

PEDALING FORWARD

*A Glance at the SFMTA's
Bike Program for 2017 - 2021*



Thank you
for bicycling

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SFMTA
Municipal
Transportation
Agency

INTRODUCTION

About This Booklet

More people from all walks of life see their bicycle as a more convenient way to get where they need to go in San Francisco. Since 2006, bicycling has grown by 184 percent.

A big reason for the rise is the city's growing investment in a network of safer, better bikeways that enable more people across the city to bike with ease.

As these bikeways grow, so does interest about what the future of bicycling in San Francisco will look like. We created this booklet to share our vision and describe our program to build a better city for biking.

Who We Are

The San Francisco Municipal Transportation Agency is one of the nation's largest, fully integrated city transportation agencies. We manage all surface transportation in San Francisco, from Muni and taxis, to bike lanes and pedestrian safety.

The SFMTA was created in 1999 through a voter-approved ballot measure that merged Muni and the Department of Parking and Traffic.

Our job is to keep San Francisco moving safely, efficiently and sustainably. How we enable people to get around by bike plays a role in getting you where you're going, no matter how you get there.

*Original Publish Date: March 8, 2017
Updated Web Version: July 7, 2017*

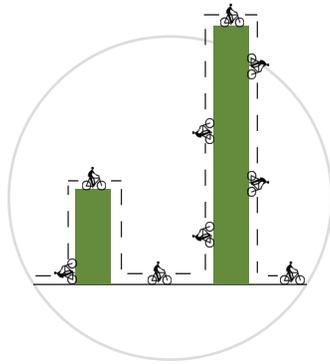
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THE STATE OF BIKING: 2015 & 2016



Estimated **82,000** bike trips per day



Bicycling has increased **184%** since 2006



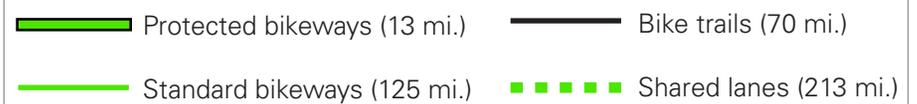
1 million bike trips logged on Market Street in 2015



Biking was **4.3%** of commute trips in 2015, up from 2.3% in 2006



2016 San Francisco Bike Network



Biking is booming throughout San Francisco. Perhaps you've noticed the growing streams of daily commuters biking down Market Street and other popular routes across the city.

Well, it isn't just a feeling. It's a fact. **San Francisco adds more than four new bicycle commuters on an average day.**

A big part of the growth is due to the improvements we've made to bike infrastructure over the years.

But San Francisco is also an inherently great city for bicycling. Its compact layout makes biking a quick way to get to most destinations, and its mild weather makes biking a breeze year-round.

THE FUTURE OF SAN FRANCISCO'S BIKE NETWORK: 2017 - 2021

Streetscape Projects

Streetscape projects are large-scale street redesigns. They provide opportunities to make streets safer and upgrade infrastructure like utilities, transit amenities and lighting.

In 2017 alone, eight miles of streetscape projects will be under construction.

Protected Bikeways

Protected bike lanes are physically separated from vehicle traffic using measures such as flexible posts, concrete barriers or lanes of vehicle parking.

At the end of 2016, San Francisco had 13 miles of protected bikeways. By the end of 2017, 14 additional miles are planned to be under construction throughout the city.

