

1 [Bicycle Plan adoption and related General Plan amendments.]

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3 **Ordinance adopting the 2009 San Francisco Bicycle Transportation Plan; rescinding**
4 **Ordinance No. 0109-05 in its entirety; amending the San Francisco General Plan in**
5 **connection with the San Francisco Bicycle Plan; adopting environmental findings and**
6 **findings that the General Plan amendment is consistent with the General Plan and eight**
7 **priority policies of Planning Code Section 101.1; and authorizing official acts in**
8 **connection thereto.**

9 NOTE: Additions are *single-underline italics Times New Roman*;
10 deletions are ~~*strike-through italics Times New Roman*~~.
11 Board amendment additions are double-underlined;
Board amendment deletions are ~~strike through normal~~.

11

12 Be it ordained by the People of the City and County of San Francisco:

13 Section 1. General Findings. The Board of Supervisors of the City and County of San
14 Francisco hereby finds and determines that:

15 (a) In June 2005, the Board of Supervisors, Planning Commission, and San
16 Francisco Municipal Transportation Agency took various actions related to the Bicycle Plan: A
17 Policy Framework ("2005 Bicycle Plan"). Those actions were successfully challenged in
18 California Superior Court Case No. 505509 on environmental grounds and the Superior Court
19 issued an injunction prohibiting the City from undertaking a variety of actions related to the
20 2005 Bicycle Plan and bicycle facilities and directed the City to perform adequate
21 environmental analysis on the 2005 Bicycle Plan in accordance with the requirements of
22 California Public Resources Code Sections 21000 et seq. ("CEQA").

23 (b) On February 3, 2005, the Planning Commission conducted a duly noticed
24 public hearing on the proposed amendments to the General Plan in relation to the 2005
25 Bicycle Plan. Following such hearing, the Planning Commission, by Resolution No. 16942

1 and Motion No. 16943 found such amendments to the General Plan to be consistent with the
2 Priority Policies of Planning Code Section 101.1 and with the General Plan as it was proposed
3 for amendment, approved such General Plan amendments, and recommended such
4 amendments for approval by the Board of Supervisors. Such resolution and motion are on file
5 with the Clerk of the Board in File No. 050349.

6 (c) On June 25, 2009, in Resolution No. _____, the Planning
7 Commission rescinded Resolution No. 16942 and Motion No. 16943.

8 Section 2. Environmental Findings. In accordance with the actions
9 contemplated herein, this Board adopts as its own the findings of the San Francisco Municipal
10 Transportation Agency, including a statement of overriding benefits and a mitigation
11 monitoring and reporting program, pursuant to CEQA. Said findings are on file with the Clerk
12 of the Board of Supervisors in File No. _____ and are incorporated by reference herein.

13 Section 3. General Plan Findings.

14 (a) City Charter Section 4.105 requires that the San Francisco Planning
15 Commission (the "Planning Commission") consider any proposed amendments to the City's
16 General Plan and make a recommendation for approval or rejection to the Board of
17 Supervisors before the Board of Supervisors acts on the proposed amendments.

18 (b) The 2009 San Francisco Bicycle Plan ("2009 Bicycle Plan") proposes text
19 amendments and map amendments to the Transportation Element and Downtown Plan of the
20 City and County of San Francisco General Plan. The General Plan text amendments and
21 description of the General Plan map amendments are contained in this Ordinance. The
22 General Plan maps proposed for amendment are attached to this Ordinance and incorporated
23 herein by reference. Copies of said maps are on file with the Clerk of the Board of
24 Supervisors in File No. _____ and are incorporated herein by reference.

1 (c) The Board of Supervisors finds that this Ordinance is in conformity with the Priority
2 Policies of Section 101.1 of the Planning Code and, on balance, consistent with the General
3 Plan as it is proposed for amendment herein, and hereby adopts the findings set forth in
4 Planning Commission Resolution No. _____ and incorporates such findings by
5 reference as if fully set forth herein.

6 (d) This Board of Supervisors, pursuant to Planning Code Section 340, finds
7 that this ordinance will serve the public necessity, convenience, and welfare for the reasons
8 set forth in Planning Commission Resolution No. _____.

9 Section 4. Findings concerning the Bicycle Transportation. The Board of Supervisors
10 of the City and County of San Francisco hereby further finds and determines that:

11 (a) California Streets and Highways Code Sections 890 et seq. is known as the
12 California Bicycle Transportation Act (the "Bicycle Transportation Act"). Section 891.2 of
13 Bicycle Transportation Act provides for the preparation or update of a bicycle transportation
14 plan by a city or county in accordance with certain criteria.

15 (b) Section 891.4 of the Bicycle Transportation Act establishes a process for a city or
16 county to obtain funding from the State Bicycle Transportation Account for complying bicycle
17 transportation plans. In order to be eligible to apply for such funds and many other funds and
18 grants, cities and counties must have an approved bicycle plan or certify that an existing plan
19 has been updated.

20 (c) The San Francisco Municipal Transportation Agency (MTA) prepared the 2009
21 Bicycle Plan in compliance with the requirements of the abovementioned Bicycle
22 Transportation Act. The 2009 Bicycle Plan is on file with the Clerk of the Board in File No.
23 _____ and is incorporated herein by reference as though fully set forth herein.

24 (d) On June 26, 2009, at a duly noticed public hearing, the MTA Board of Directors
25 adopted Resolution No. _____, which, among other actions, approved the 2009

1 Bicycle Plan and recommend approval to this Board of Supervisors. Said Resolution is on file
2 with the Clerk of the Board in File No. _____ and is incorporated herein by reference
3 as though fully set forth herein.

4 Section 5. Rescission of Board of Supervisors Ordinance No. 0109-05. The Board of
5 Supervisors hereby rescinds in its entirety Ordinance No. 0109-05, Clerk of the Board of
6 Supervisors File No. 050349.

