

SFMTA Active Communities Plan













ACTIVE COMMUNITIES PLAN

First citywide Bike Plan since 2009 Year-long public engagement starting January 2023 Plan adopted at SFMTA board in March 2024

PLAN OUTCOMES

New proposed citywide bike network & prioritized investment plan

- Policy & program recommendations
- Deep engagement in Equity Priority Communities

Accommodation of all devices that can legally use the bike network







ACTIVE COMMUNITIES PLAN Plan Goals

Support Climate Action: Help achieve 80% low-carbon trips by 2030.

Support Vision Zero: Achieve safety for all users of the bike network.

Advance Equity: Align projects with community values & needs; increase overall mobility for those most vulnerable to transportation challenges.

Support Access: Plan for a bike network that can accommodate a broad range of mobility devices and be used by all residents.

Accountability: Ensure a clear path for funding and project delivery.







TEAM PARTNERS

SFMTA

Livable Streets, Planning, Curb Management & Communications Technical Advisory Committee includes representative from Accessibility Services & MOD

Consultant

Toole Design – Lead consultant Interethnica – Outreach, engagement & translation services EMC Research – Citywide polling & survey work Safe Streets Research – Technical analysis

Contracted Community Partners

PODER/Bicis del Pueblo – Mission District & Outer Mission/Excelsior outreach
 BVHP Community Advocates – Bayview-Hunters Point outreach
 Tenderloin Community Benefits District – Tenderloin outreach
 SOMA Pilipinas – Western SOMA outreach
 New Community Leadership Foundation/Influx – Western Addition & Fillmore outreach
 San Francisco Bicycle Coalition – Citywide outreach & policy recommendations







EXISTING CONDITIONS

Tasks:

- Data collection
- Bicycle Comfort Index update
- Review of past plans



THE BICYCLE NETWORK COMFORT INDEX

The Bicycle Network Comfort Index identifies the perceived comfort a cyclist SFMTA staff created the Bicycle Network Comfort Index in 2014, with its most feels riding on a given bikeway, based on a four-tiered Level of Traffic Stress recent methodology update in 2017. The model uses existing infrastructure and (LTS) score. A score of LTS 1 represents the highest level of riding comfort, while traffic data that weighs positive and negative comfort factors, and is used to a score of LTS 4 indicates the least comfort. The more our network is scored analyze current need and likely impact on the bike network of various potential LTS 1 or LTS 2, the safer and more comfortable our network becomes - which bike projects. **BICYCLE NETWORK COMFORT**

provides increased access to those who would not normally ride their bike out of fear of severe injury.



adult bicycle riders, e.g., the "enthusiastic and confident" **_TS 4**

The level comfortable for most intermediate and experienced

The level comfortable for all user groups, including vulnerable users (children, youth, disabled persons, and seniors)

The level comfortable for most

adults on bicycles, including beginning riders and seniors; experienced children and youth

INDEX AS OF 2017 LTS 1

LTS₂

LTS 3

The level tolerated only by strong and fearless" people on bicycles, typically shared travel anes on high volume streets

The Existing Conditions task is largely completed, with work meant to set up analysis and public outreach tasks



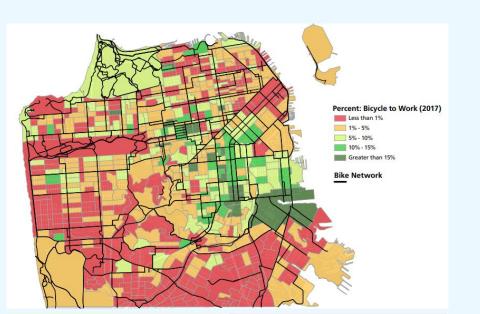




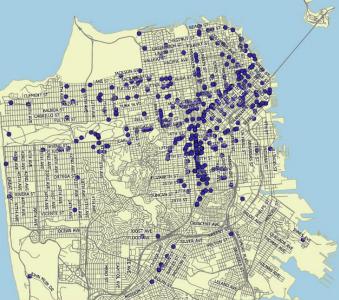
ANALYSIS

Tasks:

- Bike Network & Bike Count Analysis
- Equity Analysis
- Collision Analysis
- Network Connectivity Analysis
- Resident Preference Survey



The Analysis task will help identify areas of focus for bike network improvements, as well as potential changes to policy & programs





of SF residents enjoy biking.



