



# Active Communities Plan



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## SFMTA Bicycle Documents

### 2005-2009 San Francisco Bicycle Plan

#### San Francisco Bicycle Plan (2005-2009)

**Object name:** [SF Bicycle Plan \(2005-2009\)](#)

**Object owner:** SF Municipal Transportation Agency

**Type of object:** Bicycle transportation plan (nominally coherent with [CA Streets and Highways Code Sec 891.2](#))

**Relation to other objects:** Guides SFMTA capital planning and SFCTA five-year programming. Proposes (now-adopted) amendments to SF General Plan and Planning Code, California Vehicle Code, and other policy and law. Actuates commitments declared in the SF City Charter that San Francisco should develop “a safe, interconnected bicycle circulation network;” and that travel... “by bicycle and on foot must be an attractive alternative to travel by private automobile,” as well as that “bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.”

**Approved/adopted date:** June 2009

**Approved/adopted authority:** SF Municipal Transportation Agency board of directors, with amendments to the SF General Plan and Planning Code approved by the SF Planning Commission, and concurrence from SF Board of Supervisors

**Abstract:** Update to the 1997 SF Bicycle Transportation Plan. Articulates improvements to the City's existing bicycle route network, including 60 near-term improvement projects, minor improvements and long-term improvements to the bicycle route network, policies and programmatic actions supporting bicycle transportation in San Francisco. Includes amendments to the San Francisco General Plan and Planning Code to reflect the 2009 San Francisco Bicycle Plan.

**Effective period:** 2009-2015 (for the sake of project grant eligibility under the now-defunct Bicycle Transportation Account)

**Relevant Goals:**

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

Overall Goal: Increase Safe Bicycle Use

Overall Objectives:

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

**Relevant Projects:** 60 bicycle route network improvements analyzed to project level (four held back from full approval)

**Relevant Programs:** All, see outline following

**Relevant Policies:** All, see outline following

**Implementation/Program:**

**Missed opportunities:**

## Plan Outline

### Chapter 1 – Bicycle Route Network



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**Chapter 2 – Bicycle Parking**

**Chapter 3 – Transit and Bridge Access**

**Chapter 4 – Education**

**Chapter 5 – Enforcement and Safety**

**Chapter 6 – Promotion**

**Chapter 7 – General Plan Amendments, Environmental Review, and Citywide Coordination**

**Chapter 8 – Bicycle Funding**

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**Appendix 1: Bicycle Route Map**

**Appendix 2: Bicycle Route Network**

**Appendix 3: Glossary of Terms**

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Overall Goal: Increase Safe Bicycle Use

Overall Objectives:

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

## **Chapter 1 – Bicycle Route Network**

Goal: Refine and Expand the Existing Bicycle Route Network

Objectives:

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

Actions:

### **Action 1.1**

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



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## Action 1.2

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

## Action 1.3 (done!)

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

## Action 1.4

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

## Action 1.5

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

## Action 1.6

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

## Action 1.7

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

## Action 1.8 (done!)

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

## Action 1.9

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

## Action 1.10

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

## Action 1.11 (done)

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

## Action 1.12

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

## Action 1.13

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

## Action 1.14

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

## Action 1.15

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

## Action 1.16



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

**Action 1.17**

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

## Chapter 2 – Bicycle Parking

Goal: Ensure Plentiful, High-Quality Bicycle Parking

Objectives:

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

Actions:

**Action 2.1**

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

**Action 2.2**

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

**Action 2.3**

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

**Action 2.4**

Work with the Planning Department to increase monitoring and enforcement of bicycle parking provisions in the Planning Code, especially when issuing building permits.

**Action 2.5**

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

**Action 2.6**

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

**Action 2.7**

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

**Action 2.8**

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

**Action 2.9**

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





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## Action 2.10

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

## Action 2.11

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

## Action 2.12

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

## Action 2.13

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

## Action 2.14

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

## Action 2.15

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

## Chapter 3 – Transit and Bridge Access

Goal: Expand Bicycle Access to Transit and Bridges

Objectives:

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

Actions:

### Action 3.1 (done)

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

### Action 3.2

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

### Action 3.3

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

### Action 3.4

Create an SFMTA policy that allows bicyclists with disabled bicycles to bring them aboard SFMTA transit vehicles, interior space permitting and at the vehicle operator’s discretion, when the SFMTA transit vehicle either does not have bicycle racks or when the racks are full.

### Action 3.5 (done!)

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

### Action 3.6 (done!)



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

**Action 3.7 (done)**

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

**Action 3.8**

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

**Action 3.9**

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

**Action 3.10**

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

**Action 3.11**

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

## Chapter 4 – Education

Goal: Educate the Public about Bicycle Safety

Objectives:

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

Actions:

**Action 4.1**

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

**Action 4.2**

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

**Action 4.3**

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

**Action 4.4**

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

**Action 4.5**

Increase SFMTA participation in Bike to Work Day activities by providing resources and materials as staff availability and funding allow.



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## Action 4.6

Implement new outreach campaigns for improved bicycle facilities.

## Action 4.7

Develop SFMTA bicycle safety classes for City employees.

## Action 4.8

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

## Action 4.9

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

## Action 4.10

Work with the SFUSD to promote a transportation curriculum in lieu of driver's education at City high schools that provides instruction on all modes of transportation.

## Action 4.11

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

## Chapter 5 – Enforcement and Safety

Goal: Improve Bicycle Safety through Targeted Enforcement

Objectives:

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

Actions:

### Action 5.1 (Vision Zero committed and Focus on the Five articulated)

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

### Action 5.2

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

### Action 5.3

Work with the SFPD to develop a method to systematically share non-collision bicyclist citations with the SFMTA.

### Action 5.4

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

### Action 5.5 (done)

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

### Action 5.6

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

### Action 5.7

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



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## Action 5.8

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

## Action 5.9

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

## Action 5.10

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

## Action 5.11

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

## Action 5.12

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

## Action 5.13

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

## Chapter 6 – Promotion

Goal: Promote and Encourage Safe Bicycling

Objectives:

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

Actions:

### Action 6.1

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

### Action 6.2

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

### Action 6.3

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

### Action 6.4

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

### Action 6.5

Encourage and promote bicycle-related businesses within San Francisco.

### Action 6.6 (done!)

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



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## **Chapter 7 – General Plan Amendments, Environmental Review, and Citywide Coordination**

Goal: Adopt Bicycle-Friendly Practices and Policies

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

Actions:

### **Action 7.1**

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

### **Action 7.2**

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

### **Action 7.3**

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

### **Action 7.4**

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

### **Action 7.5**

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

### **Action 7.6**

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

### **Action 7.7**

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

## **Chapter 8 – Bicycle Funding**

Goal: Prioritize and Increase Bicycle Funding

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

Actions:

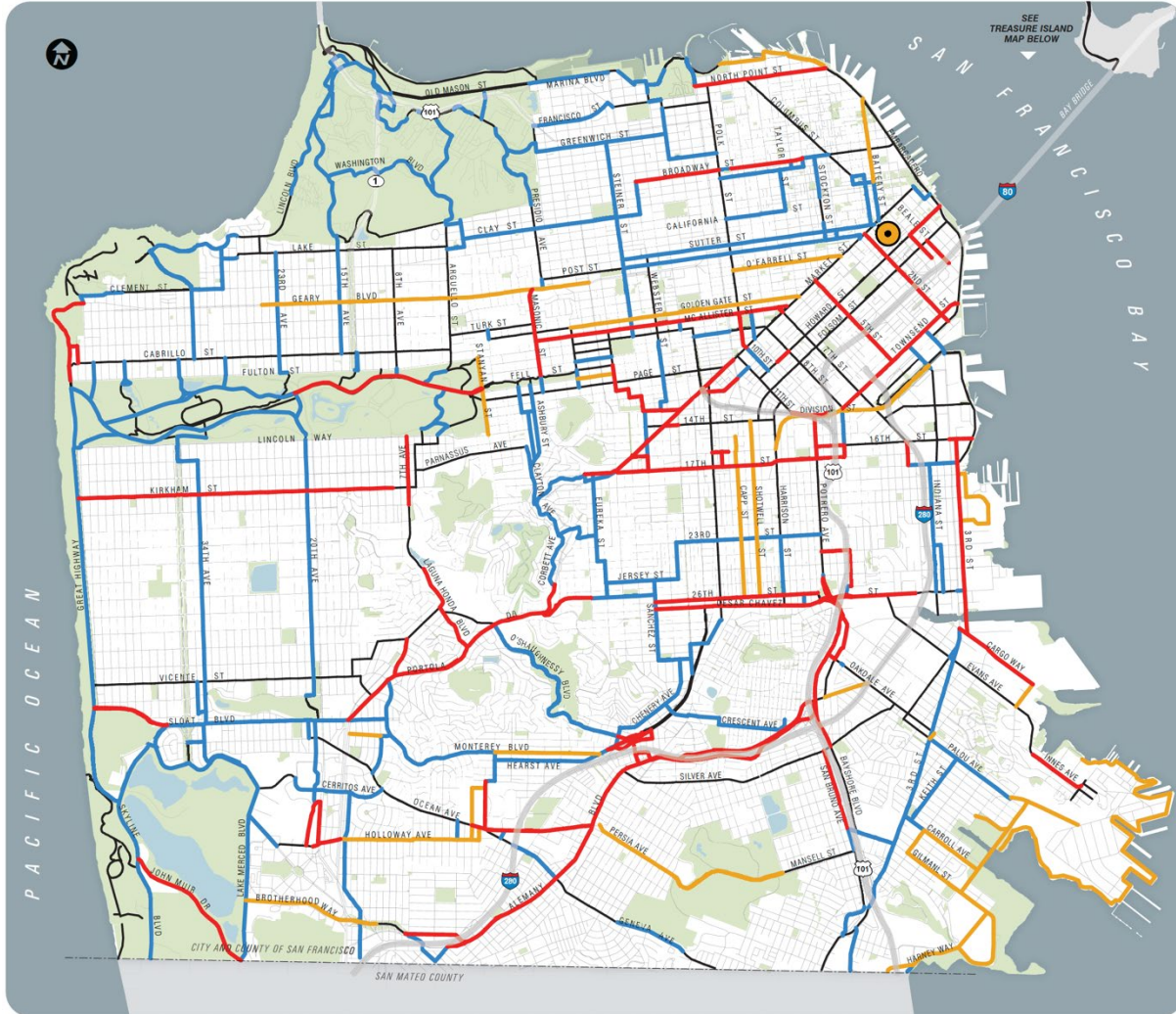
### **Action 8.1**

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

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## Appendix 1: Bicycle Route Map





## Recommended Near-Term and Long-Term Improvements to the Bicycle Route Network

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

*Incorporated into SF General Plan, Transportation Element, [Map 13](#) (General Plan amendments made at adoption of the Bicycle Plan in 2010)*

### **Appendix 2: Bicycle Route Network**

Text description of numbered bicycle routes (85 routes, from *Route 2: The Embarcadero to the Golden Gate Bridge* to *Route 990: City College Overcrossing of Ocean Avenue Connector*)

[Reference instance stored elsewhere](#)

### **Appendix 3: Glossary of Terms**

[Reference instance stored elsewhere](#) (includes such terms as “HNBD – Has Not Been Drinking”)



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## 2012 State of Bicycling Report

**Object name:** [2012 San Francisco State of Cycling Report](#)

**Object owner:** SFMTA

**Type of object:** Summary Report

**Relation to other objects:** Reports progress on 2009 Citywide Bike Plan

**Approved/adopted date:** October 2012

**Approved/adopted authority:** N/A

**Abstract:** The 2012 State of Cycling Report is a benchmark report documenting recent counts and ridership trends, collision analysis, the results of a 2011 phone & intercept survey, and plans for future network implementation.

**Effective period:** superseded by 2016 Pedaling Forward Report

**Relevant Goals:** 2010 Board of Supervisors resolution to achieve 20% bicycle mode share by 2020. SFMTA Strategic Plan goal of 9% bicycle mode shift by 2018 (as larger goal of 50% non-auto trips).

**Relevant Projects:** Documents pilot projects experimenting with bicycle boxes, green-backed sharrows, green wave signal timing, and cycle tracks (this report precedes Caltrans approval of cycle track Class IV facilities).

**Relevant Programs:** Provides analysis of the bike counts program & data. Provides overview of bicycle education classes.

**Relevant Policies:** References Transit First Policy. Recommends increased enforcement coordination with SFPD. Recommends additional programming to encourage women, older adults, and residents of color to adopt bicycling.

**Implementation/Program:**

**Missed opportunities:**





# Active Communities Plan



2013-2018 SFMTA Bicycle Strategy

**Object name:** [SFMTA Bicycle Strategy](#)

**Object owner:** SFMTA

**Type of object:** Summary Report

**Relation to other objects:** Successor to 2009 Bicycle Plan, but without identified projects

**Approved/adopted date:** April 2013

**Approved/adopted authority:** SFMTA Board

**Abstract:** The 2013-2018 Bicycle Strategy was meant as a successor document to the 2009 Bicycle Plan. Due to the successful environmental litigation against the 2009 Bicycle Plan, the Bicycle Strategy attempted to provide a programmatic update and a range of potential policy actions without straying into the realm of defined projects that could trigger environmental review. The document establishes policy targets to increase bicycle mode share and achieve city-established goals. The strategy includes comparisons against peer cities, exploration of benefits of bicycling, and a needs assessment for the bike network.

**Effective period:** 2013-2018

**Relevant Goals:** Goal of 8-10% bicycle mode share by 2018-2020, contributing to 50% non-auto trips goal in the SFMTA Strategic Plan. Outlines 4 strategy goals with series of subgoals and benchmarks:

1. Improve Safety and connectivity for people traveling by bicycle
2. Increase convenience for trips made by bicycle
3. Normalize riding bicycles through media, marketing education, and outreach
4. Plan and deliver complete streets projects

Much of the proposed targets in the 2013 Bicycle Strategy were not met.

**Relevant Projects:** Recommendation to improve the density of the core network, connect fragmented portions of the network. Outlines "Bicycle Infrastructure Toolkit". Outlines funding scenarios to achieve target goals.

**Relevant Programs:** Recommendations to focus bicycle parking installation in urban core and on commercial corridors in outer neighborhoods. Recommendation for additional bicycle parking at transit hubs. Recommendations to expand bicycle education and encouragement programming. Recommendation to establish a level-of-traffic stress analysis methodology for the bike network. Outlines "Support Program Toolkit"

**Relevant Policies:** Recommendation to prioritize network implementation at high-collision locations. Proposed strategies to involve senior & disability community. Proposed strategies to involve taxi & shuttle operators. Proposes prioritization framework for project funding.



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## **Implementation/Program:**

**Missed opportunities:** Much of the policy actions and identified needs in the Bicycle Strategy had no implementing mechanism. As such, they were never integrated into the SFMTA workplan.



