

# Love the way you move





# Active Communities Plan



## Plan Update

Christy Osorio & Leo Masic  
Active Communities Plan project staff  
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# WHAT WILL OUR NEEDS BE?



## Housing Future

82,000 housing units in 8 years, 50% westside rezoning and 50% eastside pipeline

46,000 affordable housing units comes with little or no parking

## Downtown and Small Business Recovery

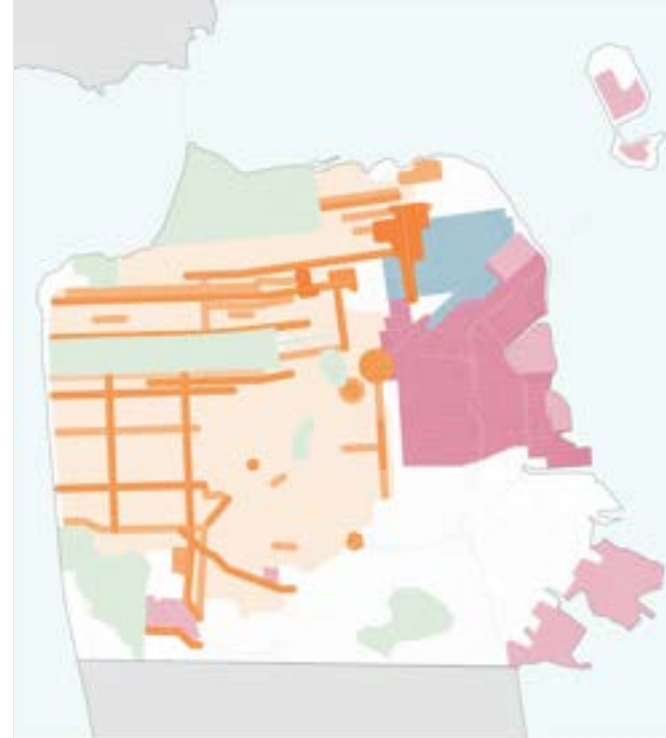
Neighborhood commercial corridors recovering faster than downtown

Trip patterns have changed post-pandemic

## Safe Access to Schools and Public Places

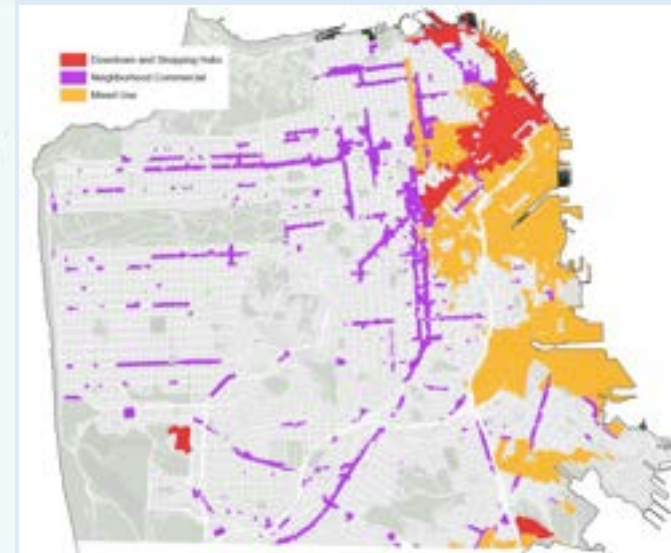
50% of K-5 school trips are less than a mile

Longer trips disproportionately on Black (52%) and southeast (82%) communities



Housing

Housing growth areas



Neighborhood Commercial



SFUSD schools & parks

# HOW WILL WE MEET THIS NEED?



ConnectSF Transit Map



High-Injury Network



SF Street Classifications

## Transit

ConnectSF Transit Strategy including Muni Forward anticipates housing growth & school trip needs

## Safe Walking

Vision Zero action strategy which includes major street redesign and traffic calming projects

Speed safety cameras project underway

## Driving and Parking

Prioritize driving for those with greatest needs, like seniors, those with disabilities, and southeastern neighborhoods