7 Section 6. Amendments to the General Plan. Sections, objectives, policies, and maps
8 of the Transportation Element of the San Francisco General Plan are hereby amended to read
9 as follows:

10 **TRANSPORTATION ELEMENT**

11 **HISTORY OF TRANSPORTATION IN SAN FRANCISCO**

12 The Freeway Revolt and “Transit First” (1960-1989)

13 City residents and politicians protested the proposed 1948 Trafficways Plan, fearing
14 that it would destroy the city’s livability and character. This response, known as the “Freeway
15 Revolt”, led to the deletion of the Western, Park Presidio and Crosstown freeways and, in
16 1959, the suspension in mid-construction of both the Embarcadero and Central Freeways.
17 The ugliness and intrusiveness of these freeways, and the increased automobile traffic they
18 attracted, encouraged the Board of Supervisors to further reject new alternatives in 1966 for
19 cross-town freeway connections, permitting only the construction of the Southern Freeway
20 (I-280).

21 Instead of relying on freeways to meet its transportation needs, the city sought to place
22 greater emphasis on mass transportation. In 1973, the San Francisco City Planning
23 Commission and Board of Supervisors adopted the “Transit First Policy”, giving top priority to
24 public transit investments as the centerpiece of the city’s transportation policy and adopting
25 street capacity and parking policies to discourage increases in automobile traffic. *This policy*

1 encourages multi-modalism, including the use of transit and other transportation choices, including
2 bicycling and walking, rather than the continued use of the single-occupant vehicle.

3 Regional and local mass transit diversified and expanded during the 1970's and
4 1980's. Proposed in 1957, the Bay Area Rapid Transit System (BART) began East Bay and
5 West Bay service in 1972-3, and transbay service in 1974. Commuter ferry service was
6 reinstated between Marin County and San Francisco in 1970. The Golden Gate Bridge
7 Highway and Transit District and SamTrans took over and expanded the Greyhound
8 commuter bus operations in the North Bay (1972) and on the Peninsula (1974), respectively.
9 In 1980, the California Department of Transportation took over the Southern Pacific commuter
10 rail service on the Peninsula (and renamed it CalTrain), and in 1992 the operation of CalTrain
11 was assumed by a Joint Powers Board representing San Francisco, San Mateo and Santa
12 Clara Counties. The San Francisco Municipal Railway (Muni) upgraded its surface streetcar
13 operation to a surface and subway light-rail network in 1979. By the time of the 1989 Loma
14 Prieta Earthquake, public transportation in San Francisco was a diverse, though not
15 seamlessly coordinated, system of regional and local bus service, electric trolley buses,
16 ferries, commuter trains, heavy and light rail transit, and cable cars. After decades of poor
17 coordination and large service gaps between different transit systems, great strides were
18 made in linking and facilitating transfers between local and regional transit services. Muni and
19 BART introduced the "Fast Pass" allowing unlimited trips and free transfers between the two
20 systems for trips made in San Francisco during one month. Plans were drawn for the Muni
21 Metro extension to Mission Bay, connecting CalTrain to Muni Metro and BART, and for the F-
22 line connection between BART/Muni Metro, Upper Market, the Northern Waterfront, the
23 Transbay Terminal and the Ferry Building.

24 Nevertheless, decentralization of the Bay Area continued, making it difficult for mass
25 transit to meet the needs of residents and commuters traveling to the outlying, suburban parts

1 of the region. Manufacturing continued to diminish in importance as a sector of San
2 Francisco's economy, which was becoming more dominated by such office sectors as
3 finance, administration and service. Much of the growth in the industrial and manufacturing
4 sectors of the Bay Area's economy occurred in the East and South Bay. The Port of Oakland,
5 already at an advantage because of its proximity to multiple railheads and servers, assumed a
6 greater share of the Bay Area's waterfront traffic after it had adapted to cargo containerization,
7 and the Port of San Francisco's Belt Line Railroad became obsolete and was eventually
8 dismantled."

9 **GENERAL**

10 POLICY 1.6: Ensure choices among modes of travel and accommodate each mode
11 when and where it is most appropriate.

12 San Francisco and the Bay Area have various means of travel: automobile, bus,
13 streetcar, walking, taxi, cable car, ferry, railroad, BART and bicycling. Flying is occasionally
14 used as a means of intra-regional travel. Each mode of travel has special advantages or
15 disadvantages for certain types of trips and for certain origins and destinations. The least
16 costly or most convenient means to satisfy travel demand is not necessarily the best
17 investment in the context of comprehensive planning: cost or convenience must usually be
18 balanced against effects on the environment and impact on land use and development
19 patterns. However, it should be remembered that some modes such as walking and bicycling can be
20 utilized on many streets with minimal environmental and land use impact.

21 The following conditions listed under each mode choice are not mutually exclusive, and
22 may apply to more than one travel mode, especially when the modes are compatible with
23 each other:

24 Mass transit should be given priority for the following kinds of trips and/or in the
25 described areas:

- 1 For work trips generally within and to San Francisco, and to other densely
2 developed parts of the region, especially to all major employment centers.
- 3 For intercity trips between core areas of major cities and for travel to core areas
4 in general.
- 5 For trips occurring generally during periods of high travel demands.
- 6 Where demand for travel between any two or more relatively compact or
7 densely developed areas is high.
- 8 In areas and around institutions where large numbers of people with limited
9 means or low automobile ownership reside or arrive at a destination.
- 10 Where travel demand exceeds the capacity of an area to absorb more vehicular
11 traffic without substantial environmental damage or where further capacity for automobile
12 movement or storage is very costly.
- 13 Where required or useful to stimulate development.
- 14 For trips to major recreation areas and to sports, cultural and other heavily
15 attended events.
- 16 For trips to neighborhood commercial districts, especially those that do not
17 contain many automobile-oriented uses.

18 Automobiles should be accommodated for making the following kinds of trips and/or in
19 the described areas:

- 20 For trips occurring when and where transit is not well-suited for the purpose,
21 such as shopping for oversized or bulk items (as an alternative, retail delivery services should
22 be encouraged.)
- 23 For intra-regional trips outside the major cities and for intercity trips between
24 non-core areas of the major cities.

25

1 Where business travel requires the use of an automobile for short-term
2 and intermittent trips.

3 On streets having the capacity to absorb additional vehicular traffic as an
4 alternative to freeway construction without substantial environmental damage or conflict with
5 land uses.