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## Guidelines for Accessible Building Blocks for Bicycle Facilities

**Object name:** Guidelines for Accessible Building Blocks for Bicycle Facilities

**Object owner:** SFMTA, Mayor's Office on Disability (MOD), Department of Public Works, and Planning Department

**Type of object:** Design Guidelines ([PDF](#))

**Relation to other objects:** The San Francisco Better Streets Plan

**Approved/adopted date:** 2014

**Approved/adopted authority:** N/A

**Abstract:** Guidelines address accessibility for seniors and people with disabilities along streets with separated bicycle facilities. The guidelines in this document are necessary because neither the California Building Code, nor the 2010 ADA Standards for Accessible Design Guidelines (2010 ADAS) currently contain accessible design criteria for bicycle facilities. Regardless, Title II of the Americans with Disabilities Act (ADA) requires the City and County of San Francisco and the SFMTA to provide programmatic access to all facilities and programs, including new bicycle facilities.

**Effective period:** N/A

**Relevant Goals:** As the City of San Francisco makes improvements to the safety and convenience of walking and cycling, it is important to always consider access for people with disabilities, which may entail the use of other modes of transportation, such as transit, paratransit, and private automobiles.

**Relevant Projects:**

**Relevant Programs:** Title II of the Americans with Disabilities Act (ADA) requires the City and County of San Francisco and the SFMTA to provide programmatic access to all facilities and programs, including new bicycle facilities.

**Relevant Policies:** Unobstructed access to accessible parking and passenger loading zones, allow paratransit vehicles to block bike lane to drop-off passengers on the sidewalk, if parking spaces are removed: replace accessible parking spaces and assess saturation and distribution of accessible parking spaces (page 5). Bike racks and bike share stations, shall be located within the furnishings zone, strongly consider placing bike lanes on the left side of one-way streets to avoid conflict with accessible loading zones (page 6). Enough accessible parking so that the corridor cumulatively has 4% of metered spaces designated as accessible parking and projects should attempt not to undoing measures from previous projects (page 6 and 7). Continental striping on any marked crosswalks crossed by the bicycle facility (page 8). Guidelines for buffers, barriers, and platforms – specifically for parking-separated bicycle lanes with painted buffer zones and raised cycle tracks (page 8 – 12).



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**Implementation/Program:** Title II of the Americans with Disabilities Act (ADA), and the Code of Federal Regulations Titles 49 and 36 (including the 2010 ADAs)

**Missed opportunities:**



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## Bike Marketing Research & Surveys

**Object name:** San Francisco Bicycle Usage and Awareness Opinions Research Findings

**Object owner:** SFMTA

**Type of object:** Analysis

**Relation to other objects:**

**Approved/adopted date:** January 2016

**Approved/adopted authority:**

**Abstract:** The SFMTA contracted with EMC Research in 2015 to conduct a two-step survey process to better understand the barriers that prevent residents from bicycling, identify initiatives and messages that could increase bicycle usage, and develop population groupings based on self-reported bicycling behaviors and attitudes. The findings included recommendations around messaging for future projects, potential programmatic efforts, and inform the TDM Strategy – which was in development at the time.

**Effective period:** N/A

**Relevant Goals:** Support Vision Zero and SFMTA Strategic Plan goals.

**Relevant Projects:**

**Relevant Programs:** TDM Program.

**Relevant Policies:**

**Implementation/Program:** Survey findings were integrated into some following documents, such as the 2018 Pedaling Forward report.

**Missed opportunities:** Findings from the survey were not applied consistently to future projects & messaging by SFMTA.



# Active Communities Plan



2017 Pedaling Forward Report

**Object name:** [Pedaling Forward](#)

**Object owner:** SFMTA

**Type of object:** Summary Report

**Relation to other objects:** Successor to 2012 State of Cycling report

**Approved/adopted date:** April 2018

**Approved/adopted authority:** N/A

**Abstract:** The Pedaling Forward report summarizes the work of the SFMTA Livable Streets sub-division in relation to the bike network. The report also identifies future workplan & investment commitments for implementation of the bike network. Shares results of 2015 survey on attitudes towards bicycling.

**Effective period:** 2017-2021

**Relevant Goals:** Establishes framework for protected bikeways and neighborways as the two preferred types of network infrastructure. Establishes vision statement organized around Safe Streets, Better Options, Better Quality of Life, and Improving Business.

**Relevant Projects:** Identifies \$112.6 million of funding for bikeway projects, representing 92 new miles of bikeway projects.

**Relevant Programs:** Documents status of bikeshare program as of 2017.

**Relevant Policies:** References Vision Zero policy, adopted in 2014.

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## 2019 SFMTA Bike Program Report

**Object name:** [2019 SFMTA Bike Program Report](#)

**Object owner:** SFMTA

**Type of object:** Summary Report

**Relation to other objects:** Report from SFMTA Planning Sub-division; update to 2013 Bike Strategy

**Approved/adopted date:** Published 2019; no adopting action

**Approved/adopted authority:** N/A

**Abstract:** The 2019 SFMTA Bike Program Report served as an update to the 2013-2018 SFMTA Bike Strategy. The document is largely a summary report of the breadth of capital projects, programs, and policy efforts relating to bicycling within SFMTA between 2013 and 2018. The report also documents future commitments by the SFMTA for programming and capital investments.

**Effective period:** 2019-2022

**Relevant Goals:** 3-year workplan goals:

- 27 miles of protected bikeways
- 15 miles of neighborways
- equivalent network quality across neighborhoods
- 2,250 new bike rack work orders
- bicycle education in 45 SFUSD schools
- \$90,000,000 invested in bike projects

**Relevant Projects:** Provides overview of Livable Streets project delivery mechanisms (bike safety & connectivity spot improvement program, construction coordination program, residential traffic calming program, Quick Build program, Quick & Effective program, Safe Streets Evaluation program).

**Relevant Programs:** Overview provided of bike counts program, in-school bicycle education, bicycle outreach & adult education, Sunday Streets programming, bicycle parking program, bike share & scooter share programs, and bicycle wayfinding program.

**Relevant Policies:** references equity commitments, climate action plan, and vision zero program.

**Implementation/Program:** Established 4 metrics for evaluating progress of 3-year workplan:

1. Improve Safety, Comfort & Connectivity for All People Traveling by Bike
  - a. Total miles of protected bikeways installed
  - b. Total miles of neighborways installed
2. Bike Parking Implementation & Utilization
  - a. Short-term bike parking installed
  - b. Increase utilization of existing long-term parking



# Active Communities Plan



- c. Implementation of long-term bicycle parking business plan
- 3. Expand Bike Education and Access
  - a. SFUSD schools receiving in-school bicycle education
  - b. Provide more monolingual bicycle education programming
- 4. SFMTA Project Delivery, Accountability & Transparency
  - a. Planned bicycle project initiation rate
  - b. Funding allocated to bicycle infrastructure
  - c. Participation in outreach activities per year

**Missed opportunities:** No follow-up work was conducted to track progress against established metrics.





# Active Communities Plan



## District 4 Mobility Study

**Object name:** District 4 (D4) Mobility Study

**Object owner:** San Francisco County Transportation Authority

**Type of object:** Study

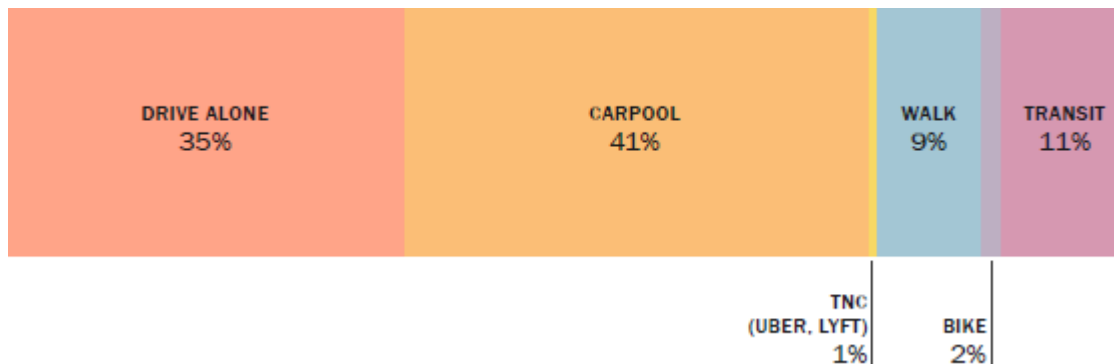
**Relation to other objects:** N/A

**Approved/adopted date:** 2022

**Approved/adopted authority:** SFCTA

**Abstract:** The study explores ways to increase walking, biking and transit use in the Outer Sunset and Parkside neighborhoods to 1) improve health and safety, 2) increase livability, 3) support a thriving local economy, and 4) address climate change locally. Through past studies and planning efforts, the key issues consistently raised were **transit reliability** and **pedestrian and bicycle safety**.

A **travel market analysis** was conducted to better understand trips of all modes to, from, and within D4:



The key findings of this analysis were that 1) the single biggest vehicle trip market is between D4 and San Mateo County, 2) that there are roughly 17,000 daily drive alone trips that occur within D4 and low transit use (4%) within the district, and 3) that over 20,000 drive alone trips occur between D4 and Richmond and Inner Sunset.

**Effective period:** N/A

**Relevant Goals:**

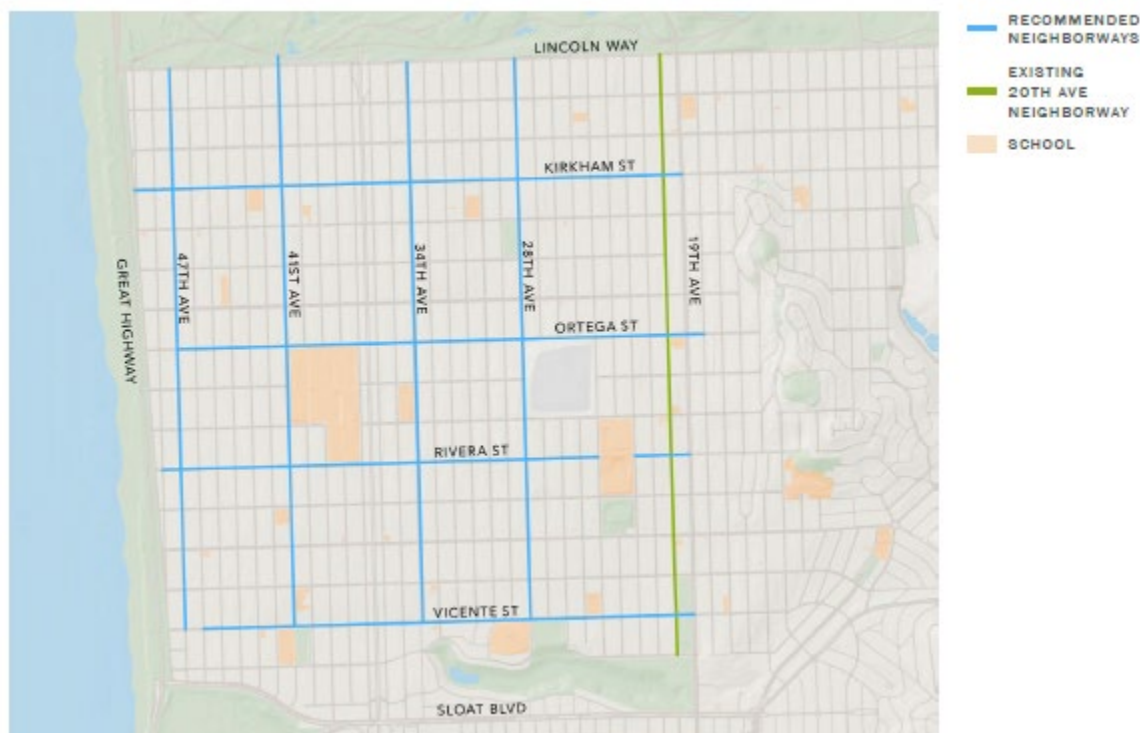
**Relevant Projects:** Due to the high volume of trips that occur within the district, the study’s recommendations focused on making improvements walking, biking, and transit infrastructure to mitigate and offset these trips, including but not limited to:

- **Safety Improvements on Lincoln Way** – traffic calming measures and crosswalk improvements



- **Improving Access and Safety on Key Commercial Corridors** – new curbside general loading zones, painted crosswalks in key commercial corridors, and a community shuttle to fill in transit gaps and connect people to major transit hubs
- **D4 Family Neighborway Network** – Residential streets are designed to prioritize people of all ages and abilities, and should feel quiet, safe, and inviting. At least three design treatments can be applied to ensure this remains the case: 1) speed reduction through humps, tables, or raised crosswalks, 2) marking spaces for bicycles through bike lanes or sharrows, and 3) managing vehicle volumes using signs or physical barriers.

Figure 3-8. Recommended Neighborway Network



#### Relevant Programs:

#### Relevant Policies:

**Implementation/Program:** The study was funded through the Neighborhood Program, which was established to fund community-based efforts in San Francisco neighborhoods, especially in underserved neighborhoods and areas with vulnerable populations. The program is funded through San Francisco's half-cent sales tax for transportation funds.

#### Missed opportunities:



# Active Communities Plan



## SFMTA Comprehensive Bicycle Crash Analysis

**Object name:** SFMTA Comprehensive Bicycle Crash Analysis

**Object owner:** SFMTA

**Type of object:** Analysis

**Relation to other objects:**

**Approved/adopted date:** August 2018

**Approved/adopted authority:**

**Abstract:** The Comprehensive Bicycle Crash Analysis was a consultant-led analysis project to analyze bicycle volumes, collision locations, and high-risk street sections. The goal of the analysis was to inform investment strategies not just for High Injury Network locations informed by historical collisions, but also proactive efforts in areas that are likely to see bicycle collisions due to street configuration of volume of use. Under 4 investment scenarios, the analysis identified “reactive” and “proactive” investment areas as well as appropriate countermeasures to mitigate risks.

**Effective period:** N/A

**Relevant Goals:** Support Vision Zero and SFMTA Strategic Plan goals by proactively identifying areas for investment and appropriate countermeasures to maximize safety outcomes.

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:** Unclear to what degree the analytical outcomes from this study were utilized in the ongoing workplan of Livable Streets Subdivision.



# Active Communities Plan



## Bicycle Wayfinding Strategy / Plan

**Object name:** Bicycle Wayfinding Strategy/Plan

**Object owner:** SFMTA

**Type of object:** Strategy document

**Relation to other objects:**

**Approved/adopted date:** This document was not formally adopted, however contains relevant research and information to active transportation planning efforts.

**Approved/adopted authority:**

**Abstract:** The purpose of the Bicycle Wayfinding Strategy is to provide appropriate background, best practice research, design recommendations and preliminary deployment framework in order to implement a new city-wide bicycle wayfinding system in San Francisco.

Traditional bicycle wayfinding consists of signing or markings to guide bicyclists to their destinations along preferred bicycle routes. Combined with bicycle infrastructure improvements that make bicycling trips safer, more efficient, and more comfortable, the Bicycle Wayfinding Strategy will aim to increase the number of trips made by bicycle.

