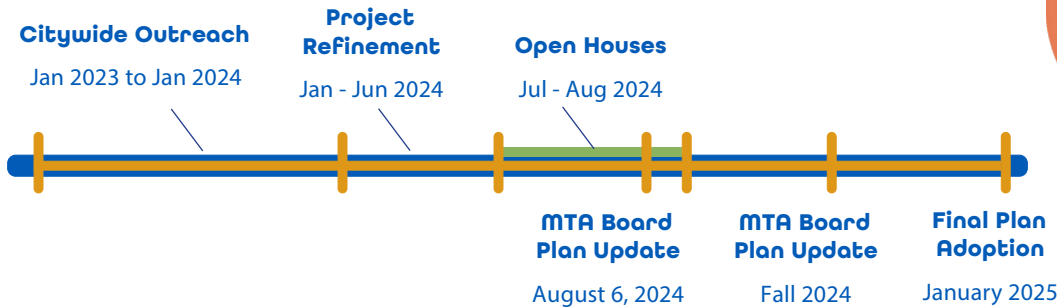


# Biking and Rolling Plan 2024 Open House



San Francisco’s Biking and Rolling Plan is a community-driven initiative to establish a safe and reliable transportation network that promotes greater use of low-speed human or electric-powered devices. The plan directs future SFMTA investments in biking and rolling infrastructure, programs, and policies for the next 10-15 years.

## Timeline



## Goals



**Advance equity**  
by addressing and repairing past harms and inequities that have limited transportation choices and access, especially for those who experience greater risk on the street, including people with disabilities; Indigenous, Black, and Brown people; seniors; and youth. Support an equitable transportation future in which all communities have access to travel choices that meet their needs and allow community members to thrive.



**Engender belonging for people biking and rolling**  
by delivering a complete, well-connected, and safe active transportation network for low-speed human or electric-powered devices within five years. The active transportation network should reach within a quarter mile of all San Franciscans and provide access to schools, open space, job centers, transit hubs, and commercial districts.



**Provide programmatic resources and facilities**  
to encourage people, especially youth and low-income residents and workers, to use the network.

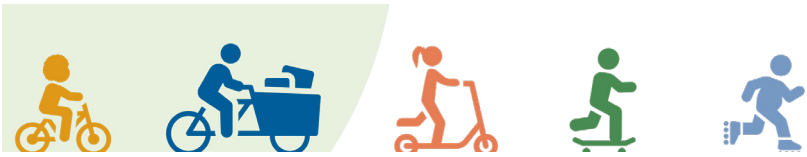


**Support climate action**  
by creating the infrastructure to make low-carbon transportation a viable option for all residents. Support a citywide shift to 80% low-carbon trips (such as transit, biking, walking, and rolling) by 2030, in line with San Francisco’s 2021 Climate Action Plan. Plan active transportation for the construction of 82,000 housing units over the next eight years to minimize increased vehicular traffic.



**Serve local needs first**  
by funding and delivering projects rapidly; demonstrate urgency, accountability, and respect for the participation of community members in the planning process.

# Facilities Toolkit



The SFMTA Facilities Toolkit outlines infrastructure based on how safe people feel relative to how separated they are from cars. It also recommends application of the facility based on car volumes and speeds.

	CATEGORY	TRAFFIC		RISK EXPERIENCE	
		SPEED	VOLUME	MORE	LESS
	<b>Car-free</b> Car-free street / Class I	0	0		
	<b>Car-free</b> Path or Cycle tracks / Class I	0	0		
	<b>Protected</b> Class IV	< 45 MPH	> 1,000 / DAY		
	<b>Protected</b> Class IV	< 35 MPH	> 1,000 / DAY		
	<b>Separated</b> Quick builds / Class IV	< 35 MPH	> 1,000 / DAY		
	<b>Laned, Calmed</b> Class II	< 25 MPH	< 1,000 / DAY		
	<b>Shared, Calmed/Diverted</b> Slow Streets / Class III	< 15 MPH	< 1,000 / DAY		
	<b>School Calmed Zone</b> Designated traffic-calmed area	< 15 MPH	< 1000 / DAY		
	<b>School Street</b> Special Slow Street with Community Traffic Management	< 15 MPH	< 500 / DAY		

