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Ideas + Action for a Better City

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#StateOfBicycling

The State of Bicycling in San Francisco

Brian Wiedenmeier, SF Bicycle Coalition Executive Director
April 26, 2017

Better Than Ever...?



Better Than Ever...?

- 9% increase in trips by bicycle in past year, 184% increase since 2006
- SF is on pace to construct 50 miles of bike lanes over five years
- More protected facilities are being built in more places, including city's first protected intersection
- Modeshare (% of trips taken by bike) is 4.3%
- 53% of San Franciscans report biking at least occasionally
- 83% think biking is good for San Francisco
- 72% support banning private autos on Market Street

Not Good Enough



Not Good Enough

- 68% of San Franciscans believe the City is not doing enough to encourage biking
- 56% support dramatically increasing spending on biking
- 65% of respondents were likely to ride on physically protected bike lanes vs. 28% who were likely to ride on streets without
- The SFMTA's own Bicycle Strategy targets 8% modeshare by next year.
- The Mayor's Executive Directive requires that the City build the highest quality bike infrastructure achievable along high injury corridors
- Vision Zero commitment made in 2014 has made little progress in first three years

Better for whom?



Better for Whom?

- Infrastructure improvements are slow to come to outer neighborhoods, communities of color, low-income neighborhoods
- High injury corridors are disproportionately located in neighborhoods with more people of color, seniors, families with children, and low-income individuals
- Transportation planners and advocates have done a poor job addressing issues of race, class, gender and ability in our work
- Transportation justice is inextricably linked to other movements for social, racial and economic justice

Vision Zero at Three



Vision Zero at Three

- Vision Zero, adopted in 2014, is the City's commitment to achieve zero traffic fatalities and serious injuries by 2024
- The promise of Vision Zero is a data-based approach that brings a public health lens to engineering, enforcement and education
- Thus far, there have not been significant reductions in bicycle and pedestrian fatalities in SF
- Significant safety improvements, like protected bike lanes on 7th and 8th, were only fast-tracked after someone died
- Traffic enforcement is problematic and a frequent site of bias among black and brown San Franciscans

The Future of Bicycling in SF



The Future of Bicycling in SF

- Housing and affordability are closely linked to transportation
- Emerging technologies, from TNCs to stationless bike share, impact SF first, forcing us to create policy from scratch
- Regression at the federal level forces our city, region and state to become more self-reliant to fund transportation
- In all cases, strong leadership that understands the role of bicycling in solving these problems is desperately needed
- The SF Bicycle Coalition is currently developing our next 5-year strategic plan

HER BIKE LANE

STREETS DESIGNED FOR AND BY WOMEN

[WHOSE STREETS?](#) • [FAQS](#) • [SOLUTIONS](#)



WHOSE STREETS?

Only 27% of people biking in San Francisco identify as women.
Why? San Francisco is building biking facilities that disproportionately exclude women from our streets.

It's time to design for women.