**Effective period:** N/A

**Relevant Goals:**

- Improve the feeling of safety, confidence, and comfort for bicyclists.
- Encourage and increase bicycling in San Francisco by improving the connectivity and ability to navigate the bikeway network.
- Design and implement a cohesive and consistent bicycle wayfinding system and program for the City and County of San Francisco.
- Provide guidance to the deployment of a network of signs that will allow bicyclists of all abilities to make real-time decisions about route choice.
- Integrate information about bicycling with the City's existing and planned transportation system to facilitate a multi-modal network.

**Relevant Projects:** SFMTA Bike Strategy Report

**Relevant Programs:**

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## SFMTA Plans and Policies

### 2-Year Vision Zero Action Strategy

**Object name:** 2021 Vision Zero SF Action Strategy

**Object owner:** Vision Zero San Francisco

**Type of object:** Strategic Plan

**Relation to other objects:** Vision Zero San Francisco

**Approved/adopted date:** 2021

**Approved/adopted authority:** N/A

**Abstract:** This Vision Zero Action Strategy identifies the significant shifts needed to advance Vision Zero and outlines the actions Vision Zero San Francisco will take to end traffic deaths in San Francisco. Dating back to 2014, this is now the fourth Action Strategy. The City and County of San Francisco have increased their commitment to quick-build projects significantly and are aiming to improve every street in the high injury network with safety measures through quick-build projects and corridor-wide safety improvements by 2024.

75% of San Francisco’s severe and fatal traffic injuries occur on just 13% of its streets. 31% of city streets are in “communities of concern”, and 50% of the high injury network are in those same communities. Achieving zero traffic fatalities in San Francisco will require political will and public support for ambitious and transformative policies to significantly reduce crashes through 1) major street redesign, 2) speed safety cameras, 3) mode shift and pricing tools, 4) advanced vehicle technologies, and 5) increased housing density.

**Effective period:** 2021 - 2024

**Relevant Goals:** Equity is a core principle of Vision Zero because the transportation system should be safe for all road users, for all modes, in all communities and for people of all incomes, races and ethnicities, languages, ages, abilities, and housing status, particularly due to disproportionate health impacts of decades of structural and institutional racism.

**Relevant Projects:** 1) apply the quick-build toolkit to the high-injury network, 2) develop an active transportation network, and 3) advance a comprehensive speed management plan.

**Relevant Programs:**

**Relevant Policies:** Vision Zero

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



SFMTA Strategic Plan

**Object name:** SFMTA Strategic Plan

**Object owner:** SFMTA

**Type of object:** Strategic Plan ([Story Map](#) and [PDF](#))

**Relation to other objects:** State and Regional Policies: Sustainable Communities and Climate Protection Act, Plan Bay Area 2050, San Francisco Transportation Plan (SFTP) 2050; City and County Policies and Programs: Section 8A of the City Charter, Transportation Code, Transit First Policy, Environment Code, 2020 Climate Action Plan, Vision Zero Action Strategy, ConnectSF; Agency Planning Efforts: Muni Service Equity Policy, SFMTA Racial Equity Action Plan (RE AP), Transportation 2050, Asset Management and State of Good Repair, SFMTA's 20-Year Capital Plan, 10-Year Operating Financial Plan, Capital Improvement Plan (CIP), two-year operating and capital budgets, staff performance plans.

**Approved/adopted date:** November 23, 2021

**Approved/adopted authority:** SFMTA Board of Directors

**Abstract:** Visions, values, metrics, goals, and initiatives which will be incorporated into the everyday work of agency staff.

**Effective period:** 2021 - 2023

**Relevant Goals:** "Prioritizes transit, walking and bicycling" page 11. Environmental Stewardship value: "Implementation of the Transit First Policy to make getting around by Muni, walking and biking easy" metrics: "average weekday bicycle trips" and "Percent of Shared Mobility Neighborhood coverage" page 17. Goal 6: "Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling. Promote mode shift and use public spaces efficiently to support the city's climate action efforts and align land use, housing, and transportation policies" page 21 and 27. Goal 4: "Make streets safer for everyone. Eliminate traffic deaths, reduce severe injuries, and ensure marginalized and vulnerable populations can move freely without fear of harassment, violence or injury on all modes of travel" page 25.

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** References existing policies like Vision Zero and Transit First Policy, but no new policies were created by this plan.

**Implementation/Program:** The plan describes metrics for the values and goals. Relevant metrics include: transportation sector carbon footprint, average weekday bicycle trips, percent of coverage of bus stops near ¼ mile walking distance, percent of shared mobility neighborhood coverage, transportation mode share and percentage of low-carbon trips (page 17).



# Active Communities Plan



**Missed opportunities:** The plan does not include measurable goals. The metrics are quantifiable, but the strategic plan does not define what percentages or average weekday bicycle trips they are hoping to meet.



# Active Communities Plan



## Curb Management Strategy

**Object name:** SFMTA Curb Management Strategy

**Object owner:** SFMTA

**Type of object:** Best practices for planning, designing, and policymaking for San Francisco curbs.

**Relation to other objects:**

**Approved/adopted date:** February 2020

**Approved/adopted authority:** MTA Board of Directors

**Abstract:** The curb is a valuable and finite resource with many users—some of them competing, and some of them complementary. This strategy defines five key curb functions and how those functions and users are prioritized in different land use contexts to reflect how curb needs vary across the city.

With curb space in high demand, curb functions that provide the highest level of access for a given amount of space along the curb should be prioritized. Throughout the most active and dense parts of San Francisco access for people and access for goods are given top priority while private car parking is lowest priority. By doing so, the curb can facilitate the movement of more people and goods.

The foundation of the strategy is the hierarchy and prioritization of curb functions to provide the highest level of access for a given amount of space. This strategy defined five (5) key curb functions – and how those functions and users are prioritized in six (6) different land use contexts (low-density residential; mid- to high-density residential; neighborhood commercial; downtown; major attractor; and industrial/production, distribution, and repair) – to reflect how curb needs vary across the city:

1. **Access for People** – active space that prioritizes transit boardings, and accommodates pick-ups/drop-offs, and shared mobility services
2. **Access for Goods** – space for deliveries of different types and sizes, which are typically used for short periods of time
3. **Public Spaces and Services** – curb designated for use by people and public services
4. **Storage for Vehicles** – space intended to be occupied by vehicles for extended periods, such that no other uses can access the space
5. **Movement** – curb lane is used for the through-movement of motorized and non-motorized means of transportation, such that the curb lane is unavailable for other functions

After first allocating curb space for the highest priority functions, remaining curb space will be allocated to the lower priority functions. Just because something is a lower priority doesn't mean it won't have any space allocated to it, just that the needs of higher priorities are met first. In fact, because the higher priorities tend to be more space-efficient, there will usually be a significant amount of space remaining for lower priorities.

**Effective period:** Effective until superseded





# Active Communities Plan



**Relevant Goals:** The Curb Management Strategy has six objectives

1. Advance a Holistic Planning Approach	2. Accommodate growing loading needs	3. Increase compliance with parking and loading regulations
4. Improve access to up-to-date data	5. Rationalize policies towards private users of curb space	6. Promote equity and accessibility

**Relevant Projects:** Valencia Bikeway Pilot, Geary BRT

**Relevant Programs:** Color Curb Program, Shared Spaces, Demand Responsive Pricing, Residential Parking Permit

**Relevant Policies:** Transit first, Vision Zero, Climate Action Strategy

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## Modal Planning Framework

**Object name:** Modal Planning Framework

**Object owner:** SFMTA

**Type of object:** Planning tool / database / map

**Relation to other objects:** Product of ConnectSF, the citywide long-range transportation plan

**Approved/adopted date:** Not yet adopted

**Approved/adopted authority:** N/A

**Abstract:** The Modal Planning Framework is a GIS-based planning tool to be utilized by city staff. It assembles many key pieces of data about San Francisco's streets in one place, assisting planners and decision makers as they seek to resolve difficult tradeoffs with San Francisco's limited right-of-way in their work. It does not determine policy or assume any outcomes, but it will be helpful in determining them.

**Effective period:** Effective until updated

**Relevant Goals:** To provide planners and decision-makers with ample relevant spatial data to make appropriate decisions about street and network design

**Relevant Projects:** Applicable to almost any transportation project as a tool for decision-making

**Relevant Programs:** ConnectSF

**Relevant Policies:** Applicable to all transportation policies as a tool for decision-making

**Implementation/Program:** The Modal Planning Framework is a tool, not something to be implemented

**Missed opportunities:** Could have been more robustly integrated with data collection. Updates could be an intensive process.



# Active Communities Plan



2023 SFMTA Climate Roadmap to a Healthier City

**Object name:** 2023 SFMTA Climate Roadmap to a Healthier City

**Object owner:** SFMTA

**Type of object:** Strategic Plan

**Relation to other objects:** Builds upon the 2021 San Francisco Climate Action Plan, Supersedes the 2017 San Francisco Transportation Sector Climate Action Strategy

**Approved/adopted date:** Scheduled for late Fall 2023

**Approved/adopted authority:** SFMTA Board of Directors

**Abstract:** To align with the 2021 San Francisco Climate Action Plan and urgently advance priority actions, the SFMTA developed the 2023 Climate Roadmap to a Healthier City with a shorter time horizon (5-7 years) that will establish the priority actions the agency must pursue in order to reach citywide climate goals. The Active Transportation Strategy includes developing the Active Communities Plan, establishing programs to fund more bike parking, subsidies for electric bikes, engagement with communities, establishing mobility hubs, expanding the Slow Streets network, and expanding the protected bikeway network.

**Effective period:** effective 5-7 years or until superseded

**Relevant Goals:** 80% of trips taken by low-carbon modes by 2030; 25% of all vehicles registered in San Francisco are electric by 2030 and 100% are electric by 2040; racial, social, and economic equity.

**Relevant Projects:** 2022 San Francisco Climate Action Plan

**Relevant Programs:** ConnectSF, Slow Streets Program

New programs proposed (all building off the Transportation and Land Use actions of the 2021 San Francisco Climate Action Plan):

- Proposes to “Establish and fund a program that expands access to bicycling via more bike parking options (especially for people living in multifamily housing), subsidies for electric bikes for low-income residents, and engagement with communities to understand their active transportation needs and deliver projects that suit them.”
- Proposes to “Establish a mobility hubs pilot and create a citywide network of mobility hubs where people can access active transportation options at major transit stops and destinations.
- Proposes to “Convert public and private parking lots, parking spaces, garages, streets, and publicly-owned land to more productive uses where possible, such as housing and car-free roads in parks.”



# Active Communities Plan



- Proposes to “Launch a public awareness campaign, including messaging tailored to communities, with the goal of educating residents about the health, economic, and environmental benefits of transit, active transportation, and electric vehicles.”
- Proposes to “Integrate climate action and health into SFMTA's community engagement to understand needs, barriers, and opportunities to taking low-carbon trips.”

**Relevant Policies:** Transit-first Policy; Prop A in 2007, which amended the city charter to require the SFMTA to update its strategy on how it will reduce greenhouse gas emissions

**Implementation/Program:** The SFMTA will integrate the actions of the 2022 SFMTA Climate Roadmap to a Healthier City into its 20-year Capital Plan and 5-Year Capital Improvement Program so that it can implement the actions.

**Missed opportunities:**



# Active Communities Plan



## SFMTA Programming

### Safe Routes to School Program

**Object name:** Safe Routes to School Program

**Object owner:** SFMTA

**Type of object:** Program

**Relation to other objects:** Coordination between SFMTA teams handling Crossing Guard Program, Muni Transit Ambassador Program (MTAP), school tripper buses, infrastructure safety improvements near school sites, and non-infrastructure programming. Partnership with San Francisco Unified School District (SFUSD) Transportation Department.

**Approved/adopted date:** Operating in SF from 2009, administered by SFMTA from 2019. Next round of funding approved May 2022 for use starting December 2022

**Approved/adopted authority:**

**Abstract:** Safe Routes to School (SRTS) was created to help to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk, bicycle, take public transit, or ride in parental carpools. The San Francisco Safe Routes to School (SF-SRTS) program includes engineering, transportation services, education, encouragement and experiential programming, environmental safety, and transportation services delivered by City agencies, the school district, and contracted partners.

**Effective period:** Ongoing

**Relevant Goals:** By 2030, the program will:

- Reduce single family vehicle trips by 37%: from the current 48% to 30%, SFUSD's adopted transportation goal
- Reduce school-related collisions by 50%: from an annual average of 2 severe and 32 total injury collisions a year

**Relevant Projects:**

**Relevant Programs:** SF-SRTS education, encouragement, and experiential programming includes annual walk, bike, and transit events and regular safety trainings, bicycle classes, supervised group walks and bike rides to school and "Park and Walk" events which promote active and low carbon transportation options and reduce white zone congestion.

**Relevant Policies:** Traffic calming and engineering improvements such as adjusting white zone for student drop-off and pick-up, clarifying right of way, increasing visibility, marking crosswalks, and installing signage are implemented as needed, proactively and on request.



# Active Communities Plan



**Implementation/Program:** 175 Crossing Guards covering 106 public and private schools at 154 intersections throughout the city (as of 7/25/2022). MTAP has 7 Transit Ambassadors and 21 Transit Ambassador Trainees (as of 7/25/2022) riding and monitoring bus lines and schools depending on the need and responding to school community concerns. "School Trippers" are extra afternoon Muni buses on existing lines that begin their route at a school site, pick up students at the end of the school day, then continue along the route as normal providing additional capacity for student-serving routes.

**Missed opportunities:**



# Active Communities Plan



## Vision Zero Education Program

**Object name:** Vision Zero Education Program

**Object owner:** SFMTA

**Type of object:** [City resolution](#)

**Relation to other objects:** [SFMTA Board resolution](#) adopting Vision Zero in 2014

**Approved/adopted date:** March 2014

**Approved/adopted authority:** SF Board of Supervisors

**Abstract:** Resolution urging the Mayor, the Chief of Police, and Director of the Municipal Transportation Agency to adopt a VISION ZERO Three Point Plan to expedite the goals of San Francisco's Pedestrian and Bicycle Strategies and implement an action plan to reduce traffic fatalities to zero in the next ten years through better engineering, education, and enforcement.

