	Bike counter locations Hourly bike counts (2018-2022)
Other Data Sources	Bike and Vehicle volumes (Replica)	Bike link volumes (Fall 2021) Vehicle link volumes (Fall 2021)
	Equity Priority Communities (SFCTA)	
	Census/American Community Survey	

Data Gaps and Assumptions

For datasets that are expected to have full network coverage but are missing data (e.g., slope, number of lanes, traffic volumes), the project team used alternative data sources and/or assumptions to fill the data gaps as described below.

- **Prevailing speed:** For roadway segments where prevailing speed is missing, an average speed is applied based on functional class and land use.
- **Traffic volume:** For roadway segments missing traffic volumes, the primary assumption was to fill missing data with average volumes on the same street of the same functional class. The secondary assumption was to apply the average volume for a given functional class to the streets that are missing volumes and do not have existing volumes on other parts of the same street.
- **Number of lanes:** For roadway segments that are missing number of lanes, the average number of lanes for the given functional class was applied.
- **Pavement Condition Index (PCI):** For streets missing PCI, the average PCI for the given street and functional class is applied. If the street does not have any existing PCI, the citywide average of the given functional class is applied.
- **Slope:** For streets missing slope, the average slope of streets within 0.25 mile of the segment is applied.

- **Centerline striping:** It was assumed that residential streets do not have centerline striping.

After these assumptions are applied, manual spot checks were conducted to further ground truth and correct any miscategorized attributes.

Datasets Used for Analysis

The table below shows which datasets were applied to each of the analyses conducted under Task 2 of the Active Communities Plan.

Table 2. Summary of dataset use by applicability to analysis tasks

Data Source	Dataset	BCI	Safety	Network Count	Equity	Connectivity
DataSF/ ArcGIS REST Service	Functional Class	Yes	Yes	Yes		Yes
	Bike Network	Yes	Yes	Yes	Yes	Yes
	Land use	Yes	Yes	Yes		Yes
	Posted speed limit (early 2010s)	Yes	Yes			
	Slow Streets	Yes		Yes	Yes	Yes
	Greenwave signals	Yes	Yes			Yes
	Bike Network Point Features	Yes	Yes			Yes
	Parking	Yes				
	Pavement Condition Index	Yes				
	311 reports	Yes				
	Transit Only Routes	Yes				
	Neighborhoods		Yes	Yes	Yes	Yes
TransBASE	Intersections	Yes	Yes			Yes
	Streets	Yes	Yes	Yes	Yes	Yes
SFMTA	Prevailing speed (Inrix)	Yes	Yes		Yes	Yes
	Shared bike and e-scooter micromobility volumes		Yes	Yes		Yes
	Arterial vehicle volumes (Inrix)	Yes	Yes	Yes		Yes
	Quick build bike volumes			Yes		
	Shared micromobility service areas			Yes		Yes
	Police traffic citation data				Yes	
	Bike Counter			Yes		
Other Data Sources	Bike and Vehicle volumes (Replica)	Yes	Yes	Yes		Yes
	Equity Priority Communities (SFCTA)		Yes	Yes	Yes	Yes
	American Community Survey		Yes	Yes	Yes	Yes

Existing Conditions Basemaps

Task Purpose

The goal of this task was to create a basemap consistent with SFMTA brand and data standards that can be used throughout the project to display existing and recommended conditions.

Summary of Mapping Process

The project team in the Summer of 2022 established basemaps in ArcGIS Pro and ArcGIS Online to produce static and web-based maps in styles consistent with SFMTA style guides. A uniform style across all maps produced for this project can provide consistent look and feel to the graphics in existing conditions, engagement, and in the final report and plan.

SFMTA shared the basemap package, sample maps, and map style guides to ensure consistent branding and style with maps the agency has previously published. Draft basemaps were reviewed and edited before being used in technical memorandums, online maps, and print outs.

Summary of Current & Anticipated Uses

The basemaps developed through this task were documented in a shapefile set that serves as the foundation for all maps developed for the Active Communities Plan. Print-ready copies of basemaps were developed for use in engagement activities. The shapefiles will continue to be used in future tasks, including interactive analysis web maps.