Parking management provides easier parking for customers in business districts

# HOW WILL WE MEET THIS NEED?



## Bike, Rolling, Scooting

Active Communities brings bike and rolling up to transit, walking, and driving planning efforts

ConnectSF, Climate Action Plan, and Plan Bay Area highlight the active transportation

- **Plan well in advance**
- **Serve local needs first**
- **Help the system work better for everyone including drivers**
- **Prioritize school trips**

# WHAT IS THE PLAN FOR?



The Active Communities Plan will create **the first plan for rolling and bicycling** since 2009

- An expanded active transportation network and investment plan
- Parking & Facilities Recommendations
- New supportive programs and policies

The Active Communities Plan has done and will continue **extensive outreach** through 2024

- Be supportive of all devices that can use the bike network
- Center needs of Equity Priority Communities, residents with a disability, and other vulnerable users



3/31 SOMA Pilipinas workshop

# HOW IS IT BEING DONE?



7/28 Fillmore Community Ride

Phase 1: Spring 2023 Understanding community concerns  
**SFMTA Board Information Item – 4/4/23**

Phase 2: Summer 2023 Community discussions  
**SFMTA Board Information Item – 8/1/23**

Phase 3: Fall/Winter 2023 Draft citywide network  
recommendations  
**SFMTA Board Information Item – 9/19/23**

Phase 4: Spring/Summer 2024 Draft plan  
**Refinements & Final Plan - Summer 2024**

# HOW IS IT BEING DONE?



90+ outreach events, 6,000+ residents reached,  
3,000+ survey responses, 1,000+ written comments

## Groups we've worked with so far:

- Chinatown Community Development Center
- Chinatown TRIP
- CYC – Bayview
- CYC – Richmond
- Family Connections Center
- SOMCAN
- We are OMI
- OMI Cultural Participation Project
- Excelsior Collaborative
- Excelsior District Improvement Association
- New Mission Terrance Improvement Association
- Glen Park Association
- Bayview Hill Neighborhood Association
- Southeast Community Facility Commission
- BMAGIC
- Tenderloin Neighborhood Development Corporation
- Potrero Boosters
- Dogpatch Neighborhood Association
- East Cut CBD
- Financial District CBD
- SF Bike Bus
- KidSafe SF
- SF Parks Alliance
- Outer Sunset Neighbors
- Senior Power
- Lighthouse for the Blind
- Mission Merchants Association
- NorCal Pedal Gang
- Skating on Native Land
- Common Roots
- Lower Polk CBD
- Lower Polk Neighbors
- Discover Polk
- Barbary Coast Neighborhood Association
- Telegraph Hill Dwellers
- North Beach Neighbors
- North Beach Business Association
- Northern Neighbors
- Richmond Families
- UCSF
- North of Panhandle Neighborhood Association
- Duboce Triangle Neighborhood Association
- Golden Gate Restaurant Association
- Transgender District
- SF African American Arts & Cultural District
- Bay Area Outreach and Recreation Program
- Mission YMCA
- Bayview YMCA
- Grattan Elementary School
- Flynn Elementary School
- Tenderloin Community School
- Outer Sunset Farmer's Market
- Castro Farmer's Market
- Fort Mason Farmer's Market
- Earth Day SF
- SF Youth Commission
- Bring Your Own Big Wheel
- Central City SRO
- Citywide CBD Alliance
- Small Business Commission
- SFMTA Small Business Working Group





Rolling and biking means different things to different people and communities

Solutions should benefit everyone, even if they aren't planning to roll or bike

*People are increasingly using the network*

45 miles of protected bike lanes since 2014

10% of San Franciscans use an active device daily

*The network is getting much safer*

Fatalities per bicycle commuter is down 50% since 2012

Protected bike lanes reduced projected bicycle & scooter collisions by 50% (FHWA Study)



*More and a greater diversity of people would use it if it felt safer*

80% of San Franciscans are interested in using active devices, but only 23% feel safe enough today