**Effective period:** 2014 – 2024, or until superseded

**Relevant Goals:** Implement education and outreach strategies to raise awareness and create a culture of traffic safety in support of the citywide goal to eliminate traffic deaths

**Relevant Projects:** Safe Speeds campaign, Safety —It's Your Turn (Left turns) campaign, It Stops Here (Yielding) campaign, Motorcycle Safety program, 20 MPH outreach, street team outreach

**Relevant Programs:**

**Relevant Policies:** Board of Supervisors and SFMTA Board resolutions adopting Vision Zero

**Implementation/Program:** [Vision Zero Action Strategy](#)

**Missed opportunities:** N/A



## SFMTA Bike Parking Program

**Object name:** Bicycle Parking: Standards, Guidelines, Recommendations

**Object owner:** San Francisco Municipal Transportation Agency

**Type of object:** Guidance Document

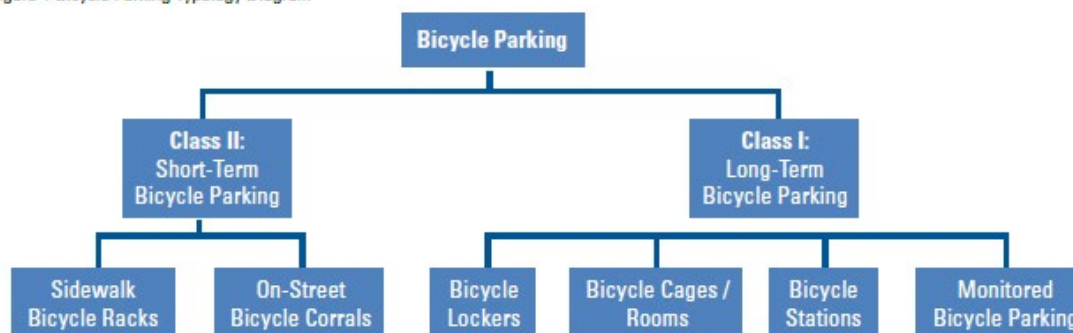
**Relation to other objects:** N/A

**Approved/adopted date:** 2015

**Approved/adopted authority:** SFMTA

**Abstract:** This guide provides information regarding appropriate and recommended 1) types of bicycle parking (short- and long-term), 2) placement of bicycle parking, 3) installation of bicycle parking, 4) typical locations for installing long-term bicycle parking, and 5) specifications for the most appropriate bicycle parking materials. It also provides guidance on planning and installation of infrastructure to ensure that bicycle parking should be widely available and decentralized, intuitive, low maintenance, and economical.

Figure 1 Bicycle Parking Typology Diagram



**Effective period:** Ongoing

**Relevant Goals:**

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** SFMTA Strategic Plan; SFMTA Livable Streets

**Implementation/Program:**

**Missed opportunities:**





# Active Communities Plan



## SFMTA Bikeshare Program and Coordination Agreements

**Object name:** Bikeshare Program and Coordination Agreements

**Object owner:** MTC

**Type of object:** Public Private Contract

**Relation to other objects:** Basic bikeshare service agreement

**Approved/adopted date:** 2015

**Approved/adopted authority:** MTC

**Abstract:** This agreement sets terms for the public private partnership for bikeshare service. It provides legal definitions of contractual terms, establishes Key Performance Indicators for evaluating service, and assigns fines based on service shortcoming. It also describes the governance structure of the program, the policies and parties that inform and make decisions. It also establishes SF's commitment as a city for providing permit oversight and expansion opportunities.

**Effective period:** 2017-2027

**Relevant Goals:** Establish a level of service expectation.

**Relevant Projects:**

**Relevant Programs:** The Bikeshare Program

**Relevant Policies:**

**Implementation/Program:** The Bikeshare Program

**Missed opportunities:** This document was unanimously endorsed by the Board of Supervisors, but subsequently, individual stations were challenged when they were advanced through legislation, leaving gaps in the network. Having a binding requirement for delivery would have been useful to reduce political blockers to system development.



# Active Communities Plan



## SFMTA Scootershare Permit Terms and Conditions

**Object name:** Scootershare Permit Terms and Conditions

**Object owner:** Sarah Hellman, Taxi Accessibility Mobility Services

**Type of object:** Permit

**Relation to other objects:** Relies on Transportation Code for powered kick scooter parking enforcement.

**Approved/adopted date:** First year: 2018, most recently renewed: 2021

**Approved/adopted authority:** SFMTA

**Abstract:** Scootershare Terms and Conditions lay out the requirements for all scootershare permittees for service operation minimum thresholds, responsibilities, and supplemental program requirements.

**Effective period:** Yearly, with the potential for 1 year renewal

**Relevant Goals:** Regulate scootershare operators

**Relevant Projects:** Scootershare Program

**Relevant Programs:** Scootershare, Taxi Investigation

**Relevant Policies:**

**Implementation/Program:** Streets Bikeshare Team and TAMS Scootershare team.

**Missed opportunities:**



# Active Communities Plan



## Vision Zero Quick-Build Program

**Object name:** Vision Zero Quick-Build Program

**Object owner:** SFMTA

**Type of object:** Project Implementation Strategy

**Relation to other objects:** QBs ARE projects

**Approved/adopted date:** June 4, 2019

**Approved/adopted authority:** SFMTA

**Abstract:** Locations on the City's Vision Zero High-Injury Network where the SFMTA can install reversible and/or adjustable project installations and parking and traffic modifications and significantly shorten the outreach and project approval phase for projects by allowing for a more iterative field-testing of potential design modifications, resulting in expedited implementation of safer roadway conditions.

**Effective period:** 2019 - present

**Relevant Goals:** Vision Zero SF 2019 Action Strategy includes a list of strategic actions, including increased use of quick-build treatments to improve safety and help to reduce the number of transportation related fatalities.

Expansion of citywide protected bikeway network.

**Relevant Projects:** [Vision Zero Quick Build Projects](#)

**Relevant Programs:** Pedestrian and Bicycle Programs

**Relevant Policies:** Vision Zero, High Injury Network, Transportation Code, and Climate Action Plan

**Implementation/Program:** There are about 10 projects/year.

**Missed opportunities:**



# Active Communities Plan



## E-bike Agreement and Subsequent Pricing Agreements

**Object name:** E-bike Agreement and Subsequent Pricing Agreements

**Object owner:** SFMTA and Lyft/Bay Wheels

**Type of object:** P-600 contract and signed contracts

**Relation to other objects:** Inherits KPIs for bikeshare service from Program and Coordination Agreement

**Approved/adopted date:** January 2020

**Approved/adopted authority:** SFMTA and Lyft/Bay Wheels

**Abstract:** These documents provide a resolution settlement to the lawsuit Lyft filed against the city in order to establish exclusive right over dock-less electric bikes. The agreement establishes operational thresholds, minimum fleet size, bike availability, and service requirements for hybrid e-Bikes in parallel and sometimes in tandem with the Bikeshare Program and Coordination agreements. Subsequent pricing agreements approved price adjustments and negotiated various promotion and public benefit agreements within service operations.

**Effective period:** 2020 – 2024

**Relevant Goals:** Set pricing with protections for community benefit programs.

**Relevant Projects:** Bikeshare Program

**Relevant Programs:**

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



SFMTA Capital Improvement Program (CIP)

**Object name:** SFMTA Capital Improvement Program

**Object owner:** SFMTA

**Type of object:** Five-Year Funding Plan for SFMTA Projects

**Relation to other objects:** Builds on SFMTA Strategic Plan and 20 year Capital Plan goals.

**Approved/adopted date:** April 21, 2020

**Approved/adopted authority:** SFMTA

**Abstract:** A fiscally constrained set of projects that the SFMTA plans to between 2021-2025, including 196 projects; representing an investment of \$2.5 billion. These projects are designed to improve the safety, reliability, equity, and efficiency of San Francisco's transportation system for all residents, workers and visitors.

**Effective period:** 2021-2025

**Relevant Goals:** The CIP focuses on three primary goals: 1. Vision Zero 2. Transit First 3. State of Good Repair (SGR)

**Relevant Projects:** The CIP includes numerous bicycle related projects within the Streets section of the CIP.

**Relevant Programs:**

**Relevant Policies:** Transit First, Climate Action Plan

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## Slow Streets Program

**Object name:** Slow Streets Program

**Object owner:** SFMTA Livable Streets

**Type of object:** Program summary/overview

**Relation to other objects:**

**Approved/adopted date:** April 2020 (emergency order by Mayor), Approved by SFMTA Board of Directors December 6, 2022

**Approved/adopted authority:** SFMTA Board of Directors/San Francisco Mayor's Office

**Abstract:** Slow Streets are safe, comfortable, low-vehicle-traffic routes that prioritize active transportation and community-building. These shared streets are thoughtfully designed and implemented on residential streets to provide safe, comfortable alternatives to driving. They are open to all forms of transportation, including vehicles accessing properties along the corridor, and emphasizing slow and safe speeds to support a diverse mix of uses.

**Effective period:** 2020-present

**Relevant Goals:** Create a connected, citywide Active Transportation Network, eliminate deaths and severe injuries related to transportation, and encourage more people to choose low-carbon ways to travel for their daily trips.

**Relevant Projects:** Sunset Neighborways; Page Street Neighborway, Active Communities Plan

**Relevant Programs:** [Current list of Program corridors](#)

**Relevant Policies:** Aligns with Transit First Policy, 2021 Vision Zero Action Strategy (Slow Streets specifically referenced as part of Active Transportation network)

**Implementation/Program:** The Slow Streets program was introduced in April 2020 as part of the mayor's emergency response to COVID-19. The SFMTA program team has managed the implementation and rollout of four phases of emergency corridors. In August 2021, the SFMTA Board authorized four corridors as post-pandemic/permanent Slow Streets. In 2022, the MTA Board approved an expanded, permanent Slow Streets program.

**Missed opportunities:** Tighter coordination and planning around permanence (this need was not anticipated due to initial expectations around duration of COVID-19); alongside that, the initial design toolkit was quite limited.



# Active Communities Plan



## Bicycle Education Program

**Object name:** Bicycle Education Program

**Object owner:** SFMTA

**Type of object:** City funded program

**Relation to other objects:** TDM Plan, Vision Zero Action Plan

**Approved/adopted date:** Ongoing

**Approved/adopted authority:** SFMTA (program), SFCTA (funding)

**Abstract:** Provide a variety of educational offerings for beginners to intermediate riders to support an increase in ridership through greater confidence and understanding in road rules and safe riding techniques.

**Effective period:** Ongoing

**Relevant Goals:**

**Relevant Projects:**

**Relevant Programs:** Bicycle encouragement through education.

**Relevant Policies:**

**Implementation/Program:** SFBC has operated for over ten years in consultation with SFMTA.

**Missed opportunities:** Slow Streets integration. Low percent of SF residents participate. High cost to get a higher percentage of participants, but high visibility/impact is likely if this were pursued. Funding is the issue.



# Active Communities Plan



## Scotershare and Bikeshare Citation Amounts

**Object name:** Scootershare and Bikeshare Citation Amounts

**Object owner:** City Attorney/TAMS - Service Investigation Unit

**Type of object:** Legal code

**Relation to other objects:** Allows for enforcement of Scootershare Permit and Bikeshare Agreements.

**Approved/adopted date:** Ongoing

**Approved/adopted authority:** Board of Supervisors

**Abstract:** This section of the Transportation Code sets the number of fines for misparked scooters, which are then assessed onto permittees when users fail to lock scooters or mispark them where they block the path of travel.

**Effective period:** Ongoing

**Relevant Goals:** Allows financial penalties for misparked scooters specifically to try and compel better ridership and reduce externalities.

**Relevant Projects:** Bike Parking Program

**Relevant Programs:** Bikeshare and Scootershare Programs

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:** This program fines shared micro-mobility operators for misparking behavior of their users. This mechanism reduces misparking to a budget line for permittees, rather than inducing them to encourage riders to ride/park correctly.





# Active Communities Plan



## Long Term Bike Parking Business Plan

**Object name:** Long Term Bike Parking Business Plan

**Object owner:** SFMTA

**Type of object:** Geospatial Financial Sustainability Plan

**Relation to other objects:** Provides a planning rationale for more Long-Term Bike Parking facilities

**Approved/adopted date:** N/A

**Approved/adopted authority:** SFMTA

**Abstract:** This plan identified where bike valet or other long-term bike parking facilities would be most beneficial, along with how they could work. The two major locations identified included SOMA, near 5<sup>th</sup> and Mission, and West Portal. Business models could be based on automation or private business revenue service (e.g. café or bike repair) in conjunction with a bike valet facility.

**Effective period:** Ongoing

**Relevant Goals:** Develop long term bike parking options at major transit hubs.

**Relevant Projects:** Bike Parking Program

**Relevant Programs:** Mobility Hub Development

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:** This program could have incorporated more shared mobility ideas and developed more of a decentralized model of operation as mobility hubs, but it arrived before bikeshare and scootershare became larger more ambitious programs.



# Active Communities Plan



## SFMTA Major Development Mitigation Plans Mission Bay Development

**Object name:** Mission Bay Development

**Object owner:** OCII

**Type of object:** Development

**Relation to other objects:**

**Approved/adopted date:** October 26, 1998

**Approved/adopted authority:** San Francisco Board of Supervisors

**Abstract:** A projected \$700 million in public infrastructure in Mission Bay. San Francisco's new Mission Bay development covers 303 acres of land between the San Francisco Bay and Interstate-280. 6,000 housing units, 4.4 million sq. ft. of office/life science/biotechnology commercial space, a new UCSF research campus, A state-of-the art UCSF hospital complex, 500,000 sq. ft. of city and neighborhood-serving retail space, A 500-room hotel and more.

**Effective period:**

**Relevant Goals:**

**Relevant Projects:** Improved bike network throughout the neighborhood.

**Relevant Programs:**

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## Candlestick Park & Hunters Point Shipyard Development

**Object name:** Candlestick Shipyard Development

**Object owner:** Office of Community Investment and Infrastructure

**Type of object:** Development

**Relation to other objects:**

**Approved/adopted date:** June 15, 2010

**Approved/adopted authority:** San Francisco Board of Supervisors

**Abstract:** A projected 20-year term Development Agreement between the City and Fivepoint aka Hunters Point Shipyard/Candlestick Point Project. The Project proposes a comprehensive, transit-oriented redevelopment of the Hunters Point Shipyard and Candlestick Point neighborhoods. The Project includes 10,672 new housing units, commercial, research/development space, regional retail center, entertainment venues, hotel, arena/or public performance site, marina, and over 300 acres of new parks. The Project is supported by extensive investments in infrastructure, including a multi-modal transportation system.

**Effective period:** 2010-present (currently inactive)

**Relevant Goals:** Improve the bicycle network in the development area and connect to existing network

**Relevant Projects:** New and improved bicycle facilities throughout project area, connecting to existing network, as described in Transportation Plan

**Relevant Programs:** TDM Plan for residents and employees

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## Parkmerced Development

**Object name:** Parkmerced Development

**Object owner:** OEWD

**Type of object:** Development

**Relation to other objects:**

**Approved/adopted date:** 2011

**Approved/adopted authority:** San Francisco Board of Supervisors

**Abstract:** A projected \$200M 30-year term Development Agreement between the City and Parkmerced Project. The agreement is projected to generate \$82 million in transportation impact fees. The project will increase residential density, provide neighborhood commercial and retail services, reconfigure the street network and public realm, improve and enhance the open space amenities, modify, and extend existing neighborhood transit facilities, and improved utilities. At build-out, the Project will retain approximately half of the existing 3,221 apartments as part of the final Project Site. The remaining half of the existing units will be demolished over time and replaced with rent-controlled replacement units, and approximately 5,679 net new residential units will be added. In total, upon completion, there will be up to 8,900 units. The project will also develop approximately 290,000 square feet of mixed-use commercial development with accessory parking and loading.

