

DRAFT

EXECUTIVE SUMMARY

BICYCLING FOR THE FUTURE

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.

Major infrastructure and programmatic improvements have taken place since the San Francisco Bicycle Plan was developed in 1997. Miles of new bicycle lanes have been striped; hundreds of bicycle racks have been installed; educational programs and outreach efforts have been expanded; and the percentage of San Francisco residents who commute to work by bicycle more than doubled from 1990 to 2000 and continues to increase¹, while the number of bicyclist injury collisions has decreased².

By investing in and implementing the bicycle facility improvements, educational efforts and innovative policies and programs recommended in this Plan, The City will make bicycling a more viable mobility option. Implementing the action items in this plan will ensure a major increase in the number of people that use bicycles safely as transportation. This will require strong leadership from local elected officials, cooperation between a host of City agencies, continued public involvement and a commitment to the goals contained herein.

1 According to the U.S. Census Bureau, the percentage of San Francisco commuting workers 16 years of age and older that commuted to work by bicycle increased from 1.0 percent in 1990 to 2.1 percent in 2000, and increased to 2.5 percent in 2006, not including those who worked at home.

2 Chapter 5 provides details on bicyclist injury collisions.

SUMMARY OF GOALS, OBJECTIVES AND ACTIONS

The following section summarizes the key elements of the San Francisco Bicycle Plan, including the plan's goals, objectives and action items. The action items provide key staff, agencies and local elected officials with direction on the steps required to meet the goals and objectives of the plan to improve San Francisco for bicyclists.

SAN FRANCISCO BICYCLE PLAN VISION AND OVERALL GOALS

VISION:

Make bicycling an integral part of daily life in San Francisco.

OVERALL PLAN GOAL:

INCREASE SAFE BICYCLE USE

CHAPTER GOALS:

- 1. REFINE AND EXPAND THE EXISTING BICYCLE ROUTE NETWORK***
- 2. ENSURE PLENTIFUL, HIGH-QUALITY BICYCLE PARKING***
- 3. EXPAND BICYCLE ACCESS TO TRANSIT AND BRIDGES***
- 4. EDUCATE THE PUBLIC ABOUT BICYCLE SAFETY***
- 5. IMPROVE BICYCLE SAFETY THROUGH TARGETED ENFORCEMENT***
- 6. PROMOTE AND ENCOURAGE SAFE BICYCLING***
- 7. ADOPT BICYCLE-FRIENDLY PRACTICES AND POLICIES***
- 8. PRIORITIZE AND INCREASE BICYCLE FUNDING***

INTRODUCTION GOALS AND OBJECTIVES

The introduction provides an overview of San Francisco land use, The City's demographics, a brief history of the extensive planning process conducted for this plan and a list of agency responsibilities related to plan implementation.

Overall Plan Goal:

Increase Safe Bicycle Use

Overall Plan Objectives:

- Increase the daily number of bicycle trips in San Francisco³
- Develop improved methods for tracking bicycle usage
- Reduce the rate of bicycle collisions as bicycle usage increases

³ The most extensive data on commute modes is collected at the national level by the U.S. Census Bureau. According to the U.S. Census Bureau 2006 American Community Survey, 2.5 percent of San Francisco commuting workers 16 years of age and older commuted to work by bicycle. These commuter data do not account for non-work travel such as recreation, shopping or school-related travel. A 2007 random telephone survey of 400 likely San Francisco voters conducted by David Binder Research indicated that 5 percent of San Francisco residents used a bicycle as their primary method of travel in The City.

1. BICYCLE ROUTE NETWORK GOALS, OBJECTIVES AND ACTION ITEMS

The Bicycle Route Network Chapter provides an overview of the existing bicycle route network, recommended near-term⁴, long-term⁵ and minor⁶ improvements to the bicycle route network and a discussion of bicycle facility types.

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)⁷
 - 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

4 Near-term bicycle route network improvement projects have had design options developed and are anticipated to be constructed within the next five years following completion of environmental review and approval of the Bicycle Plan.

