



Proposal to Prepare a Bicycle Park and Trail Master Plan

Prepared For:



Table of Contents

I. Integrating Bicycles Into Parks & Open Spaces

Mission Statement

Off Road Cycling in San Francisco

Understanding the Demand

What Happens Without Established Trails

SF Urban Riders Proves it Can be Done Another Way

Mountain Biking and Youth

Health Benefits Of Recreational Cycling

Leveraging SF Urban Rider's Experience and Network to Create a New Model

II. Bicycle Park and Trail Master Plan Description

General Overview

Prioritization

III. Plan Elements

Crocker Amazon Youth Bicycle Program

Bicycle Skills Development Areas

Multi-Use Trails and Rules of the Trail

Project Implementation, Monitoring and Stewardship

Administration and Funding Opportunities

IV. Appendix

This page intentionally left blank

I. Integrating Bicycles Into Parks & Open Spaces

This Strategic Plan outlines the SF Urban Riders (SFUR) goal of creating sustainable multi use trails and bicycle skills areas within the parks and open spaces in San Francisco. We are proposing physical enhancements and new program elements that will generate bicycle recreation opportunities for San Franciscans and visitors, provide environmental education, and encourage volunteer stewardship. Furthermore, SFUR seeks the development of a Memorandum of Understanding (MOU) to this strategic plan that would establish a partnership to create SFUR Bicycle Skills Demonstration Areas (BSDA) and define the terms and conditions under which participating agencies and individuals will cooperate and coordinate in the partnership.

Who is SFUR? Mission Statement

SF Urban Riders is a coalition of off-road cycling advocates comprised of community members, local businesses and industry sponsors. SF Urban Riders seeks the establishment of bicycle specific off-road recreation areas in San Francisco.

SF Urban Riders' goal is to promote safe, environmentally friendly, off-road bicycling alternatives for all San Franciscans. SFUR proposes to establish a multi use trail network, improve existing trail conditions, establish signage, create bicycle skills development areas (BSDAs), and provide youth-oriented programs to encourage responsible use and thorough enjoyment of our park lands. These developments will promote ecologically sustainable recreation areas, improve bicycle skills for riders of all ages, enhance safety for all trail users, and develop San Francisco's distinction as city dedicated to promoting alternative transportation.

SF Urban Riders believes that developing integrated recreational pathways between urban areas and open spaces and developing a defined infrastructure of multi use trails and bicycle specific recreational areas will both develop a contingent of skilled and well educated off road bicycling enthusiasts, as well as provide opportunities for education and enhanced stewardship of the park lands where cyclists travel.

SF Urban Riders are not alone in these goals. San Francisco's YMCA, the San Francisco Bicycle Coalition, Crocker Amazon Park Advisory Council, Rec Connect, and the Mt. Sutro Stewards and the San Francisco Skateboarding Association support SFUR in these goals to improve San Francisco by providing off-road bicycle amenities to residents and visitors.

Off-road Cycling in San Francisco

San Francisco has a large, growing bicycle community that uses bicycles both for commuting and recreation. San Francisco has a long-standing history of being known as a cycling friendly city. Recreational cycling has always been rated as a top 5 outdoor activity in the Bay Area.

In the 2004 SFRPD Recreation Assessment report, ‘walking & biking trails’ were listed as the highest priority item by a wide margin (Fig 1-1). Historically many areas of our parks were used for off road cycling activities, yet currently, there are not any areas in the San Francisco Park system that are designed specifically for this user group (Fig 1-2). This situation has created controversy over the use of bicycles in our parks, when the real issue is adequate recreation area and proper open space planning for a well established, large, and active user group.

The latest figures state there are over 50 million mountain bikers nationally (source: National Golf Foundation 2006 survey), which calculates out to be roughly 16% of the population. A mountain biker was classified as someone who owned a mountain bike, was between the ages of 5 to 65, and rode off road at least FOUR times a year. Using this criteria, San Francisco’s population is hosting approximately 129,000 mountain bikers, a large portion of which are highly active. With numbers continuing to increase due to the sport’s image, health benefits and use of natural areas, these figures and the issues involving them will only increase over the coming decades.

A healthy, contemporary recreation comparison would be skateboarding. Recently skateboarding has been recognized by San Francisco as a legitimate and productive youth past time with large skate parks like the recently constructed Potrero Del Sol, and the Duboce CalTrans Skate Park currently in the planning phase. The estimated number of skateboarders nationally is listed as 18 million plus (source: American Sports Data report from 2002). This is an important comparison because all skateboard parks in San Francisco have a No Bikes Allowed policy. This frustrates certain formats of bicycling, like BMX, whose desired access has even caused friction between the otherwise compatible users groups. Even though the sports share common ground over specific technical features, the design and material construction of skate parks is specialized for their skateboarding equipment, and allowing shared use causes premature wear of the facility.

San Francisco is a world-class city that appreciates its natural history as well as its contemporary recreations. Establishing well-designed multi use trails and BSDAs would be in keeping with San Francisco’s world-renowned forward thinking, emphasis on quality of life, and appreciation of green values.

Regardless of any bicycle specific infrastructure, cyclists continue to ride to the parks, and through the parks, visit and utilize trails that they assume are bicycle legal. Some of the problems that arise from this situation are:

- Excessive erosion
- Public safety issues and user conflict
- Expansion of ‘social trail’ networks
- Inappropriate trail features
- Increased costs for traditional land management programs



Figure 1-1 SF RPD 2004 Recreation Assessment report



Figure 1-2 Cyclocross Race in Golden Gate Park circa 1978

Understanding the Demand

The San Francisco Bay Area is a bicycling mecca. Residents choose to live here for its bikeability and visitors incorporate cycling into their tourist activities. San Francisco's government is continually striving to make the city a more bicycle friendly place to live and visit, and to encourage the use of the bicycle as a form of transportation.