The Parkmerced project includes comprehensive redesign, redevelopment, and improvement of a 152-acre site with new residential buildings, retail uses, parks, streets, and other amenities, transforming the existing Parkmerced housing development into a 21st-century neighborhood. The project includes one-to-one replacement of 1,500+ rent-controlled units.

**Effective period:** Under construction – 30+ years

**Relevant Goals:**

**Relevant Projects:** New bicycle facilities throughout the neighborhood, connecting to the existing bike network.

**Relevant Programs:** Transportation Demand Management - Safe and secure e-bike parking within each building with supplemental on-street parking. Efforts are to be made to contract bike shop tenants and to have bikeshare companies install stations.

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## Schlage Lock Development

**Object name:** Schlage Lock

**Object owner:** Office of Economic and Workforce Development

**Type of object:** Development

**Relation to other objects:**

**Approved/adopted date:** July 22, 2014

**Approved/adopted authority:** San Francisco Board of Supervisors

**Abstract:** A projected \$10M 15-year term Development Agreement between the City and Visitacion Development, LLC, aka Schlage Lock Development. The agreement is projected to generate \$4 million in transportation impact fees and SFMTA has pledged to contribute \$1.5 million to the project. The project includes up to 1,679 new residential units, approximately 46,700 square feet of new retail space, and the rehabilitation of an approximately 15,000-square-foot historic office building as a community-serving use and 15% affordable housing requirement.

The Schlage Lock manufacturing site will be transformed from vacant land into a livable, mixed-use urban community; a place designed to encourage walking, biking, and the use of mass transit; and a network of well-designed open spaces and public amenities that blend into the urban fabric of the community.

**Effective period:** 15+ years

**Relevant Goals:**

**Relevant Projects:** New/improved bike facilities throughout the site.

**Relevant Programs:** Transportation Demand Management program – bike support facilities, bike sales/rentals, and bike wayfinding.

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## Chase Center Development

**Object name:** Chase Center Development

**Object owner:** Office of Community Investment and Infrastructure

**Type of object:** Development

**Relation to other objects:**

**Approved/adopted date:** 2016

**Approved/adopted authority:**

**Abstract:** The development program for Mission Bay South Blocks 29-32 includes: Chase Event Center (basketball seating capacity of 18,064), 25,000 square foot GSW office space, 580,000 square feet of general office buildings, 125,000 square feet of retail and restaurant uses, 950 parking stalls in on-site garage.

**Effective period:**

**Relevant Goals:** Promote active transportation modes with bikeshare and bike valet.

**Relevant Projects:**

**Relevant Programs:** Strategies to enhance non-auto modes/Transportation Demand Management: bike valet and promotions incentivizing bike use

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



Sunnydale Hope SF Development

**Object name:** Sunnydale Hope SF

**Object owner:** HOPE SF

**Type of object:**

**Relation to other objects:**

**Approved/adopted date:** 2017

**Approved/adopted authority:**

**Abstract:** The proposed project would demolish the existing Sunnydale public housing complexes and construct replacement housing, new market-rate housing, infrastructure, open space, and community amenities. The proposed Master Plan would result in demolition of 785 existing residential units, and the development of 1,770 residential units, 1,441 off-street parking spaces, 50,00 square feet of recreation and education facilities, 16,000 sq. ft. of retail, 16,000 sq. ft. of youth and senior services, and new infrastructure including a new street network

**Effective period:**

**Relevant Goals:**

**Relevant Projects:** Improved bike facilities throughout the site

**Relevant Programs:**

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## SFMTA Community Based Transportation Plans Western Addition Community Based Transportation Plan

**Object name:** [Western Addition CBTP](#)

**Object owner:** SFMTA

**Type of object:** Community Based Transportation Plan (CBTP)

**Relation to other objects:**

**Approved/adopted date:** April 2017

**Approved/adopted authority:** SFMTA Board adoption

**Abstract:** The Western Addition CBTP led a 2-year community planning process with local partners to identify and develop community-supported infrastructure projects in the Western Addition neighborhood. Projects are split into near-term, mid-term, and long-term projects, totaling approximately \$12.5 million worth of projects. The project list includes proposed bike lanes on Turk Street and Golden Gate Ave.

**Effective period:** N/A

**Relevant Goals:** Build trust with the community, acknowledging past harm and developing projects that reflect community needs and values. The goal of reducing future community opposition to active transportation projects.

**Relevant Projects:** Bike lane projects on Turk Street and Golden Gate Avenue. The plan also recommends a future process to design bike facilities on McAllister Street.

**Relevant Programs:**

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:** Due to staffing gaps in the hand-off between plan adoption and implementation, many of the projects were put on hold and/or received substantial community opposition when reintroduced.





# Active Communities Plan



## 2020 Bayview Community Based Transportation Plan

**Object name:** [Bayview CBTP](#)

**Object owner:** SFMTA

**Type of object:** Community-Based Transportation Plan

**Relation to other objects:**

**Approved/adopted date:** February 2020

**Approved/adopted authority:** SFMTA Board adoption

**Abstract:** The Bayview CBTP identifies \$8.5 million worth of transportation projects identified and prioritized by the Bayview-Hunters Point Community. The plan also identifies a broad range of policy recommendations to directly acknowledge, and address, transportation challenges and vulnerabilities experienced by the community.

**Effective period:** N/A

**Relevant Goals:** Build trust with the community, acknowledging past harm and developing projects that reflect community needs and values. The goal of reducing future community opposition to active transportation projects.

**Relevant Projects:** Programmed \$3.63 million of capital funds for infrastructure. Led to planning and implementation of bikeway projects Hunters Point Blvd Quick Build, Evans Ave Quick Build, and Bayshore Blvd Quick Build. Outstanding \$15 million ATP grant application to implement multi-modal community corridor in parallel to 3<sup>rd</sup> Street on Keith St, Lane St, and Mendell St.

**Relevant Programs:** 2022 ATP grant application in Bayview-Hunters Point includes bicycle education programming.

**Relevant Policies:** Policy recommendation in the plan to support and partner with local organizations conducting culturally relevant bike programming, and to conduct bike-specific planning efforts in Bayview-Hunters Point to identify and overcome cultural, social, and policy barriers to bicycling.

**Implementation/Program:** Four Quick Build projects either completed or in the process as of Plan Review; \$3.63 million of capital funding programmed towards project implementation; pending ATP grant application for \$15 million project including bike route improvements and protected bike lane.

**Missed opportunities:**



# Active Communities Plan



Vis Valley & Portola Community Based Transportation Plan

**Object name:** [Vis Valley & Portola CBTP](#)

**Object owner:** SFMTA

**Type of object:** Community Based Transportation Plan

**Relation to other objects:**

**Approved/adopted date:** Anticipated adoption March 2023

**Approved/adopted authority:** SFMTA Board adoption

**Abstract:** The Vis Valley & Portola CBTP is a 2-year community-led planning process to develop projects in the two southeast communities of Visitacion Valley and Portola. The plan is in progress as of this Plan Review, with anticipated adoption in March of 2023. The Plan will include recommended bike network projects in both communities.

**Effective period:** N/A

**Relevant Goals:** Build trust with the community, acknowledging past harm and developing projects that reflect community needs and values. The goal of reducing future community opposition to active transportation projects.

**Relevant Projects:** Likely bike network projects on Mansell Street, San Bruno Avenue, Visitacion Avenue, and Sunnydale Avenue. Potential for additional projects before plan adoption. Coordinates with the Recreation and Parks Department Visitacion Avenue protected bikeway project and Mercy Housing protected bikeway project on Sunnydale Avenue within the HOPESF housing site.

**Relevant Programs:**

**Relevant Policies:**

**Implementation/Program:** Following plan adoption, will seek grant funding through Caltrans Active Transportation Program as well as programming funding through the SFMTA Capital Improvement Program (CIP).

**Missed opportunities:**



# Active Communities Plan



Multi-Agency Citywide Planning  
Transportation Demand Management Plan

**Object name:** [SF Transportation Demand Management Plan](#)

**Object owner:** SFMTA, SFE, SFCTA, Planning

**Type of object:** Plan

**Relation to other objects:** Ties to SFMTA Strategic Plan, Transportation Code, and SF Development TDM

**Approved/adopted date:** 2017

**Approved/adopted authority:** SFMTA Board / SFCTA Board (Accepted by vote, not adopted)

**Abstract:** This Transportation Demand Management (TDM) Plan, based on the 2014 Interagency Transportation Demand Management Strategy, outlines the policies, projects, and programs the City and County of San Francisco will employ as part of a comprehensive effort to ensure access and mobility for all. This work mainly engages the efforts of four key partner agencies: SFMTA, SFCTA, SF Planning, and SF Environment.

**Effective period:** 2017-2020 (continued as a document due to work continuing to be relevant/COVID)

**Relevant Goals:** Strategy 6: Develop visitor-oriented and event-related TDM services to facilitate and encourage visitors' understanding and use of sustainable options when in San Francisco.

Strategy 7: Develop programs for employers and residential communities to ensure residents/employees are fully aware of their transportation options.

Strategy 8: Strengthen partnerships with schools to enhance school and family-focused programming.

Strategy 10: Facilitate transportation equity through targeted provision of education and encouragement for minority, low-income, disabled, and senior populations to take transit, walk, bike, and use rideshare or carshare.

Strategy 11: Create/formalize active transportation (walking and bicycling) encouragement programs.

**Relevant Projects:**

**Relevant Programs:**

- Implement neighborhood-specific TDM programs that help residents know and understand how to navigate the travel options available in their community
- Exclusively for participating companies and office locations, create customized programs, including marketing materials including commute planners, brochures, posters, and resource guides.



# Active Communities Plan



- Provide outreach and information to companies and their employees about commuting options and benefit information.
- Help companies evaluate options for bikeshare corporate membership and station sponsorship.
- Help companies gain national recognition as Bike Friendly Businesses.
- Work with K-12 schools to promote and to coordinate TDM requirements and transportation options for schools.
- Implement a Safe Routes to School program for San Francisco public schools.
- Make data about bicycle routes, transit routes and operations, and parking and taxis publicly available, so third parties can use the data to produce useful tools and applications.
- Work with Faith communities to develop supportive TDM programs to support better multimodal access to worship.
- Create a plan for gaining an understanding of the unique transportation needs and ways to serve a variety of socioeconomic and demographic groups in San Francisco, including those traveling to/from the city
- Investigate the feasibility of providing free bikeshare memberships to qualifying clients of San Francisco social service agencies
- Provide ongoing outreach, education, and encouragement for all forms of transit, to target populations to reduce the cost of and facilitate the use of transit and bikeshare.
- Integrate the provision of information about the transportation choices available to residents of low-income developments into their site management practices.
- Support and promote Vision Zero pedestrian and bicycle safety promotion efforts.
- Develop comprehensive, long-term programs that encourage people to bicycle and walk more.
- Support the expansion of bicycle sharing and bike parking; provide recommendations and input on outreach materials and the strategic direction of the programs
- Provide and measure the impact of bike amenities, such as Bike Fixit Stations and permanent air pumps, throughout the city, concentrating on transit hubs, secondary schools, and retail business.
- Coordinate outreach and education around bicycle and pedestrian network upgrades
- Strategically market transit service and the bicycle network to provide riders with multiple options on the overall system.

**Relevant Policies:** Review the Commuter Benefits Ordinance and consider amendments.

**Implementation/Program:** SFCTA Prop K 5-YPP includes a number of these programs

**Missed opportunities:**



# Active Communities Plan



2021 San Francisco Climate Action Plan

**Object name:** 2021 San Francisco Climate Action Plan

**Object owner:** SF Environment/Mayor's Office

**Type of object:** Strategic Plan

**Relation to other objects:** Supersedes the 2013 San Francisco Climate Action Plan

**Approved/adopted date:** December 2021

**Approved/adopted authority:** Mayor's Office

**Abstract:** The 2021 San Francisco Climate Action Plan offers a detailed set of strategies and actions, including transportation and land use, to achieve net-zero emissions by 2040 while addressing racial and social equity, public health, economic recovery, and community resilience.

**Effective period:** Effective until superseded

**Relevant Goals:** Net-zero emissions by 2040; 80% of trips taken by low-carbon modes by 2030; 25% of all vehicles registered in San Francisco are electric by 2030 and 100% are electric by 2040; racial, social, and economic equity.

**Relevant Projects:** 2022 SFMTA Climate Roadmap to a Healthier City

**Relevant Programs:** ConnectSF and Slow Streets Program

New programs proposed:

- "Expand community programs and partnerships to make biking more accessible via safety and maintenance classes, community parking, and subsidies for electric bikes for low-income residents."
- "Establish and utilize design guidelines to improve connectivity and access to active transportation options at major transit stops" (ie, Mobility Hubs).
- "Encourage employers to further reduce auto commutes through incentives such as transit benefits and universal passes, e-bike incentives, active transportation support, telework policies, and carpool programs" (ie, Expand San Francisco's Transportation Demand Management Programs to also include e-bike incentives).
- "By 2023, launch a public awareness campaign, including messaging tailored to specific communities, with the goal of educating residents about the health, economic, and environmental benefits of transit, active transportation, and electric vehicles."
- "By 2024, launch a pilot to advance the use of ZEVs, e-bikes, and other low-carbon modes for door-to-door goods and meal delivery services."
- "Design by 2023 and launch by 2024 a pilot project to test the use of accessible bicycles, e-bicycles, and e-scooters for commuting, as well as recreation."



# Active Communities Plan



**Relevant Policies:** Transit-first Policy

**Implementation/Program:** The San Francisco Department of the Environment works with other city departments to implement the Climate Action Plan.

**Missed opportunities:** The city intended the Climate Action Plan to be visionary, so it has not been fully funded and will require political will to implement the actions.



# Active Communities Plan



2022 ConnectSF Active Transportation Study

**Object name:** [Active Transportation Study \(ATS\) Final Report](#)

**Object owner:** City Planning Department

**Type of object:** Long-range planning document

**Relation to other objects:** Subset to the Streets & Freeways Study for ConnectSF; ConnectSF acts as a long-range planning & prioritization exercise to inform the update of the Transportation Element of the General Plan.

**Approved/adopted date:** Report finalized, May of 2022

**Approved/adopted authority:** Approved by the Deputies of ConnectSF, a multi-agency collaboration between SFMTA, SFCTA, and the City Planning Department

**Abstract:** The ATS Final Report seeks to establish a long-range prioritized active transportation network with a target date of 2050. The network established in the ATS is meant to represent the scale of effort, and the corridors needing prioritization, for the City to achieve its various policy goals by 2050. The ATS doesn't represent a fully realized citywide network, but instead identifies the highest-priority corridors for transformation and assigns "typologies" of bike network infrastructure based on demographic & mode data across different sections of the city. The ATS Final Report also includes an orders-of-magnitude cost estimate for network implementation.

**Effective period:** The ATS-recommended network will be included in the Transportation Element. Once completed, the Transportation Element is anticipated to be in place for 20 years before going through another update.

**Relevant Goals:** Create a framework to achieve SF Climate Action Plan goals. Secondary goals of achieving maximum mode shift, achieving Vision Zero, and using the investment to improve mobility and advance equity for low-income communities.