6 Walking should be given priority for the following kinds of trips and/or in the specified
7 areas:

8 In parks, on trails and in other recreational areas, and where the
9 enjoyment of slow movement and the preservation of the natural environment would be
10 severely compromised by automobile traffic.

11 For work trips generally within San Francisco, especially the downtown
12 area.

13 Where concentration of activity is high, particularly where streets are
14 narrow and the intervening distances are short, that more convenient access among
15 interrelated activities may be achieved by walking or limited distance people-movers than by
16 other modes.

17 In areas and around institutions where large numbers of people with
18 limited means or low automobile ownership reside or arrive as a destination.

19 Where travel demand exceeds the capacity of an area to absorb more
20 vehicular traffic without substantial environmental damage or where further capacity for
21 automobile movement or storage is very costly.

22 In neighborhood commercial districts, and where cultural and recreational
23 facilities are clustered.

24 Surrounding transit centers and along transit preferential streets, where
25 the facilitation of pedestrian traffic is necessary to successful and safe transit operation.

1 Bicycling should be given priority for the following kinds of trips and/or in the specified
2 areas:

3 In parks, on trails, on roads of particular scenic beauty, and in other
4 recreational areas, and where the enjoyment of slow movement and the preservation of the
5 natural environment would be severely compromised by automobile traffic.

6 For work trips generally within San Francisco, especially the downtown
7 and other dense areas, where automobile parking is scarce.

8 Where concentration of activity is high, particularly where streets are
9 narrow and the intervening distances are short, that more convenient access among
10 interrelated activities may be achieved by bicycling.

11 ~~In areas and around institutions where~~ Where large numbers of people with
12 limited means or low automobile ownership reside or arrive as a destination.

13 ~~Where travel demand exceeds the capacity of an area to absorb more vehicular~~
14 ~~traffic without substantial environmental damage or where further capacity for automobile movement~~
15 ~~or storage is very costly.~~

16 In neighborhood commercial districts, and where cultural and recreational
17 facilities are clustered.

18 For trips to sports, cultural and other heavily attended events.

19 As a connector to and from transit, especially regional transit.

20 Along the alignment of the regional Bay Trail network linking shoreline
21 recreational destinations.

22 Taxis, water taxis, paratransit services and shuttles should be accommodated for the
23 following kinds of trips and/or in the specified areas:

24
25

1 Where there are concentrations of off-peak, nighttime commercial,
2 recreational and cultural activity, particularly where that activity attracts a large proportion of
3 tourists and is within a 5-minute taxi ride from Downtown.

4 Shopping trips where the volume of purchased goods would make the
5 use of public transit inconvenient or difficult.

6 In residential areas, or near facilities and institutions where the facilitation
7 of door-to-door trips is an absolute priority.

8 Adjacent to regional transit connection points.

9 Where the mode, such as a water taxi, affords a trip of special scenic
10 quality.

11 Freight carriers and delivery vehicles should be accommodated for making the
12 following kinds of trips and/or in the described areas:

13 Where there are concentrations of industrial and manufacturing facilities
14 that depend on the processing, delivery and/or shipment of large quantities of goods and
15 freight.

16 For the bulk movement of refuse and other materials which would
17 become a nuisance and health hazard if stored or accumulated on site.

18 For the loading and unloading of goods and freight at retail and
19 commercial establishments.

20 At the transfer points where bulk equipment, goods and freight exchange
21 modes of travel, such as where land and water freight traffic interface.

22 Along rail or truck routes specifically needed to accommodate the
23 movement, both local and inter-regional, of the activities described above.

24 In areas suited for the storage of bulk equipment, goods and freight.

25 **REGIONAL**

1 POLICY 3.1: The existing capacity of the bridges, highways and freeways entering the
2 city should not be increased for single-occupant vehicles, and should be reduced where
3 possible. Changes, retrofits, or replacements to existing bridges and highways should include
4 dedicated priority for high-occupancy vehicles and transit, and all bridges, where feasible, should
5 feature access for bicyclists and pedestrians.

6 Much of the existing street infrastructure and parking facilities within San Francisco are
7 at capacity and cannot accommodate significant increases in automobile traffic. Managing the
8 future transportation demand requires a balancing of travel modes, including a greater
9 emphasis on public transit, ride-sharing, and other alternatives to single-occupancy vehicles.
10 Congestion pricing on key freeways and bridges should be implemented to help achieve this
11 end.

12 POLICY 4.6: Facilitate transfers between different transit modes and services by
13 establishing simplified and coordinated fares and schedules, ~~and by~~ employing design and
14 technology features to make transferring more convenient, and increasing accommodation of
15 bicycles on transit.

16 Examples include providing links between transit platforms so that connections can be
17 made directly, with a minimum of walking and entry/exit of fare areas. Monitors that announce
18 arrivals, departures and the progress of transit vehicles and orientation maps should be
19 installed to ease the uncertainty and anxiety of waiting passengers.

20 Expanded peak-hour bicycle capacity and reduced peak-hour bicycle time restrictions would
21 encourage bicycling to and from transit at one or both ends of the transit trip – an attractive choice to
22 driving alone. This extends the range and convenience of both the transit and the bicycle modes.

23 POLICY 6.1: Designate expeditious routes for freight trucks between industrial and
24 commercial areas and the regional and state freeway system to minimize conflicts with
25 automobile traffic and bicycles and incompatibility with other land uses.

1 It is very important to coordinate truck route and Bicycle Route Network planning. Trucks and
2 bicycles should be routed to separate streets where possible. Trucks' greater width and length,
3 obstructed rear sight lines, large turning radius, and the tendency for rear wheels to follow a smaller
4 circle than front wheels all present special concerns to cyclists.

5 OBJECTIVE 8: MAINTAIN AND ENHANCE REGIONAL PEDESTRIAN ~~AND~~, HIKING,
6 AND BICYCLE ACCESS TO THE COAST, BAY AND RIDGE TRAILS.

7 In addition to pedestrian continuity along all of these trails, continuous bicycle access should be
8 facilitated along the Bay, Ridge, and Coast Trails, which are important regional recreational and
9 touristic facilities.