Bicycle Network Comfort Index

Summary of Task Purpose

The purpose of this task was to update the SFMTA's 2017 Bicycle Comfort Index (BCI) methodology and map. San Francisco's bicycle network is made up of five facility types: protected bikeways, bicycle lanes, bicycle routes, off-street multi-use paths, and Slow Streets; these categories do not, however, capture how people experience these facilities while biking and rolling. The BCI evaluates San Francisco's street network using quantitative indicators of comfort and captures more nuance than a standard Level of Traffic Stress (LTS) method. It can be used to identify gaps in the active transportation network and measure the impact of various design interventions.

Summary of 2017 BCI Structure and Purpose

SFMTA staff developed the original Bicycle Network Comfort Index in 2014, following the recommendations of the 2013 SFMTA Bicycle Strategy. The intent was to provide a tool for measuring network quality at a fine-grained level and informing decision-making for future projects. The BCI was subsequently updated in 2017. Both the original 2014 version and the 2017 update only calculated BCI for streets on the bike network, and not for other city streets.

Both the 2014 and 2017 BCI suffered from shortcomings in data, methodology, and utility. As such, the BCI was rarely utilized as a tool for decision-making. It was not easy to update the BCI, use it for modeling purposes, and only was applied to streets on the bike network at the time of its development.

Summary of MTA work and Working Group Meetings

Toole Design and the SFMTA collaborated to define a workplan for the BCI update that would allow key stakeholders and other necessary parties to review the BCI framework and deliverables. SFMTA staff organized a working group of inter-agency partners including the Metropolitan Transportation Commission (MTC), the Mayor's Office, and the San Francisco County Transportation Authority (SFCTA) to inform the BCI development process. The working group met four times between the Fall of 2022 and the

Spring of 2023. SFMTA also hosted multiple “brown bag” session with agency staff to solicit feedback for the BCI development process. The working group primarily informed the data sources used and the framework used to organize/calibrate data for scoring within a BCI system.

Summary of Toole Design Workplan and Methodology

The project team worked together to develop a BCI framework that tells a nuanced story about bicycle and micromobility comfort in San Francisco. The proposed framework, illustrated in Figure 1, aims to account for factors that the SFMTA can control or influence (such as facility type), and factors outside of the agency’s control (such as slope/elevation). By differentiating between these factors, the BCI score and its component subscores support SFMTA staff in identifying and prioritizing investments in physical infrastructure and policy changes that can influence bicyclist comfort.

The primary goals of the BCI are:

- Capture a variety of quantitative and qualitative factors that impact comfort, customized for the San Francisco context
- Apply a nuanced, defensible methodology that can be regularly updated and easily maintained
- Allow the SFMTA to test and measure the impact of different design interventions on levels of comfort.
- Account for the fact that comfort is influenced by factors that the SFMTA can influence and by factors that it cannot.