**Relevant Projects:** The ATS identifies 90 miles of prioritized "corridors" (1/4 mile buffers) for future investment. The ATS identified network cost at roughly \$250-\$300 million.

**Relevant Programs:** The "Car Free Streets" typology recommended in the preferred network option further supports ongoing work for the Slow Streets program.

**Relevant Policies:** Meant to bolster the policies in the Climate Action Plan and Vision Zero. The "Mobility Hubs" typology recommended in the preferred network option further supports micromobility policies and ongoing work from Long-Range Planning on Mobility Hubs.

**Implementation/Program:** The ATS, integrated into the Transportation Element, is meant to inform future decisions about funding allocation, both through the SFCTA expenditure plan and the SFMTA CIP.

**Missed opportunities:**



# Active Communities Plan



## SFCTA Plans/Programs/Reports Emerging Mobility Evaluation Report

**Object name:** Emerging Mobility Evaluation Report

**Object owner:** SFCTA

**Type of object:** Policy-focused Study

**Relation to other objects:** [Emerging Mobility Evaluation Report](#) and [Guiding Principles for Emerging Mobility Services and Technologies](#)

Relevant companies – Bike sharing: B-Cycle, Bluegogo, Bay Area Bike Share/Ford GoBike (operated by Motivate), JUMP Bike (operated by Social Bicycles), Limebike, Scoot, Zagster

**Approved/adopted date:** Published July 2018

**Approved/adopted authority:** SFCTA Board

**Abstract:** Provides a framework to evaluate how mobility services (including bikeshare) align with the city's transportation goals.

**Effective period:** N/A

**Relevant Goals:** Provide a framework that helps the city ensure that the emerging mobility sector supports the city's guiding principles and improves our transportation system.

**Relevant Projects:** N/A

**Relevant Programs:** The report recommends that existing permit programs related to emerging mobility should be harmonized and the emerging mobility permit program should administer a permit fee. According to the report, permit systems for bikeshare have led to this mobility type being more aligned with the Guiding Principles.

**Relevant Policies:** The report recommends that opportunities relating to the emerging mobility sector should be evaluated using these 10 principles; Safety, Transit, Equitable Access, Disabled Access, Sustainability, Congestion, Accountability, Labor, Financial Impact, and Collaboration. Additionally, there is a recommendation to develop an RFP based on the results of the report. The RFP could encourage emerging mobility companies and the city to partner and pilot innovative programs that continue existing success where both the city and the companies align and improve outcomes where there is misalignment.

**Implementation/Program:** Report should be considered as the city considers new permits, regulations, or relations with mobility providers.

**Missed opportunities:**





# Active Communities Plan



Proposition K Expenditure Plan & 5-Year Prioritization Program (5-YPP)

**Object name:** [Prop K 2019 5-Year Prioritization Programs](#)

**Object owner:** SFCTA

**Type of object:** Program expenditure plan

**Relation to other objects:** Funding source for future projects recommended by SFMTA Active Communities Plan.

**Approved/adopted date:** November 27, 2018

**Approved/adopted authority:** SFCTA Board

**Abstract:** Proposition K is a half-cent sales tax passed by the voters to fund transportation projects in San Francisco. Relevant parts of the Prop K Expenditure, include EP37 (Pedestrian and Bicycle Facility Maintenance), EP39 (Bicycle Circulation and Safety), EP 40 (Pedestrian Circulation and Safety), which make available funding to projects improving pedestrian and cyclist safety and viability. Funding is made available to bicycle facility maintenance, including that of bike boxes, green lanes, delineators, paths, storage, and outreach, as well as to projects that make cycling a more viable mode, as measured by bicycle counters and safety metrics, with priority given to projects which make safety improvements in Equity Priority Communities and on the Vision Zero High Injury Network. EP37, EP39, and EP40 are funded at \$19.1M, \$56.0M, and \$52.0M respectively.

**Effective period:** FY2003/04-2033/34 (FY2019/20-2023/24 current five-year programming period)

**Relevant Goals:** To improve the safety and viability of cycling as a mode in San Francisco. To reduce collisions/trip metrics and target projects in Equity Priority Communities and the High Injury Network.

**Relevant Projects:** Market St cycling lanes, Bicycle Report Card, bicycle wayfinding, Valencia St Bikeway Implementation Plan

**Relevant Programs:** EP37 (Pedestrian and Bicycle Facility Maintenance), EP39 (Bicycle Circulation and Safety), EP 40 (Pedestrian Circulation and Safety)

**Relevant Policies:** EP39 requires projects to be consistent with the City's Bicycle Plan.

**Implementation/Program:**

**Missed opportunities:** Neither EP37 or EP39 make any funds available to lower the cost of cycling.



# Active Communities Plan



2022 Sales Tax Reauthorization and Expenditure Plan

**Object name:** [2022 Transportation Expenditure Plan \(full Plan\)](#)

**Object owner:** SFCTA

**Type of object:** Program expenditure plan

**Relation to other objects:** Funding source for future projects recommended by SFMTA Active Communities Plan

**Approved/adopted date:** Approved by voters November 2022

**Approved/adopted authority:** Put on the ballot by Board of Supervisors – Adopted by voters

**Abstract:** San Francisco voters extended the city's half-cent transportation sales tax for 30 years. The 2022 Expenditure Plan outlines how funds will be spent over those 30 years. The 2022 expenditure plan replaces the existing expenditure plan for Proposition K funds.

**Effective period:** FY2023/24 - FY2053/54

**Relevant Goals:** Deliver safer, smoother streets, and more reliable transit; support paratransit services for seniors and persons with disabilities; reduce congestion; and improve air quality.

**Relevant Projects:** "Pedestrian and Bicycle Facilities Maintenance" are allotted \$19 Million in sales tax funds under the Streets and Freeways investment category. "Safer and Complete Streets" are allotted \$187 Million in the same category. Slightly more detailed explanations of eligible projects can be found in the full plan linked above.

**Relevant Programs:** The 2022 Expenditure Plan includes five categories of investment: Transit Maintenance and Enhancements, Major Transit Projects, Streets and Freeways, Paratransit, and Transportation System Development and Management.

**Relevant Policies:** N/A

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## San Francisco City Policy and Code

### SF City Charter

**Object name:** San Francisco City Charter

**Object owner:** City & County of San Francisco

**Type of object:** City Charter/Ordinances

**Relation to other objects:** Part of the larger San Francisco Municipal Code; because this is a citywide document, sections of relevance to the ACP include Section 8A (MTA)

**Approved/adopted date:** November 7, 1995 (Prop E); last amended by voter-approved measure in June 2022 (Prop B)

**Approved/adopted authority:** The City Charter is amended by voter approval of ballot measures submitted by the Board of Supervisors or qualified petition initiatives submitted by voters

**Abstract:** The SF Charter functions as the city's constitution, adopted by voters. From the preamble: "In order to obtain the full benefit of home rule granted by the Constitution of the State of California; to improve the quality of urban life; to encourage the participation of all persons and all sectors in the affairs of the City and County; to enable the municipal government to meet the needs of the people effectively and efficiently; to provide for accountability and ethics in public service; to foster social harmony and cohesion; and to assure equality of opportunity for every resident: We, the people of the City and County of San Francisco, ordain and establish this Charter as the fundamental law of the City and County."

**Effective period:** Until modified by voter-approved amendment, or replaced by a voter-approved measure

**Relevant Goals:** See SEC. 8A.100. PREAMBLE, part C, numbers 8-12: "San Francisco residents require... 8. A safe and comprehensive network of bicycle lanes; 9. A safe and inviting environment for pedestrians; 10. Efficient movement of goods and deliveries; 11. A transportation sector that promotes environmental sustainability and does not contribute to global warming; and 12. A well-managed and well-coordinated transportation system that contributes to a livable urban environment."

**Relevant Projects:** N/A

**Relevant Programs:** N/A

**Relevant Policies:** Transit first (Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle, and on foot must be an attractive alternative to travel by private automobile; Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic



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and improve public health and safety; Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking); Climate Action Plan.

**Implementation/Program:** The Charter, specifically section 8A, outlines the process

**Missed opportunities:**



# Active Communities Plan



SF Environment Code, Sec 402

**Object name:** SF Environment Code, Sec 402 - Tenant Bicycle Parking in Existing Commercial Buildings

**Object owner:** SF Dept of the Environment

**Type of object:** City code ([online instance here](#))

**Relation to other objects:** section of Environment Code

**Approved/adopted date:** March 2012; amended in 2013 and 2014

**Approved/adopted authority:** SF Board of Supervisors

**Abstract:** For commercial buildings existing (or permitted to be built) as of March 2012, the owner, lessee, manager, or other people who control such a building shall allow tenants to bring bicycles into the subject building or provide alternative accommodation for parking tenant bicycles. Complements [Planning Code Sec 155.2](#), which applies to new or significantly-remade buildings.

**Effective period:** effective till superseded

**Relevant Goals:** see Purpose and Findings at [Sec 400](#)

**Relevant Projects:** none

**Relevant Programs:** none

**Relevant Policies:** mandatory workplace bicycle parking in commercial buildings (or permitted alternative accommodation, or permitted exception)

**Implementation/Program:** Unknown compliance enforcement; unknown implementation and operation support (hopefully SF Environment has print/web materials or staff to provide guidance to affected building owners and managers).

**Missed opportunities:** Only applies to tenants of commercial buildings, not residential ones ([Planning Code Sec 155.2](#) applies to new/remade commercial and residential buildings).



# Active Communities Plan



SF Fire Code Sec D105.2

**Object name:** SF Fire Code ([2019 San Francisco ORDINANCE NO. 255-19](#))

**Object owner:**

**Type of object:** Ordinance

**Relation to other objects:** [2016 San Francisco ORDINANCE NO. 234-16](#) and [2015 Policy Analysis Report California Fire Code Governing Street Width and Specifications for Fire Engines in San Francisco](#)

**Approved/adopted date:** 2019

**Approved/adopted authority:** SF Board of Supervisors

**Abstract:** In 2015, then-Supervisor Scott Wiener requested information on the minimum allowable width of access roads. The Budget and Legislative Analyst's Office produced a report, linked below. The report notes that Appendix D, which requires a 26' clear unobstructed roadway for emergency access, was not adopted by San Francisco at the time of the letter. The report notes areas where the fire code conflicts with San Francisco's desire to have pedestrian-friendly streets. (San Francisco Budget and Legislative Analyst)

The report gives detailed information about purchasing fire trucks that can be operated on narrow streets, including the purchase of ladder trucks, pumpers, etc. This report also identifies areas where California should change its fire code or allow cities to do so.

San Francisco 2016 Fire Code did not adopt Appendix D. Appendix D was originally in the resolution, but this appendix was deleted via Board amendment.

San Francisco 2019 Fire Code deletes Section D105.2 of the Fire Code, which would require a minimum unobstructed width of 26 feet.

**Effective period:** New code adopted every 3 years

**Relevant Goals:**

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## City Planning Documents

SF Planning Code Sections 155(r), 155.1-4, 169

**Object name:** SF Planning Code

**Object owner:** SF Planning

**Type of object:** Land use code

**Relation to other objects:** coherent with SF General Plan, City Charter

**Approved/adopted date:** Adopted 1985-1996. Last amended 2021.

**Approved/adopted authority:** SF Planning Commission and SF Board of Supervisors

**Abstract:** For new buildings and certain alterations of existing buildings, [Section 155\(r\)](#) limits or otherwise conditions new curb cuts on protected street frontages (includes certain specific named streets and SFMTA Board of Directors adopted bicycle routes or lanes) in most zoning districts and where an alternative frontage is available; [Sections 155.1-4](#) require bicycle parking, showers facilities and lockers in the building and bicycle racks on adjacent sidewalks; and [Section 169](#) establishes the Transportation Demand Management (TDM) Program, which includes the option for providing more bicycle parking and amenities than are required by Sections 155.1-4.

[Article 4](#) establishes infrastructure development impact fees, which may be imposed on certain developments in certain zoning districts to fund the development of bicycle infrastructure among other streetscape elements. In addition, other Article 4 sections establish district-specific development impact fees and funds, some of which may similarly be used to fund bicycle infrastructure in or near the relevant zoning districts.

**Effective period:** effective till superseded

**Relevant Goals:**

**Relevant Projects:**

**Relevant Programs:** TDM Program – see separate description

**Relevant Policies:**

**Implementation/Program:** Planning Department and Department of Building Inspection staff verify compliance with curb cuts, required bicycle parking, showers facilities and lockers, and TDM measures as part of the building approval process. The TDM program includes additional ongoing compliance monitoring.

**Missed opportunities:** Planning Code requirements apply only to new or altered buildings, which misses the bulk of buildings in the City (the exception is existing City-owned and leased buildings, see [Section](#)



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[155.3](#)); Bicycle parking requirements are ratios based on land use intensity which may be too low to ensure parking commensurate with City mode-share goals.





# Active Communities Plan



General Plan – Transportation Element/update

**Object name:** Transportation Element/update

**Object owner:** SF Planning

**Type of object:** Element of the SF General Plan

**Relation to other objects:** SF City Charter

**Approved/adopted date:** Adopted 1995, last amended 2019, update expected 2024

**Approved/adopted authority:** SF Planning Commission and SF Board of Supervisors

**Abstract:** The [Transportation Element](#) (TE) contains 260 instances of the word “bicycle”. Objectives and Policies where these instances are found fall into two rough categories: 1) Objectives and Policies concerning dedicated bicycle infrastructure (e.g. bicycle route network, parking, and other amenities), mostly located in the “bicycles” section (Objectives 27-29, with 21 associated policies), and 2) Policies associated with other wider Objectives (e.g. regional connectivity, carbon reduction targets), found throughout the TE.

[The TE 2024 update](#) may substantially rewrite the TE structure and content. Policies will be centered on achieving equitable outcomes, reducing greenhouse gas emissions, and integrating transportation and land use. The Transportation Element will address all transportation modes, how those modes interact in our city, and how those modes will enhance access to where people need to go. It will also address some of the most pressing issues that we face today, including climate change, racial and social equity, Environmental Justice, housing, jobs, economic vitality, Vision Zero, Transit First, and state of good repair.

**Effective period:** effective till superseded

**Relevant Goals:**

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## General Plan – Recreation & Open Space Element

**Object name:** Recreation & Open Space: An element of the San Francisco General Plan

**Object owner:** SF Planning Department

**Type of object:** General Plan (policies) ([online instance here](#))

**Relation to other objects:**

**Approved/adopted date:** Updated 2009; April 2014 (Final)

**Approved/adopted authority:** SF Board of Supervisors

**Abstract:** The 2004 Recreation Assessment was the culmination of a nine-month planning effort and process to evaluate the recreation needs of residents and to ensure the future direction of recreation within the SFRPD. The assessment pieced together critical issues, challenges, and opportunities. It was the first such report developed solely for recreation in SFRPD's history. The Recreation Assessment identified where the SFRPD should focus its energies and resources as it applies to the Recreation Division, continuing the legacy of high-quality recreation facilities and program services for the citizens of San Francisco. SFRPD should regularly assess its recreation component as required in the Charter.