10 POLICY 8.2: Clearly identify the citywide Pedestrian and Bicycle Networks where ~~it~~ they
11 intersect with the Coast, Bay and Ridge Trails.

12 POLICY 9.1: ~~Allow~~ Accommodate bicycles on regional transit ~~vehicles~~ facilities and
13 important regional transportation links, such as ~~trains and ferries~~ the City's light rail vehicles,
14 wherever and whenever practically feasible.

15 Many commuters to San Francisco work outside of downtown and drive alone, contributing to
16 peak hour congestion. If regional transit expanded peak-hour bicycle capacity and reduced peak hour
17 bicycle time restrictions, these commuters could bicycle to and from transit at one or both end of their
18 transit trip – an attractive choice to driving alone. This would also reduce parking demand at BART
19 and Caltrain stations, ferry terminals, and park-and-ride lots.

20 CONGESTION MANAGEMENT

21 POLICY 14.1: Reduce road congestion on arterials through the implementation of
22 traffic control strategies, such as traffic signal ~~light~~ synchronization (consistent with posted speed
23 limits) and turn controls, that improve vehicular flow without impeding movement for
24 pedestrians and bicyclists.

1 The roadway space needed by bicyclists varies between four and six feet depending on the
2 presence of parked cars. The needs of bicyclists should be considered wherever lane widths, especially
3 curb lanes, are proposed to be changed. Multiple turn lanes, designed to reduce congestion for autos,
4 can be confusing and difficult to negotiate for cyclists and pedestrians, and should not be used if
5 feasible.

6 POLICY 14.4: Reduce congestion by encouraging alternatives to the single occupant
7 auto through the reservation of right-of-way and enhancement of other facilities dedicated to
8 multiple modes of transportation.

9 Creating necessary and appropriate facilities for transit, bicycles, carpools, pedestrians, and
10 other modes often requires eliminating general traffic lanes and reducing capacity for single occupant
11 autos. This trade-off is often necessary to create attractive and efficient facilities to ensure safety,
12 reduce congestion, improve neighborhood livability, and accommodate growth consistent with the
13 Transit First policy.

14 **VEHICLE CIRCULATION**

15 POLICY 18.2: Design streets for a level of traffic that serves, but will not cause a
16 detrimental impact on adjacent land uses nor eliminate the efficient and safe movement of transit
17 vehicles and bicycles.

18 The need for traffic carriers must be balanced against the adverse effects of heavy
19 traffic on the use of adjacent land and the quality of the environment. The needs of residents
20 for peace and quiet, safety from harm, and useful open space must be given consideration.
21 Each area and each street of the city have different characteristics which determine the level
22 of traffic which can be absorbed without serious adverse impacts. The following factors should
23 be the basis for a judgment on the acceptable levels of traffic on a specific street:

24 The predominance of land uses fronting the street;

1 The distance between the curb and building line established by sidewalk width or
2 setback;

3 The presence or absence of buffering between street and building in the form of
4 landscaping, change in elevation, or similar condition;

5 The level of pedestrian and bicycle traffic;

6 The proportion of the street which is residential in land use;

7 Whether residences face the street;

8 The presence of hospitals, schools, parks, or similar facilities on or near the street.

9 The widening of streets at the expense of sidewalks or of setbacks should not occur
10 where space is necessary for pedestrian movement, buffering from noise, useful open space
11 and landscaping. This is especially true in densely populated neighborhoods with little public
12 or private open space. No additional sidewalk narrowings, tow-away zones and one-way
13 streets should be instituted in a residential neighborhood if it would compromise the safety
14 and comfort of the pedestrian resident. Existing tow _away lanes should be phased out if they
15 present a hazard to pedestrian safety. In addition, widening of streets should not occur at the
16 expense of bicycle travel. The roadway space needed by bicyclists, whether between the line
17 of traffic and the curb or the line of on-street parking, varies between four and six feet. The
18 needs of bicyclists must be considered wherever the curb lane is proposed to be narrowed.
19 Street restripings and widenings may be appropriate in industrial areas where access for
20 oversize freight vehicles is important, but these projects should not reduce or eliminate the
21 efficient movement of transit vehicles and bicycles.

22 POLICY 18.3: The existing single-occupant vehicular capacity of the bridges,
23 highways and freeways entering the city should not be increased and should be reduced if
24 needed to increase the capacity for high-occupancy vehicles, transit and other alternative
25 means of commuting, and for the safe and efficient movement of freight trucks. Changes,

1 retrofits, or replacements to existing bridges and highways should include dedicated priority for high-
2 occupancy vehicles and transit, and all bridges, where feasible, should feature access for bicyclists and
3 pedestrians.

4 It is recognized that provision for further vehicular access into the city would conflict
5 with the environmental objectives of the city, overload the city street system, and jeopardize
6 the city's commitment to mass transit. This policy allows for the introduction of exclusive
7 transit, bike and carpool/vanpool lanes on bridges, highways and freeways where these lanes
8 are compatible with the overall transportation system's needs.

9 POLICY 19.2: Promote increased traffic safety, with special attention to hazards that
10 could cause personal injury.

11 Various measures can be taken to reduce ~~accidents~~ collisions, especially those involving
12 serious personal injury. Particular attention needs to be given to improving bicyclists' safety since
13 conditions that may be inconsequential to automobiles can be disruptive, disabling, or even life
14 threatening to bicyclists, and are the cause of many bicyclist collisions. In some cases redesign of
15 the roadway and of intersections to reduce conflicts between vehicles, bicyclists and
16 pedestrians is required; in others all that is necessary is to improve clarity of signs and of
17 routing so that there is less driver uncertainty and hesitation.

18 **MASS TRANSIT**

19 POLICY 21.7: Make convenient transfers between transit lines, systems and modes
20 possible by establishing common or closely located terminals for local and regional transit
21 systems ~~and~~, by coordinating fares and schedules, and by providing bicycle access and secure bicycle
22 parking.

23 POLICY 21.9: Improve pedestrian and bicycle access to transit facilities.

24 Pedestrian access to and from major destinations and the serving transit facility should
25 be direct and uncomplicated. Bicyclists should be accommodated on regional and trunkline

1 transit vehicles - including light rail vehicles - wherever feasible, and at stations through the
2 provision of storage lockers and/or secured bicycle parking.

