

Active Transportation Study – Active Transportation Typologies Memo

The Connect SF team is thinking big for the future of active transportation in San Francisco. To get us in the right frame of mind, we came up with three bike network “typologies”: different approaches that bring radical change to the way we use and experience our streets while on a bicycle or a personal mobility device. Our three typologies can be summed up as:

- **Best Practices Bike Network:** Protected bikeways and neighborways, prioritizing safety and comfort. We build the best traditional bike network possible.
- **Car-Free Networks:** Woonerfs and transit malls, prioritizing slow and shared travel for biking and walking. Instead of trying to make more space for bikes on city streets, we remove the cars.
- **All-in for Personal Mobility:** Double-wide protected bike lanes and specialized Mobility Hubs, prioritizing safety and comfort for electric shared mobility devices. We expand planning for active transportation to include micro-mobility.

Any future network in San Francisco will likely include a mix of all three typologies. Which one works best for your neighborhood? What concerns or unintended impacts do we need to consider? How do they contribute to a future with world-class transportation?

BEST PRACTICES BIKE NETWORK

This typology envisions a high-quality and low-stress network for bikes using current best practices design. **Bike paths, protected bike lanes, and low-volume neighborways** designed for bike travel are the minimum acceptable standard. Intersections are fully protected and signals on the bike network are designed to favor bike traffic. **Bike parking is plentiful** across the city, with more options for secure bike parking in high-demand areas.

The Best Practices Bike Network prioritizes safety and comfort for bicyclists in an interconnected network across the city, closing existing gaps and making bike travel easier for people who live in every area of the city. Bike routes are designed to be on the flattest streets. Bike routes provide more options in neighborhoods with transit gaps and provide a competitive alternative to transit on highly-congested corridors.

- Existing best practices for bikes only
- Works within current roadway & design constraints
- Doesn't consider future micro-mobility
- Commuter oriented

CAR-FREE NETWORKS

This typology envisions a citywide network of streets closed to vehicular traffic and dedicated to bicycle and pedestrian travel. With a focus on **human-scale streets**, shared right-of-way, slower speeds, and quality-of-life, Car-Free Networks reclaim street space for play, art, landscaping, and

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active transportation. **Neighborhoods benefit** from less noise and improved air quality. Bollard controls fully accommodate emergency and ADA access.

Car-Free Networks reduce traffic violence by eliminating exposure to vehicles. Car-Free networks can be **built out on quiet residential streets in parallel networks to transit or be combined with transit on major corridors** to create transit malls that are closed to private vehicles. Community cohesiveness and resiliency grows as short-trips using active modes increases. Local businesses are supported as residents prioritize short-trips for everyday shopping. Where Car-Free Networks can't be built, they seamlessly connect with the Citywide bike network to ensure trips are convenient, direct, and comfortable.

- Slow and shared streets, free of vehicles
- Focused at the neighborhood-level and less oriented towards commuters
- Problematic for areas without a strong grid network
- A fundamental shift in the way we view our city & how we live within it

ALL-IN FOR PERSONAL MOBILITY

This typology envisions a City where people use a broad range of personal mobility devices and Mobility Hubs to travel for the majority of their trips. Mobility Hubs are located across the City and integrate with transit, creating strong first/last mile options and expanding the range and competitiveness of transit trips. Mobility Hubs include options for safe storage/parking, electric charging, and bikeshare/scootershare. The personal mobility network **focuses on safe and convenient access to and from Mobility Hubs**. A city-led rebate program makes purchase of personal mobility devices within reach for all residents.

This typology envisions a broad range of personal mobility devices, including types not yet widely available (ADA-accessible e-bikes, trikes, low-speed mopeds, etc). **Bike facility design standards are modified to accommodate a wider range of legal vehicle uses and higher vehicle volumes** (wider bike lane minimums, updated sight-line requirements, etc). Bike network development can focus on directness with less consideration for topography due to the prevalence of electric vehicles. Freight & delivery policies are updated to require use of devices like cargo bikes and cargo trikes, reducing commercial vehicle usage citywide.

- Micro-mobility for all users
- New street design to safety accommodate a wide range of vehicles
- Focus on reducing vehicle trips by providing more options