**Effective period:** 2009-present

**Relevant Goals:** Recreation and open space are critical components of any community's quality of life; for San Franciscans, they are defining elements of the city itself. The City's open space system provides places for recreation, activity, engagement, peace, enjoyment, freedom, and relief from the built world. It serves the social and environmental health of the city, providing a sustainable environment.

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** Policy 3.1: Creatively develop existing publicly owned right-of-ways and streets into open spaces. Policy 3.2: Establish and Implement a network of Green Connections that increases access to parks, open spaces, and the waterfront. Policy 3.3: Develop and enhance the City's recreational trail system, linking to the regional hiking and biking trail system and considering restoring historic water courses to improve stormwater management. Policy 3.4: Encourage non-auto modes of transportation—transit, bicycle, and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

Highlights of Policy 3.4 include: the elimination of some existing roadway cut-throughs and ensuring new roads are necessary for park access, increasing traffic calming on roads by reducing the capacity of roads in public open spaces to promote slower travel and safer routes for pedestrians and cyclists, establishing strict speed limits through monitoring speeds throughout parks and ensuring enforcement, and discourage all-day parking at parks.



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Policy 3.5: Ensure that, where feasible, recreational facilities and open spaces are physically accessible, especially for those with limited mobility

**Implementation/Program:** Unknown compliance enforcement; unknown implementation and operation support

**Missed opportunities:** There is a need to address the use of electric scooters and bicycles in parks and whether their speeds/use will be enforced. Ride-share docking stations are not mentioned in the General Plan. The general plan does not include multi-use pathways and signage designating the use of the path regarding safety.



# Active Communities Plan



## Better Streets Plan

**Object name:** San Francisco Better Streets Plan: Policies and Guidelines for the Pedestrian Realm

**Object owner:** Multi-departmental: Planning Department, San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), Department of Public Works (DPW), Department of Public Health (DPH), Mayor's Office on Disability (MOD), Mayor's Office on City Greening, and the San Francisco County Transportation Authority (SFCTA)

**Type of object:** Guiding Document

**Relation to other objects:** Nested under SF General Plan and Countywide Transportation Plan; updated the Complete Streets Policy (Section 2.4.13 of the Public Works Code) and Better Streets Policy (San Francisco Administrative Code Section 98.1 ; see more on pages 27-28.

**Approved/adopted date:** December 7, 2010

**Approved/adopted authority:** San Francisco Board of Supervisors

**Abstract:** The Better Streets Plan provides a blueprint for the future of San Francisco's pedestrian environment. It describes a vision, creates design guidelines, and identifies the next steps to create a truly great pedestrian realm. The Plan seeks to balance the needs of all street users and reflects the understanding that the pedestrian environment is about much more than just transportation – that streets serve a multitude of social, recreational, and ecological needs that must be considered when deciding on the most appropriate design. The Plan follows the 'Better Streets Policy,' adopted by the Board of Supervisors and the Mayor in February 2006, which describes the varied roles that the City's streets should play. The Better Streets Plan provides guidelines for the pedestrian environment, defined as the areas of the street where people walk, shop, sit, play, or interact – outside of moving vehicles. Generally speaking, this refers to sidewalks and crosswalks; however, in some cases, this may be expanded to include certain areas of the roadway. The Plan does not generally focus on roadway or vehicle travel characteristics.

**Effective period:** Until superseded

**Relevant Goals:** See page iii + 4-5; at a high level, streets should (be): 1. Memorable; Support diverse public life; Vibrant places for commerce; Promote human use and comfort; Promote healthy lifestyles; Safe; Create convenient connection; Ecologically sustainable; Accessible; Attractive, inviting, and well-cared for

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:**



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**Implementation/Program:** The Better Streets team engaged the Controller’s Office to evaluate current street design practices and offer recommendations to make the system more comprehensive and efficient. In line with the Controller’s Office recommendations, the city created an interagency Street Design Review Team to review major projects. More details about implementation recommendations are in Chapter 7.

**Missed opportunities:** Lack of mechanism to ensure implementation (see language on page 5 around the purpose of this guide and what would be required to realize the improvements). Limited by the narrow focus on the pedestrian realm; more connections could have been made between streetscape changes (limiting vehicle traffic, creating active transportation-focused corridors) and overall streetscape quality.



# Active Communities Plan



## Green Connections Plan & Network

**Object name:** Green Connections Plan & Network

**Object owner:** SF Planning (w/ SFMTA, SFDPH, MOH, WalkSF, Nature in the City, SF Parks Alliance)

**Type of object:** Plan

**Relation to other objects:** Adopted in the Recreation and Open Space Element (ROSE) of the General Plan

**Approved/adopted date:** Plan finalized in 2014, adopted in the ROSE 2019

**Approved/adopted authority:** ROSE adopted by the SF Planning Commission, SF Recreation and Parks Commission, and SF Board of Supervisors

**Abstract:** [Green Connections](#) is a multi-agency program to establish a network of streets that improves pedestrian and bicycle access to community amenities and recreational opportunities while enhancing the ecology of the street environment. Note that Green Connections do not necessarily include separate bicycle lanes and some include steep grades not optimal for cycling. The Green Connections Plan document includes a [network map](#) comprising 24 routes (totaling ~115 miles), a design toolkit and other resources to guide street improvements, and a discussion of implementation roles (but no comprehensive implementation plan).

**Effective period:** effective till superseded

**Relevant Goals:**

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** Policy 3.2 of the ROSE: Establish and Implement a network of Green Connections that increases access to parks, open spaces, and the waterfront.

**Implementation/Program:** There is no separate implementation plan or program to complete the Green Connections network. Rather, the [Implementation Chapter](#) calls for Green Connections considerations to be folded into the City's various project planning processes such as the SFMTA's CIP: "Currently the Sustainable Streets Division's CIP is informed by the SFMTA Strategic Plan, the Bicycle Strategy, the Pedestrian Strategy, and the Traffic Calming Program. The Green Connections Plan and related projects will be included in future SFMTA CIPs. Starting with the 2015-2019 CIP, the SFMTA will set aside funding that is specifically intended to be used for prioritizing, planning, and implementing changes along the Green Connections network to make walking and bicycling safer and more comfortable. Where appropriate, the SFMTA should coordinate with SFPUC, DPW, or community members to expand projects to include ecology and placemaking components."

**Missed opportunities:**



# Active Communities Plan



General Plan – Housing Element/update

**Object name:** Housing Element and 2022 Update

**Object owner:** SF Planning

**Type of object:** Element of the SF General Plan

**Relation to other objects:** coherent with SF City Charter

**Approved/adopted date:** Adopted 2015. 2022 Update adoption expected in early 2023

**Approved/adopted authority:** SF Planning Commission and SF Board of Supervisors

**Abstract:** The Housing Element is state-mandated and must be updated every 8 years. Relevant Housing Element policies call for locating new housing in conjunction with existing and new sustainable transportation infrastructure, and for integrating bicycle amenities in new housing. The Planning Code implements these policies through zoning which regulates the location of new housing, code requiring new housing to have certain amenities such as bicycle parking, and the imposition of development impact fees that support sustainable transportation networks (e.g. complete street projects).

The 2022 Update to the Housing Element will expand the City's housing production focus to well-resourced neighborhoods on the west side of the City, where the active transportation network may be less dense relative to the eastern neighborhoods.

**Effective period:** effective till superseded

**Relevant Goals:**

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** POLICY 1.10: Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking, and bicycling for the majority of daily trips. POLICY 12.1: Encourage new housing that relies on transit use and environmentally sustainable patterns of movement. [...] bicycle amenities can and should be an integral component to housing and supporting the City's Transit First policy. POLICY 13.3: Promote sustainable land use patterns that integrate housing with transportation to increase transit, pedestrian, and bicycle mode share. 2022 Update draft Policy 32: Facilitate neighborhoods where proximity to daily needs and high-quality community services and amenities promotes social connections, supports caregivers, reduces the need for private auto travel, and advances healthy activities. 2022 Update draft Policy 33: Ensure transportation investments advance equitable access to transit and are planned in parallel with an increase in housing capacity to create well-connected neighborhoods consistent with the City's Connect SF vision and encourage sustainable trips in new housing. 2022 Update draft Action 33d: Adopt requirements that encourage sustainable trip choices in new housing and reduce transportation impacts from new housing. Such



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amendments may require certain new housing to include additional transportation demand management measures and driveway and loading operations plans, protect pedestrian, cycling, and transit-oriented street frontages from driveways, and reduce vehicular parking.

**Implementation/Program:** General Plan elements are implemented via the City's Planning Code and actions by other City bodies.

**Missed opportunities:**





# Active Communities Plan



## General Plan – Environmental Justice Framework

**Object name:** Environmental Justice Framework

**Object owner:** SF Planning

**Type of object:** Part of the SF General Plan

**Relation to other objects:** SF City Charter

**Approved/adopted date:** Adoption expected in early 2023

**Approved/adopted authority:** SF Planning Commission and SF Board of Supervisors

**Abstract:** SB1000 (2016) requires that cities and counties adopt policies in their General Plan to address environmental justice. In response, the City is developing an Environmental Justice Framework to identify key goals, priorities, and related General Plan Policies. The EJ Framework will outline a vision and goals to be incorporated into the City’s General Plan. It will also include guidance to City agencies and other stakeholders on how they can address environmental justice in their work. The first set of policies will be found in the Housing, Transportation, and Safety and Resilience Elements, which are currently undergoing updates. The current early draft of the EJ Framework includes bicycle-related draft Priority Policies and related Strategies in the “Physical Activity” topic area.

**Effective period:** Once adopted, effective till superseded

**Relevant Goals:**

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** Draft Priorities: Priority 2 – Enhance transportation access to, from, and within Environmental Justice Communities: Strategy 2.1 – Improve and expand transportation options to and from parks, including lack of parking availability, reliable transit service, and safe walking, biking, and rolling options. Strategy 2.2 – Address problems with or lack of infrastructure to support access to services, schools, parks, recreation centers, and other venues that support physical activity, including sidewalks, streetscape improvements, traffic calming, protected bicycle lanes, and improving public transit.

Priority 4 – Maintain and invest in transportation infrastructure, including streets and sidewalks to support physical activity and safety: Strategy 4.1 – Prioritize transportation funding to benefit EJ Communities.

**Missed opportunities:**



# Active Communities Plan



## Bay Trail/Blue Greenway Plan

**Object name:** [Bay Trail/Blue Greenway Plan](#)

**Object owner:** MTC/Port of San Francisco (Blue Greenway is a sub-segment of SF Bay Trail)

**Type of object:** Planning and Design Guidelines

**Relation to other objects:** San Francisco Bay Trail and Bay Area Water Trail Plans

**Approved/adopted date:** July 2012

**Approved/adopted authority:** Not Included

**Abstract:** The Blue Greenway is a City-sponsored project dedicated to planning and creating a public open space and water access network in southeast San Francisco, from China Basin Channel to the San Francisco County Line. The City is focused on maintaining a viable maritime and light industrial base and directing where new, complementary economic investment can occur. City and other public agencies, and community partners are working together to define how new parks and public spaces will be integrated, with a specific focus on the waterfront. In defining where new open spaces should be added to existing waterfront parks, and increasing water recreation opportunities, the Blue Greenway is the latest city project to further realize regional open space and recreation objectives of the San Francisco Bay Trail and Bay Area Water Trail Plans.

**Effective period:** Not included

**Relevant Goals:** Port of San Francisco's Waterfront Land Use Plan Design and Access Element goals

**Relevant Projects:** Eastern Neighborhoods Rezoning, Mission Bay, Pier 70 Master Plan, and Hunters Point Shipyard and Candlestick Point Redevelopment, Bayview Hunters Point, and Francisco's Better Streets Program, San Francisco Green Connections, and the San Francisco Bicycle Plan

**Relevant Programs:** Agua Vista Park – bike racks, Warm Water Cove – mountain bike/BMX bicycle training area

**Relevant Policies:** Linking streets and Connector streets

**Implementation/Program:** City's 2008 and 2012 Parks GO Bonds passed by San Francisco voters will provide \$39.5 million of funding towards Blue Greenway projects.

**Missed opportunities:** The plan does not discuss in depth the community engagement and partnerships mentioned in the planning process section. The guidelines don't specify the quantity and location of bike racks.



# Active Communities Plan



## Bayview Hunters Point Area Plan

**Object name:** [Bayview Hunters Point Area Plan](#)

**Object owner:** San Francisco Planning Department

**Type of object:** Completed Area Plan

**Relation to other objects:** Part of the General Plan

**Approved/adopted date:** General Plan - December 1945 (most recent 2010)

**Approved/adopted authority:** Planning Commission

**Abstract:** This plan is a tool for residents and the City to guide the future development of the Bayview Hunters Point district of San Francisco. Bayview Hunters Point, or simply the “Bayview”, is a predominantly industrial and residential district. Historically it has been the location of the City’s heaviest industries, some of its poorest residents, and its greatest concentration of public housing: characteristics that frequently placed it outside the mainstream of San Francisco life. But today the area is at a critical junction as urban growth is proceeding in a southeast direction toward the neighborhoods of Bayview Hunters Point, creating a situation whereby its problems can be translated into major opportunities for community, citywide and regional progress. This plan, based on many years of continued citizen input, seeks to provide guidelines for realizing Bayview’s growth potential in a manner that is in the best interest of the local residents and the City as a whole.

**Effective period:** Not included

**Relevant Goals:** (1) The need to arrest the demographic decline of the local population, particularly African Americans, and improve its economic position by giving greater priority to job and business growth than to housing growth. (2) The need to harmonize different land uses particularly the elimination of conflict between housing and industry, elimination of truck traffic through residential and neighborhood commercial areas, and reduction of health and environmental hazards caused by wastewater discharge and industrial by-products.

**Relevant Projects:** Third Street Light Rail

**Relevant Programs:** 3 major community redevelopment programs - an Affordable Housing Program, an Economic Development Program, and a Community Enhancements Program

**Relevant Policies:** Policy 4.5: Create a comprehensive system for pedestrian and bicycle circulation; Policy 11.2: Increase awareness & use of the pedestrian/bicycle trail system that links subareas in Bayview Hunters Point with the rest of the City.

**Implementation/Program:**

**Missed opportunities:** The plan primarily discusses policies but not how they will be implemented and metrics that can be used to track progress.



# Active Communities Plan



## Central Waterfront Area Plan

**Object name:** [Central Waterfront Area Plan](#)

**Object owner:** San Francisco Planning

**Type of object:** Area Plan

**Relation to other objects:** Part of the General Plan

**Approved/adopted date:** December 2008

**Approved/adopted authority:** Planning Commission

**Abstract:** The Eastern Neighborhoods Plans are structured as Area Plans in the city's General Plan. Each consists of eight chapters. The first two – Land Use and Housing – set out fundamental objectives and policies around stabilizing the use of land and providing affordable housing. The following six chapters – Built Form, Transportation, Streets, and Open Space, Economic Development, Historic Preservation, and Community Facilities – all provide the background and support for ensuring that we plan complete neighborhoods.