5 Long-term bicycle route network improvement projects are either proposed along the existing bicycle route network, or consist of potential additions to the bicycle route network at a future date. Specific designs for these future projects have not been developed.

6 Minor improvements would include minor pavement marking and signage changes to improve bicycle travel such as the installation of colored pavement materials, the installation of shared roadway bicycle markings, minor changes to parking configurations and minor changes to intersection traffic signal timing plans.

7 Sharrows are a type of pavement marking placed within a traffic lane. The markings are intended to alert drivers that bicyclists share the traffic lane and also to reduce the chance of bicyclists impacting the open doors of parked vehicles. More information on sharrows can be viewed online at <http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd/CAMUTCD-Part9.pdf>

- Provides bicycle access to all San Francisco Municipal Transportation Agency (SFMTA) 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

Action 1.1

Implement improvements to streets and paths identified as proposed near-term bicycle improvement projects and implement minor improvements to other streets and paths on the existing bicycle route network, if feasible.

Action 1.2

Complete the required design and engineering for improvements to streets and paths identified as proposed long-term bicycle improvement projects and implement, if feasible.

Action 1.3

Maintain an SFMTA Geographic Information System (GIS) database of the bicycle route network, and update the database whenever route changes occur.

Action 1.4

Work with other City agencies to ensure that San Francisco continues to implement the *Transit First* policy.

Action 1.5

Conduct a before and after study on the impacts of allowing bicycles in exclusive bus/taxi lanes.

Action 1.6

Review multi-lane streets for excess capacity and explore travel lane removals where excess capacity exists to accommodate bicycle lanes or other bicycle-friendly treatments.

Action 1.7

Work with the California Department of Transportation (Caltrans) to analyze and add bicycle facilities where appropriate on current State highways within San Francisco.

Action 1.8

Work with the responsible San Francisco agencies to develop revisions to San Francisco's level of service (LOS) standards and methodologies such that they better respond to the multimodal nature of San Francisco's transportation system, specifically addressing bicycles.

Action 1.9

Define "bicycle boulevards" and develop criteria for identifying streets that could be designated as bicycle boulevards.

Action 1.10

Review international best practices and implement innovative design treatments along the bicycle route network with an appropriate level of analysis and study.

Action 1.11

Prioritize installation of shared roadway bicycle markings where safety could be improved.

Action 1.12

Work with the Department of Public Works (DPW) to enforce standards that must be strictly adhered to by contractors for street excavation restoration.

Action 1.13

Work with the responsible San Francisco agencies to create a prioritized citywide bicycle and mixed-use pathway inventory that includes surface condition; signage and lighting status; required maintenance or improvements needed; and the agency responsible for each pathway.

Action 1.14

Work with the DPW and the Recreation and Park Department to maintain a regular sweeping schedule of bicycle routes on City-accepted streets and City-maintained off-street paths that are not currently cleaned on a regular schedule, in addition to sweeping bikeways whenever there is an accumulation of debris such as gravel, glass and sand.

Action 1.15

Work with the DPW to prioritize streets on the bicycle route network within the DPW's street resurfacing program.

Action 1.16

Work with the DPW to inspect streets on the bicycle route network on a yearly basis.

Action 1.17

Create an inventory of locations along the bicycle route network that intersect or run parallel to railroad tracks, and identify appropriate measures to mitigate the impacts of the track crossings to bicyclists.

2. BICYCLE PARKING GOALS, OBJECTIVES AND ACTION ITEMS

The Bicycle Parking Chapter provides an overview of the existing Planning Code Sections governing the provision of bicycle parking for public and private buildings and garages and recommends improvements for administration and enforcement of the Planning Code, as well as providing new guidelines for implementation of bicycle parking throughout the City.

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; and
- Provide current and relevant information to bicyclists regarding bicycle parking opportunities through a variety of formats.

Action 2.1

Work with the Planning Department to consolidate Sections 155.1-155.5 of the Planning Code to provide clearer regulation, guidance and exemptions related to bicycle parking.