Chastity threat



Women in Iran post photos and videos defying new fatwa against cycling

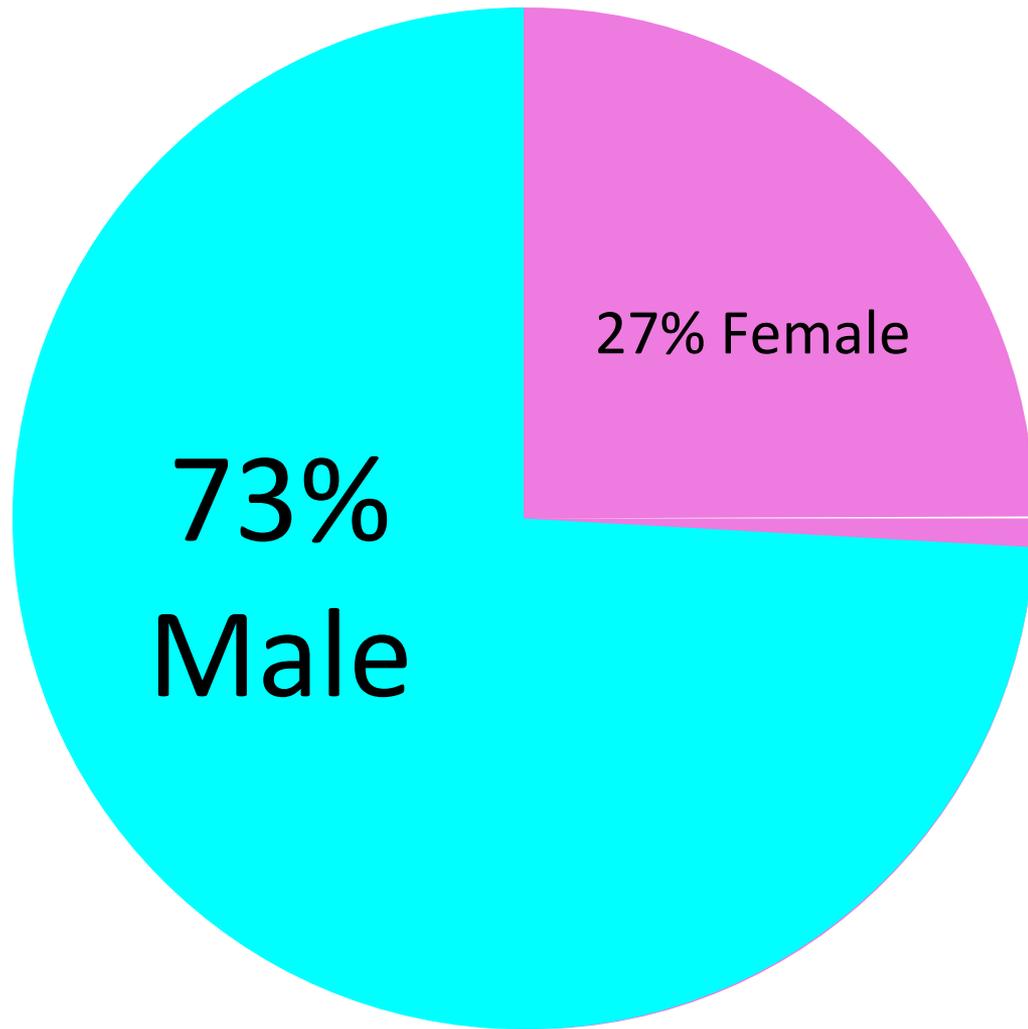
BY WITW STAFF 09.21.16





“Importantly, simply increasing cycling modal share has not proved sufficient to create an inclusive cycling culture. The UK's culturally specific factors limiting female take-up of cycling seem to remain in place, even where cycling has gone up. Creating a mass cycling culture may require deliberately targeting infrastructure and policies towards currently under-represented groups.”

-Transport Reviews Journal, 2016



2011 Bicycle Count Report
City of San Francisco
December 2011



BLACK
LIVES
MATTER

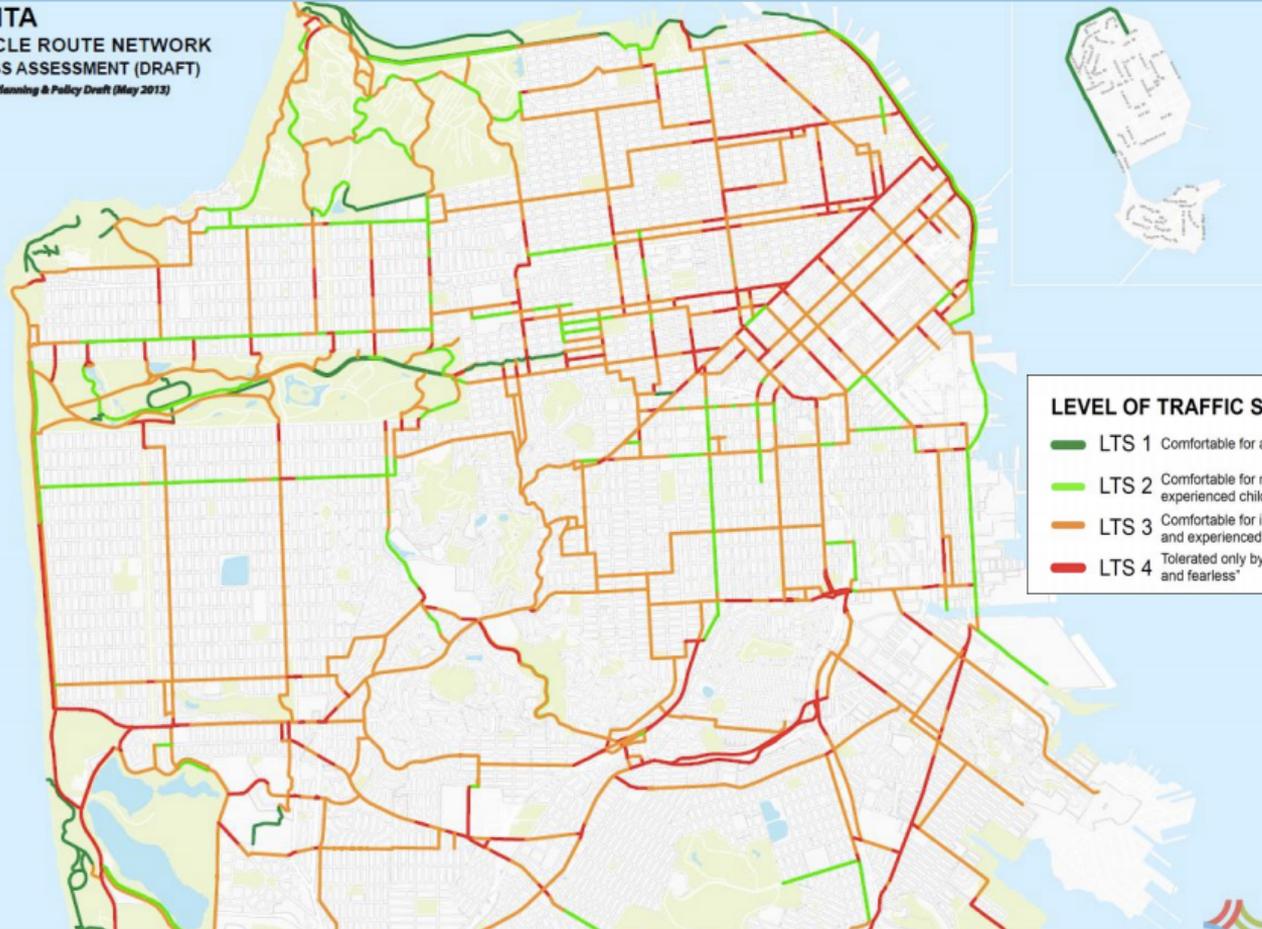


Credit: SFMTA



Travel experience of network

SFMTA
BICYCLE ROUTE NETWORK
STRESS ASSESSMENT (DRAFT)
Strategic Planning & Policy Draft (May 2013)



- 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"