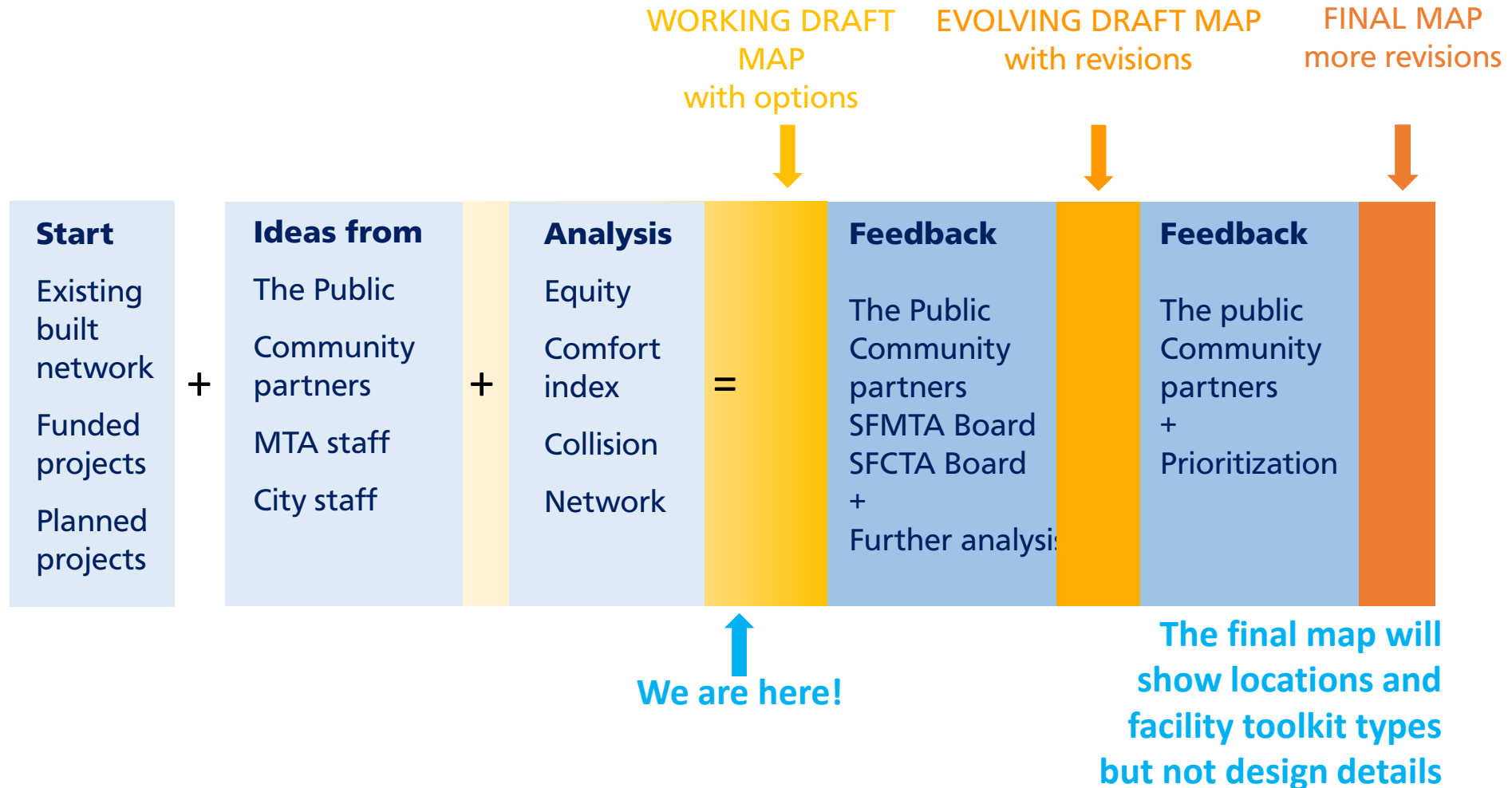
Young men (36%) and White residents (30%) are most likely to feel safe enough to ride today, compared to women (15%), Asian residents (15%) and Black residents (15%)