3 **BICYCLES**

4 MAP 13 (Bicycle Route Map) shall be amended to reflect the bicycle network as
5 proposed in the Bicycle Plan and introductory text shall be amended as follows:

6 The bicycle is a desirable alternative to the automobile as a means of urban
7 transportation in San Francisco. It can successfully be used for most transportation needs,
8 including commuting, shopping, errands, and recreation. Active encouragement of bicycle use
9 as an alternative to automobile use, whenever possible, is essential in light of the continually
10 increasing traffic congestion caused by motorized vehicles which aggravates air pollution,
11 increases noise levels and consumes valuable urban space. The bicycle is a practical and
12 economical transportation alternative which produces no emissions or noise. In addition, each
13 bicycle user enjoys health benefits through increased physical activity.

14 To enable a large number of San Franciscans to use the bicycle as a transportation
15 option, several significant needs must be met. The needs include, among others, safe and
16 comfortable space on the roadway for bicyclists, a system of identifiable bicycle routes that
17 will direct bicyclists to major destinations, safe and secure bicycle parking, enforcement of laws
18 protecting and regulating cyclists' rights, safety, and responsibilities, and education of both the
19 bicyclists and motorists about the safe sharing of the roadways.

20 **OBJECTIVE 27: ENSURE THAT BICYCLES CAN BE USED SAFELY AND**
21 **CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR**
22 **RECREATIONAL PURPOSES.**

23 Refer to the 2009 San Francisco Bicycle Plan as a guide for achieving this objective.

24 **POLICY 27.1: Expand and improve access for bicycles on city streets and develop a**
25 **well-marked, comprehensive system of bike routes in San Francisco.**

1 It is essential that the city have a Bicycle Route Network which provide safe and
2 reliable through travel to all areas of the city. The Bicycle Route Network will necessarily be
3 mostly on city streets, will provide space for the bicyclist, and may or may not have bicycle
4 lanes or other markings that separate the bicyclist's space from the automobile driver's space.
5 Bicycle routes should be clearly identified, with signage, for motorists, bicyclists, and
6 pedestrians, ~~and. They should~~ conform to the ~~more rigorous~~ standards of the most recent
7 California Highway Design Manual and the American Association of State Highway and
8 Transportation Officials (AASHTO) in its 'Guide for Development of Bicycle Facilities,' ~~which~~
9 ~~has been adopted by the Federal Highway Administration as its design standard.~~ whichever is more
10 rigorous. Use of these guides will provide maximum opportunity to qualify for state and
11 federal funding and will assist in avoiding city liability based upon design. Advisory and
12 permissive guidelines should be observed whenever possible.

13 The Bicycle Route Network should provide efficient access from all neighborhoods to
14 the many popular business, cultural, entertainment, and educational destinations in the city,
15 and between those destinations. Special attention should be paid to commuters to the
16 downtown areas, ~~and~~ connections to the regional bicycle network, and the identification of
17 recommended routes to school for students. Nevertheless, bicycle access must be provided, and
18 enhanced if necessary, whether or not the streets are designated as 'bicycle routes,' to enable
19 all residents and visitors to use bicycles as a viable means of transportation.

20 Where possible, opportunities should be taken to develop bicycle-priority corridors,
21 such as veloways (bicycle-only facilities), bicycle boulevards and any other innovative
22 solutions to improve bicycle transportation space within the city.

23 POLICY 27.2: Develop a rational classification system of bicycle preferential streets.

24 The bicycle preferential streets system should consider the multi-modal functions of the
25 street, the topography, and the existing and potential volume of bicycle traffic on the street.

1 Streets and pathways in the bike route system that are relatively level, do not have conflicts
2 with high volumes of pedestrian traffic, and do not have the primary functions of freight routes,
3 major arterials and primary transit streets should be designed and treated to prioritize the
4 movement of bicycles. Other streets and paths on the bike route system should be designed
5 and treated to balance the other modes of transportation with the movement of bicycles.

6 As with transit preferential streets, general traffic should be routed away from the bicycle
7 preferential streets system wherever possible, except when they are arterial streets. Note that some
8 bicycle preferential streets may have to be primary or secondary arterials or transit preferential
9 streets, if feasible alternatives do not exist. In general, bicycle preferential streets should include
10 design treatments that encourage all segments of the bicycle population, not only experienced cyclists.

11 POLICY 27.3: Remove conflicts ~~Eliminate hazards~~ to bicyclists on city streets.

12 City departments should give particular attention to eliminating conflicts ~~hazards~~ on the
13 Bicycle Route Network routes. Conflicts ~~Hazards~~ which may be inconsequential to automobiles
14 can be disruptive, disabling, or even life threatening to bicyclists, and are often contributing
15 factors in collisions involving bicyclists ~~the cause of many cyclist accidents~~. Design elements ~~hazards~~
16 such as sewer grates parallel to travel, unpaved or poorly paved shoulders, rough and/or
17 obsolete railroad tracks (especially those crossing cyclists' path at a diagonal), and conventional
18 speed bumps all pose conflicts ~~dangerous conditions~~ for cyclists and should be removed
19 ~~eliminated~~. Intermittent disruptions ~~hazards~~ such as uneven ~~bad~~ road surfaces, cracks and pot
20 holes, and refuse such as broken glass should be removed ~~eliminated~~ promptly. The city should
21 give increased attention to maintenance and more frequent cleaning to Bicycle Route Network
22 ~~bicycle route~~ streets because of the increased needs of cyclists for a debris-free ~~hazard-free~~
23 road surface. Bicycle routes should be well lit. Although priority shall be given to bicycle routes,
24 conflicts to cyclist should be removed on all city streets.

1 POLICY 27.6: Accommodate bicycles on local and regional transit facilities and
2 important regional transportation links wherever and whenever feasible.

3 The ability to integrate bicycle use and regional transportation systems is essential to
4 maximizing the bicycle's transportation utility. The Bay Area is fortunate to have a number of
5 quality public transportation services. The expansion of bicycle access on each of these
6 systems increases the bicycle's range and usefulness and further decreases the number of
7 auto trips made in the Bay Area.

