

FILE NO. 090868

ORDINANCE NO.

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

2

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;
deletions are ~~strike-through italics Times New Roman~~.
Board amendment additions are double-underlined;
Board amendment deletions are ~~strikethrough-normal~~.

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

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

1 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. 17914, the Planning Commission
7 rescinded Resolution No. 16942 and Motion No. 16943.

8 Section 2. Environmental Findings. In accordance with the actions contemplated
9 herein, this Board adopts as its own the findings of the San Francisco Municipal
10 Transportation Agency and the Planning Commission, including a statement of overriding
11 benefits and a mitigation monitoring and reporting program, pursuant to CEQA. Said findings
12 are on file with the Clerk of the Board of Supervisors in File No. 090868 and are
13 incorporated by reference herein.

14 Section 3. General Plan Findings.

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

19 (b) The 2009 San Francisco Bicycle Plan ("2009 Bicycle Plan") proposes text
20 amendments and map amendments to the Transportation Element and Downtown Plan of the
21 City and County of San Francisco General Plan. The General Plan text amendments and
22 description of the General Plan map amendments are contained in this Ordinance. The
23 General Plan maps proposed for amendment are attached to this Ordinance and incorporated
24 herein by reference. Copies of said maps are on file with the Clerk of the Board of
25 Supervisors in File No. 090868 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. 17914 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 that this
7 ordinance will serve the public necessity, convenience, and welfare for the reasons set forth in
8 Planning Commission Resolution No. 17915.

9 Section 4. Findings concerning the 2009 Bicycle Transportation Plan. The Board of
10 Supervisors 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 090868 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. 09-106, 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. 090868 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 and
2 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 enjoyment of
9 slow movement and the preservation of the natural environment would be severely
10 compromised by automobile traffic.

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

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

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

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

20 In neighborhood commercial districts, and where cultural and recreational
21 facilities are clustered.

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

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

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

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

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

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

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

14 In neighborhood commercial districts, and where cultural and recreational facilities are
15 clustered.

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

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

18 Along the alignment of the regional Bay Trail network linking shoreline recreational
19 destinations.

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

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

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

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

5 Adjacent to regional transit connection points.

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

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

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

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

13 For the loading and unloading of goods and freight at retail and commercial
14 establishments.

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

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

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

20 **REGIONAL**

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

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

7 POLICY 4.6: Facilitate transfers between different transit modes and services by
8 establishing simplified and coordinated fares and schedules, *and by* employing design and
9 technology features to make transferring more convenient, and increasing accommodation of
10 bicycles on transit.

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

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

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

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

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

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

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

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

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

16 CONGESTION MANAGEMENT

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

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

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

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

9 VEHICLE CIRCULATION

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

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

19 The predominance of land uses fronting the street;

20 The distance between the curb and building line established by sidewalk width or
21 setback;

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

24 The level of pedestrian and bicycle traffic;

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

1 Whether residences face the street;

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

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

16 POLICY 18.3: The existing single-occupant vehicular capacity of the bridges,
17 highways and freeways entering the city should not be increased and should be reduced if
18 needed to increase the capacity for high-occupancy vehicles, transit and other alternative
19 means of commuting, and for the safe and efficient movement of freight trucks. Changes,
20 retrofits, or replacements to existing bridges and highways should include dedicated priority for high-
21 occupancy vehicles and transit, and all bridges, where feasible, should feature access for bicyclists and
22 pedestrians.

23 It is recognized that provision for further vehicular access into the city would conflict
24 with the environmental objectives of the city, overload the city street system, and jeopardize
25 the city's commitment to mass transit. This policy allows for the introduction of exclusive

1 transit, bike and carpool/vanpool lanes on bridges, highways and freeways where these lanes
2 are compatible with the overall transportation system's needs.

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

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

12 **MASS TRANSIT**

13 POLICY 21.7: Make convenient transfers between transit lines, systems and modes
14 possible by establishing common or closely located terminals for local and regional transit
15 systems and, by coordinating fares and schedules, and by providing bicycle access and secure bicycle
16 parking.

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

18 Pedestrian access to and from major destinations and the serving transit facility should
19 be direct and uncomplicated. Bicyclists should be accommodated on regional and trunkline
20 transit vehicles - including light rail vehicles - wherever feasible, and at stations through the
21 provision of storage lockers and/or secured bicycle parking.

22 **BICYCLES**

23 MAP 13 (Bicycle Route Map) shall be amended to reflect the bicycle network as
24 proposed in the Bicycle Plan and introductory text shall be amended as follows:
25

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

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

15 OBJECTIVE 27: ENSURE THAT BICYCLES CAN BE USED SAFELY AND
16 CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR
17 RECREATIONAL PURPOSES.