Less than 10% of the network is comfortable for most people

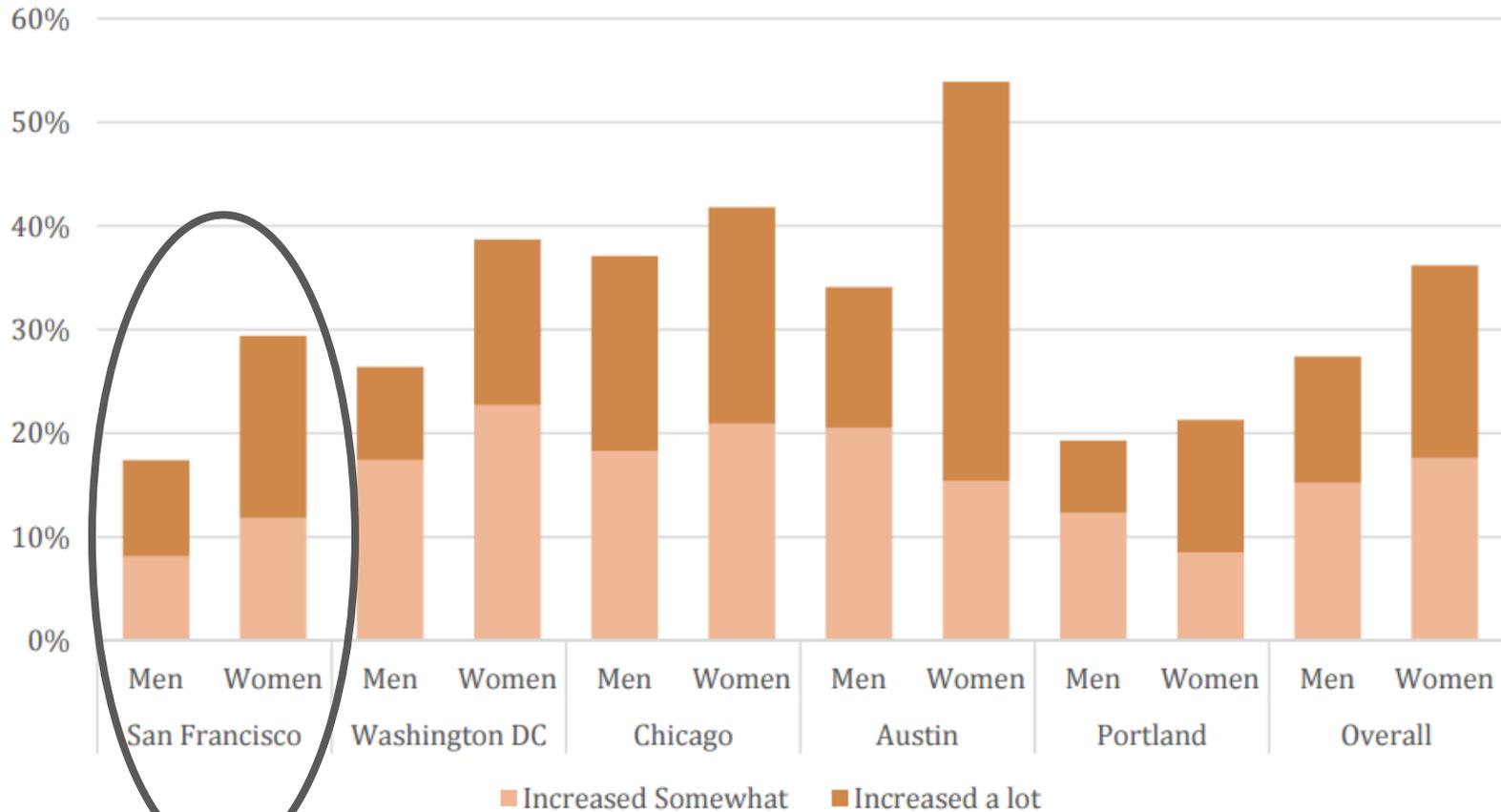
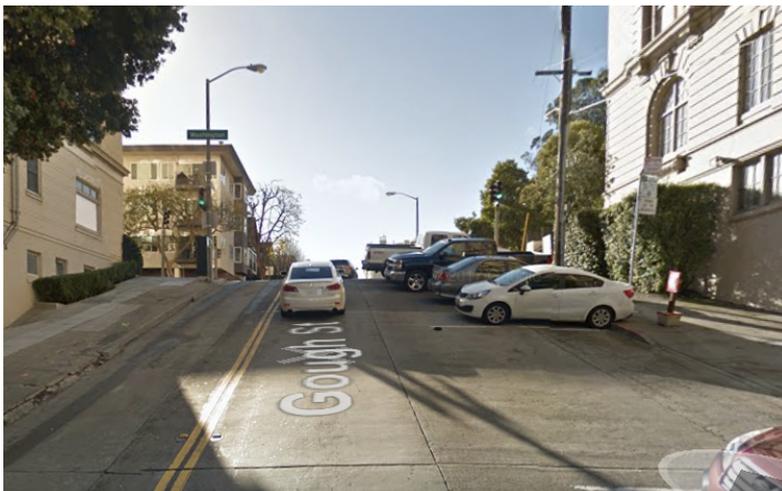
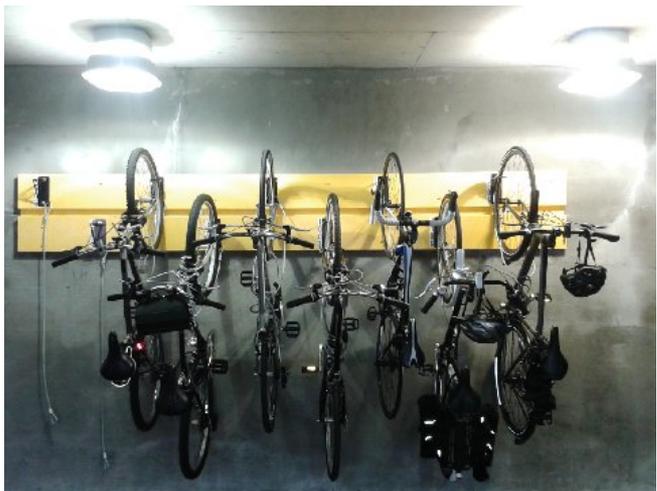


