

SAN FRANCISCO BICYCLE PLAN OVERVIEW

Vision: Make bicycling an integral part of daily life in San Francisco
Learn more at www.sfmta.com/bikeplan

Executive Summary

An increase in bicycling is a critical component to improving the future health and prosperity of San Francisco. With limited public investment, the City can improve conditions for bicycling in order to help achieve numerous important goals, including reducing greenhouse gas emissions, conserving energy, improving the health and physical fitness of residents, mitigating the negative effects of traffic congestion, improving air quality, providing affordable transportation alternatives and creating more livable neighborhoods.

San Francisco's temperate climate, dense neighborhoods, limited supply of automobile parking and compact geography have helped create a renewed interest in greener, more efficient transportation alternatives. With more and more people opting to bike to work, school, to run errands and for fun, San Francisco has the potential to become a world-class bicycling city.

Bicycling is a key component of San Francisco's Transit-First Policy and Climate Action Plan. The Transit-First Policy states: "Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, **bicyclists**, and public transit, and shall strive to reduce traffic and improve public health and safety." In 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution, committing the City and County of San Francisco to a greenhouse gas emissions reductions goal of 20% below 1990 levels by the year 2012. Automobiles account for about 47% of San Francisco's greenhouse gas emissions, so transportation choices play a major role in this effort. The Climate Action Plan calls on San Francisco to "increase **bicycling** and walking as an alternative to driving."

Summary of Bicycle Plan Goals and Objectives

Overall Plan Goal:

Increase Safe Bicycle Use

Overall Plan Objectives:

- Increase the daily number of bicycle trips in San Francisco
- Develop improved methods for tracking bicycle usage
- Reduce the rate of bicycle collisions as bicycle usage increases

Chapter 1 Goal:

Refine and Expand the Existing Bicycle Route Network

Chapter 1 Objectives:

- Establish a comprehensive network of bikeways that are appropriately signed, marked, and/or traffic-calmed and that provide convenient and direct connections to all of San Francisco's neighborhoods. The facilities along the bicycle route network should include the following conventional treatments depending on the design of the bicycle improvements and conditions:
 - Off-street bicycle and mixed-use paths
 - Bicycle lanes
 - On-street signed bicycle routes
 - Shared roadway bicycle markings (sharrows)
 - Traffic-calmed streets
- Utilize innovative designs, where appropriate, to improve bicycle usage and safety
- Ensure that the bicycle route network:
 - Provides bicycle access to all commercial and residential areas
 - Provides bicycle access to all San Francisco Municipal Railway (Muni) Metro, Bay Area Rapid Transit (BART), and Caltrain stations, ferry terminals and other major transit hubs
 - Is well signed, well striped and well paved

Chapter 2 Goal:

Ensure Plentiful, High-Quality Bicycle Parking

Chapter 2 Objectives:

- Provide secure short-term and long-term bicycle parking, including support for bike stations and attended bicycle parking facilities at major events and destinations
- Provide current and relevant information to bicyclists regarding bicycle parking opportunities through a variety of formats

Chapter 3 Goal:

Expand Bicycle Access to Transit and Bridges

Chapter 3 Objectives:

- Provide bicycle access to transit vehicles whenever feasible
- Provide convenient bicycle access and bicycle parking at transit stations
- Provide bicycle access to all local bridges wherever feasible

Chapter 4 Goal:

Educate the Public about Bicycle Safety

Chapter 4 Objectives:

- Create, fund and implement bicycle safety curricula for the general public and targeted populations
- Create, fund and implement bicycle safety outreach campaigns for motorists, bicyclists and the general public

Chapter 5 Goal:

Improve Bicycle Safety through Targeted Enforcement

Chapter 5 Objectives:

- Increase SFPD enforcement of motorist and bicyclist traffic violations that pose the greatest threat to safety
- Provide SFMTA bicycle safety education to SFPD staff and to those cited for moving violations that focuses on safe cycling, relevant traffic laws and safe sharing of the roadway
- Increase SFMTA and SFPD enforcement of motorist violations in bicycle facilities

Chapter 6 Goal:

Promote and Encourage Safe Bicycling

Chapter 6 Objectives:

- Through community partnerships, identify funding, develop, and implement bicycle media campaigns and promotional materials to promote bicycling as a safe, healthy, cost-effective and environmentally beneficial transportation choice
- Target promotional materials to San Francisco's diverse population groups

Chapter 7 Goal:

Adopt Bicycle-Friendly Practices and Policies

Chapter 7 Objective:

Integrate consideration of bicycle travel into all roadway planning, design and construction

Chapter 8 Goal:

Prioritize and Increase Bicycle Funding

Chapter 8 Objective:

Identify and pursue new and existing local, regional, state and federal funding sources for bicycle facility improvements and bicycle education and promotion programs



PROPOSED BICYCLE ROUTE NETWORK IMPROVEMENTS

Below is a map of the existing bicycle route network and proposed near-term, long-term, and minor bicycle route network improvements. Detailed design options for near-term improvements have been developed. Specific designs for long-term and minor improvements have not been developed.