*Most people are frustrated now that there isn't a well-functioning system*

When people know where bikes and scooters will go, everyone feels more comfortable on the road

29% of San Franciscans report having a bike or scooter stolen

# WHAT IS THE PROCESS TO MAKE THE MAP?





## Guiding Principles

1. Connect the network across the city
2. Make it safe and intuitive for all users
3. Prioritize school access

## Critical Considerations

1. Provide options to engage public on choices
2. Serve local needs first, including small business and churches
3. Serve unique needs of residents with a disability and seniors
4. Serve choices of Black and Brown residents and communities



## Paths

Off-street paths shared between people walking and people biking, scooting, or rolling



## Promenades

Places like Mansell St in McClaren Park where private vehicles are prohibited from the roadway



## Protected Lanes

Lanes for biking, scooting or rolling that are separated from car traffic by a physical barrier



## Lanes

Paint-striped lanes in the roadway for biking, scooting, or rolling



## Slow Streets

Streets where all users are encouraged to travel no faster than 15 mph



## Routes

Travel lanes shared with vehicles, sometimes marked with a "sharrow"



## School Streets

Streets adjacent to SFUSD access points with different treatments to provide safe student travel options



## Multimodal Corridor Study

Streets with transit and bike routes needing separate planning and design process or to revisit previous studies



## Continued Community Work

Ongoing local stakeholder engagement to determine specific facility treatment



## Protected lanes if

- Multi-lane or high-volume roadways
- Coordinated with transit to minimize delays

## *Lanes instead if*

- Street geometry cannot accommodate separated lanes
- Street is suitably low stress
- Driveway presence makes protection too intermittent
- High parking removal impacts, especially in low-income communities

## Slow Streets if

- Neighborhood streets with low volumes
- Consider for streets with lanes where separated lanes are infeasible