However, bicycle lanes, paths, and car free streets are only part of the equation. There are many types of bicyclists, and to ignore the common, simple desire to ride bicycles off road, while making advancements in the development of on-street bikeways is to ignore half of the demand. While the San Francisco Bicycle Master Plan creates a comprehensive network, this has not been extended into the Rec & Park lands of San Francisco. It has been proven repeatedly that multi use trails are one of the most cost effective, yet enriching improvements land managers can make. Since BSDA's primarily contain natural or organic features and requires little concrete or heavy construction they are also inexpensive and becoming quite popular in cities all over the country.

Off road cycling is a recreational pastime enjoyed by many San Franciscans, who under the current conditions must contribute to San Francisco's automotive congestion and air quality by driving outside of the city to ride their bicycles on approved trails. Though there are no designated bicycling specific lands in SFRPD holding, the continued use of all lands by off-road cyclists indicates a large demand for off-road cycling facilities, both as recreational and transportation facilities.

The San Francisco Bay Area is well known as the birthplace of the mountain bike. San Francisco residents often travel beyond county limits to major mountain bicycle destinations to the North like Tamarancho and China Camp, and to the southern peninsula such as Waterdog and El Corte Madera Open Space. However, this practice does not work for every occasion or everyone, especially for youth or the mid week after work excursion. San Francisco lacks a developed network of off-road trails or routes designed to connect our larger parks and open spaces and beyond. Parks and open lands provide both interesting routes and destination points, yet currently there are no clearly designated bicycle recreation areas within San Francisco Rec & Park lands.

It is understood that due to limited resources and a lack of specialized knowledge in the design and construction of multi use trails and bicycle skills areas, SFRPD has found it difficult to meet this demand. SFUR can bring the resources and specialized knowledge needed to facilitate projects capable of satisfying the needs of the growing cycling community.

What happens without established trails

Without contemporary planning considerations for the open space environments located within this dense urban area, the existing social trail networks are likely to continue to contribute to the adverse effects of excessive erosion and independent digging on our natural environments.

A major issue with the current trail system in our larger parks and open spaces is the proliferation of existing and designated 'social trails'. The routing and construction of these trails was originally done at random and with no build standard. In most cases this ad-hoc construction leaves areas vulnerable to erosion and degradation. This is most often due to the social trail being routed in a manner that owes more to convenience than to concerns of safety and sustainability of the project.

The lack of adequate space for cyclists has caused some individuals to take actions into their own hands, a phenomenon known as ‘independent digging’ or ‘rogue activity’. This occurs when specific individuals, seeking amenities or routes beyond what the current park provides, modify the terrain to their own liking. For years, this rogue activity has been showing up with regularity in our larger parks and open spaces. Examples of this type of independent digging include adding jumps and technical features to existing trails and in some cases making a new ‘social trail’ entirely. This practice is often disruptive to sensitive habitat and wildlife.

SFUR proves it can be done another way

The fact that some San Francisco residents take it upon themselves to modify parkland to their liking is direct evidence of underserved demand. SF Urban Riders see the creation of bicycle specific recreation areas and multi use trails in our parks as an ideal way to direct these same individuals towards productive volunteerism and supervised trail construction rather than unsupervised and damaging rogue activity.

The ability to mobilize the off-road cycling community to volunteerism has already been proven by the partnership between SF Urban Riders and the UCSF/Mt. Sutro Stewards (Fig. 1-3). This ongoing project has been realigning the historic trail system and reclaiming native habitat since 2004. Mount Sutro currently has over 2.5 miles of multi use trail and has experienced no trail erosion or user conflicts due to bicycles (Fig 1-4).

The multi use trail network should emphasize connectivity to San Francisco’s bicycle network, Safe Routes to School networks, as well as park to park connections. Providing designated multi use trails of sustainable quality to both traverse and connect our larger parks and open spaces would also alleviate current trail erosion problems dramatically and create a landscape well suited to long-term habitat stewardship.



Fig. 1-3: Mount Sutro volunteers building sustainable multi use trails 1/3/09



Fig 1-4: Map of Mt Sutro Multi Use trails- built in a large part by volunteer off road cyclists

Mountain Biking and Youth

San Francisco's parks and open spaces currently have a shortage of contemporary physical play amenities for children living in or visiting the area, especially for youth ages 5-18. It is important that our parks and open spaces provide engaging and robust activities for youth to enjoy, both to encourage youth towards outdoor recreation and to provide conduits for physical and environmental education.

Bicycling is an activity inclusive and attractive to nearly all youth, regardless of race, gender, age or economic background. Youth programs throughout the nation utilize bicycles as fun and relatively inexpensive ways to teach youth self-reliance, outdoor appreciation, and to introduce them to a healthy and positive pastime.

Mountain biking in particular is so popular amongst Bay Area youth that an after school sports league (Norcal High School MTB league) was started in Berkeley, Ca in 2001. The program now has over 38 teams servicing over 600 youth annually in the greater Bay Area.. San Francisco currently has no youth participation in this growing phenomenon due to a lack of suitable infrastructure to nurture bicycle skills and provide adequate training areas.