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



as a major impact on their

decision to bike.





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



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PUBLIC OUTREACH

Tasks:

- Public Outreach Plan
- Community Interviews
- Equity Priority Community Engagement
- Citywide Outreach & Engagement
- Interactive Web Tools

Year-long public outreach process, Jan 2023 to Jan 2023

- At least 12 interviews with community leaders & elders
- 30 citywide outreach events
- 24 partnership events in Equity Priority Communities
- Statistically-significant polling & survey work

January to June: community needs, challenges & values July to January: draft plan recommendations









DRAFT & FINAL PLAN

Tasks:

- Goals & Vision
- Draft Bike Network
- Parking & Support Facilities
- Policy & Programmatic Recommendations
- Implementation, Cost & Funding Plan
 Personal Mobility Device Guidelines
- Draft & Final Plan

Draft Plan anticipated for Fall 2023

Includes developing new guidelines for mobility devices & how bike network can be designed to increase mobility for users with a disability













BOARD REVIEW & APPROVAL

Required approval path for the Active Communities Plan:

- Hearing at SF Bicycle Advisory Committee
- Hearing at SFMTA Policy & Governance Committee
- Hearing at SFMTA Community Advisory Committee
- Hearing at SFMTA Board

Approval path to **start roughly December 2023**, with MTA Board adoption **no later than March 31, 2024**.

Active Communities Plan **will seek Statutory Exemption under SB 288**, which provides an exemption for Bicycle Transportation Plans.









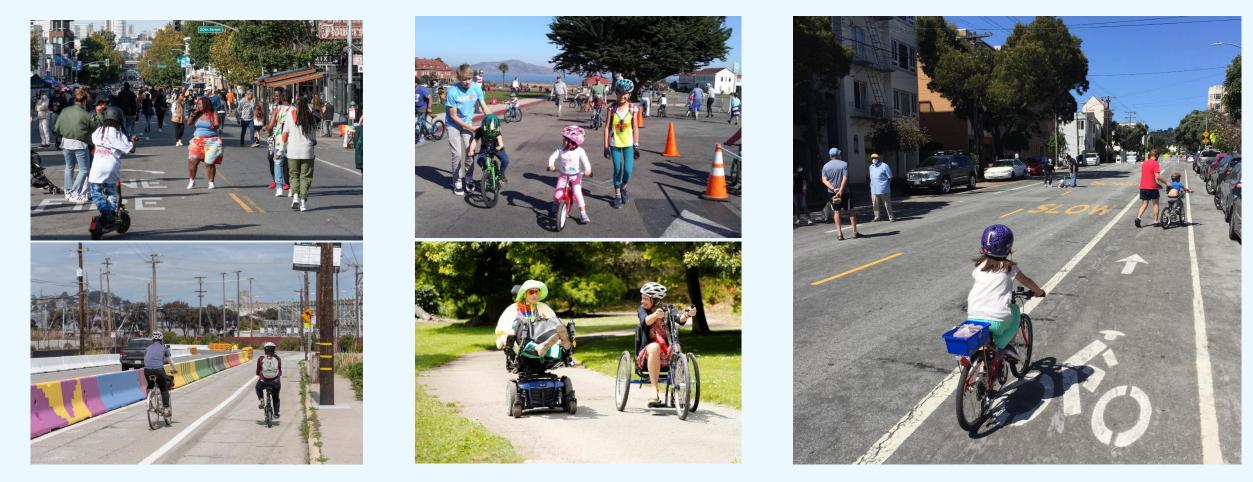
ACTIVE COMMUNITIES PLAN Collaboration with Mayor's Disability Council

- How does MDC want to be engaged during year-long public outreach process?
- How often should the project team present to MDC?
- What are the best ways to meaningfully engage with the diverse disability community?
- How can the Active Communities Plan improve mobility and quality of life for people with disabilities?
- What should be included in Personal Mobility Device Guidelines?









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