

Biking and Rolling Plan

PLAN UPDATE 2.11.2025
SFCTA



San Francisco
County Transportation
Authority



SFMTA

What is the Biking and Rolling Plan?



The Biking and Rolling Plan envisions a citywide infrastructure connecting communities across San Francisco, making it easy to travel to school, work, shops and parks via bike, skateboard, motorized scooter, and other low-speed wheeled devices.



A strong biking and rolling network supports a safe and well-connected city and aligns with the goals of SFMTA's Transit First Policy, Vision Zero Policy, the City's Climate Action Plan and goal that 80% of trips are made on low-carbon modes by 2030, and others.

Plan Goals



Goal 1 - Putting People First

Goal 2 - Setting a North Star

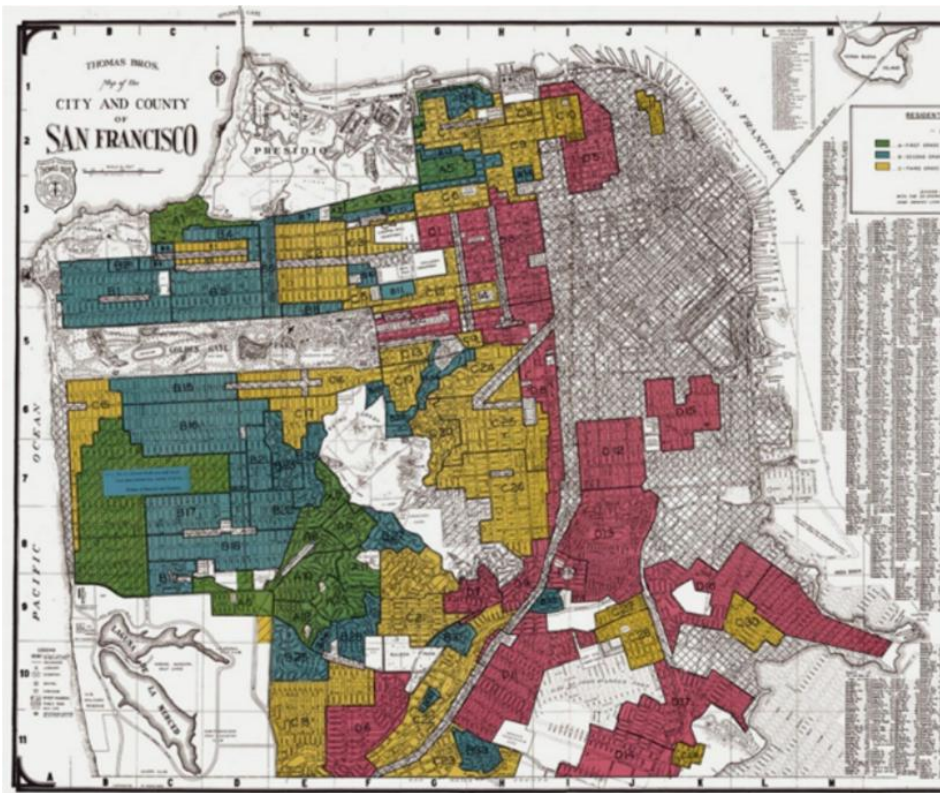
Goal 3 - Serving Local Needs

Goal 4 - Delivering the Plan

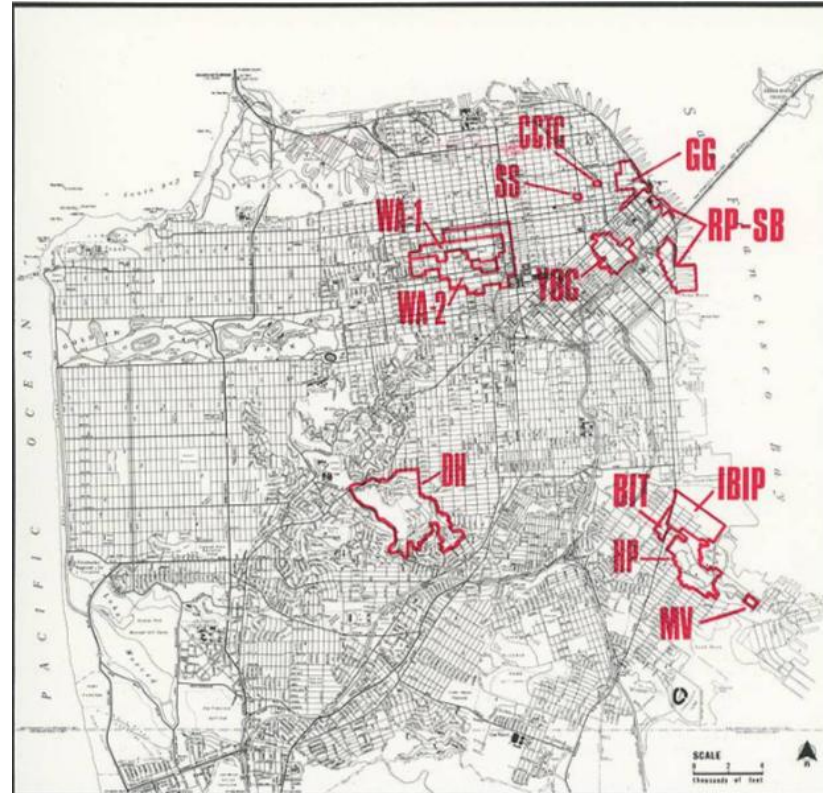
Goal 5 - Resourcing People



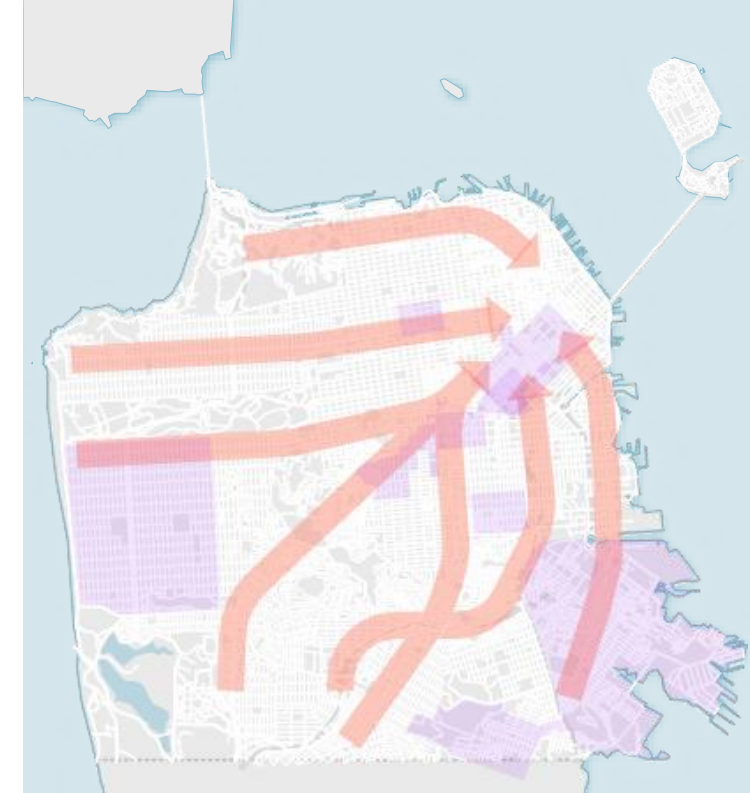
Acknowledging Past Harms



Redlining Map



SAN FRANCISCO REDEVELOPMENT AREAS



Downtown Oriented Connectivity

Who are our partners?