Figure 10-2. Increase in Overall Bicycling due to Protected Lanes, by Gender (Cyclist Intercept Survey)



Cycle Tracks
One-Way Raised Cycle Track





Women cycling in The Netherlands

https://www.youtube.com/watch?v=Jpi01x_DgDY

https://www.youtube.com/watch?v=Jpi01x_DgDY



SFMTA
Municipal
Transportation
Agency

SFMTA Bicycle Program: Assessment and Next Steps

Luis Montoya & Jamie Parks
April 26, 2017



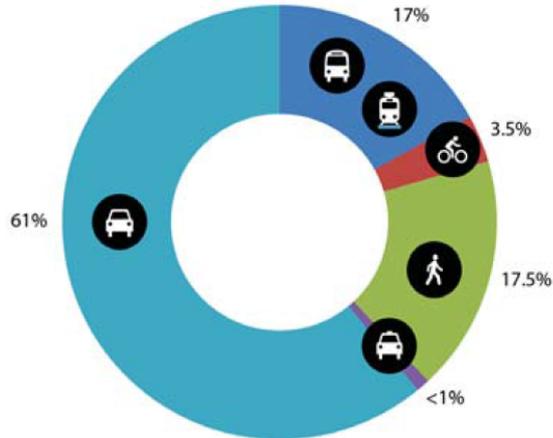
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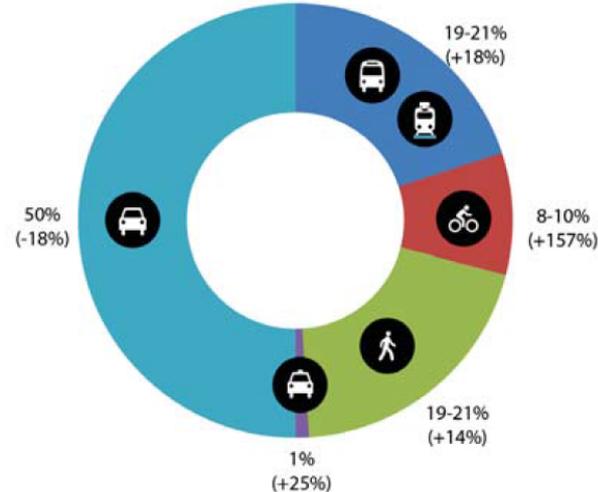
Strategic Plan Goals

1. Create a safer transportation experience for everyone.
2. Make transit, walking, bicycling, taxi, ridesharing, and carsharing the preferred means of travel.
3. Improve the environment and quality of life in San Francisco.
4. Create a workplace that delivers outstanding service.

2010 Mode Split



2018 Mode Split Potential



Bike Plan (2009)

- 60 short-term projects
 - 95% complete



Bike Plan



Bike Plan



Bike Plan





Bike Plan

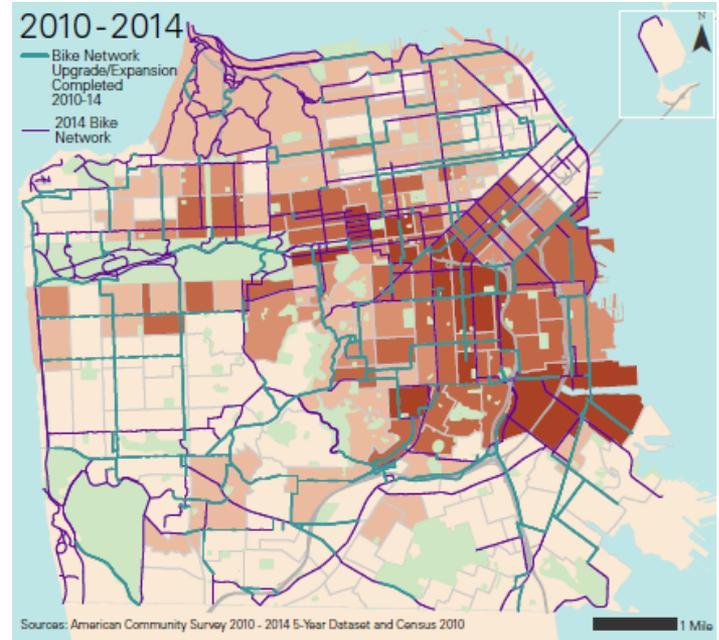
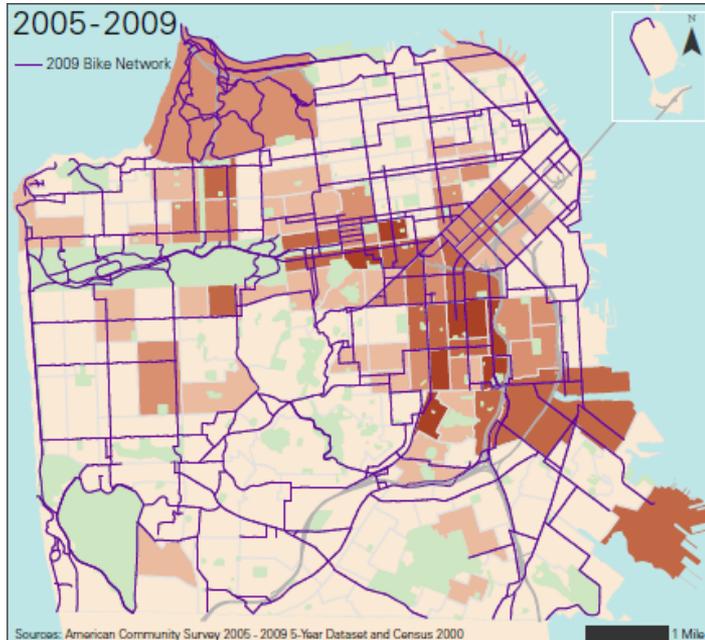