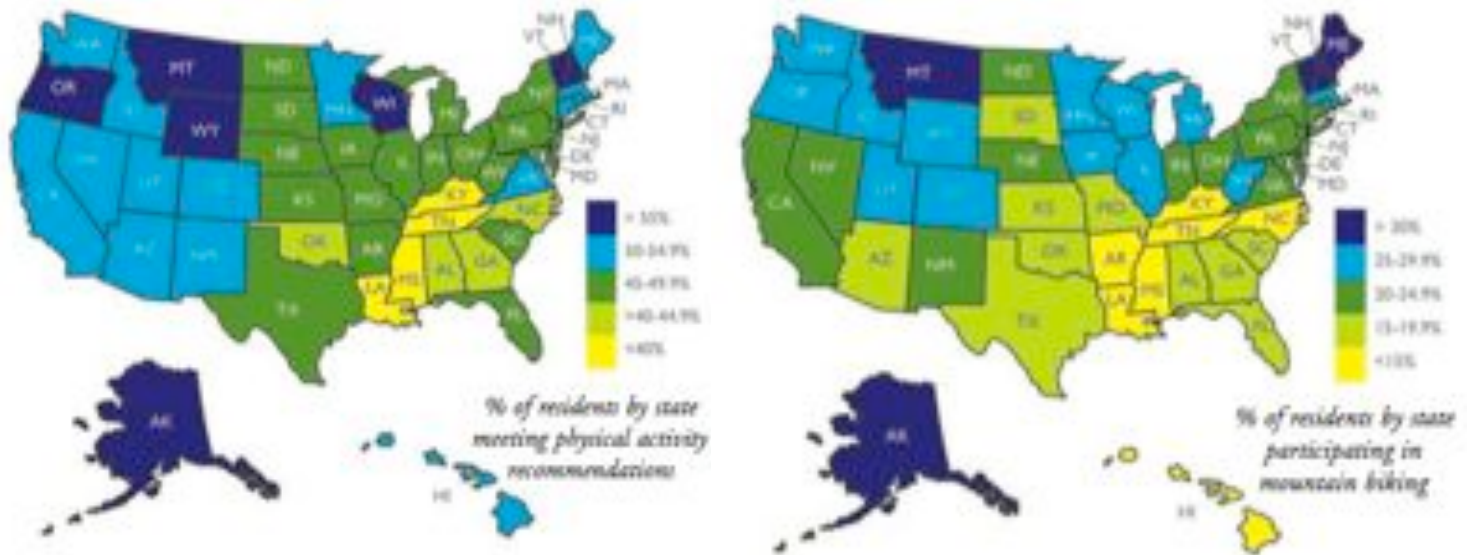
In the past, some SFRPD youth coordinators had a connection with the nationally recognized Trips For Kids program, and although the program was popular, it was terminated from their curriculum due to logistical factors. Each coordinator needed to book their own van from the SF RPD motor pool and drive participating youth the 45 minutes to San Rafael. It took too much time from limited staff resources. SFUR proposes to develop our own parklands so that San Francisco youth and programs do not need to travel to Marin, Santa Cruz, or elsewhere to enjoy off road cycling that could very well be enjoyed in our own parks and open spaces.

SF Urban Rider's vision of the development of off-road bicycle skills development areas in specific areas in our parklands is a simple way to appeal to youth of all ages and cultural demographics. The creation of unique, challenging and fun features in our parks, combined with youth-oriented programs will serve to establish a user group and stewardship base that will provide care, upkeep, and improvements to our parks for generations to come.

Health Benefits Of Recreational Cycling

Physical activity is one of public health's "best buys". It can cut in half the risk of developing coronary heart disease, and cut the risk of developing hypertension by almost a third. Over 30% of Americans are obese to the point it may pose a serious health risk. Cardiovascular disease affects 70 million adults in the U.S. and is growing, while the Center for Disease Control and Prevention estimates that there are more than 88 million inactive Americans over 15 years of age (FIG 1-5). The World Health Organization recommends walking and cycling as regular exercise and recreation.

New studies in Richard Louv's book 'Last Child in the Woods' reveal that today's youth suffer from Nature Deficit Disorder (NDD) because of restricted access to open spaces, parental fear of security for their child, or limited activities to engage nature while still having fun. Nature Deficit Disorder has been linked to a disconnect from natural history in today's youth and other alterations in societal norms. Creating areas that engage youth in unstructured play and allow them to interact with nature is the oft mentioned antidote. Multi use trails and BSDA's would provide such an environment.



(FIG 1-5 Only SIX states in the U.S. (OR, MT, WY, WI, VT, & NH) have over 55% of people meeting physical activity recommendations, according to the Centers for Disease Control and Prevention. There is a correlation to states with high mountain biking activity.)

Leveraging SFUR's experience and network to create a new model

To meet the growing interest for bicycle-accessible recreation in our urban environment various agencies and organizations must work together to determine a new model to satisfy off-road bicycling demands. SFUR has created a list that represents a range of solutions, and plans to move forward in order to:

- Recognize off-road bicyclists as legitimate trail users
- Develop a Bicycle Park and Trail Master Plan
- Design and establish multi use trails to be accommodating to all users
- Design and establish BSDA's within our local parks
- Improve community by bringing cycling activity to under utilized areas of our parks.
- Establish youth bicycling programs and opportunities
- Engage the off-road bicyclist volunteer base to build and steward BSDA and multi-use trail areas
- Improve quality of life and the health of community
- Use wayfinding signage to positively control traffic flow and speed

We hope to work collaboratively with SF Rec and Park, the Natural Areas Program, Sierra Club, Bay Area Ridge Trail Council, Nature in the City, and other interested parties, to develop a working group that will develop policies and best practices related to off-road cycling. This group will develop a SFRPD bicycle plan that will incorporate environmental concerns and other users needs in the SF open lands. The development and implementation of this plan will bring healthy, low impact recreation to under utilized park areas through the development of trail networks and BSDA's, as well as augmenting the number of community volunteers.

Working to develop a green network of multi-use trails through and around the city's parks that services the established bicycle network on San Francisco streets will build on San Francisco's values of being a 'green' city. A green city provides trails as legitimate transport options for citizens on foot or bicycle, running or strolling. The SFUR Bicycle Park and Trail Master Plan will promote San Francisco's greener parks platform by encouraging park users to ride their bicycles to the park, and help reduce traffic congestion. Bicycle transportation and recreation will also expand their knowledge, appreciation and familiarity with the park system.

SFUR's partnership with SFRPD, and subsequent MOU, would also bring a much-needed influx of volunteer stewardship to clean up and maintain the remote and under utilized areas of our parks. With it will follow a greater sense of community and improved general safety.

The following sections outline the bicycle program, emphasizing sustainable planning, healthy recreation, and environmental education.