Neighborways

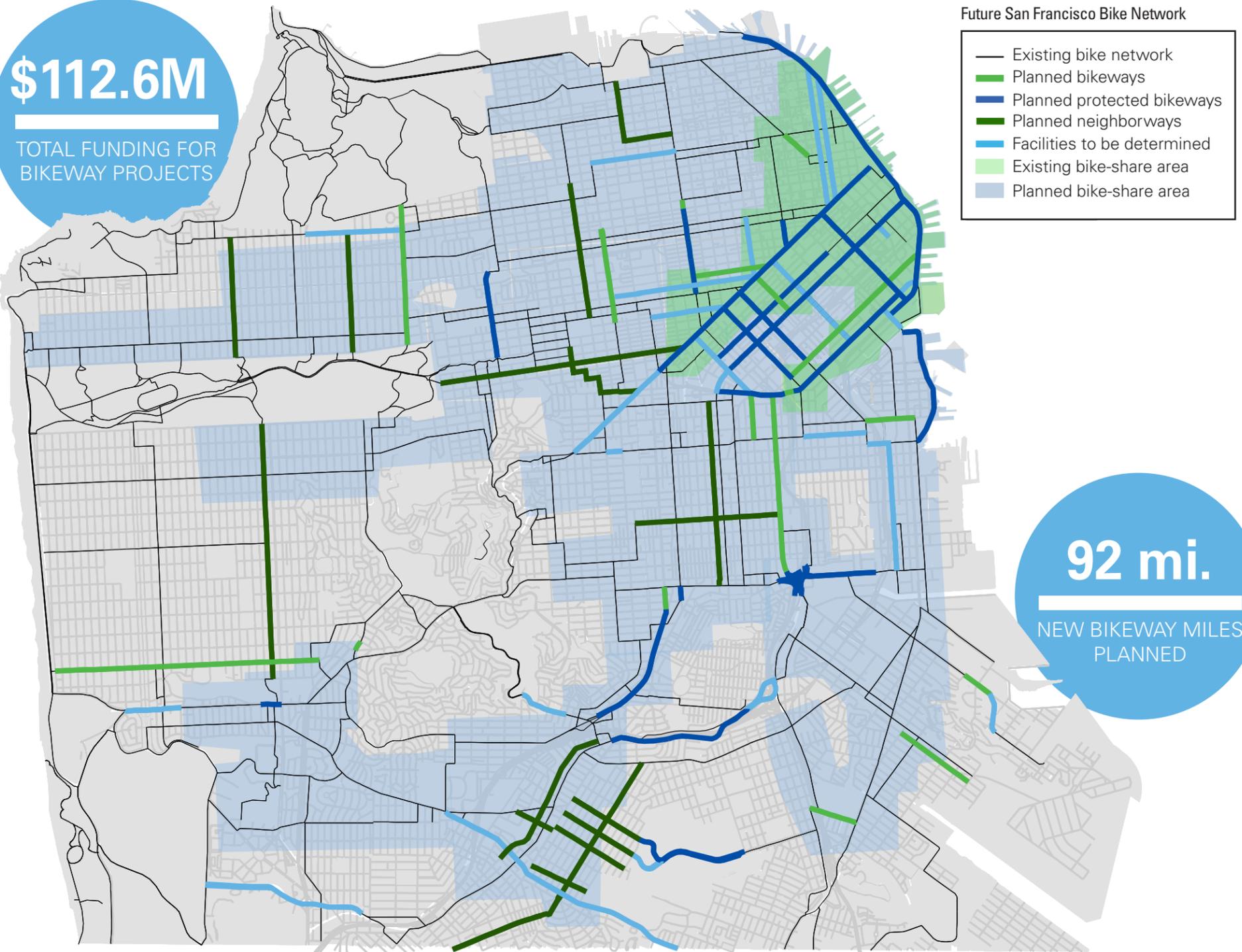
Neighborways are a new type of project focused on making residential streets calmer and more inviting to walk, bike and spend time on.

They include a package of street design measures tailored to each neighborhood like speed humps, traffic circles, traffic diverters and more visible crosswalks.



3

\$112.6M
TOTAL FUNDING FOR BIKEWAY PROJECTS



92 mi.
NEW BIKEWAY MILES PLANNED

4



Bike Parking

To provide secure and convenient parking, we install bike racks on sidewalks, in public garages and in curbside "bike corrals."

At the end of 2016, we had installed 5,200 bike racks and 70 bike corrals across San Francisco. By 2021, we plan to add at least 2,500 bike racks and 50 corrals.