Action 2.2

Work with the Planning Department to modify the Planning Code's requirements for bicycle parking so that they are less dependent on automobile parking provisions.

Action 2.3

Work with the Planning Department to amend the Planning Code to increase required bicycle parking for new residential developments.

Action 2.4

Work with the Planning Department to increase monitoring and enforcement of bicycle parking provisions in the Planning Code,

especially when issuing building permits.

Action 2.5

Conduct the SFMTA's bicycle parking training for new Planning Department personnel as needed.

Action 2.6

Work with the responsible San Francisco agencies and entities to ensure that all garage bicycle parking is secure, well monitored and well advertised at garage entrances and other appropriate locations.

Action 2.7

Hold meetings as needed between SFMTA and Planning Department staff to update citywide bicycle parking compliance status and review bicycle parking information posted on the SFMTA website.

Action 2.8

Ensure that all City leases are negotiated to include the required level of bicycle parking by cooperative efforts of the City Real Estate Department and the SFMTA.

Action 2.9

Pursue a citywide policy to provide secure bicycle parking at all City buildings in areas to be specified by the individual agencies, subject to safety regulations and available space, by cooperative efforts of the City Real Estate Department, the Planning Department and the SFMTA.

Action 2.10

Work with the Planning Department to amend the Planning Code to lower the number of automobile parking spaces required in buildings where Class I bicycle parking is provided.

Action 2.11

Work with the Planning Department to amend the Planning Code to require bicycle parking in each individual building of large, multiple-building developments.

Action 2.12

Work with the Planning Department to amend the Planning Code to require building owners to allow tenants to bring their bicycles into buildings unless Class I bicycle parking is provided.

Action 2.13

Work with the responsible San Francisco agencies to prepare additional guidelines for the placement and design of bicycle parking within City rights of way, including curbside on-street bicycle parking where feasible and “sleeve” ring racks on parking meters.

Action 2.14

Develop and maintain an SFMTA bicycle parking outreach campaign in various formats to provide relevant bicycle parking information such as garage locations with bicycle parking and bicycle locker availability.

Action 2.15

Work with the San Francisco Police Department (SFPD) to make bicycle theft investigation a higher priority and create a better system for returning recovered bicycles to their owners.

3. TRANSIT AND BRIDGE ACCESS GOALS, OBJECTIVES AND ACTION ITEMS

The Transit and Bridge Access Chapter addresses the linkages between bicycle trips and transit service, as well as bicycle access to local and regional bridges. By improving bicycle access to transit vehicles and stations, many opportunities are created for increasing bicycle trips. This chapter contains recommendations for creating greater bicycle access to SFMTA and other transit agencies' vehicles and to existing and future transit stops and stations and recommendations for improved bicycle access to bridges.

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

Action 3.1

Create an SFMTA policy that explicitly permits folded bicycles on all SFMTA transit vehicles.

Action 3.2

Develop a pilot program to provide bicycle access on SFMTA light rail vehicles for a trial period that would be monitored for potential future implementation.

Action 3.3

Update the SFMTA's bicycle accessibility guidelines and widely distribute and publicize these guidelines.

Action 3.4

Create an SFMTA policy that allows bicyclists with disabled bicycles to bring them aboard SFMTA transit vehicles, interior space permitting and at the vehicle operator's discretion, when the SFMTA transit

vehicle either does not have bicycle racks or when the racks are full.

Action 3.5

Install bicycle racks on all SFMTA-operated buses, and work with other transit operators with buses operating in San Francisco to install bicycle racks on their bus fleets.

Action 3.6

Work with BART to analyze existing bicycle policies, identify expanded bicycle access times and create a trial program for non-folding bicycle access in both directions on Transbay peak period trains.

Action 3.7

Work with Caltrain to expand bicycle access on its trains and to its San Francisco stations by promoting bicycling to stations and by providing secure bicycle parking at station areas.