II. PLAN DESCRIPTION

GENERAL OVERVIEW

The goals of SFUR that will provide the framework for the development of a Bicycle Park and Trail Master Plan include:

- Provide bicycle skills areas with progressive levels for all ages and abilities
- Provide multi use trails for all park users+
- Designate and promote multi use trail user etiquette
- Discourage 'independent digging' in parks and open spaces
- Improve environmental performance thru planning and design
- Enhance recreational opportunities while preserving open space
- Bring much needed stewardship to our parks and open spaces
- Create cross cultural meeting places, while building community and bringing security to under utilized park areas
- Maximize safety through comprehensive risk management solutions
- Cooperate in an adaptive management program with SFRPD and NAP

Accomplishing the objectives outlined in this document will require the coordination and manpower of several agencies. The development and implementation of a Bicycle Park and Trails Plan in San Francisco parks and open spaces will be a cooperative effort among SFRPD, SFUR, and other interested organizations and individuals. SFUR cooperators will join resources, priorities and strategies into unified action. These organizations and agencies will cooperate in procuring grants and other financial aid, and may supply money, personnel (volunteers and/or staff) and/or equipment as required to satisfy the MOU.

PRIORITIZATION

Because so many recreational bicycling needs exist in San Francisco County, it is impossible to list or manage everything at once. Prioritization is therefore essential. SFUR's prioritization of the bicycle program reflects the experience and expertise of its members, the community, as well as park and open space needs.

Whether a certain BSDA or multi use trail is designed and constructed may be determined by the following criteria:

- The Land manager of the open space in question
- The highest potential to serve San Francisco residents
- The habitat needs of the surrounding open space
- Funding opportunities and constraints
- Existing interest from participating agencies, organizations or other landowners.

SF Urban Riders and cooperators will focus our limited resources on the highest priority bicycle program opportunities. Currently, John McLaren and Crocker Amazon Parks are the highest priority areas in which to initiate our Youth Bike program and develop both multi-use trails and BSDA's.

The surrounding neighborhoods of Excelsior, the Outer Mission, and Portola have the highest density of children in the city, and the lowest percentage of Park and Rec services. Community support in this area for a bicycle park and programs is very strong, as has been demonstrated by recent SFUR youth events held at both the Pilarcitos Cyclocross race & the Excelsior Festival. SFUR has also been met with much support from SFRPD youth activities directors, advocacy groups, and the populace at large. There is also ample services and waste stream management infrastructure at the new Crocker Amazon soccer complex to accommodate user needs.

Currently, much of the land in both Crocker Amazon and McLaren parks is underused and tends to attract mischief, vagrants, and illegal dumping. The creation of attractive multi use trails and a BSDA in these areas would increase public use of the parks, which would significantly discourage and diminish illegal or unwanted activity within these parks.

These Parks contain the open space and natural features needed for these developments, and BSDA's and multi-use trails would integrate well with other planned uses of the park, such as the Philosopher's Walk and off leash dog areas. The development of a unique BSDA Complex and multi-use trail network would bring new life to the area, attracting users from all over San Francisco and displacing the existing unwanted activity.

Though John McLaren and Crocker Amazon parks currently are a top priority for the development of off-road bicycle specific amenities, SFUR has identified several opens spaces within San Francisco City limits that have potential to become multi-use trails and/or BSDA's development areas (Fig 2-1).

Appendix A highlights the Crocker/McLaren Bike Complex.

Appendix B contains a list of potential sites for BSDAs in San Francisco County.

Appendix C shows proposed multi use trails on Twin Peaks.

Appendix D shows proposed multi use trails in Glen Canyon.



(Fig 2-1 A composite look at several bike parks inspiring the Valmont Bike Park project in Boulder, CO.)

III. PROGRAM ELEMENTS

CROCKER AMAZON YOUTH BICYCLE PROGRAM

Alone, the design and implementation of off-road bicycle features within our park system are positive steps, but without programs that will reach out and encourage San Francisco Residents to take part in the enjoyment and stewardship of our parks, these improvements will not reach their full potential. Understanding this, SFUR has proposes the establishment of a youth oriented bicycle program based in John McLaren Park. The goal is to help our youth grow up healthy and confident, with well-developed bicycle skills, in order to watch them develop into environmentally conscious commuters and dedicated stewards of our parklands.

The Bicycle Program at Crocker Amazon will be aimed at providing the youth of the area and beyond with a healthy recreational outlet. It is designed as a program geared toward youth (ages 5-18) of all abilities and will offer many opportunities to engage interested youth. The basic program's aim will be to teach and encourage development of bicycle skills. The larger program will be an 'Earn-A-Bicycle' program, the objective of which is not only to give youth the opportunity to learn mechanical and critical thinking skills as they work to restore and earn a bicycle of their own, but also to engage them in the community and stewardship of their park.

In order to realize the Crocker Amazon Youth Bicycle Program, SFUR proposes the following actions:

1. Renovate an empty bleacher room located on the Geneva Ave baseball diamond. The space will need to be inspected by SFRPD and the SFFD and appropriate repairs and safety features will need to be made. It will serve as a clubhouse, bicycle repair area, classroom and storage space for SFUR materials.
2. Provide an Earn-a-Bicycle program aimed at providing all interested youth (ages 5-18) a personal bicycle. The requirements will include taking part in courses on bicycle skills, bicycle repair, community service, and environmental education. The bicycles will come from donations and the surplus of unclaimed bicycles in city procession via SFPD, MUNI and others.
3. Create a safe off road biking area near the clubhouse for youth and entry-level riders. It will be on flat surface and appropriately demarcated. It will be open for public use, with a schedule of youth events hosted by SFUR. SF Urban riders will also provide free loaner bicycles during these events. SFUR has already provided a similar event and feature to local youth at Pilarcitos Cyclocross races and the Excelsior Festival. (Fig 3-1)



Fig. 3-1: SF Urban Riders children's skills clinic held during the Pilarcitos Cyclocross event in Crocker Amazon Park

BICYCLE SKILLS DEVELOPMENT AREAS

A strategic and long-term approach to maintaining balance between bicycle recreation and habitat restoration is the development of Bicycle Skills Demonstration Areas (BSDA). These designated areas will be the focal point of adventurous cycling activity in San Francisco parks and open spaces by providing the challenges and recreation that off-road cycling user group seeks.

