



SFMTA

Bikeshare Station Siting: Community Outreach & Approval Process

SFMTA Board of Directors

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Why Bikeshare

Guiding Policies

- SFMTA Transit First Policy
- Vision Zero
- Board of Supervisors, Res 503-15

Public Benefits

- Last-mile solution
- Lower barriers to bicycling
- Public health/safety
- Reduces parking/congestion
- **2 Million rides** since July 2017 launch



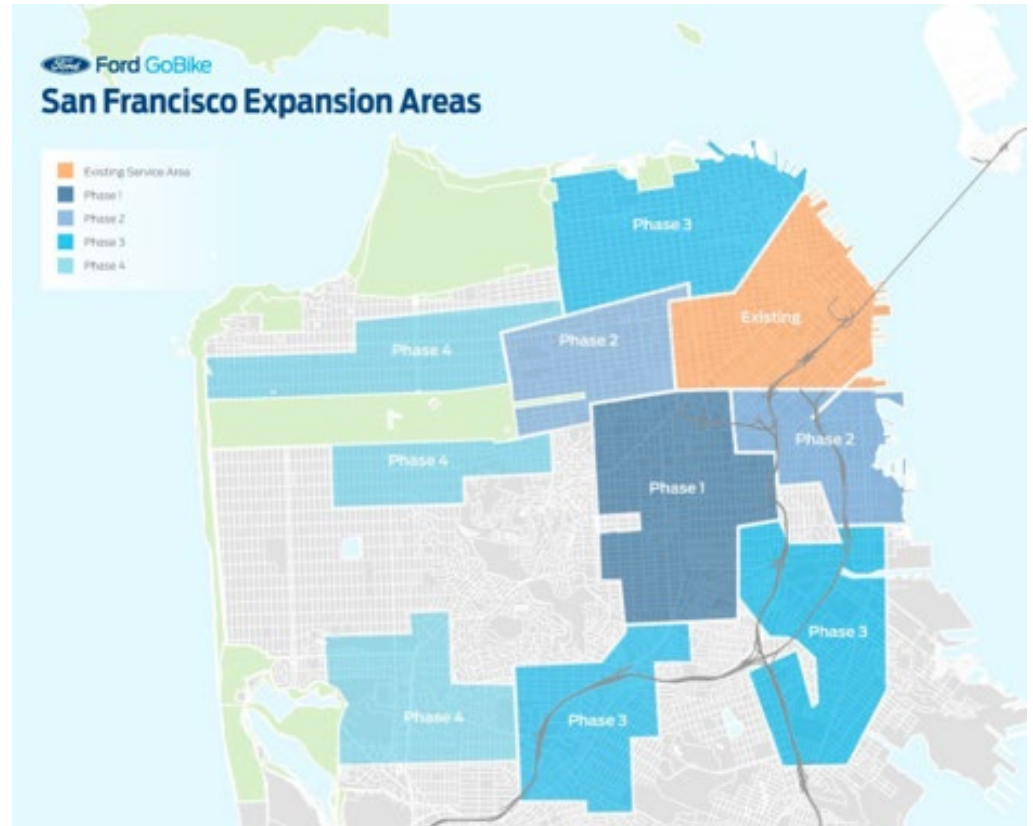
System Overview

Current System

- 152 stations
- ≈1,900 bikes


Full Build-out

- 320 stations
- 4,500 bikes



Overview of Station Siting Process

Permitting Process Summary

1. System Planning
 2. Site-specific outreach and station design
 3. SFMTA Public Hearing
 4. After Public Hearing (as needed)
 5. Issue Permit
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On-going

- All public feedback considered and responded to
 - No distinction between comments in-person and by email/phone
- Coordination with local Supervisor

Before Public Hearing

System Planning (2016-2017)

- Over 30 meetings throughout SF



Site-specific Outreach Activities

- Door-to-door outreach to adjacent properties
- Neighborhood Associations
- Merchant Groups
- Partnering City Departments (e.g., RecPark, SFPL)
- Others (e.g., nearby institutions, Supervisor-identified organizations)

Public Hearing

2 Weeks Before Hearing Date

- On-Street Postings near proposed station site
- Mailers to all owners and renter addresses 250' from station
 - Over 27,000 mailers sent to date for ≈100 stations
 - Mailers vary from 20 - >1,000 per station
- Notification to Supervisor office prior to publishing final Public Hearing agenda

Incorporating Public Feedback

- Email and phone comments receive equal consideration as in-person comments
- SFMTA staff responds to all comments received

After Public Hearing

Review and Analyze Feedback

- Parking
- Aesthetics
- Safety
- Congestion
- Fronting Property
- Proposed Alternative Sites

Staff documents and share analysis and findings with all interested parties

Permit Decision

- SFMTA either issues permit or restarts process for a new site