Action 3.8

Ensure that all San Francisco transit stations, including the new Transbay Terminal, provide barrier-free bicycle access and state-of-the-art bicycle parking facilities, and work with the California High-Speed Rail Authority to ensure bicycles are accommodated on its long-distance trains.

Action 3.9

Work with San Francisco Bay Area transit operators and the Metropolitan Transportation Commission (MTC) to develop, implement, maintain, expand and enforce improved intermodal bicycle access.

Action 3.10

Promote bicycle parking stations at major transit hubs that provide secure, monitored bicycle parking, bicycle commuter information and bicycle maintenance services.

Action 3.11

Work with Caltrans and the Golden Gate Bridge, Highway and Transportation District (GGBHTD) to provide improved bicycle access to and upon all San Francisco bridges wherever feasible and appropriate.

4. EDUCATION GOALS, OBJECTIVES AND ACTION ITEMS

The Education Chapter provides an overview of the City's bicycle educational outreach efforts. It recommends creating a comprehensive set of general and targeted bicycling safety materials, classes and workshops. The Education Chapter addresses several aspects of bicycle safety for bicyclists, motorists and City staff to ensure that all parties are aware of bicyclists' rights and responsibilities.

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

Action 4.1

Provide SFMTA bicycle safety information to diverse age, income and ethnic populations.

Action 4.2

Provide SFMTA bicycle safety information in languages that are widely used within San Francisco such as Chinese and Spanish.

Action 4.3

Partner with other agencies, where appropriate, to distribute SFMTA bicycle safety education materials in mass mailings.

Action 4.4

Work with the SFPD to create a bicycle traffic school curriculum as an option in lieu of other pecuniary penalties for traffic law violators.

Action 4.5

Increase SFMTA participation in Bike to Work Day activities by providing

resources and materials as staff availability and funding allow.

Action 4.6

Implement new outreach campaigns for improved bicycle facilities.

Action 4.7

Develop SFMTA bicycle safety classes for City employees.

Action 4.8

Develop an SFMTA bicycle safety workshop for transit vehicle operators and other large fleet-vehicle operators.

Action 4.9

Develop bicycle education curricula for use in the San Francisco Unified School District (SFUSD), San Francisco public colleges and sharing with other schools.

Action 4.10

Work with the SFUSD to promote a transportation curriculum in lieu of driver's education at City high

schools that provides instruction on all modes of transportation.

Action 4.11

Periodically evaluate and adjust, where appropriate, the SFMTA’s bicycle safety program.

5. ENFORCEMENT AND SAFETY GOALS, OBJECTIVES AND ACTION ITEMS

The Enforcement and Safety Chapter summarizes existing traffic violations related to bicycle collisions and makes recommendations for improved enforcement of traffic laws for both motor vehicles and bicycles.

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

Action 5.1

Work with the SFPD to place a high priority on enforcement of both bicyclist and motorist violations that most frequently cause injuries and fatalities.

Action 5.2

Work with the SFPD to develop a “fix-it ticket” program for bicycle equipment violations.

Action 5.3

Work with the SFPD to develop a method to systematically share non-

collision bicyclist citations with the SFMTA.

Action 5.4

Work with the SFPD and the Superior Court of California to develop and implement a bicycle traffic school program as an option for those cited for moving violations.

Action 5.5

Support efforts to change California Vehicle Code (CVC) Section 21754 (Passing on the right) so that it applies to bicycles.

Action 5.6

Increase parking enforcement and fines for violations involving vehicles parking or double-parking in bicycle lanes.

Action 5.7

Post “no stopping in bike lane” signs along bicycle lanes where double parking violations occur and work with the SFPD to increase enforcement of these violations.

Action 5.8

Work with the SFPD to increase the enforcement of the prohibition of operating motorcycles in bicycle lanes.

Action 5.9

Develop an SFMTA bicycle safety curriculum for all SFPD police officers that focuses on the rights and responsibilities of bicyclists and techniques required for safe and legal sharing of the roadway.