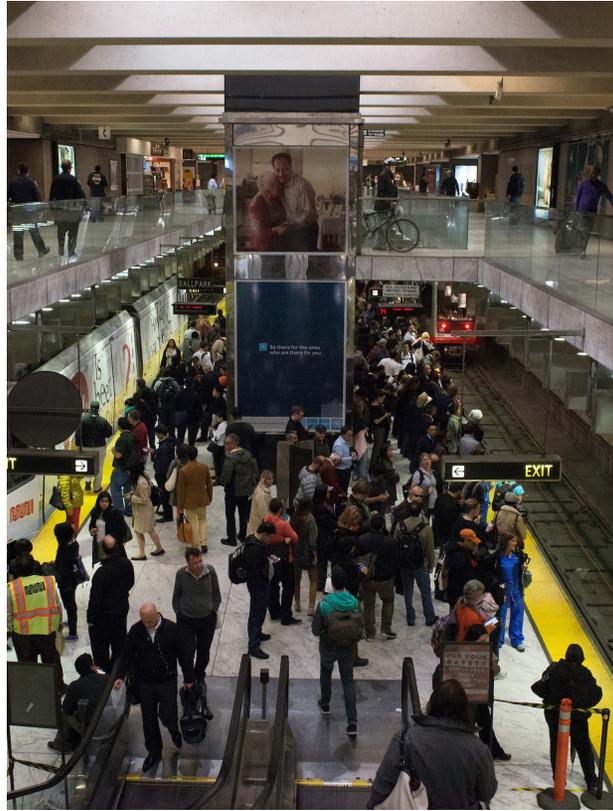
Bike Share: Ford GoBike

Bike share is a convenient way for people to ride a bike on the fly.

Following the success of the Bay Area Bike Share pilot program, the SFMTA will work with sponsor Ford Motor Co. and other partners to expand the system now known as Ford GoBike.

In San Francisco, the current fleet of 350 bikes will grow ten-fold to approximately 4,500 bikes starting in 2017 and continuing through 2019.

PREPARING FOR A GROWING CITY



Each person on a bike is one less person in a traffic jam, competing for a parking spot or squeezing onto a crowded bus.

Since 1980, our city's population has increased from 680,000 residents to more than 850,000. **As commuters come into the city, San Francisco swells with more than 1 million people on an average day.**

Unless we provide better ways to get around, we'll have gridlock if our growing population arrives in private automobiles.

The good news is efforts to encourage walking, biking and transit are working. From 2006 to 2015, of the roughly 100,000 commuters San Francisco added, 85 percent of the additional trips were car-free.

In San Francisco and cities around the world, we've seen that making the changes needed to make bicycling more attractive gets people to choose bicycling more often. It makes sense, after all: When given the chance to enjoy a fun, affordable and healthy way to get around, why sit in traffic?

BUILDING SAFER STREETS

125 There are **125 miles of streets and 4 intersections** on San Francisco's High Injury Network.



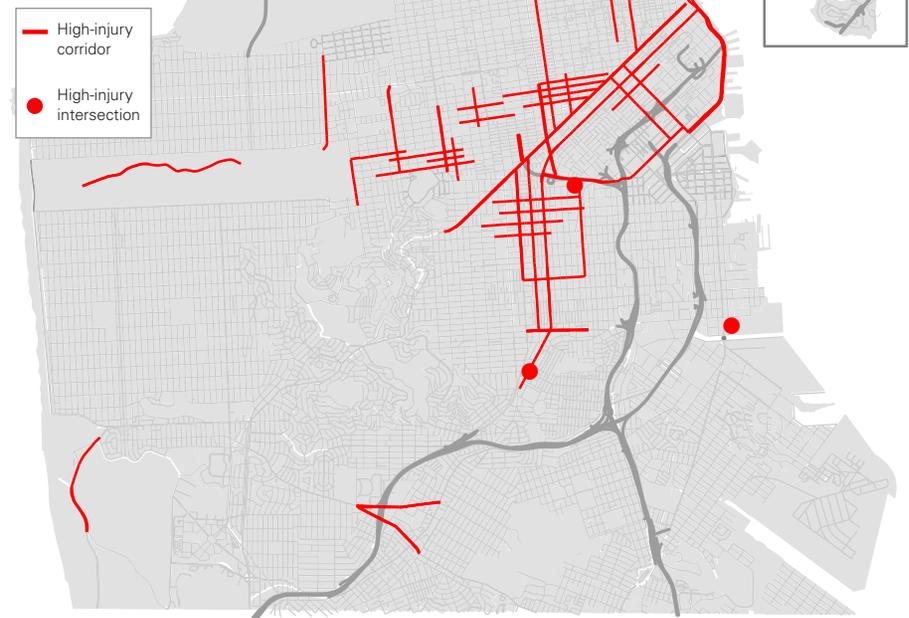
2-4 Fatalities  Since 2005, bike fatalities have been hovering between **2-4 deaths per year.**

503 San Francisco ranks **7th among California counties** for bike injuries based on the Office of Traffic Safety, with **503 bike crashes per year.**

The most common factor in vehicle/bike crashes is **speeding.**



Bike High Crash Locations



Every year in San Francisco, about 30 people lose their lives and more than 200 are seriously injured while traveling on city streets.

These deaths and injuries are unacceptable and preventable, and we are committed to stopping further loss of life.

The City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws and adopt policy changes that save lives.

Our Vision Zero goal is to eliminate all traffic deaths in San Francisco.