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

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

21 It is essential that the city have a Bicycle Route Network which provide safe and
22 reliable through travel to all areas of the city. The Bicycle Route Network will necessarily be
23 mostly on city streets, will provide space for the bicyclist, and may or may not have bicycle
24 lanes or other markings that separate the bicyclist's space from the automobile driver's space.
25 Bicycle routes should be clearly identified, with signage, for motorists, bicyclists, and

1 pedestrians, ~~and. They should~~ conform to the ~~more rigorous~~ standards of the most recent
2 California Highway Design Manual and the American Association of State Highway and
3 Transportation Officials (AASHTO) in its 'Guide for Development of Bicycle Facilities,' ~~which~~
4 ~~has been adopted by the Federal Highway Administration as its design standard.~~ whichever is more
5 rigorous. Use of these guides will provide maximum opportunity to qualify for state and
6 federal funding and will assist in avoiding city liability based upon design. Advisory and
7 permissive guidelines should be observed whenever possible.

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

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

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

19 The bicycle preferential streets system should consider the multi-modal functions of the
20 street, the topography, and the existing and potential volume of bicycle traffic on the street.
21 Streets and pathways in the bike route system that are relatively level, do not have conflicts
22 with high volumes of pedestrian traffic, and do not have the primary functions of freight routes,
23 major arterials and primary transit streets should be designed and treated to prioritize the
24 movement of bicycles. Other streets and paths on the bike route system should be designed
25 and treated to balance the other modes of transportation with the movement of bicycles.

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

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

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

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

22 The ability to integrate bicycle use and regional transportation systems is essential to
23 maximizing the bicycle's transportation utility. The Bay Area is fortunate to have a number of
24 quality public transportation services. The expansion of bicycle access on each of these
25

1 systems increases the bicycle's range and usefulness and further decreases the number of
2 auto trips made in the Bay Area.

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

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

13 Add a new policy 27.11 as follows:

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

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

19 The Bay Trail alignment in San Francisco is part of the city bicycle network extending 20 miles
20 along the length of the city shoreline from the Golden Gate Bridge to Candlestick Point State
21 Recreation Area. Approximately 12 miles are complete. Improving the remaining segments will ensure
22 designated bicycle access along the shoreline of the city linking the city bicycle network to adjacent
23 counties and the regional trail system.

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

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

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

17 Bicycle parking should be provided in all new public and private buildings. The Planning
18 Code establishes a requirement for bicycle parking facilities based upon the number of automobile
19 parking facilities in new developments. Additional facilities, such as showers and storage lockers,
20 should be provided as well. The requirement should reflect demand in areas of high potential bicycle
21 use such as shopping facilities, recreational facilities, educational locations and employment sites.
22 These requirements should also be maintained even when developers receive variances from existing
23 parking requirements. These requirements should also be applied to applications for modifications of
24 existing facilities, as well as to new construction. The Planning Code should provide clearer
25 regulation, guidance and exemptions for bicycle parking, as well as the necessary monitoring and

1 enforcement of requirements. Review, update, and consolidate the Planning Code criteria for bicycle
2 parking in garages and new or remodeled government and commercial buildings. The Planning Code
3 should be reviewed to reconcile contradictions, and amended to forge a more comprehensive approach
4 to bicycle commuting facilities. This approach should include such elements as expanded shower
5 access and improved commercial district bicycle parking unbundled from automobile parking space
6 requirements. The Planning Code should require a greater residential bicycle parking requirement,
7 structured as a ratio of dwelling units rather than as a ratio of auto parking spaces.

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

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

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

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

22 Bicycle parking facilities should be conveniently located at building entrances, provide
23 sufficient space for access, and be physically separated from automobile areas. Bicycle
24 parking in publicly-accessible garages should be well signed to notify the public of the
25 presence of bike parking (e.g., at garage entrances and other appropriate locations), as well

1 as direct cyclists to the location of the parking. Also, maintain a SFMTA bicycle parking
2 outreach campaign in various formats to provide relevant bicycle parking information such as
3 garage locations with bicycle parking and bicycle locker availability.

4 Prepare additional guidelines for the placement and design of bicycle parking within
5 City rights-of-way, including curbside on-street bicycle parking where feasible, and "sleeve"
6 ring racks on parking meters.

7 Add a new policy 28.5 as follows:

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

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

17 Add a new policy 28.6 as follows:

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

19 The Planning Code should provide for the citywide regulation of bicycle parking facilities. A
20 comprehensive review of the existing regulatory structure could improve the monitoring of
21 requirements in new and renovated buildings; existing parking garages requiring increased
22 enforcement; city schools and local colleges; residential development requiring new ratios based on
23 the number and occupancy of housing units and bedrooms; and city-owned and city-leased buildings
24 requiring increased bicycle parking capacity. City leases should be negotiated to include the required
25

1 level of bicycle parking through the efforts of the Real Estate Department and the MTA. OBJECTIVE

2 29:

3 CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING
4 BICYCLE USE.

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

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

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

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

24 Through the cooperative efforts of the City's Real Estate Department, the Planning
25 Department, and the SFMTA, pursue a citywide policy that provides secure bicycle parking at

1 all City buildings in areas to be specified by the individual agencies, subject to safety
2 regulations and available space.

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

6 POLICY 29.2 Integrate bicycle planning into regular short-range and long-range
7 planning activities for all city departments.