Bike Plan



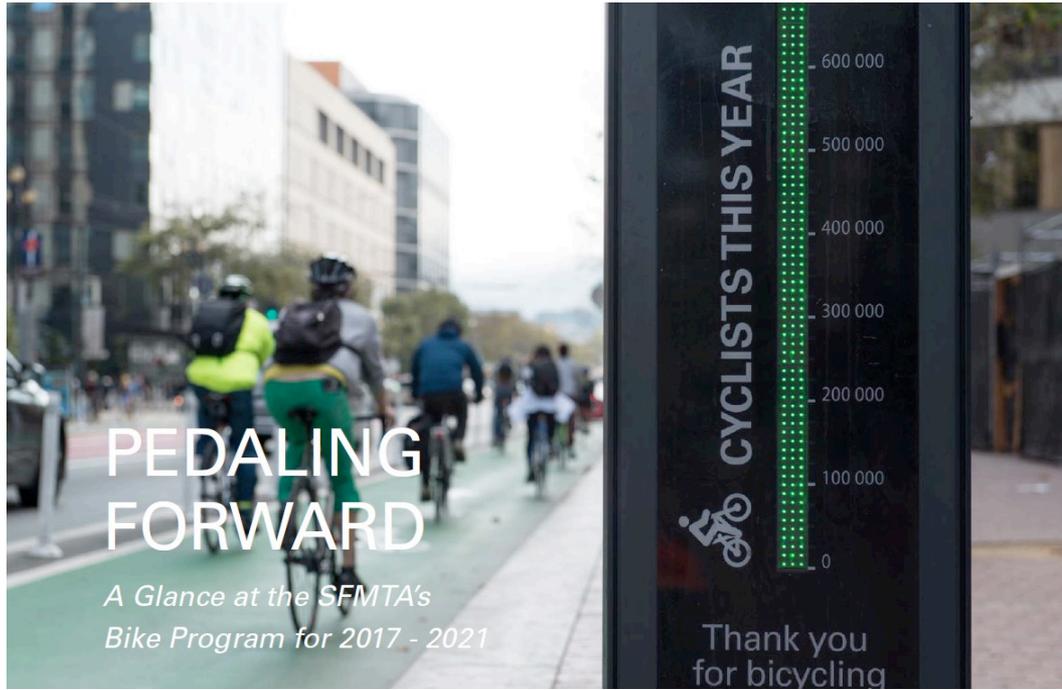
Efforts are Succeeding - Slowly

- 3rd highest bike commute rate in US
 - 2.3% in 2006
 - 4.3% in 2015



Pedaling Forward

- >\$100M for bicycle projects in SFMTA 5-year capital program!