The development of BSDAs will serve as facilities to satisfy the challenges sought by more advanced cyclists, and will be exemplary features in the SF park system. BSDA's will serve as an area for all bicyclists to build bicycle handling and confidence skills before their skills are put to the test on shared roads with vehicular traffic. Designating strategic parcels of SFRPD holdings as Bicycle Skills Development Areas (BSDA) will provide controlled environments with the space and freedom for bicyclists to articulate their talents and pursue skills development.

There are numerous examples of contemporary recreational bicycle facilities including both multi use trail networks and BSDAs in cities such as Seattle and New York. Locally plans are underway in Santa Cruz, Santa Rosa and Lafayette. BSDA's are quickly becoming recognized around the world as healthy, youth oriented recreation. They contain ramps, jumps, drops, wall rides, teeter totters, and an assortment of other balance and skill features. BSDA's are capable of servicing more persons per acre than most traditional field sports. Thru design and use of space a continuous flow of activity is possible, allowing users to stay as brief or long as they need.

A well-designed Bicycle Skills Demonstration Area provides a range of different experiences to different users. By designing loops of varying challenge level, a BSDA can offer something for everyone. Elements of a BSDA, such as a pump track, will appeal to novice cyclists, teaching them basic bicycle skills such as how to make sharp turns and how to maintain momentum along a smooth, rolling and banked loop. Balance features such as teeter-totters and log rides will appeal to intermediate to advanced cyclists, encouraging practice of balance and handling skills. Steeper features or medium to large jumps challenge and appeal to a more advanced crowd of cyclists.

Through the design process sensitive habitat zones can be identified and ameliorated, and the unwanted effects of adapted social trails will evaporate. The BSDA's may have a more dense layout of trails or trail features in order to create a variety of recreational routes and to provide a sense of unstructured play to encourage repeated use by all user groups. One such example of a BSDA established in an urban downtown is Seattle Washington (Fig 3-2).

Some areas will also be capable of restructuring annually with minimal effort or impact, and enable the spaces to evolve and grow over time. The BSDA footprints will vary in size, but will have definitive boundaries and be appropriately signed and demarcated. Being connected via a multi use trail system there will be appropriate signage and control points at all crossings, offering a way to moderate general traffic flow upon entry and exit of the BSDA's. Construction of the features found in BSDAs will be made of lumber, packed soil, rock and other natural materials.

The development of BSDAs in San Francisco Parks can, and likely will be laid out as funding and resources allow. Project costs are significantly lower than other recreation amenities due to natural design, and the versatility of structure. Since intermediate to advanced cyclist enjoy mixed surfaces, it is possible to use recycled construction materials like curbs, granite slabs, and lumber in areas that make sense. This would bring an urban recycling element to the program as well as reduce costs. Typical cost for a small BSDA between 1-5 acres in size can range in cost from \$50,000 - \$250,000.

The Hilride group and SFUR have already begun to develop conceptual plans for the development of BSDAs and Multi Use trails. A map of potential trail and BSDA alignments is located in the appendix.

In order to realize the development of Bicycle Skills Development Areas, SFUR recommends the following actions:

- Select and designate Bicycle Skills Development Areas that will adequately satisfy demand, while being mindful of surrounding habitat and wildlife needs. These areas will be of varying size and terrain and serve as areas that can be designed and constructed in a manner most conducive to contemporary bicycle activity. The process of determining these BSDA's will be a joint effort of SFRPD, NAP, and SFUR. Once sites are selected, they will be prioritized and timelines can be determined.
- Initiate the design and planning phase by professional bicycle park planners, such as the Hilride Group, and work out a suitable layout for the proposed areas. The BSDA's will be incorporated strategically into the multi use trail network. In some areas such as McLaren Park they will be designed to have a progressive layout of beginner, intermediate and advanced zones to allow users to continually develop bicycle skills and remain active users of the park area as their skills progress.
- The BSDA's in general will be built progressively in regards to both construction and recreation. The projects may be funded in multiple stages. It is possible that multiple projects could be under construction at the same time due to evolving factors.

- All materials used in the construction of the BSDA's will be natural when possible. The preferred materials used will be compacted earth, wood, stone, and metal work only as needed for wood joiners or support. This will preserve the site's natural appearance and will be designed to integrate both physically and visually with the surrounding parklands.
- BSDA's will be have appropriately demarcated boundaries in order to alert park users to their entrance or exit, as well as direct BSDA users to different sections and features of the BSDA.
- SFUR will maintain the surrounding habitat and perform routine maintenance on all BSDA features.



Fig. 3-2: Map of a Four Acre BSDA in Seattle, WA

MULTI USE TRAILS AND RULES OF THE TRAIL

The components of a quality multi use trail system commonly include a build code, appropriate signage, and a habitat restoration element. The benefits include an increase in environmental sustainability through design, improved recreational value, and an increased volunteer pool.

A build code serves as a guideline for all future SFRPD trail building projects and serves as a useful tool to the planning process. Beyond being far superior to current policies of upgrading existing ‘social trail’ routes, a build code creates a definitive route and inclusive experience for all users. Developing trails with a standardized build code allows for reclamation of habitat and the development of a sustainable environment. A quality multi use trail system will provide a sustainable foundation for habitat restoration. The soil from trail realignment or new construction can serve as a healthy medium for immediate reseeding dependent upon the season.