8 Every effort must be made to maximize bicycle access on BART, CalTrain, all ferry
9 systems, and on AC Transit, SamTrans and Golden Gate Transit buses and on selected
10 Municipal Railway routes. Further, CalTrans shuttle service across the Bay Bridge should be
11 expanded so it is available at all hours. Twenty-four hour access to all Bay Area bridges is
12 essential to maintain these vital links within the bicycle transportation system.

13 Many commuters to San Francisco work outside of downtown and drive alone, contributing to
14 peak hour congestion. If regional transit expanded peak-hour bicycle capacity and reduced peak hour
15 bicycle time restrictions, these commuters could bicycle to and from transit at one or both end of their
16 transit trip – an attractive choice to driving alone. This would also reduce parking demand at BART
17 stations and park-and-ride lots.

18 Add a new policy 27.11 as follows:

19 POLICY 27.11: Ensure completion of the Bay and Ridge Trails in San Francisco.

20 The Bay Trail is a planned 500-mile hiking and bicycling trail that will form a continuous loop
21 around San Francisco Bay and San Pablo Bay, linking the shorelines of nine counties and 47 cities.
22 The trail functions as a regional recreational and commute route along the edge of the bay and across
23 seven toll bridges. Over 250 miles are complete, but there are numerous gaps to fill.

24 The Bay Trail alignment in San Francisco is part of the city bicycle network extending 20 miles
25 along the length of the city shoreline from the Golden Gate Bridge to Candlestick Point State

1 Recreation Area. Approximately 12 miles are complete. Improving the remaining segments will ensure
2 designated bicycle access along the shoreline of the city linking the city bicycle network to adjacent
3 counties and the regional trail system.

4
5 The Bay Area Ridge Trail is another regional trail that is being developed in the Bay. The trail
6 is envisioned as a 550+ mile recreational trail encircling San Francisco Bay that is aligned along the
7 ridge tops. The Bay Area Ridge Trail ultimately will be a 550+ mile trail encircling the San Francisco
8 Bay along the ridge tops. The Ridge Trail is open to hikers, bicyclists and in some areas is available
9 for equestrian use. Approximately 310 miles of the Ridge Trail have been dedicated for public use, but
10 there are significant gaps to fill.

11 In San Francisco, much of the Ridge Trail is in place, primarily running on public rights-of-way
12 and use is limited to pedestrians, hikers and bicyclists. The Ridge Trail alignment links a number of
13 parks in San Francisco, primarily those along the City's primary ridgeline and hilltops, including Twin
14 Peaks, the Golden Gate Panhandle, and the Presidio. The trail alignment continues across the Golden
15 Gate Bridge, establishing the connection with the Bay Area Ridge Trail in Marin County and the North
16 Bay. While the trail alignment is in place in San Francisco, improvements to Ridge Trail segments in
17 San Francisco would improve the City Bicycle and Pedestrian trail network as well as the regional
18 trail network in Cities and Counties throughout the Bay Region.

19 POLICY 28.1: Provide secure bicycle parking in new governmental, commercial, and
20 residential developments.

21 Bicycle parking should be provided in all new public and private buildings. ~~The Planning~~
22 ~~Code establishes a requirement for bicycle parking facilities based upon the number of automobile~~
23 ~~parking facilities in new developments. Additional facilities, such as showers and storage lockers,~~
24 ~~should be provided as well. The requirement should reflect demand in areas of high potential bicycle~~
25 ~~use such as shopping facilities, recreational facilities, educational locations and employment sites.~~

1 ~~These requirements should also be maintained even when developers receive variances from existing~~
2 ~~parking requirements. These requirements should also be applied to applications for modifications of~~
3 ~~existing facilities, as well as to new construction. The Planning Code should provide clearer~~
4 ~~regulation, guidance and exemptions for bicycle parking, as well as the necessary monitoring and~~
5 ~~enforcement of requirements. Review, update, and consolidate the Planning Code criteria for bicycle~~
6 ~~parking in garages and new or remodeled government and commercial buildings. The Planning Code~~
7 ~~should be reviewed to reconcile contradictions, and amended to forge a more comprehensive approach~~
8 ~~to bicycle commuting facilities. This approach should include such elements as expanded shower~~
9 ~~access and improved commercial district bicycle parking unbundled from automobile parking space~~
10 ~~requirements. The Planning Code should require a greater residential bicycle parking requirement,~~
11 ~~structured as a ratio of dwelling units rather than as a ratio of auto parking spaces.~~

12 In order to provide additional storage options to bicyclists, consider requirements that
13 building owners allow tenants to bring their bicycles into buildings unless Class I bicycle
14 parking is provided. In addition, consider requirements for bicycle parking in each individual
15 building of large, multiple-building developments.

16 POLICY 28.3: Provide parking facilities which are safe, secure, and convenient.

17 Bicycle parking facilities must provide reliable security, adequate bicycle support,
18 safety, and must be conveniently located. Bicycle parking facilities are preferably located
19 where bicycles are sheltered from the weather and visible to attendants and security guards,
20 accessible (such as by key or code) only to those who have parked bicycles, or located entirely inside
21 non-garage parts of the building. If these resources are present, bicyclists will use such bicycle
22 parking in increasing numbers.

23 Proper bicycle parking design is critical to its usefulness and effectiveness. Bicycle parking
24 must be of a design to support the bicycle without damage and permit at least the frame and
25 one wheel to be locked with a U-lock, but provide reasonable security with any type of lock.

1 Bicycle parking facilities should be conveniently located at building entrances, provide
2 sufficient space for access, and be physically separated from automobile areas. Bicycle
3 parking in publicly-accessible garages should be well signed to notify the public of the
4 presence of bike parking (e.g., at garage entrances and other appropriate locations), as well
5 as direct cyclists to the location of the parking. Also, maintain a SFMTA bicycle parking
6 outreach campaign in various formats to provide relevant bicycle parking information such as
7 garage locations with bicycle parking and bicycle locker availability.