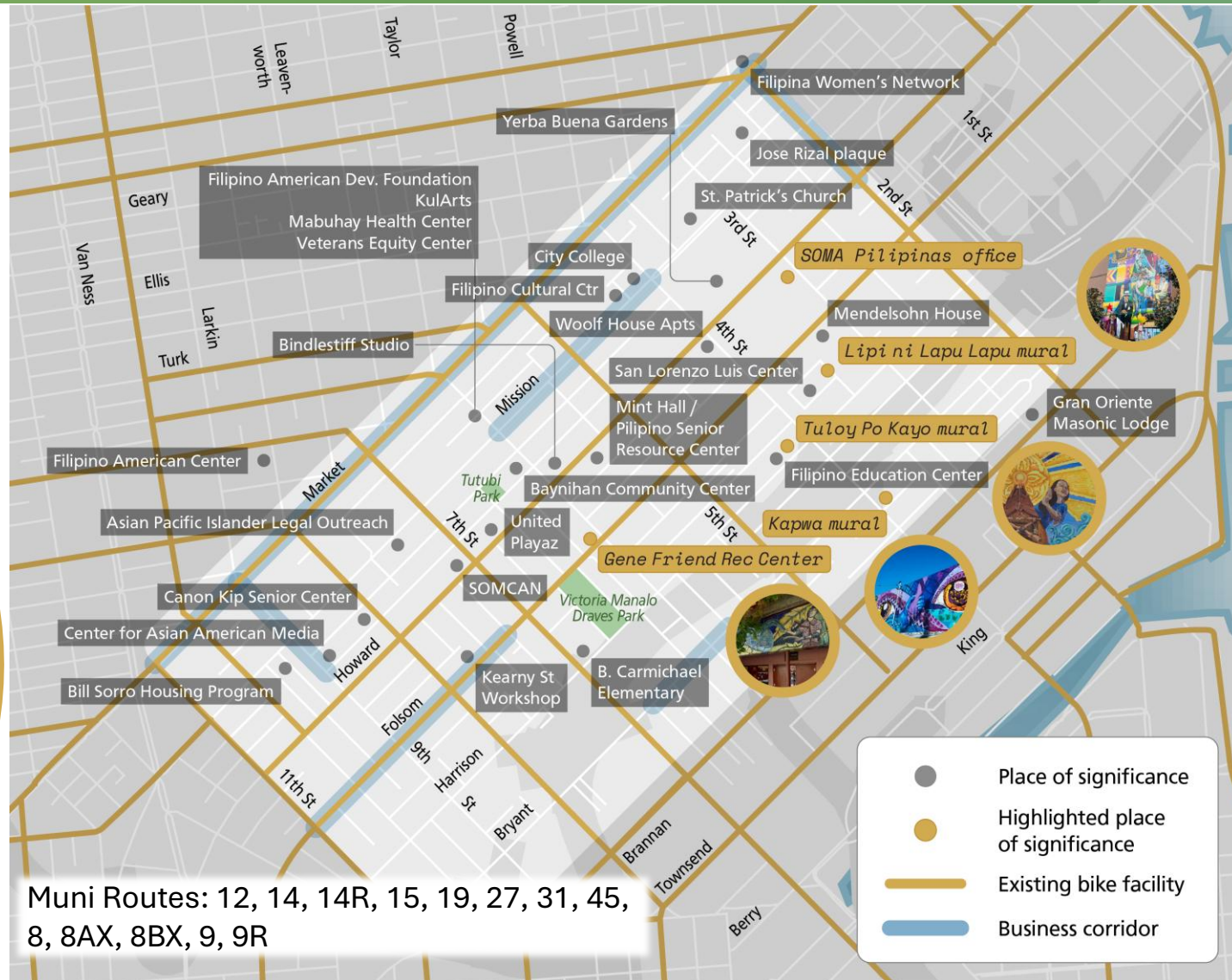
Neighborhoods where we first need to repair harm from the past

Commitment to deep engagement and strong agency

Community Action Plans



SOMA



Community Action Plans



Building stability looks different across communities, but there are some similarities.

Intersectional approach that includes:

- **Increasing Muni service and reliability**
- **Improving conditions for people walking, in wheelchairs, and seniors**
- **Comprehensive planning for those who rely on driving**

Desired outcomes:

- **Improved connectivity between communities**
- **Upgrades to existing routes and quick-builds**
- **Accountability**



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
SF Council of District Merchants
Tenderloin Neighborhood Development Corporation
Potrero Boosters
Dogpatch Neighborhood Association
East Cut Community Benefit District
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
University of California, San Francisco
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

Just some of whom we have met with...