## *Routes instead if*

- Transit presence or high-demand destinations on street

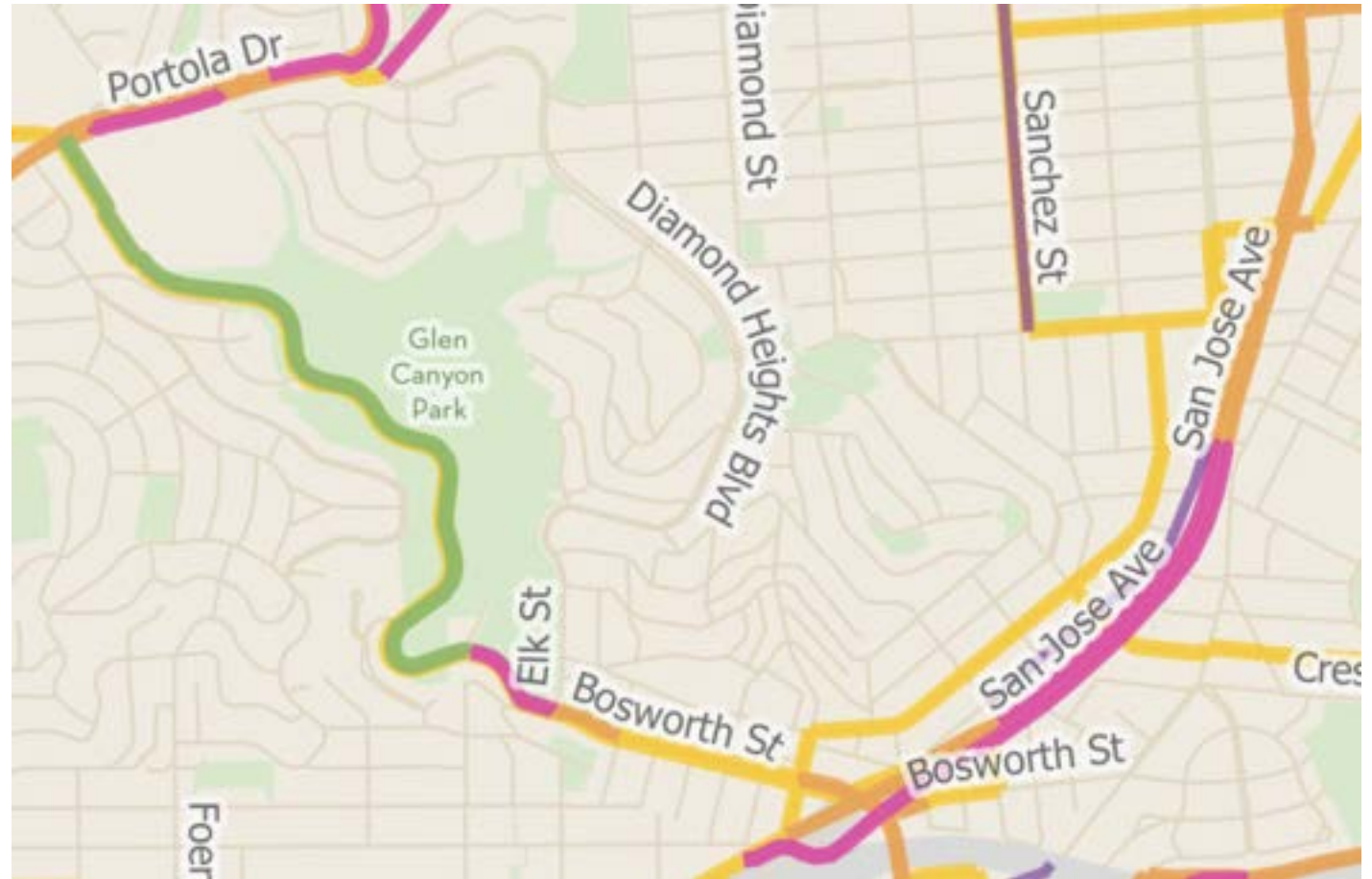


# TODAY'S NETWORK



**Existing Network**

- Paths & Promenades
- Lanes
- Routes
- Protected Lanes
- Neighborways & Slow Streets