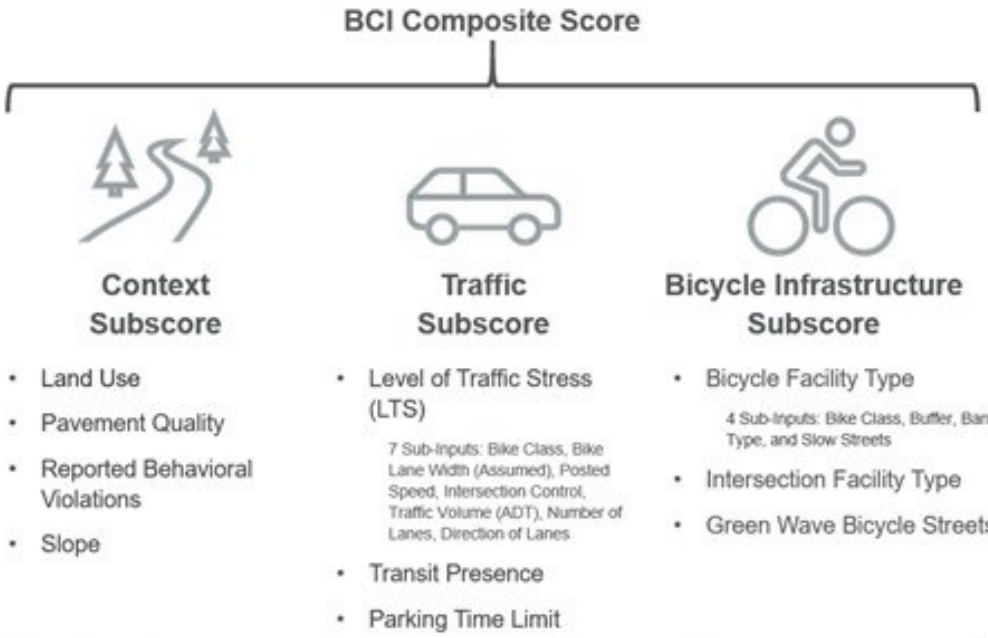

Figure 1. Proposed BCI Composite Score Framework

Summary of Preliminary Outputs and Integration with Public Outreach

Notable findings:

- The type of bicycle facility has a big impact on comfort, with more protected facilities being generally more comfortable, but other factors can make using a Class IV or Class I facility

uncomfortable. Likewise, areas of the city that are predominantly commercial and industrial can actually be quite comfortable for riding if other conditions are right.

- Slope has a very strong influence on comfort. Many city streets, even those in quiet neighborhoods and parks, are too steep to be comfortable for most people.
- Slow Streets have some of the highest comfort scores, as they are areas that are designed for slow vehicle speeds; lots of people walking, biking, and rolling; and tend to be relatively flat.
- Most Equity Priority Communities have a mix of BCI scores, except for the Tenderloin, where most streets perform poorly on the BCI due to traffic, slope, and lack of bike facilities.

Initial BCI results were included in online interactive maps. Feedback on perceived level of comfort traveling on different bicycle facility types was collected via Phase 2 engagement, including the online survey, Resident Preference Survey, and in-person event activities. This information will be used to refine (or "calibrate") the BCI to better reflect community input on facility comfort and other factors that support traveling by bicycle in San Francisco.

Summary of Anticipated Uses and Maintenance

The updated BCI scores will inform ACP network recommendations by enabling the SFMTA to identify investments that can have the highest impact on comfort and encourage ridership. Documentation of methodology and steps for maintaining the BCI were provided, so that the BCI can be used as an active tool for the SFMTA in future decision making. The BCI will be integrated with the SFMTA Spatial Data Store, so that changes to roadway data will be automatically reflected in BCI scores, ensuring it is an up-to-date tool for decision making.

Review of Past Goals, Policies, Programs and Plans

Summary of Task Purpose

The purpose of this task was to evaluate plans, policies, and programs relevant to the Active Communities Plan, and to assess what peer cities are moving the needle on mode share, equity, safety, and other areas relevant to the Active Communities Plan. This task also assessed San Francisco's current standings according to the Bicycle Friendly Community (BFC) and the EU's PRESTO classifications. The documentation of relevant City, County & Regional plans and lessons from external bodies will ensure consistency with prior work and inform plan development.

Summary of Coordination and Identification of Review Documents

The SFMTA project team worked in the Summer of 2022, in close collaboration with the Technical Advisory Committee, to identify all plans, policies, and documents relevant to the Active Communities Plan process. This list of documents included City, County, Regional, and State plan documents and stretched back to the 2009 Citywide Bicycle Master Plan. Throughout the review process over the Summer and Fall of 2022, additional documents were identified and added to the queue.

Summary of Review Process and Structure

In total, 81 plans, policies, and programs were identified for review. A team of multi-agency collaborators conducted summary reviews of each document over the Summer and Fall of 2022. Each reviewer was given a standardized template to work off of, ensuring key information was captured consistently. Each review attempted to capture relevant goals, projects, programs, and policies, along with an assessment of implementation success.

The plan review organized documents by owner. SFMTA, responsible for 34 of the documents, was split into subsections of "Bicycle Documents", "Plans and Policies", "Programming", "Major Development Mitigation Plans", and "Community Based Transportation Plans".

Purpose of the Plan Review

The Plan Review is meant to act as a reference guide for the plan development process. It can allow practitioners to easily access summaries of critical plan documents meant to influence, and provide context to, the plan recommendations for the Active Communities Plan.