Pedaling Forward - Vision

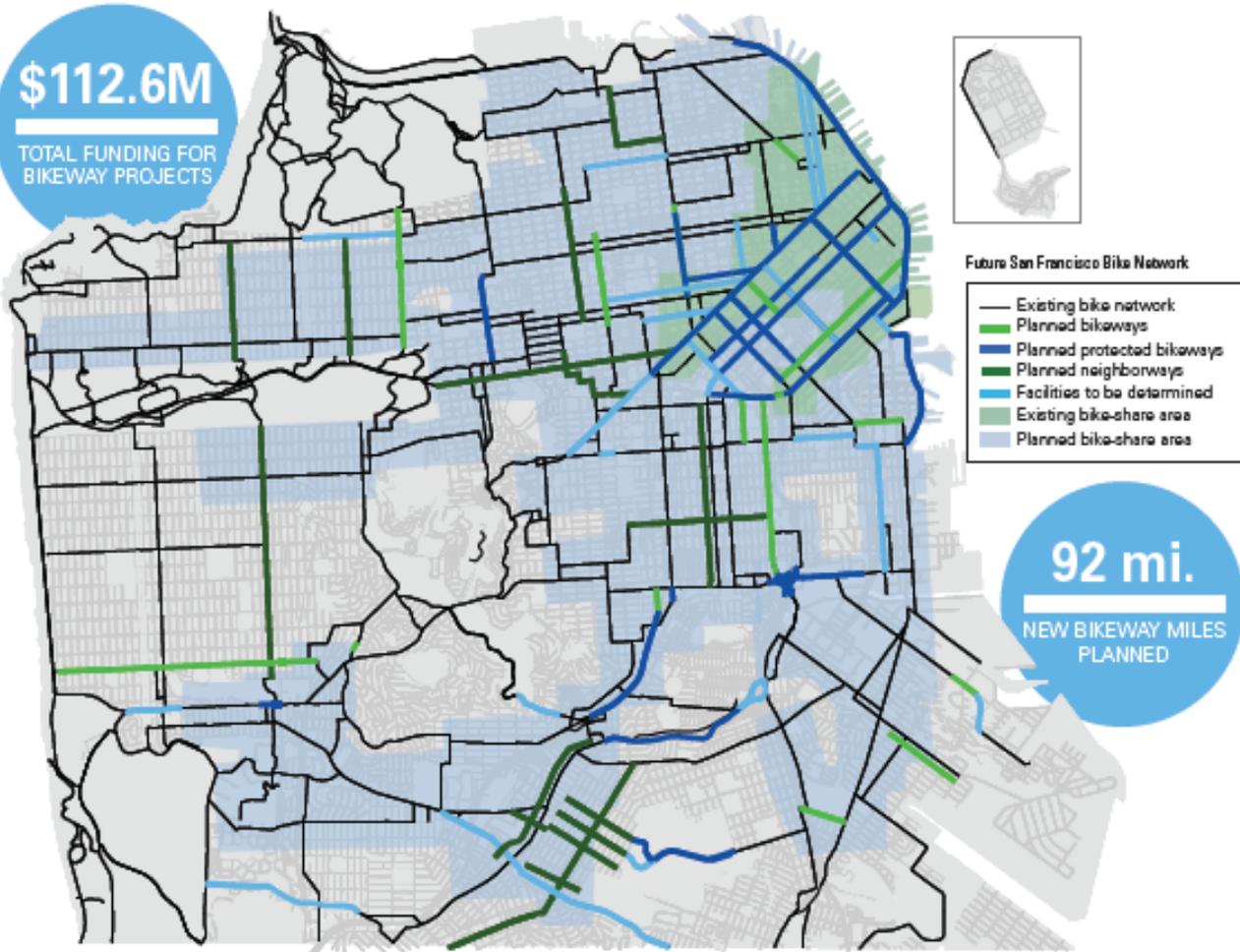
- Safe streets
- Better travel options
- Improve livability
- Economic vitality





\$112.6M

TOTAL FUNDING FOR
BIKEWAY PROJECTS



Quality vs. Quantity

- Clear demand for better facilities

51%



of SF residents enjoy biking.
Just 15% do not.

1/3



residents can bike, but
won't in San Francisco.

7 in 10



people cite safety concerns
as a major impact on their
decision to bike.

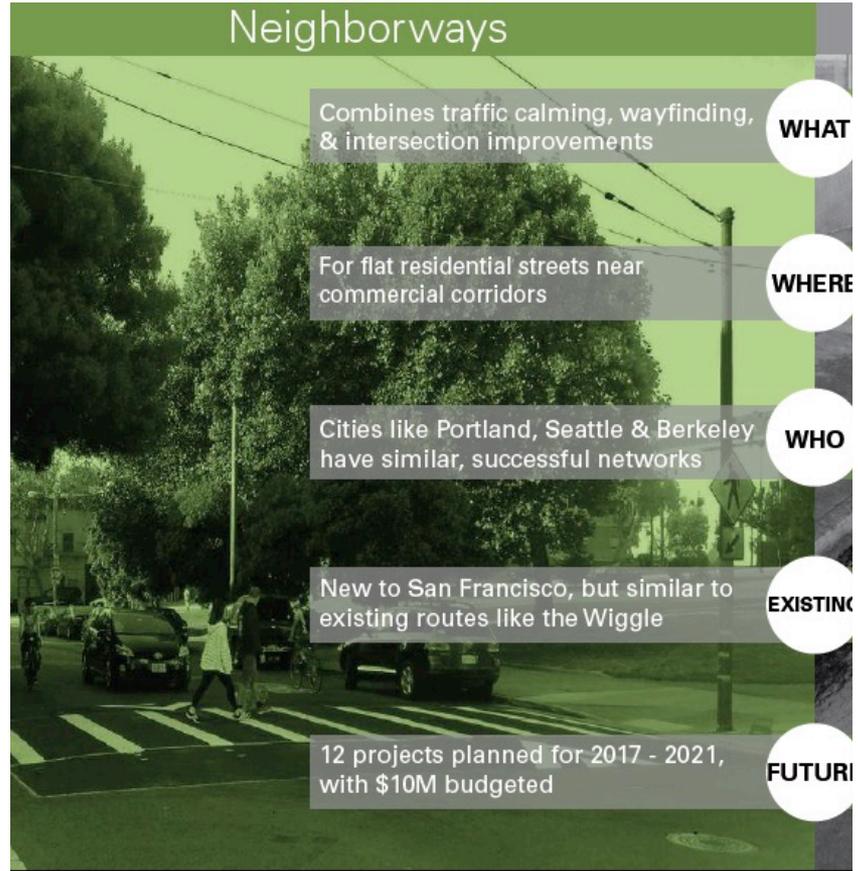
59%



believe that bike lanes and
paths should be **separated**
from cars.