On any given trail system, signage is a key component to traffic flow and user conduct. SFUR proposes the development and implementation of standardized trail markers upon multi use trails within SFRPD trails and parks. Trailhead kiosks can provide mapping information and a fitting version of the International Mountain Bicycle Association’s (IMBA’s) ‘Rules of the Trail’ (fig. 3-4). On trail signage will be user friendly and intuitive in order to enforce user etiquette in a positive and friendly manner. (fig. 3-3)

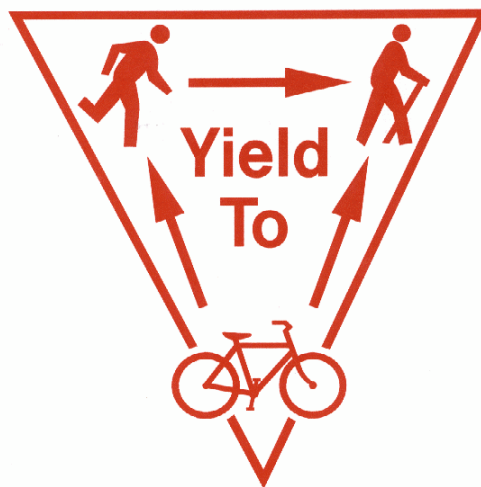


Fig. 3-3: Example of multi-use trail signage

courtesy of: <http://www.cvrtri.utah.edu>

Appropriate regulatory and way finding signage upon a multi use trail system will be positive enforcement of moderating traffic flow, reducing user conflict, and protecting sensitive habitat. Signage will provide a quality and

standardized experience for users and create a more stable and sustainable environment for long-term habitat stewardship. Way finding elements will ensure that even first time visitors to the trail network will have an enjoyable experience and comfortably navigate the trail system.

Interpretive signage serves both as interesting and informative waypoints for visitors to the park, as well as educating users to the sensitivity and dynamics of the natural areas around them. Interpretive signage can include illustrations and descriptions of native flora and fauna, an overview of trail and path networks throughout the park area, as well as suggested activities while visiting the parks.

- 
- A graphic titled "Rules of the Trail" in a large, bold, black sans-serif font. Below the title is a numbered list of six rules, each preceded by a bold black number. The rules are: 1. Ride On Open Trails Only, 2. Leave No Trace, 3. Control Your Bicycle, 4. Yield to Others, 5. Never Scare Animals, and 6. Plan Ahead. The text is centered and set against a plain white background.
- Rules of the Trail**
- 1. Ride On Open Trails Only**
 - 2. Leave No Trace**
 - 3. Control Your Bicycle**
 - 4. Yield to Others**
 - 5. Never Scare Animals**
 - 6. Plan Ahead**

Fig. 3-4: IMBA's Rules of the Trail

In order to design and implement an improved multi use trail network throughout San Francisco's open spaces, SFUR proposes the following actions:

1. Determine a build code and designation for multi use trails. Suggested guidelines: Tread width 30"- 48" as needed for terrain and traffic. Grade should be a maximum of 10%
2. Sustainable routing with attention to habitat and terrain. Routing should establish clear sight lines up and down the trail whenever possible, to allow trail users to be aware of other users upon the trail.
3. Elevation loss and gain should be moderated through switchbacks and the use of stairs should be avoided when possible.
4. Switchbacks should have a 6'-8' turning radius, with in and out grades of 5% or less, good drainage, and crib walls where necessary.

5. Proper drainage solutions should be considered on an individual basis to provide the best erosion control while accommodating all users equally. This can include, but not limited to grade reversals, knicks, and rolling grade dips.
6. Develop appropriate signage that will be obvious and well marked at trailheads embracing the “Rules of the Trail”. On trail markers will be intuitive in nature, and encourage traffic to move in the desired direction.
7. Design and print a bike friendly map clearly showing suggested routes and riding etiquette.
8. Through continued education and outreach SFUR will encourage volunteerism on Open Space projects. Historical, environmental, and recreational education will be emphasized.

PROJECT IMPLEMENTATION, HABITAT STEWARDSHIP and COMMUNITY OUTREACH

Once underway, the SFUR Bicycle Park and Trail Master Plan will have three areas of continued oversight and monitoring. These three areas are implementation, habitat monitoring and community outreach. All three serve to address specific elements necessary for the success and development of the program. Through continued focus on these three areas, all multi use trail and BSDA projects will meet or exceed expectations. By creating a productive working relationship with NAP and other open space groups through joint projects, SFUR will be able to bring important natural habitat information to the recreational user group through positive channels. Elements of implementation will include:

- Administration of all aspects of the plan including design, funding and stewardship, continued coordination with SFRPD, NAP and other necessary entities.
- Development of project timelines
- Establishment of sources of funding for Bicycle Park and trail Master Plan elements
- SFUR will coordinate with other local projects to maximize volunteer and funding opportunities.
- Coordinate and adopt a progressive approach to funding and developing the McLaren Bike Complex.
- Continue open discussions about multi use trails and select bike specific options in other large Open Spaces like Golden Gate Park, Twin Peaks, Glen Canyon and Mount Davidson.
- Continue to cultivate further BSDA opportunities in public works projects like Warm Water Cove and the Baylands.

Elements of habitat stewardship will include:

- Regular maintenance of established multi use trails and bicycle skills development areas.
- Inspection and general maintenance will be conducted on a regular basis and a log will be kept for liability issues.
- SFUR will perform habitat stewardship on the BSDA and multi use trails, which will be coordinated on a regular basis.
- All habitat work will be in compliance with the request of NAP, and performed under proper supervision.
- SFUR is interested in promoting bicycle work trailers as less expensive, environmentally friendly alternatives to trail maintenance vehicles.
- Schedule on site visits with NAP to survey McLaren Park and define habitat and recreation boundaries.

- Develop an environmental education component that engages the recreational user group. It will include multiple components including printed material, volunteerism and wild flower and habitat rides.
- Focus volunteer efforts on salvaging the debris that currently litters the hillsides of some areas like McLaren Park thru volunteer efforts.
- SFUR will work with NAP to locate sites for habitat restoration zones and proper invasive weed management eradication protocols. If any replanting needs to be done it will be determined by SFRPD and NAP.

Elements of community outreach will include:

- Urban Bike Patrol: It will be affiliated with the National Mountain Bike Patrol (NMBP) and would operate in a similar fashion. Select, trained candidates will be provided the distinctive National jersey and voluntarily assist or report on any incidents of question. They will be trained in CPR, and other related safety skills. The San Francisco Park Ranger unit has recently begun mountain bike patrols and supports the Urban Bike Patrol concept.
- Internet Outreach: The SF Urban Riders website and Facebook group, as well as other lifestyle oriented internet channels will host a SFUR forum or act as information outlets. Internet communication is essential in propagating information into mainstream consciousness.
- Maps and Educational Components: Creating a bicycle oriented map for our larger parks and open spaces, clearly indicating preferred routes, combined with proper way-markers and trail head kiosks will help bring much needed recreation and environmental education to a large and active user group.