# NETWORK OPTIONS



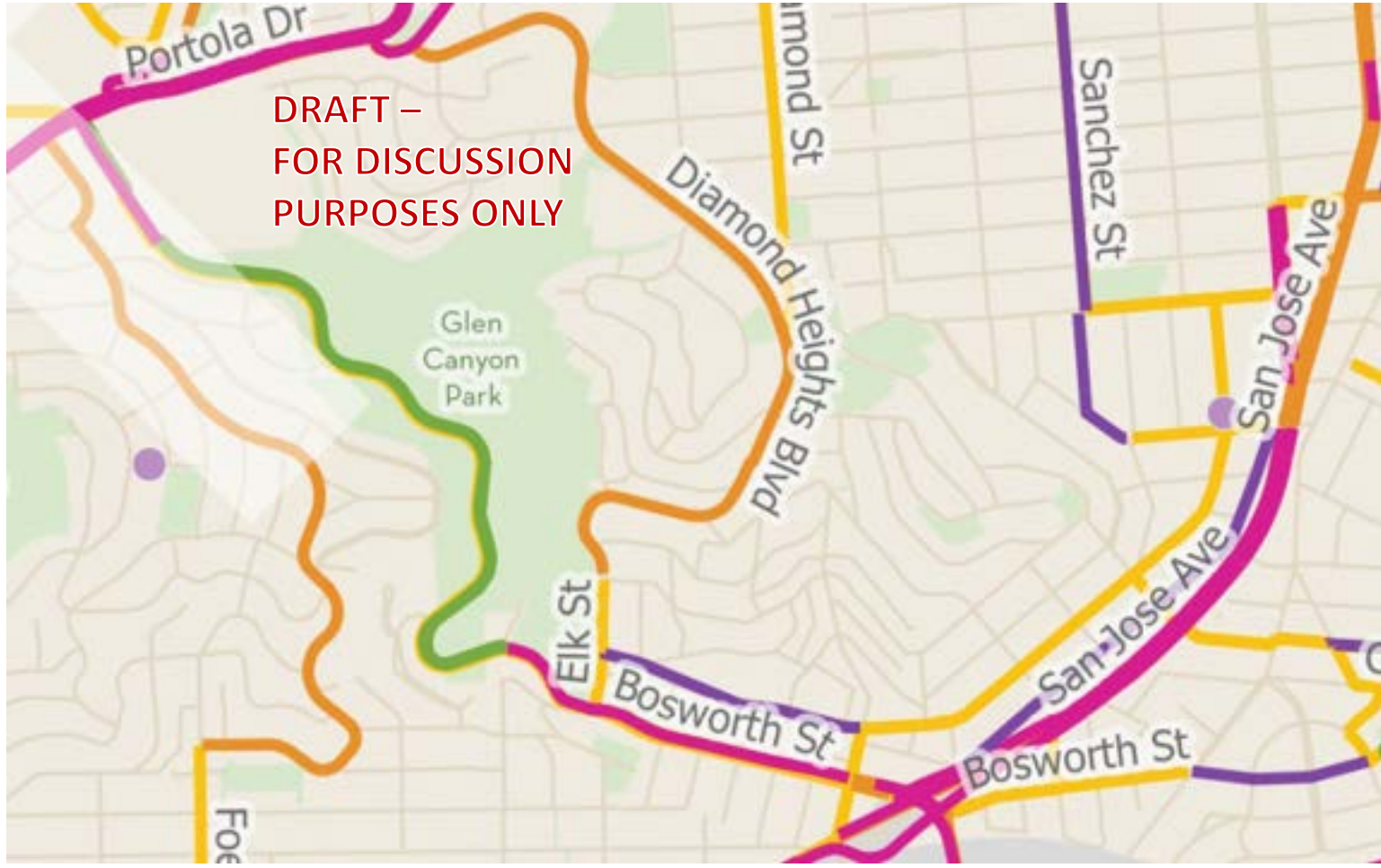
**Bringing the public in** at an earlier stage than is typical for SFMTA

Map has lots of **options** to understand what works best for different communities

Map is fluid and will change with **public input & ongoing analysis**

**Draft Network**

- Paths & Promenades
- Lanes
- Routes
- Protected Lanes
- Neighborways & Slow Streets
- School Streets
- Continued Community Work/Future Multimodal Corridor Study



# PROGRAMS TO SUPPORT BIKING, SCOOTING & ROLLING



## Safe & Available Parking

### Bike Parking Program



### Mobility Hubs



### Lockers & better storage options



### Charging Facilities



# PROGRAMS TO SUPPORT BIKING, SCOOTING & ROLLING



## Economic & Workforce Development

### Merchant coordination & support



### Community bike shops



### E-bike delivery pilot



### Bike & Scooter tourism support



# PROGRAMS TO SUPPORT BIKING, SCOOTING & ROLLING



## Education & Encouragement

### Safe Routes to Schools & YBike



### Adult education classes



### Community Rides & Bike Buses



### Sunday Streets



# PROGRAMS TO SUPPORT BIKING, SCOOTING & ROLLING



## Affordability & Access

### E-bike lending libraries



### Bikeshare & scootershare expansion



### Bike & Scooter rebate purchase programs



### Adaptive Bikes & Scooters





Preferences for network options

Other needs for active transportation,  
like bike parking, education,  
affordability, etc.

Recommendations for continued  
outreach and engagement

Next Step Towards Adoption: Draft Plan and Next Draft Map

Thank you!

[ActiveCommunities@SFMTA.com](mailto:ActiveCommunities@SFMTA.com)

[SFMTA.com/projects/active-communities-plan](https://www.sfmta.com/projects/active-communities-plan)



**SFMTA**