Summary of Peer City Review

Peer cities, or cities with similar characteristics and active transportation progress as San Francisco, were identified to offer guidance in areas in which they excel. The primary criteria for peer cities were comparable bike-friendly progress (as determined by BFC and People for Bikes scores) and size (population, area, and density). The final list of peer cities is described in Table 3. They range from flat to steep terrains and year-round pleasant weather to months of snow, illustrating that there is no one-size-fits all approach to expanding bicycling.

Each of the peer cities is recognized as leading cities for bicycling in North America, and all US peer cities have achieved BFC Gold (BFC does not designate Canadian cities). Additionally, all have bikeshare programs and offer bikeshare subsidies to low-income populations. Differences across the cities are highlighted in the table below.

Table 3. Peer Cities Comparative Statistics

City	2021 Population / Sq. Mileage	Density (persons / sq. mi)	Length of Total Bicycle Network (Date)	Miles of Protected Bikeways and Off-Street Paths (% of Total)	Bicycle Program Staff to Population °	Bicycle Commute Mode Share 2019*	Active Transportation Education Included in Public School Curriculum	Fatalities per 10k Bicycle Commuters
San Francisco	*815,201 46.87*	*17,393*	*464ǂ (2021)*	*120 (26%)*	*1 per 17.6K*	*4%*	No - Optional events and classes are offered (weekends/ summer)	*1.4*
Seattle	733,919 83.78	8,760	297 (2020)	Unknown	1 per 46K	3.5%	Yes - "Let's Go" program for elementary students; modules in development for kindergarteners and middle schoolers	1.9
Austin	964,177 305.1	3,547	Unknown	215 (52%)!	1 per 61K	1.3%	No- Schools can opt for Safe Routes to provide trainings	2.5
Cambridge	117,090 7.104	16,482	94 (2019)	44 (47%)	1 per 7K	7.7%	Yes- "Second Grade Pedestrian and Bicycle Safety Unit"	1
Washington, DC	690,093 68.34	10,098	164 (2022)	84 (51%)	1 per 99K	4.5%	Yes- Part of second grade P.E. classes	1
Vancouver, BC	662,248 44.39	14,917	202 (2019)	50-60 (25-30%)!	N/A	13.2%^	Yes- "Everyone Rides Grade 4-5"	Unknown

ǂ This number may be comparatively higher since San Francisco totals facilities on both sides of the street (e.g., one mile of bike lanes on two sides of the street = two miles).
! This value represents the all ages and abilities network, which additionally includes bike boulevards (or analogue facilities).
° Based on most recent BFC report card, which varies by city and only exists for U.S. cities.

* 2019 statistics were chosen due to the pandemic-era decrease in commuters observed in all U.S. cities. American Community Survey 5-Year Estimates is the source for U.S. data.
^ Based on 2019 Vancouver Panel Survey. (Canada Census Journey to Work is only available every five years.)

Key points of comparison between San Francisco and the identified peer cities include the following.

- **Miles of Protected Bikeways and Off-Street Pathways:** Differences in size between cities make comparison of total mileage difficult. Percentage of total bikeway mileage that is protected and/or off-street is more useful. San Francisco has a relatively small proportion of protected facilities (26%), while peer cities hover around the 50% mark. It might be more useful to include all ages and abilities facilities (which also include Slow Streets, bike boulevards, and neighborhood greenways), but this indicator is not available across cities.
- **Bicycle Program Staffing:** Comparing bicycle program staff-to-population ratios across peer cities indicates that a strong active transportation program does not necessarily require a city to increase program staffing. There is quite a range in bike staff to population ratios across these peer cities, yet all are recognized as top bicycling cities in North America.
- **Bicycle Commute Mode Share:** High rates of telecommuting and changing norms limit the usefulness of this indicator in the post-pandemic world. Regardless, 2019 commute mode share (the most recent pre-pandemic estimate) is compared here to get a general sense of bicycling rates across cities. As indicated in the chart above, Cambridge and Vancouver are the leaders in this category.
- **Active Transportation Education:** Most of the peer cities include active transportation education as part of their public-school curriculums. While most cities tend to offer this education during one school year (i.e., second grade, fourth grade, etc.) Seattle is working towards a comprehensive bicycle education program.
- **Bicyclist Fatalities:** The peer cities with the lowest bicyclist fatality rates also have lowered speed limits citywide in previous years. Cambridge lowered speed limits on its arterials to 25 mph in 2016 and on local roads to 20 mph in 2019, and Washington, D.C. rolled out speed limit reductions from 2020-2022. This is described in more detail in the following spotlight section.
- **Equity:** All peer cities have meaningfully integrated equity into their active transportation programs when prioritizing bike network facilities and investments. All peer cities also offer subsidized bikeshare memberships for lower-income populations. San Francisco is making similar strides in equity as the other peer cities.