ADMINISTRATION AND FUNDING OPPORTUNITIES

SFUR has a small staff that coordinates our events, programs and volunteer efforts. Our fiscal host is the International Mountain Biking Association (IMBA) which provides critical infrastructure support, the benefits of 501(c)(3) incorporation, and handling of all membership and accounting. The arrangement allows SFUR to focus on its stated goals listed on page seven.

There are several grant revenue streams that have been identified and can be worked in to the overall project, including potential direct funding from the bicycle industry. A carefully planned project that strategically combines elements of youth activity, recreation, habitat preservation/education and public art will vastly broaden partnership interest. An example would be combining trail and habitat improvements into grant requests, packaging youth recreation programs with environmental education, and identifying view and rest areas to pair with public art funding opportunities to finish the overall project. Another concept is to break trail and habitat projects into segments and fund each separately. With this method you can qualify for certain grants like the Recreational Trails Project multiple times.

Other grants are very selective which requires creative open space planning to qualify within the narrow criteria. An example would be the Easton Sports Development Foundation which gives substantial funding to youth sports initiatives that combine TWO or more of their sports: Cycling, Archery, Hockey, and Baseball. A large grant was awarded to the SoCal Interscholastic Cycling League in 2008 to create a mountain bike area for youth and an archery range. San Francisco has a similar opportunity around the Golden Gate Park Archery area, an area that also has historic bike activity.

IMBA also offers the cycling community an innovative revenue platform offered call TEAM IMBA, which works similarly to an AIDS ride or Cancer Walk. Team IMBA members seek sponsorship dollars from friends and co-workers for races they attend each year. In some cases on large races like the Sea Otter Classic in Monterrey, bike equipment manufacturers like SRAM will even kick in a match. At least 50% of all donations earned will go directly to SFUR.

In order to achieve self-sustaining finances and achieve accomplishment of the listed goals, SF Urban Riders will undertake the following actions:

1. SFUR will continue to be hosted by IMBA and partake in membership revenue sharing.
2. SFUR will host other fundraisers:
 - Tour de Fat w/ New Belgium Brewing
 - Pilarcitos CX Race Series
 - SFUR Annual Reception
3. SFUR has identified grants from various foundations and agencies to fund projects.
4. SFUR members will provide in-kind support for all bicycle program projects.
5. SFUR members will deliver tireless volunteer hours on multi use trail and habitat stewardship projects.
6. Incorporationg Public Art into projects or as part of rest or view location improvements will increase funding resources, community involvement and overall user experience. (Fig 5-1)

UNIQUE FUNDING OPPORTUNITIES:

Bikes Belong Grants	\$10,000
TREK One World, Two Wheels Program	\$10,000 - \$20,000
REI Grant	\$10,000 - \$25,000
RTP Grant	\$25,000 - \$50,000
SF Community Challenge Grant	\$10,000 - \$100,000
Easton Sports Development Foundation	\$25,000-\$100,000
Olympic Club Foundation Giving Wings to Youth	\$5,000 - \$20,000
Smart Wool Advocacy Fund	\$500 - \$5,000
Patagonia Environmental Grants	\$3,000 - \$8,000
Public Brick or Tile program \$300 per tile	\$20,000 - \$75,000



(Fig 5-1 Seattle's I-5 Colonnade Bike Skills Park converted under freeway space into a 7 acre community asset with art)

Summary

This proposal serves as the outline for improvements to our park system that will improve our parks and larger open spaces ecological stability, provide more varied recreational opportunities to San Francisco residents and visitors, and bring new and revived interest to some of the less-utilized parklands. Off-road cycling is a healthy, fun, and green recreational activity that can transfer to the users everyday commute, and should be embraced by San Francisco Rec and Park. SF Urban Riders looks to work closely with SFRPD to establish the outlined improvements to our city.

IV. Appendix

Appendix A highlights the Crocker/McLaren Bike Complex.

Appendix B contains a list of potential sites for BSDAs in San Francisco County.

Appendix C shows proposed multi use trails on Twin Peaks.

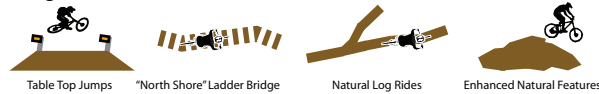
Appendix D shows proposed multi use trails in Glen Canyon.



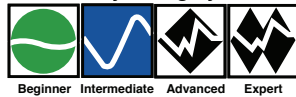
Crocker Amazon/McLaren Bike Complex

Proposed Bike Complex facilities and trails will be designed to be safe, progressive and sustainable. The facilities will provide a unique opportunity to develop and hone riding skills and techniques for riders of all skill levels. Facilities and trails will be designed with progression based technical trail features including table top jumps, berm turns, elevated "north shore style" ladder bridges, log rides, etc. Bike Complex trails and facilities will have an integrated signage and risk management program that will include interpretive signage to educate users on proper riding technique, etiquette, bike set up, etc. Bike Complex trails and facilities will be designed to minimize environmental impacts to the parklands and risk of injury accidents to park users.

Progression Based Technical Trail Features



Progression Based Difficulty Rating System



San Francisco Recreation & Parks
HILRIDE

Progression Development Group

Crocker Amazon and McLaren Parks: Bike Complex Concept Plan 2.07.09 v.1



HILRIDE

Map produced by Hilride & Dayton Crites.
All Rights Reserved © 2009.
Designer: Nat Lopes
Hilride Progression Development Group
1632 Ocean View Avenue
Kensington, CA 94707
(510) 789 3124 www.hilride.com

- Hiking Trail
- Paved Walking Path
- No Bike Access
- Bicycle Repair Center
- Skills Park
- Pump Park
- Jump Park
- Kids Park
- Proposed Core Multi-Use Trail
- Proposed Singletrack Trail
- Existing Paved Bike/Walking Path
- Proposed Philosopher's Walk Trails
- Paved Road
- Crossing Treatments
- Planned Trail Improvements
- Proposed Bike Area

Mapping is generalized and intended for preliminary concept planning only.