Action 5.10

Work with the SFPD to increase bicycle-mounted enforcement patrols.

Action 5.11

Work with the SFPD to develop a system for hospitals, emergency rooms and clinics to report all instances of bicyclist injuries to the SFPD and to the SFMTA.

Action 5.12

Inform bicyclists that they are legally entitled to file a collision report when one is not initiated by the police.

Action 5.13

Develop a standardized procedure for reporting bicycle-related incidents with transit vehicles and ensure that this information is readily available to appropriate City staff.

6. PROMOTION GOALS, OBJECTIVES AND ACTION ITEMS

The Promotion Chapter focuses on attracting new bicyclists to the streets of San Francisco, keeping existing bicyclists on the road and generally promoting awareness of the benefits that increased bicycle usage holds for the City.

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, environmentally beneficial transportation choice
- Target promotional materials to San Francisco's diverse population groups

Action 6.1

Promote the benefits of bicycling to diverse age, income and ethnic populations.

Action 6.2

Work with the Department of the Environment (SF Environment), the Department of Public Health (DPH), and other City agencies to formalize bicycle education and promotion responsibilities and to develop partnership agreements with the SFMTA.

Action 6.3

Work with all City agencies to expand bicycle promotion and incentive programs for City employees to serve as a model program for other San Francisco employers.

Action 6.4

Include, where appropriate, telephone and web-based contact information for the MTC "511" program on relevant SFMTA materials.

Action 6.5

Encourage and promote bicycle-related businesses within San Francisco.

Action 6.6

Conduct a feasibility study for a public bicycle sharing program and if feasible, develop a plan for potential future implementation including any required environmental review.

7. GENERAL PLAN AMENDMENTS, ENVIRONMENTAL REVIEW AND CITYWIDE COORDINATION GOALS, OBJECTIVES, AND ACTION ITEMS

The General Plan Amendments, Environmental Review and Citywide Coordination Chapter addresses many elements that are relevant to bicycle policy consistency. This chapter focuses on recommended modifications to the General Plan's Transportation Element, Downtown Area Plan and to the City's environmental review guidelines.

Chapter 7 Goal:

Adopt Bicycle-Friendly Practices and Policies

Chapter 7 Objective:

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

Action 7.1

Incorporate this Bicycle Plan in whole by reference into the General Plan and amend sections of the General Plan that are relevant to bicycling, including the Transportation Element and relevant Area Plans, according to the goals of this Bicycle Plan.

Action 7.2

Ensure adequate and appropriate environmental review under the California Environmental Quality Act for the Bicycle Plan and all discretionary actions under the Bicycle Plan that may have a direct or indirect physical environmental impact.

Action 7.3

Work with the Planning Department to coordinate updates to the General Plan, if necessary, as subsequent amendments and updates to the Bicycle Plan and bicycle route network occur.

Action 7.4

Work with the Planning Department to ensure that all current and

proposed Area Plans' objectives and policies on balance are consistent with the goals of the San Francisco Bicycle Plan. Whenever updates or revisions are considered to existing Area Plans, especially those that do not now contain sections on bicycling, these Area Plans should include sections on bicycling consistent with the goals of the Bicycle Plan.

Action 7.5

Work with the Planning Department as transportation impact guidelines are updated to ensure impacts of new projects consider bicycles.

Action 7.6

When City transportation or development studies include non-automated traffic counts, work with the responsible San Francisco agencies to collect, where appropriate: bicycle counts; an inventory of existing bicycle parking within a two-block radius of the study site; and the project's potential impacts on any existing or proposed bikeways.

Action 7.7

Work with public agencies with jurisdiction or right of ways within San Francisco to ensure coordination of any proposed bicycle facilities.

8. BICYCLE FUNDING GOALS AND OBJECTIVES

The Bicycle Funding Chapter provides a discussion of bicycle project funding, including local, regional, state and federal funding opportunities.

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

Action 8.1

Work with appropriate agencies to identify funding to assist in achieving the goals and objectives set forth in this Bicycle Plan.