8 Prepare additional guidelines for the placement and design of bicycle parking within
9 City rights-of-way, including curbside on-street bicycle parking where feasible, and “sleeve”
10 ring racks on parking meters.

11 Add a new policy 28.5 as follows:

12 POLICY 28.5: Provide bicycle parking at major recreational facilities and at all large sports,
13 cultural, or other heavily attended events.

14 Provide convenient, secure, and inexpensive bicycle parking at major recreational facilities and
15 large sports, cultural, or other heavily attended events to encourage bicycle use and further decrease
16 automobile use. In order for cyclists to consider using bicycle transportation to go to and from these
17 facilities and events, safe and secure bicycle parking must be provided. Such parking should be ample
18 and should be of a high security type. Free valet bicycle parking, such as provided at the baseball
19 stadium, has proved very successful. Promotional materials for these events and facilities should
20 highlight the provision of secure bicycle parking, especially if valet bicycle parking is provided.

21 Add a new policy 28.6 as follows:

22 POLICY 28.6: Provide for improved regulation of bicycle parking.

23 The Planning Code should provide for the citywide regulation of bicycle parking facilities. A
24 comprehensive review of the existing regulatory structure could improve the monitoring of
25 requirements in new and renovated buildings; existing parking garages requiring increased

1 enforcement; city schools and local colleges; residential development requiring new ratios based on
2 the number and occupancy of housing units and bedrooms; and city-owned and city-leased buildings
3 requiring increased bicycle parking capacity. City leases should be negotiated to include the required
4 level of bicycle parking through the efforts of the Real Estate Department and the MTA. OBJECTIVE

5 29:

6 CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING
7 BICYCLE USE.

8 City government should play a leadership role in enabling more people to use the bicycle as
9 their primary means of transportation. According to the 2009 San Francisco Bicycle Plan, the
10 ~~The~~ city should provide the facilities, programs and regulatory structure to enable such use,
11 and should encourage the use of bicycles for work trips as an alternative to city cars.

12 POLICY 29.1: Consider the needs of bicycling and the improvement of bicycle
13 accommodations in all city decisions ~~and improve accommodation as much as possible.~~

14 Genuine recognition and active accommodation of bicyclists' needs by all city
15 departments in decisions related to transportation and land use is essential to the
16 development of a significant bicycle transportation presence in San Francisco. Bicycle
17 planning should be integrated into all short-range and long-range planning in all relevant City
18 departments. Coordination between the Department of Parking and Traffic's Bicycle Program, other
19 City departments, and the Bicycle Advisory Committee should be improved. A working group should
20 be created with representatives from relevant City departments, and should meet on a quarterly basis
21 to discuss departmental and agency issues relevant to bicycle planning. In addition, periodic meetings
22 should be held between the SFMTA and the Planning Department to update bicycle parking
23 compliance status and review bicycle parking information.

1 Often, minor and inexpensive adjustments at a project's design phase can provide
2 considerable benefits to bicyclists. Furthermore, inclusion of accommodations for cyclists
3 when a project is designed can avoid expensive retrofitting later.

4 Through the cooperative efforts of the City's Real Estate Department, the Planning
5 Department, and the SFMTA, pursue a citywide policy that provides secure bicycle parking at
6 all City buildings in areas to be specified by the individual agencies, subject to safety
7 regulations and available space.

8 Coordination with the San Francisco Police Department (SFPD) should focus on
9 making bicycle theft investigation a higher priority, creating a better system for returning
10 recovered bicycles to their owners.

11 POLICY 29.2 Integrate bicycle planning into regular short-range and long-range
12 planning activities for all city departments.
13 Every effort should be made to ensure that bicycle transportation is given thorough
14 consideration in all planning activities. Full integration of bicycle transportation requires
15 evaluation of the range of impacts which any transportation or development proposal may
16 have upon bicycle use and bicyclists' safety. This applies not only to city departments but also
17 to the various other entities whose activities affect mobility in San Francisco. Insofar as is
18 possible, city departments should endeavor to develop an effective network of bicycle facilities
19 and policies.

20 Ensure adequate and appropriate environmental review under the California
21 Environmental Quality Act for the Bicycle Plan and all discretionary actions under the Bicycle
22 Plan that may have a direct or indirect physical environmental impact. Consider updating the
23 transportation impact guidelines to include analysis of bicycle-related issues when evaluating
24 impacts of new projects .

1 Work with the responsible San Francisco agencies to collect where appropriate: bicycle
2 counts; an inventory of existing bicycle parking within a two-block radius of the study site; and
3 the project's potential impacts on any existing or proposed bikeways.

4
5 POLICY 29.3 Designate appropriate staff to coordinate all bicycle related activities.

6 A successful bicycle program requires cooperation among a variety of city departments,
7 including the Departments of City Planning, Parking and Traffic, Public Works, the Chief
8 Administrator's Office, the Public Transportation Department, and the Transportation
9 Authority, as well as various State and other government agencies. Appropriate staff should
10 be designated to be responsible for the coordination of bicycle-related activities to ensure that
11 projects and plans that involve many departments are carried out effectively. Work with the
12 responsible San Francisco agencies to collect where appropriate: bicycle counts; an inventory of
13 existing bicycle parking within a two-block radius of the study site; and the project's potential impacts
14 on any existing or proposed bikeways.

15
16 **CITYWIDE PARKING**

17 POLICY 30.4: Restrict long term automobile parking at rapid transit stations in the city
18 in favor of development of effective feeder transit service and enhanced access for pedestrians
19 and bicyclists.

20 Many of the rapid transit stations in San Francisco are located in densely developed
21 downtown areas or in residential or shopping areas where additional automobile impacts are
22 undesirable. These stations are located in such a manner that they may generally be reached
23 by San Francisco residents either by connecting transit ~~or~~ by walking, or by bicycling. The
24 commuter use of the automobile to park at a rapid transit station in San Francisco should be
25 discouraged. While it is desirable to provide bicycle storage and parking facilities at rapid

1 transit stations, long-term automobile parking facilities are undesirable because such facilities
2 would attract automobile traffic and otherwise be disruptive to the neighborhoods where they
3 would be located.

4 Add a new policy 30.8 as follows:

5 POLICY 30.8: Consider lowering the number of automobile parking spaces required in
6 buildings where Class I bicycle parking is provided.