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

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

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

23 POLICY 29.3 Designate appropriate staff to coordinate all bicycle related activities.
24
25

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

10 **CITYWIDE PARKING**

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

14 Many of the rapid transit stations in San Francisco are located in densely developed
15 downtown areas or in residential or shopping areas where additional automobile impacts are
16 undesirable. These stations are located in such a manner that they may generally be reached
17 by San Francisco residents either by connecting transit ~~or~~, by walking, or by bicycling. The
18 commuter use of the automobile to park at a rapid transit station in San Francisco should be
19 discouraged. While it is desirable to provide bicycle storage and parking facilities at rapid
20 transit stations, long-term automobile parking facilities are undesirable because such facilities
21 would attract automobile traffic and otherwise be disruptive to the neighborhoods where they
22 would be located.

23 Add a new policy 30.8 as follows:
24
25

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

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

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

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

17 It is desirable to maintain a balance in the supply of adequate on- and off-street
18 parking. The creation of curb cuts to increase the supply of off-street parking often deprives
19 the neighborhood of a community on-street parking space in exchange for a private one. New
20 buildings may be designed so that entrances to off-street parking are pooled or configured to
21 minimize curb cuts and preserve the supply of on-street parking. An increased number of curb
22 cuts also increases the number of potential conflicts between motor vehicles and bicycles.

23 URBAN GOODS MOVEMENT

24
25

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

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

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

9 **DOWNTOWN PLAN**

10 **BICYCLES**

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

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

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

20 ~~Provision should be made for bicycle parking in conjunction with automobile parking in~~
21 ~~existing and new parking lots and garages. Secure and conveniently located bicycle parking should~~
22 ~~also be provided in major new construction. Secure and conveniently located bicycle parking should be~~
23 ~~provided in newly constructed developments, regardless of the provision of auto parking. Provision~~
24 ~~should also be made for bicycle parking in conjunction with (but not solely dependent upon)~~
25 ~~automobile parking in existing and new parking lots and garages.~~

1 POLICY 19.2: Accommodate bicycles on regional transit facilities and important
2 regional transportation links.

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

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

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

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

15 (b) The Board of Supervisors adopts the 2009 Bicycle Plan and urges the MTA and
16 other affected City departments to undertake all actions necessary implement the identified
17 near-term projects and actions set forth in the 2009 Bicycle Plan and as specified in MTA
18 Board of Directors Resolution No. 09-106.

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

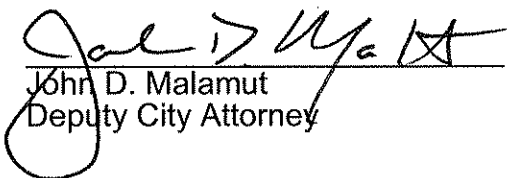
22 (d) The Board hereby directs the Clerk of the Board, in consultation with the MTA, to
23 forward a copy of this Ordinance to the California Department of Transportation Bicycle
24 Facilities Unit in conjunction with its review and approval of the 2009 Bicycle Plan.

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

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

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

14 APPROVED AS TO FORM:
15 DENNIS J. HERRERA, City Attorney

16 By: 
17 John D. Malamut
18 Deputy City Attorney



City and County of San Francisco

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Tails Ordinance

File Number: 090868

Date Passed:

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

August 4, 2009 Board of Supervisors — AMENDED, AN AMENDMENT OF THE WHOLE BEARING SAME TITLE

Ayes: 11 - Alioto-Pier, Avalos, Campos, Chiu, Chu, Daly, Dufty, Elsbernd, Mar, Maxwell, Mirkarimi

August 4, 2009 Board of Supervisors — PASSED ON FIRST READING AS AMENDED

Ayes: 11 - Alioto-Pier, Avalos, Campos, Chiu, Chu, Daly, Dufty, Elsbernd, Mar, Maxwell, Mirkarimi

August 11, 2009 Board of Supervisors — FINALLY PASSED

Ayes: 11 - Alioto-Pier, Avalos, Campos, Chiu, Chu, Daly, Dufty, Elsbernd, Mar, Maxwell, Mirkarimi

File No. 090868

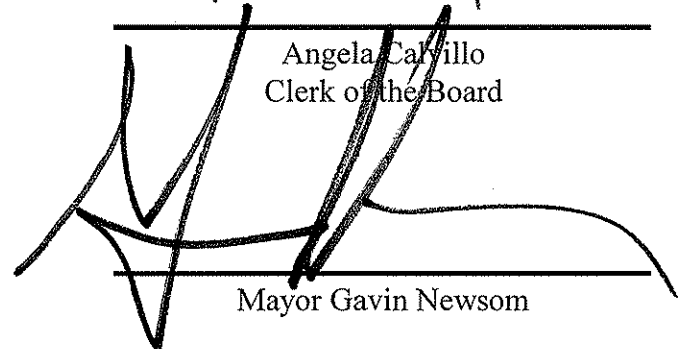
I hereby certify that the foregoing Ordinance
was FINALLY PASSED on August 11, 2009
by the Board of Supervisors of the City and
County of San Francisco.

 for

Angela Calvillo
Clerk of the Board

8/12/2009

Date Approved



Mayor Gavin Newsom