Summary of BFC Review

Bicycle Friendly Cities

The BFC program, developed by the League of American Bicyclists (the League), provides policy guidance to U.S. cities in their efforts to advance bicycling. The program awards each city a ranking based on its bicycling statistics, programs, policies, and accomplishments makes tailored recommendations for improvement. Participating U.S. cities have so far ranked from Bronze to Platinum, and there is an aspirational Diamond tier that no city has yet achieved.

The BFC assessment can be used to guide San Francisco's active transportation policy development and programmatic investment. As of the Spring 2021 BFC report card, San Francisco was rated as a Gold-level community. Some key indicators assessed by the BFC program are summarized below; the full BFC report card includes additional indicators.

Table 4. Key Indicators of a BFC-Platinum Community

	San Francisco (2021)	Average Platinum Community
Total Bicycle Network Mileage to Total Road Network Mileage	36%	80%
Commute Mode Share	3.96%	16.3%
Bicycle Education in Schools	Average	Good
Share of Transportation Budget Spent on Bicycling	16%	14%
Fatalities per 10k Daily Bicyclists	1.38	0.4
Bicycle-Friendly Laws and Ordinances	Excellent	Very Good

While San Francisco has a way to go in expanding its bicycle network, increasing ridership, decreasing fatalities, and improving education, it does exceed expectations in areas such as bicycle-friendly laws/policy and allocating budget towards bicycling. BFC recommendations include:

- Add more protected facilities
- Convert existing bike routes into lower-stress bicycle boulevards/neighborhood greenways
- Improve tracking of the City's Complete Streets Policy
- Include bike lane striping as part of repaving plans
- Expand options for high-quality bicycle parking
- Expand bicycle safety education
    - Especially for K-12 students, which may be achieved by expanding school partnerships with local bicycle advocacy groups
    - Motorist awareness education
    - Bicycle skills education
- Ensure schools can be accessed on a low-stress bicycle network

The ACP goals and BFC guidance both prioritize safety, but the ACP goals additionally emphasize comfort. BFC criteria such as percentage of high-speed streets with bicycle infrastructure or ratio of bicycle infrastructure mileage to roadway mileage might therefore be less relevant in the context of the ACP. To capture the impact of policy that reduces speeds or designates low-stress routes parallel to high-speed roads, metrics such as low-stress/high-comfort facility mileage to roadway mileage might be more meaningful.

Additionally, commute mode share has become less relevant as a measure of ridership in a post-pandemic world. Apparent stagnation or decreases in bicycle commute mode share most likely reflect significant increases in hybrid and remote work schedules, as data from Vélo Québec suggests that increases in bicycling are not necessarily accompanied by changes in commute mode share.

PRESTO

PRESTO (Promoting Cycling for Everyone as Daily Transport Mode) is a European program that provides policy guidance and benchmarks for cities to grow their bicycling networks. Cities can self-classify as a "Starter", "Climber", or "Champion" city, designations that depend on a mix of bicycling rate and conditions. San Francisco is a "Climber" city. Climber cities may have substantial bicycling infrastructure but lower bicycling rates (mode share from 5-35%), or higher bicycling rates with limited infrastructure; San

Francisco is an example of the former. At the Climber level, PRESTO recommends that city efforts focus on infrastructure and promotion.

Notably, PRESTO deprioritizes protected facilities, instead emphasizing the necessity of riders feeling comfortable around traffic and at intersections. Overall, PRESTO recommends the Dutch approach: prioritizing infrastructure that is direct, connected to a broader network, comfortable (smooth and well-lit), and mixes bicyclists with slow vehicle traffic.