7 POLICY 34.2: Use existing street space to increase residential parking where off-
8 street facilities are inadequate.

9 Local streets are of such width in many areas that improved parking conditions can be
10 obtained by shifting from parallel to diagonal or perpendicular parking without a major
11 investment. Care must be taken, however, to avoid conflicts with transit operations and safe
12 bicycle movement (considering both adequate lane width and potential conflicts with vehicles
13 backing out of parking spaces), and to ensure that the street is more than a parking lot. Proper
14 landscaping is required to prevent lights from shining into dwellings at night and breaks in
15 rows of cars should be provided to avoid the monotony and unsightliness of unending rows of
16 vehicles. Back-in diagonal or perpendicular parking should be considered as an option to reduce
17 bicycle-motor vehicle conflicts.

18 POLICY 34.5: Minimize the construction of new curb cuts in areas where on-street
19 parking is in short supply and locate them in a manner such that they retain or minimally
20 diminish the number of existing on-street parking spaces.

21 It is desirable to maintain a balance in the supply of adequate on- and off-street
22 parking. The creation of curb cuts to increase the supply of off-street parking often deprives
23 the neighborhood of a community on-street parking space in exchange for a private one. New
24 buildings may be designed so that entrances to off-street parking are pooled or configured to
25

1 minimize curb cuts and preserve the supply of on-street parking. An increased number of curb
2 cuts also increases the number of potential conflicts between motor vehicles and bicycles.

3 **URBAN GOODS MOVEMENT**

4 POLICY 40.2: Discourage access to off-street freight loading and service vehicle
5 facilities from transit preferential streets, ~~or~~ pedestrian-oriented streets and alleys, or on the
6 Bicycle Route Network by providing alternative access routes to facilities.

7 POLICY 40.3: Off-street loading facilities and spaces in the downtown area should be
8 enclosed and accessible by private driveways designed to minimize conflicts with pedestrian,
9 transit, bicycle, and automobile traffic.

10 Section 6. The objective, policies, and map of the Downtown Plan of the San
11 Francisco General Plan are hereby amended to read as follows

12 **DOWNTOWN PLAN**

13 **BICYCLES**

14 OBJECTIVE 19: PROVIDE FOR SAFE AND CONVENIENT BICYCLE USE AS A
15 MEANS OF TRANSPORTATION.

16 ~~The bicycle is becoming more acceptable as an alternative to the automobile for work and~~
17 ~~shopping purposes. The number of people that choose the bicycle instead of the automobile as their~~
18 ~~main mode of transportation is steadily rising. As streets become more congested and more~~
19 ~~accommodations are made for bicyclists, some-many~~ people are finding that they can move about
20 the city more quickly, enjoyably and economically on bicycles.

21 POLICY 19.1: Include facilities for bicycle users in governmental, commercial, and
22 residential developments.

23 ~~Provision should be made for bicycle parking in conjunction with automobile parking in~~
24 ~~existing and new parking lots and garages. Secure and conveniently located bicycle parking should~~
25 ~~also be provided in major new construction. Secure and conveniently located bicycle parking should be~~

1 provided in newly constructed developments, regardless of the provision of auto parking. Provision
2 should also be made for bicycle parking in conjunction with (but not solely dependent upon)
3 automobile parking in existing and new parking lots and garages.

4 POLICY 19.2: Accommodate bicycles on regional transit facilities and important
5 regional transportation links.

6 There should be more opportunity for cyclists to commute to San Francisco with their
7 bikes by using regional transit modes such as BART, Caltrain, the ferry system, Golden Gate
8 Transit, AC Transit, SamTrans, and the Caltrans Bay Bridge ~~bicycle shuttle and trains~~. All Certain
9 commute buses should ~~also~~ provide carrying racks for bicycles.

10 Map 6: Transportation System, should be amended to reflect changes in the bicycle
11 network.

12 Section 7. In furtherance of this Ordinance, the Board of Supervisors takes the
13 following additional actions related to the adoption of the 2009 Bicycle Plan and related
14 General Plan amendments:

15 (a) The Board hereby directs the Planning Department to make any necessary
16 changes to the Land Use Index of the General Plan to address the General Plan amendments
17 to the Transportation Element.

18 (b) The Board of Supervisors adopts the 2009 Bicycle Plan and urges the MTA and
19 other affected City departments to undertake all actions necessary implement the identified
20 near-term projects and actions set forth in the 2009 Bicycle Plan and as specified in MTA
21 Board of Directors Resolution No. _____.

22 (c) The Board hereby directs the Clerk of the Board, in consultation with the MTA, to
23 forward a copy of this Ordinance to the Metropolitan Transportation Commission in
24 conjunction with its review and approval of the 2009 Bicycle Plan.

1 (d) The Board hereby directs the Clerk of the Board, in consultation with the MTA, to
2 forward a copy of this Ordinance to the California Department of Transportation Bicycle
3 Facilities Unit in conjunction with its review and approval of the 2009 Bicycle Plan.

4 (e) The Mayor, Clerk of the Board, General Manager of the MTA, and other City
5 officials are hereby authorized and directed to take any and all actions which they or the City
6 Attorney may deem necessary or advisable in order to effectuate the purpose and intent of
7 this Ordinance, including, without limitation, applying for grants and other funding sources to
8 receive monies for activities and studies related to the 2009 Bicycle Plan.

9 (f) The Board requests that the General Manager of the MTA provide a report to the
10 Board on the progress of the 2009 Bicycle Plan within six months of the effective date of this
11 Ordinance. After submission of the initial report, the General Manager shall submit reports on
12 an annual basis for five additional years.

13 Section 8. Actions conditioned upon Superior Court authorization. The Board of
14 Supervisors hereby orders that all actions set forth in this Ordinance are held in abeyance
15 unless and until the California Superior Court grants appropriate authorization to the City and
16 County of San Francisco to proceed with one or more of the actions contemplated herein.

17 APPROVED AS TO FORM:
18 DENNIS J. HERRERA, City Attorney

19 By: _____
20 John D. Malamut
21 Deputy City Attorney