We know Vision Zero is an ambitious goal, but it's the right one to have.



“ We never planned on losing our son. Just imagine this was someone you loved – your mother, your children. Dylan was just starting his adult life, he would be 24 years old if he was still alive today. Vision Zero is the one thing I can support to help make change in memory of Dylan. ”

- Julie Mitchell
Mother of Dylan Mitchell, who was killed riding a bicycle in San Francisco on May 23, 2013.

BUILDING BETTER BIKEWAYS FOR EVERYONE

Bike Lane Designs Have Evolved

San Francisco has come a long way since its first bike lane was painted on Lake Street in 1971.

But the design of bike lanes in American cities has evolved in recent years to meet the growing interest in bicycling. The standard bike lane stripe or stencil on the roadway previously used may be enough for courageous commuters and seasoned sport cyclists, but they don't provide the sense of comfort needed for the average person to ride a bike on streets with traffic.

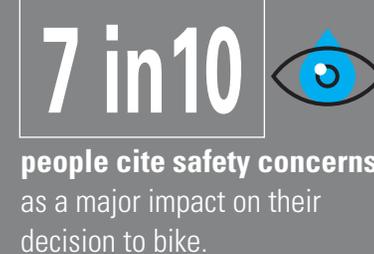
Everyone who can ride a bike should feel comfortable doing so in San Francisco. For that to happen, San Francisco needs to use the modern street engineering treatments that not only make our streets safer and more inviting to bike on, but also make them more organized and predictable for all roadway users.



Our Neighbors Want Safer Streets

In 2015, the SFMTA commissioned an independent research study to better understand the attitudes San Francisco residents have towards biking.

Here's what respondents said.



- People know what improvements are effective.**
- 64% say physically separated bike lanes are effective
 - 61% wanted clearer markings to better separate bikes and cars
 - 60% want more green-painted bike lanes

TWO TYPES OF BIKE-FRIENDLY STREETS

Targeting Our Investments With Communities

Everyone should feel safe riding a bike, whether they are 8 or 80 years old.

To help make that vision a reality, the SFMTA will focus investments on two primary types of low-stress bicycle facilities: protected bikeways and neighborways. Together, these provide the backbone of a safe, comfortable and connected bicycle network for riders of all ages and abilities.

Fitting the Local Context

The SFMTA works closely with community partners to tailor proposed improvements to their local context.

That means not only choosing the right bicycle facility, but making pedestrian safety enhancements, color curb changes, and transit stop adjustments to ensure that our projects improve the experience for all users of the street, no matter how they travel.