PRESTO recommendations include:

- Improve network connectivity so bicyclists can easily travel longer distances
    - Focus on solutions for major roadways and other barriers
- Focus less on separation and more on making bicyclists and motorists comfortable co-existing
    - Focus on infrastructure that mixes bicyclists with slow traffic
- Create positive associations with bicycling
    - Targeted campaigns with local businesses
    - Test rides for schoolchildren
- Provide rewards
    - Subsidized gear
    - Free or subsidized bicycles or electric bicycles, especially for those new to bicycling

Summary of Anticipated Uses

The Plan Review looked at previously adopted plans and policies to ensure that the goals, objectives, policies, and actions adopted in the Active Communities Plan are consistent and supportive.

The BFC and Peer City Review identify areas for the SFMTA to learn from peer and model cities and advance its active transportation network, policies, and programs, and project delivery. BFC and PRESTO guidance help pinpoint areas of focus as the SFMTA develops the ACP. This can guide community engagement and help determine policy recommendations.

San Francisco should consider a full range of strategies to advance its active transportation network independent of specific rating systems or programs. In developing the ACP, San Francisco should consider BFC and PRESTO guidance, along with best practices from peer and model cities, in the context of local conditions and community input. Key considerations from this review include:

- **Increase protected facilities.** Compared to its peers, San Francisco lags in protected facilities. San Francisco has taken the quick-build approach in recent years, rolling out protected infrastructure on its high-injury streets quickly using low-cost and easy to implement (though not necessarily permanent) materials. Cambridge has a community-vetted quick build prioritization process in place to ensure protected facilities are installed on streets that are not subject to its Cycling Safety Ordinance.)
- **Prioritize low-traffic/low-speed shared facilities**, such as Slow Streets and neighborways. This is consistent with the Dutch approach to building infrastructure, and these facilities are more affordable and quicker to implement than trails and protected bikeways. It is imperative, though, that these streets are truly low-volume/low-speed; otherwise, they will not serve riders of all ages and abilities. San Francisco had opted to make some of its pandemic-era Slow Streets permanent and in other parts of the city, it has ramped up its neighborways (bike boulevard analogue) program. Neighborways are implemented on low-speed/low-volume streets and rely on traffic-calming measures, such as raised crossings and roundabouts, to enhance traffic safety (in contrast to Safe Streets, which utilize barriers to fully or partially close streets to through traffic.)

- **Continue reducing speed limits.** Vehicle speed is the biggest factor in crash severity and can be a huge deterrent from people riding bikes. The passage of Assembly Bill (AB) 43 has allowed California cities to reduce existing speed limits, and San Francisco began implementation in 2021, rolling back speed limits from 25 to 20 mph in parts of its high-injury network, and continued to reduce speed limits from 30 to 25 mph and 25 to 20 mph in key business activity districts.
- **Continue to provide low-stress, connected facilities parallel to major roadways** rather than installing facilities on higher-speed/higher-volume roadways. Folsom and Howard streets, two parallel one-way streets each with a protected bike lane, are a good local example, providing protected facilities parallel to higher-stress Mission Street.
- **Expand promotional efforts to attract new bicyclists**. This is consistent with PRESTO guidance and the efforts in Austin are a great example. Currently, SFMTA does not offer a one-stop website that dually promotes bicycling and connects bicyclists and would-be bicyclists with all the resources they need.
- **Expand bicycle education** and tailor it to all ages and all roadway users, including adults and motorists. Including active transportation education in public schools is a key place to start to ensure that the youngest generations and future generations are encouraged and prepared to be safe active transportation users. Currently, San Francisco Unified School District only offers optional learn-to-ride summer programs and occasional, optional weekend activities for schoolchildren. Seattle's bike education program is an excellent model, leveraging city funding with non-profit expertise and staffing.
- **Make bold policy commitments**. Cambridge and Montreal are leaders when it comes to making the commitment to install safe infrastructure and following through. Similar to Cambridge's Cycling Safety Ordinance, San Francisco is developing a policy to require planned protected bikeways to be installed during the repaving process.
- **Make tangible efforts to build an equitable active transportation network** and livable communities. One approach might be to evaluate whether disadvantaged and underserved communities can access daily destinations within a 15-minute walk or bike ride of their home, and if not, build the necessary connections or make land use decisions that will ensure such destinations exist in these neighborhoods. San Francisco is considering using a similar approach for the ACP Equity Analysis.