Biking and rolling today



29% of people in SF bike or roll every week

Quick-builds increased bicycle trips by 27%



- Quick-build, protected, and car-free facilities added since 2010
- Existing sharrows and painted lanes

Existing All Ages and Abilities Network



Biking and rolling today



Existing All Ages and Abilities Facilities Network



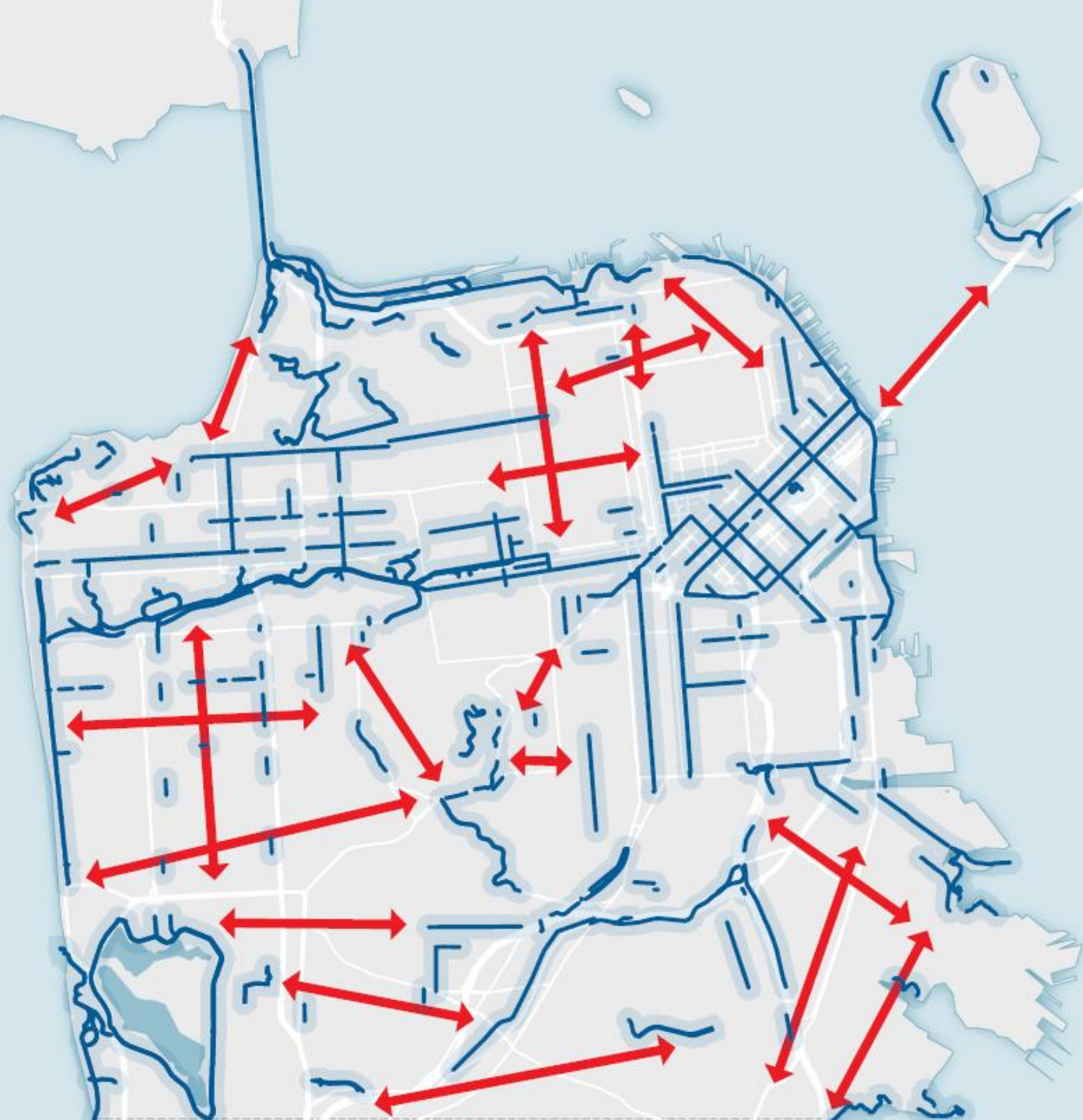
— All-ages and abilities network

*Class I, Class IV, and Slow Streets
Class II with BCI > 80
Class III with traffic calming and BCI > 80*