Neighborways

Combines traffic calming, wayfinding, & intersection improvements

WHAT

For flat residential streets near commercial corridors

WHERE

Cities like Portland, Seattle & Berkeley have similar, successful networks

WHO

New to San Francisco, but similar to existing routes like the Wiggle

EXISTING

12 projects planned for 2017 - 2021, with \$10M budgeted

FUTURE

Protected bikeways

Physically separated by a barrier to increase comfort and safety

For streets with heavy vehicle traffic

The U.S. has nearly 300 protected bikeways

13 miles in San Francisco at the end of 2016

14 miles planned for 2017; \$80M budgeted 2017 - 2021

PIECES OF A SUCCESSFUL PROJECT

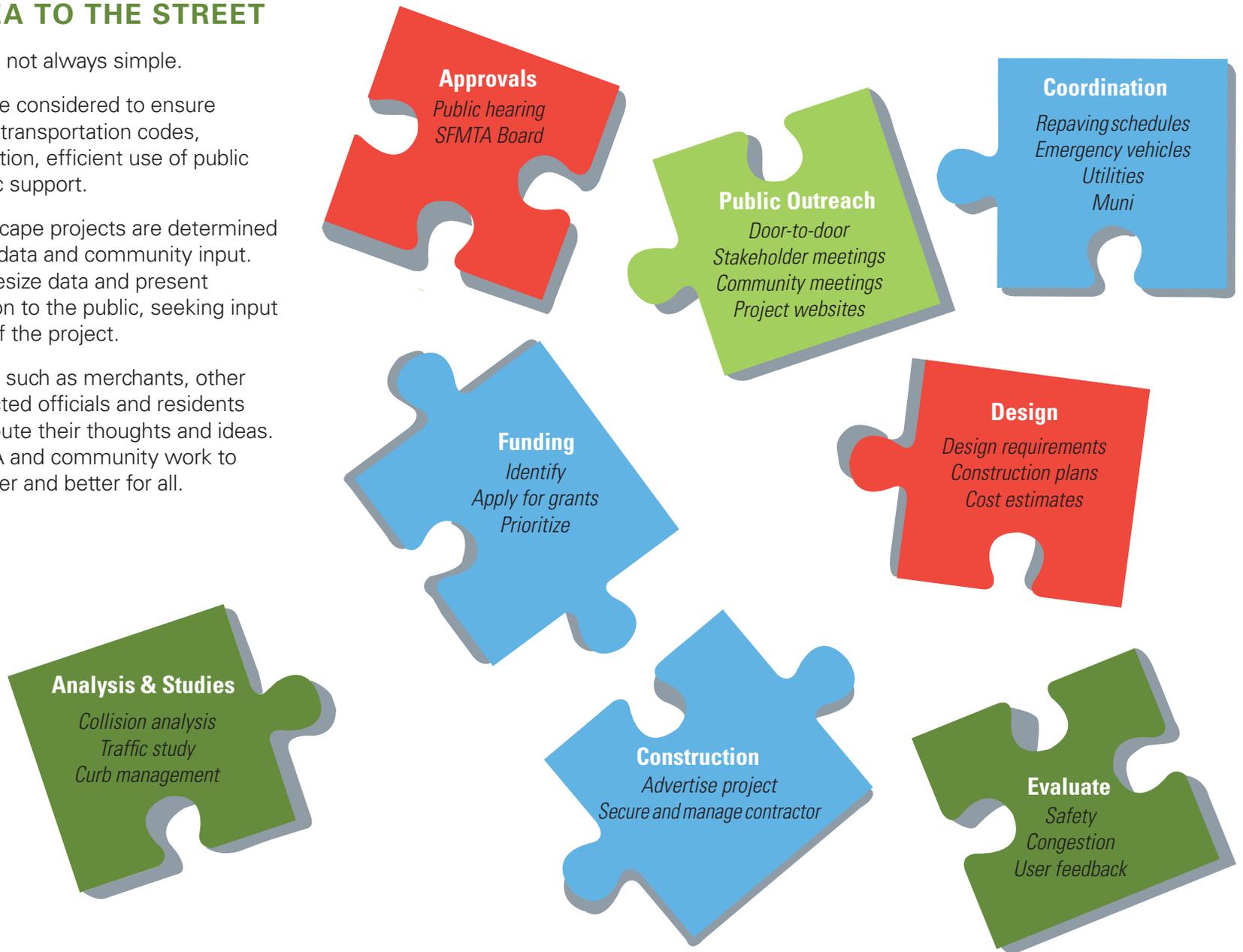
FROM AN IDEA TO THE STREET

Building a bikeway is not always simple.

Many factors must be considered to ensure compliance with the transportation codes, interagency coordination, efficient use of public resources, and public support.

Decisions on streetscape projects are determined by both quantitative data and community input. Project teams synthesize data and present contextual information to the public, seeking input on various aspects of the project.

Various stakeholders such as merchants, other public agencies, elected officials and residents are sought to contribute their thoughts and ideas. Together, the SFMTA and community work to make our streets safer and better for all.



OUR VISION

Everyone should feel safe riding a bike, whether they are 8 or 80 years old.

Our vision for a sustainable transportation system includes a safe, inviting network of bicycle-friendly streets that is easy to use for people of a wide range of ages and abilities.

No matter how you travel, enabling people to get around by bike plays a role in getting you where you're going. Protected bike lanes and calmer streets can provide benefits for everyone.

Safer Streets

Making streets safer for bicycling means making them safer for everyone. By configuring our streets to make people on bikes more visible, and everyone's behavior more predictable, better bikeways also reduce conflicts for people walking and driving.

Better Options

Making bicycling easier and safer gives residents and visitors of San Francisco a healthier, more affordable option to get around - whether it's a trip to work, the grocery store, to see friends or to get to a transit station.

Better Quality of Life

Every trip made on a bike instead of a car means less traffic congestion on our streets, less time spent searching for parking, less air pollution and more opportunities to chat with your neighbors. That makes San Francisco more livable for everyone.

Better for Business

Research has shown that bike-friendly streets boost business by making it easier for people to get to work, shopping, dining and entertainment in commercial areas. In terms of parking space, one car parking spot can typically accommodate up to 20 shoppers or workers by bike.





SFMTA Mission:

We work together to plan, build, operate, regulate and maintain the transportation network, with our partners, to connect communities.

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