Near-Term Improvements

- 1-1 Broadway, Polk to Webster
- 1-2 Broadway Tunnel
- 1-3 North Point Street, Embarcadero to Van Ness
- 2-1 2nd Street, King to Market
- 2-2 5th Street, Market to Townsend
- 2-3 14th Street, Dolores to Market
- 2-4 17th Street, Corbett to Kansas, including connections to the 16th Street BART Station via Hoff or Valencia and 16th and to Division via Potrero
- 2-5 Beale Street, Bryant to Folsom
- 2-6 Division Street, 9th to 11th
- 2-7 Fremont Street, Folsom to Harrison
- 2-8 Howard Street, Extension at 9th
- 2-9 Howard Street, Embarcadero to Fremont
- 2-10 Market and Valencia Streets Intersection
- 2-11 Market Street, 17th to Octavia
- 2-12 Market Street, Octavia to Van Ness
- 2-13 McCoppin Street, Market to Valencia
- 2-14 McCoppin Street, Gough to Valencia
- 2-15 Otis Street, Gough to South Van Ness
- 2-16 Townsend Street, 8th to Embarcadero
- 3-1 Fell Street and Masonic Avenue Intersection
- 3-2 Masonic Avenue, Fell to Geary
- 3-3 McAllister Street, Market to Masonic
- 3-4 Polk Street, Market to McAllister
- 3-5 Scott Street, Fell to Oak
- 3-6 The "Wiggle" (Duboce, Steiner, Waller, Pierce, Haight, and Scott)
- 4-1 16th Street, 3rd to Terry Francois
- 4-2 Cargo Way, 3rd to Jennings
- 4-3 Illinois Street, 16th to Cargo Way
- 4-4 Innes Avenue, Donahue to Hunters Point
- 4-5 Mississippi Street, 16th to Mariposa
- 5-1 23rd Street, Kansas to Potrero
- 5-2 Alemany Boulevard, Bayshore to Rousseau
- 5-3 Alemany Boulevard, Rousseau to San Jose
- 5-4 Bayshore Boulevard, Cesar Chavez to Silver
- 5-5 Cesar Chavez Street, I-280 to US 101
- 5-6 Cesar Chavez/26th Streets, Sanchez to US-101
- 5-7 Glen Park Area
 - a) Connection between Alemany and San Jose
 - b) Connection between Monterey and San Jose
- 5-8 Kansas Street, 23rd to 26th
- 5-9 Ocean Avenue, Alemany to Lee
- 5-10 Phelan Avenue, Judson to Ocean
- 5-11 Potrero Avenue and Bayshore Boulevard, 25th to Cesar Chavez
- 5-12 Sagamore Street and Sickles Avenue, Alemany to Brotherhood
- 5-13 San Bruno Avenue, Paul to Silver
- 6-1 Claremont Boulevard, Dewey to Portola
- 6-2 Clipper Street, Douglass to Portola
- 6-3 Laguna Honda Boulevard, Plaza to Woodside
- 6-4 Laguna Honda Boulevard, Portola to Woodside
- 6-5 Portola Drive, Corbett to O'Shaughnessy
- 6-6 Portola Drive, O'Shaughnessy /Woodside to Sloat/St.Francis
- 7-1 7th Avenue and Lincoln Way Intersection
- 7-2 7th Avenue, Lawton to Lincoln
- 7-3 Great Highway and Point Lobos Avenue, El Camino Del Mar to Cabrillo
- 7-4 John F. Kennedy Drive, Kezar to Transverse
- 7-5 Kirkham Street, 9th to Great Highway
- 7-6 Page and Stanyan Streets Intersection
- 8-1 19th Avenue, Buckingham to Holloway
- 8-2 Buckingham Way, 19th to 20th
- 8-3 Holloway Avenue, Junipero Serra to Varela
- 8-4 John Muir Drive, Lake Merced to Skyline
- 8-5 Sloat Boulevard, Great Highway to Skyline

Long-Term Improvements

- Battery Street, Clay to Embarcadero
- Bay Trail improvements in the vicinity of Fisherman's Wharf
- Bay Trail improvements in the vicinity of Hunters Point
- Bayview Transportation Improvements Project (BTIP)
- Brotherhood Way, Arch to Lake Merced
- Capp Street, 15th to 26th
- Geary Boulevard, 25th to Divisadero
- Golden Gate Avenue, Baker to Market
- Harold Avenue, Holloway to Ocean
- Holloway Avenue, Harold to Junipero Serra
- Industrial Street, Loomis to Oakdale
- Jennings Street, Cargo to Evans
- Lee Avenue, Holloway to Phelan
- Mansell Street/Persia Avenue, Ocean to University
- Mendell Street, Oakdale to Palou
- Mission Creek Bikeway, 4th to Harrison
- Monterey Boulevard, Circular to Genessee
- Monterey Boulevard, Junipero Serra to San Benito
- Oak Street, Baker to Scott
- O'Farrell Street, Market to Polk
- Pier 70, 18th to 22nd
- Shotwell Street, 14th to 26th
- Stanyan Street, Frederick to Fulton
- Transbay Transit Center Connection

- Near-Term Bicycle Improvement Projects
- Long-Term Bicycle Improvement Projects
- Minor Improvements to Bicycle Route Network
- Existing Bicycle Route Network
- Long-Term Transbay Transit Center Connection
- Parks and Openspace