Neighborways

- New name, old concept



Neighborways

WHAT
Combines traffic calming, wayfinding, & intersection improvements

WHERE
For flat residential streets near commercial corridors

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

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

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

Physically Protected Lanes

- Congested streets need protection

Protected bikeways

WHAT Physically separated by a barrier to increase comfort and safety

WHERE For streets with heavy vehicle traffic

WHO The U.S. has nearly 300 protected bikeways

EXISTING 13 miles in San Francisco at the end of 2016

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

Parking Protected





Curb Protected



Plastic Protected



Incremental Upgrades



And Even More



CCSF-Evans

0.8 Mi.

4 Min.

Mission District



2.3 Mi.

13 Min.

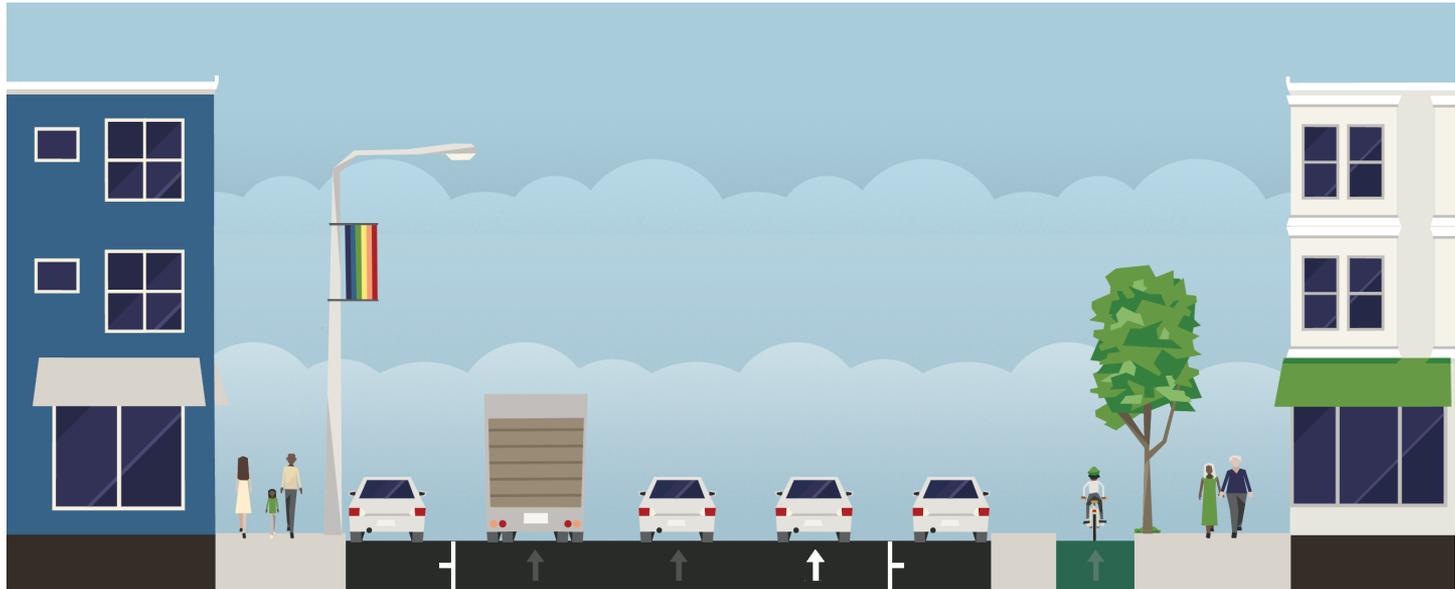


McLaren Park

3.0 Mi.

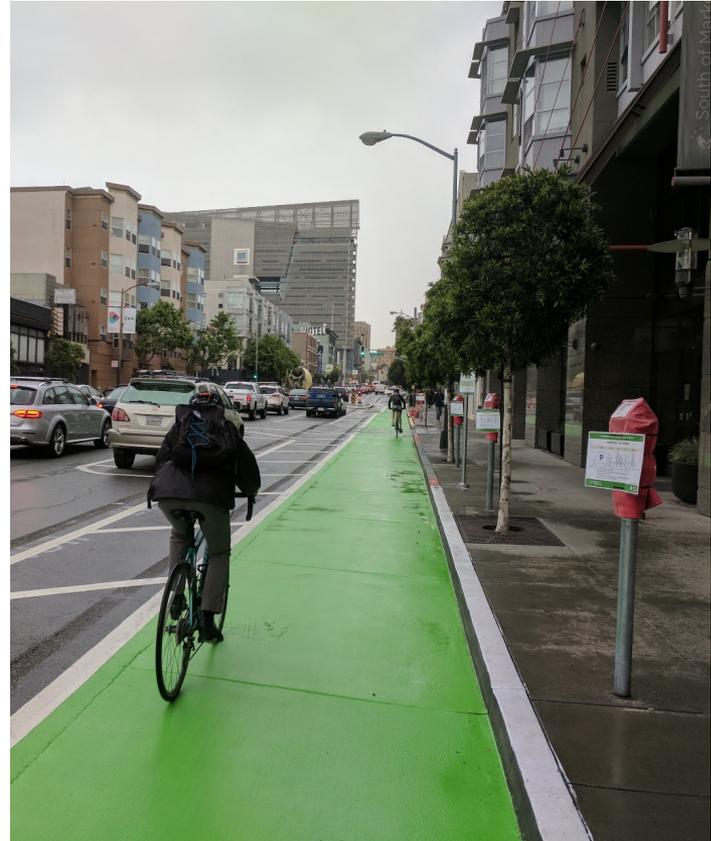
20 Min.

Concepts are Simple



Implementation is Hard!