— Class II facilities

— Class III facilities


Missing Connectivity



A truly connected network is more than just having bike lanes and paths – it requires facilities that form a coherent system where people of all ages and abilities can safely travel from their starting point to their destination

 All-ages and abilities network



*Class I, Class IV, and Slow Streets
Class II with BCI > 80
Class III with traffic calming and BCI > 80*

 Major gaps between the network

School Access



Over half of public K-12 schools are further than a ¼ mile from a bikeway designed for All Ages and Abilities

-  All-ages and abilities network
-  Schools not near all-ages and abilities network
-  Schools near all-ages and abilities network

Moving towards the North Star

Existing Programs



Bike Parking



Bikeshare



Traffic Calming



School Traffic Calming Program



Quick-Builds



Capital and Streetscape Projects



Slow Streets and Neighborways



Design Review & Partnering with Developments



Spot Improvements



Education and Encouragement



Moving towards the North Star

Our Draft Network for All Ages and Abilities



The Biking and Rolling Plan does not exclude cars from any street in San Francisco

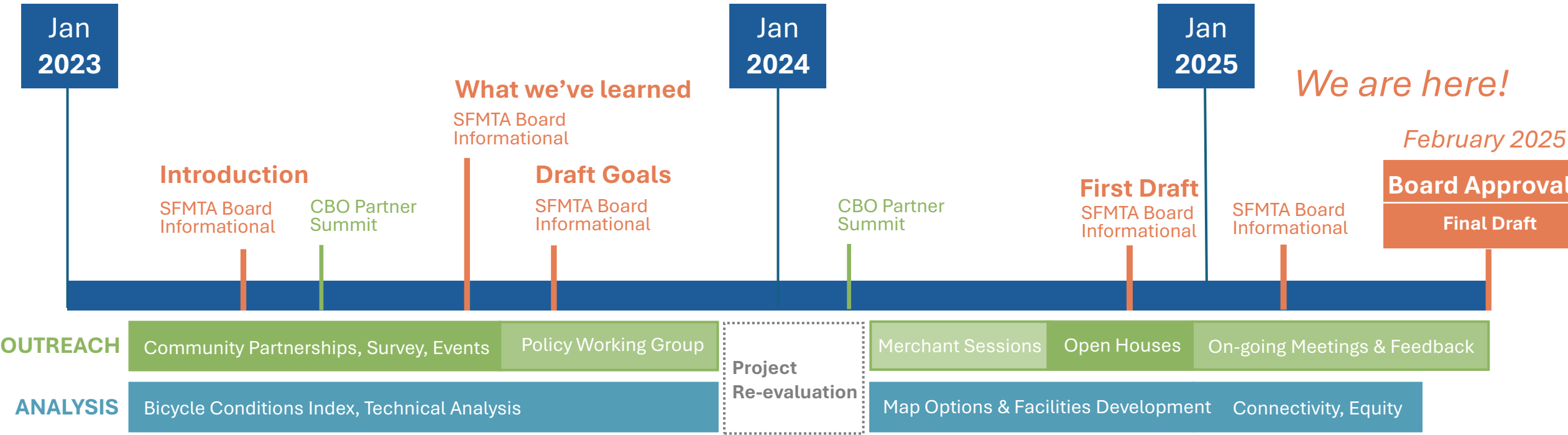
- Community Action Plans
- Car-free
- Shared-use Path
- Separated
- Shared
- Shared - Level 3 Traffic Calming

- Undecided
- Destination (school, park, etc.)
- Future Connection (with community plan process)
- Future Plan / Study

Using a Decision-making Framework


Factors for How and When Bikeway Projects are Implemented





February 18th – Final Plan Adoption



- **Final draft of plan**
 - **Community Action Plans**
 - **Policies**
 - **Programs**
 - **Network**
- 



Thank you!

www.sfmta.com/bikeroll