0 0.25 0.5 miles Map Produced For: SF Urban Riders

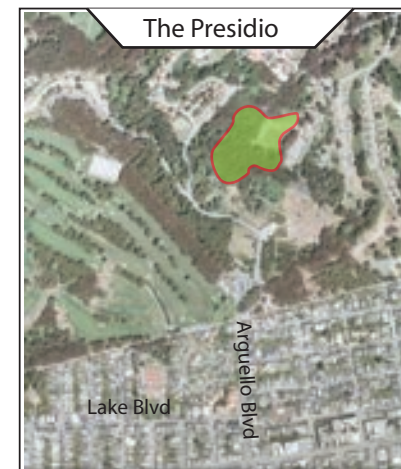
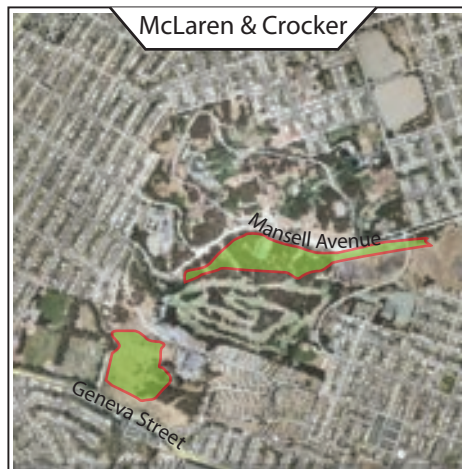


Potential Bike Skills Development Areas

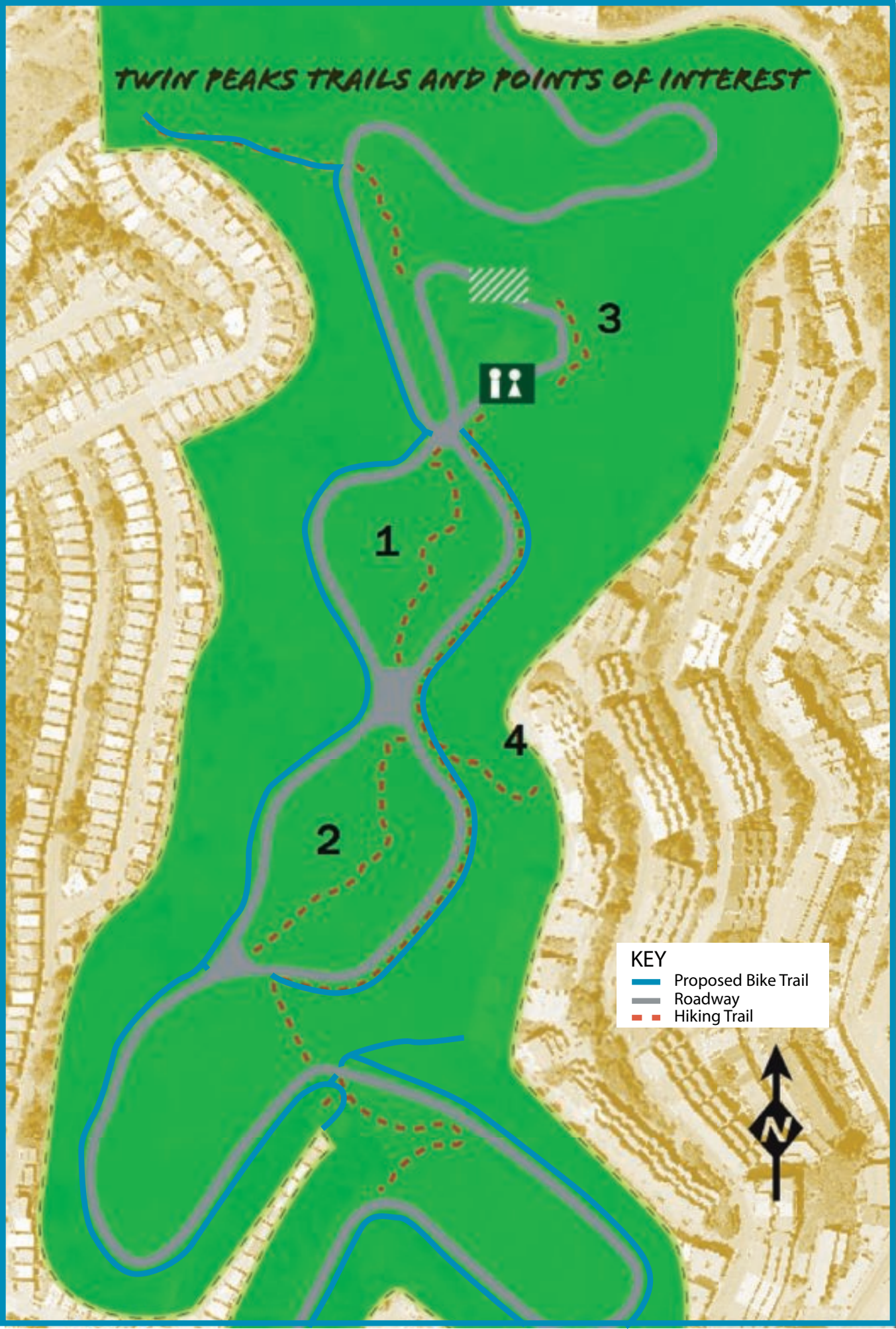
- A) McLaren Park
- B) Crocker Amazon
- C) Stern Grove
- D) Golden Gate Park
- E) The Presidio
- F) Treasure Island
- G) Warm Water Cove

 = potential BSDA site

note: Site dimensions are approximations, and do not represent final design.



TWIN PEAKS TRAILS AND POINTS OF INTEREST





Turquoise Way

3

2

O'Shaughnessy Blvd.

Diamond Heights Blvd.

1

Boswo

Elk Street

KEY
— Proposed Bike Trail
— Stream
- - Hiking Trail