- No such thing as “just” a bike project



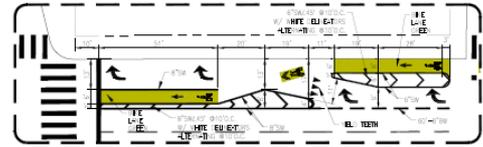
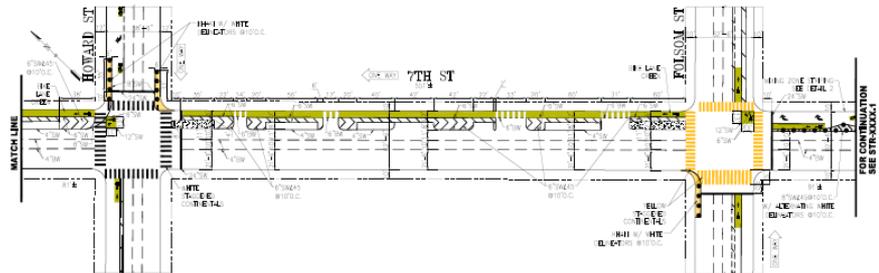
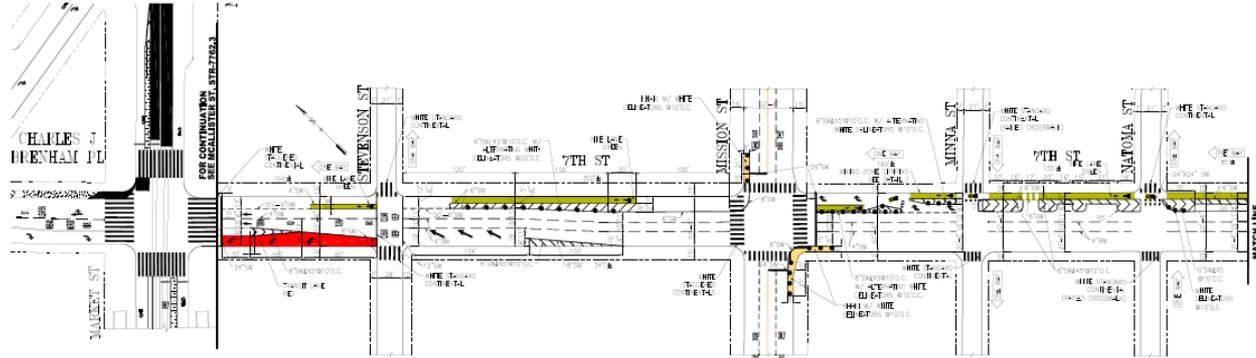
Transit



Curb Access/Loading

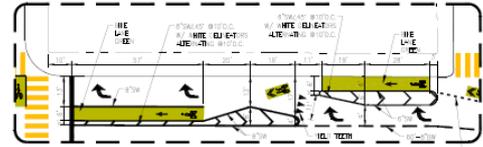


Design Details



MIXING ZONE (DELINEATORS NOT SHOWN)

DETAIL 1
 SCALE: 1"=5'-0"



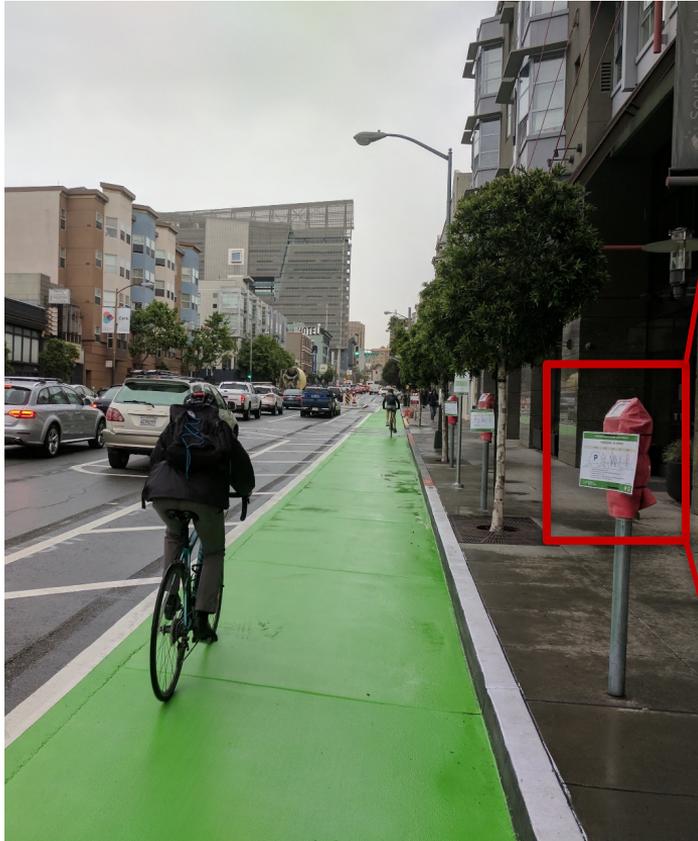
MIXING ZONE (DELINEATORS NOT SHOWN)

DETAIL 2
 SCALE: 1"=5'-0"

Coordination

- Muni operations
- Street sweeping
- Fire Department
- Paratransit
- Food trucks
- Bike share
- SFPUC
- Parking enforcement
- Caltrans
- Hotel Council
- Schools
- Board of Supervisors
- Merchants
- Advocacy organizations

Education



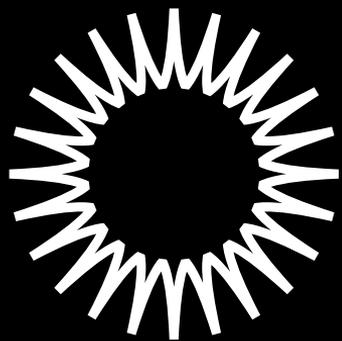
Questions?

Thank you!



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