**Effective period:** Not included

**Relevant Goals:** N/A

**Relevant Projects:** The SFMTA is studying these corridors for bicycle improvements including bike lanes on Illinois Street and shared lane markings ("sharrows") on Indiana Street. Potential bicycle improvements to Mariposa Street are being studied under UCSF Mission Bay's new hospital planning and design process. Additional bicycle connections should be pursued to Pier 70 to connect with the Port's future redevelopment of the site. The proposed Blue Greenway offers the opportunity to extend the Bay Trail through the Central Waterfront. (page 58)

**Relevant Programs:**

**Relevant Policies:** Objective 4.7: Improve and expand infrastructure for bicycling as an important mode of transportation (page 57).

**Implementation/Program:** The Mission Creek Bikeway proposal should be evaluated for feasibility, specifically issues surrounding cost and implementation. Proposals for the Mission Creek Bikeway should be evaluated for feasibility, specifically issues surrounding cost and implementation.

**Missed opportunities:** While the Plan uses maps to visualize the planned bicycle improvements and proposed bikeways, there is not much discussion about how it would be implemented.



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## Mission Area Plan

**Object name:** [Mission Area Plan](#)

**Object owner:** San Francisco Planning

**Type of object:** Area Plan

**Relation to other objects:** Part of the General Plan

**Approved/adopted date:** December 2008

**Approved/adopted authority:** Planning Commission

**Abstract:** In addition to the Eastern Neighborhoods-wide goals outlined above, the following community-driven goals were developed specifically for the Mission, over the course of many public workshops: Preserve the diversity and vitality of the Mission; Increase the amount of affordable housing; Preserve and enhance the existing Production, Distribution and Repair businesses; Preserve and enhance the unique character of the Mission's distinct commercial areas; Promote alternative means of transportation to reduce traffic and auto use; Improve and develop additional community facilities and open space; and Minimize displacement.

**Effective period:** N/A

**Relevant Goals:** N/A

**Relevant Projects:** The proposed Mission Creek Bikeway presents the opportunity for a future landscaped bicycle path from the Mission District to Mission Bay. Bikeway plans should be further examined, especially issues surrounding cost and implementation.

**Relevant Programs:** The Mission's existing bicycle infrastructure and relatively flat terrain create an attractive bicycling environment. The Valencia and Harrison Street bicycle lanes are busy with bicyclists during commute times and throughout the day. These lanes provide good north-south bicycle connections, but the Mission lacks strong east-west bicycle facilities. Improvements are planned to strengthen east-west connections. The SFMTA currently has improvements planned for Cesar Chavez and 17th Streets. Bicycle lanes and shared lane markings ("sharrows") on select segments of these streets will be installed once the San Francisco Bicycle Plan achieves environmental clearance. In addition, increased bicycle parking throughout the Mission especially in commercial areas and near BART is needed to accommodate the ever-increasing number of bicyclists. Recent citywide zoning code amendments require bicycle parking for all new developments. The proposed Mission Creek Bikeway presents the opportunity for a future landscaped bicycle path from the Mission District to Mission Bay. Bikeway plans should be further examined, especially issues surrounding cost and implementation.

**Relevant Policies:** Objective 4.7: Improve and expand infrastructure for bicycling as an important mode of transportation. POLICY 4.7.1 Provide a continuous network of safe, convenient, and attractive bicycle facilities connecting Showplace Square / Potrero Hill to the citywide bicycle network and conforming to



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the San Francisco Bicycle Plan. POLICY 4.7.2 Provide secure, accessible, and abundant bicycle parking, particularly at transit stations, within shopping areas, and at concentrations of employment. Policy 4.7.3 Explore the feasibility of the Mission Creek Bikeway project.

**Implementation/Program:**

**Missed opportunities:** No use of visuals or details about implementation regarding the Bikeway project for Mission Creek.



# Active Communities Plan



Showplace Square/Potrero Area Plan

**Object name:** [Showplace Square Area Plan](#)

**Object owner:** San Francisco Planning

**Type of object:** Area Plan

**Relation to other objects:** Part of the General Plan

**Approved/adopted date:** December 2008

**Approved/adopted authority:** Planning Commission

**Abstract:** Showplace Square/Potrero Hill Goals/Vision: Build on the existing character of Showplace Square – Potrero Hill and stabilize it as a place for living and working; Retain Showplace Square’s role as an important location for PDR activities; Strengthen and expand Showplace Square – Potrero Hill as a residential, mixed-use neighborhood; and Ensure the provision of a comprehensive package of public benefits as part of the rezoning.

**Effective period:** N/A

**Relevant Goals:** N/A

**Relevant Projects:** The proposed Mission Creek Bikeway presents the opportunity for a future landscaped bicycle path through Showplace Square to Mission Bay. Bikeway plans should be further examined, especially issues surrounding cost and implementation.

**Relevant Programs:**

**Relevant Policies:** Objective 4.7: Improve and expand infrastructure for bicycling as an important mode of transportation. POLICY 4.7.1 Provide a continuous network of safe, convenient, and attractive bicycle facilities connecting Showplace Square / Potrero Hill to the citywide bicycle network and conforming to the San Francisco Bicycle Plan. POLICY 4.7.2 Provide secure, accessible, and abundant bicycle parking, particularly at transit stations, within shopping areas, and at concentrations of employment. Policy 4.7.3 Explore the feasibility of the Mission Creek Bikeway project.

**Implementation/Program:** The bicycle network in Showplace Square Potrero Hill is concentrated in the flatter areas on the perimeter of Potrero Hill and within Showplace Square. Upgrades to the network in the area are needed to improve east-west connections to the Castro, Mission district, and Mission Bay. The SFMTA has planned bicycle improvements in Showplace Square along 17th Street, which will strengthen connections to the Mission District and to Mission Bay, and the eastern waterfront along the existing bicycle lanes on 16th Street east of Kansas. Extension of the Potrero Avenue bicycle lanes to Division Street and a new bicycle lane along small segments of Kansas Street and 23rd Streets are also planned and awaiting environmental clearance. The proposed Mission Creek Bikeway presents the



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opportunity for a future landscaped bicycle path through Showplace Square to Mission Bay. Bikeway plans should be further examined, especially issues surrounding cost and implementation.

**Missed opportunities:** Multiple area plans include the same information and policies and visuals. Each individual plan would have benefitted from a more unique discussion.





# Active Communities Plan



## Balboa Park Station Area Plan

**Object name:** [Balboa Park Station Area Plan](#)

**Object owner:** San Francisco Planning Department

**Type of object:** Completed Area Plan

**Relation to other objects:** Adopted into the General Plan

**Approved/adopted date:** May 2009

**Approved/adopted authority:** Planning Commission

**Abstract:** The community members have shown an incredible will for positive change. The tireless efforts of community members have catalyzed the various improvement efforts now underway in the plan area. It was at their request that the Balboa Park Station Area Plan was launched in 2000. The Balboa Park Station Area has a good urban framework. The area is strongly served by public transportation and contains a diverse range of uses. Over the latter half of the 20th Century, we saw a decline in the vitality of this area and as result, in the quality of life for the people who live there. The Plan's objectives and policies are informed by three key principles; (1) Improve the area's public realm, (2) Make the transit experience safer and more enjoyable, and (3) Improve the economic vitality of the Ocean Avenue Neighborhood Commercial District.

**Effective period:** Not included

**Relevant Goals:** Create strong physical and visual links by improving accessibility to the Transit Station Neighborhood, City College, and the Ocean Avenue Neighborhood Commercial District

**Relevant Projects:** Redesign Ocean, Phelan, and Geneva Avenue intersections to accommodate bike lanes

**Relevant Programs:** Community Improvements Program

**Relevant Policies:** Provide new bicycle lanes that allow bikes to reach City College and the Ocean Avenue Neighborhood District from the BART station. Policy 2.4.2: Improve & expand bicycle connection throughout the plan area

**Implementation/Program:**

**Missed opportunities:** Could have benefited from the use of maps and other graphics to visualize the proposed connections between the Ocean Avenue Neighborhood Commercial District, City College, and the Transit Station Neighborhood within the document. Discussed policies but not the specifics of implementation.



# Active Communities Plan



Cesar Chavez East Community Design Plan

**Object name:** [Cesar Chavez East Community Design Plan](#)

**Object owner:** San Francisco Planning

**Type of object:** Final Report

**Relation to other objects:** N/A

**Approved/adopted date:** February 2012

**Approved/adopted authority:** Not included

**Abstract:** The main goal of the Cesar Chavez East Community Design Plan is to develop a community-supported vision and a design for a street that is safe, comfortable, and accessible to all modes of transportation. As an important east/west connector, Cesar Chavez brings together the Mission, Potrero, Bernal Heights, Bayview, and Dogpatch neighborhoods and is also a vital link to the Blue Greenway and the Bay. The project poses these questions: What is environmental justice in one of the last industrial areas of the city shared every day by workers and residents alike? How to transform Cesar Chavez Street from a neglected industrial arterial into an innovative and inclusive hybrid corridor? How to integrate pedestrians, bicycles, cars, and trucks and offer recreational, ecological, and cultural opportunities for people who live and work in the area while preserving the industrial character of the area?

**Effective period:** Not included

**Relevant Goals:** “The intent of the Cesar Chavez East Community Design Plan (CCE) is to develop a community-supported vision and design for a street that is safe, comfortable, and accessible to all modes of transportation. As an important connector, Cesar Chavez brings together the Mission, Potrero, Bernal Heights, Bayview, and Dogpatch neighborhoods and is also a vital link to the Blue Greenway and the Bay. The project re-thinks Cesar Chavez Street as a truly multimodal corridor that can accommodate pedestrians, bicycles, cars, and trucks and that can offer recreational, ecological, and cultural opportunities to create new public spaces for people who live and work in the area.” (page 37)

**Relevant Projects:** Cesar Chavez West Streetscape project, Hope SF proposal, 101 Freeway project

**Relevant Programs:** Caltrans Environmental Justice Program

**Relevant Policies:**

**Implementation/Program:** Recommendations include replacing existing bicycle lanes with a two-way cycle track

**Missed opportunities:** While there is a heavy focus on community engagement and specific recommendations along with great use of visuals and maps, there is little discussion around the policy.



# Active Communities Plan



## Central SOMA Plan

**Object name:** [Central SOMA Plan](#)

**Object owner:** San Francisco Planning

**Type of object:** Final Plan

**Relation to other objects:** Rincon Hill (2006), Market & Octavia (2008), Central Waterfront (2008), East SoMa (2008), the Mission (2008), Showplace Square/Potrero Hill (2008), Transit Center (2012), and Western SoMa (2013)

**Approved/adopted date:** Adopted December 4, 2018

**Approved/adopted authority:** Planning Commission & Board of Supervisors

**Abstract:** Central SoMa is a 230-acre area that sits adjacent to downtown, has excellent transit access, and contains numerous undeveloped or underdeveloped sites, such as surface parking lots and single-story commercial buildings. As such, the neighborhood is well positioned to accommodate needed employment and housing in the core of the city and Bay Area region. It is also a neighborhood with an incredible history and a rich, ongoing, cultural heritage. As it grows and evolves over the next 25 years, Central SoMa has the opportunity to become a complete, sustainable, and vital neighborhood without losing what makes it special and unique today. The Central SoMa Plan contains the goals, objectives, and policies to guide this growth and evolution such that the results serve the best interests of San Francisco – in the present and the future.

**Effective period:** Not included

**Relevant Goals:**

**Relevant Projects:**

**Relevant Programs:** Proposed two-way bikeway and protected bike lane (page 52)

**Relevant Policies:** Objective 4.2: Make cycling a safe and convenient transportation option throughout the plan for all ages and abilities. Policy 4.2.1: Ensure that the bicycle network is in accordance with the City's Vision Zero policy and Bicycle Strategy. Policy 4.2.2: Minimize gaps in the existing bicycle network by providing bicycle routes through the Plan Area, designed for safety in accordance with the City's Vision Zero policy and Bicycle Strategy (page 53).

**Implementation/Program:** Application of existing SFMTA policies

**Missed opportunities:** Could have visualized the proposed protected bike lanes when discussing specific streets.



# Active Communities Plan



Market and Octavia Area Plan

**Object name:** [Market and Octavia Area Plan](#)

**Object owner:** San Francisco Planning

**Type of object:** Area Plan

**Relation to other objects:** Part of the General Plan

**Approved/adopted date:** August 2020

**Approved/adopted authority:** Planning Commission

**Abstract:** The Market and Octavia Area Plan (The Plan) grew out of the Market and Octavia Neighborhood Plan (Neighborhood Plan) which in turn was the first plan to emerge from the City's Better Neighborhoods Program. This Area Plan is a summary of the topics covered in the neighborhood plan. The neighborhood plan was also adopted by the Planning Commission and should be referred to for further details and illustrations.

**Effective period:** N/A

**Relevant Goals:** Objective 5.5 establish a bicycle network that provides a safe and attractive alternative to driving for both local and citywide travel needs (page 71)

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** POLICY 1.1.2 Concentrate more intense uses and activities in those areas best served by transit and most accessible on foot or by bicycle. POLICY 4.2.3 Re-introduce a public right-of-way along the former line of Octavia Street, between Fulton Street and Golden Gate Avenue for use by pedestrians and bicycles. POLICY 5.1.3 Establish a Market Octavia neighborhood improvement fund to subsidize transit, pedestrian, bicycle, and other priority improvements in the area. POLICY 5.4.4 Consider recovering the full costs of new parking in the neighborhood and using the proceeds to improve transit, bicycle infrastructure, and equity-focused transportation programs. POLICY 5.5.3 Support and expand opportunities for bicycle commuting throughout the city and the region. POLICY 7.2.9 Redesign 13th Street between Valencia Street and Folsom Street to minimize the impact of freeway traffic and improve safety and comfort for people walking and riding bicycles

**Implementation/Program:** Detailed on page 71 about specific projects and implementation related to bicycles.

**Missed opportunities:** While this Area Plan discussed more in-depth bicycle infrastructure, it could have benefited from using maps and visuals.



# Active Communities Plan



Western SOMA Area Plan

**Object name:** [Western SOMA Area Plan](#)

**Object owner:** San Francisco Planning

**Type of object:** Area Plan

**Relation to other objects:** Part of the General Plan

**Approved/adopted date:** N/A

**Approved/adopted authority:** Planning Commission

**Abstract:** The Task Force sought to stabilize the community through small, incremental steps, such as neighborhood notification, which accorded the residents of SoMa the simple courtesy of knowing in advance when new developments were planned for their community and by enacting formula retail controls. Limitations on market-rate SRO construction were adopted. The threat posed by large institutions to the service and light industries was abated. Careful research, open dialog, and the willingness to compromise have led the Planning Commission and Board of Supervisors to support every initiative, often unanimously, that the Task Force has brought forward.

**Effective period:** N/A

**Relevant Goals:** Objective 4.1 facilitate the movement of pedestrians and bicycles in the alleys. Objective 4.24 ensure that bicycles can be used safely and conveniently as a primary transportation mode and for recreational purposes. Objective 4.25 improve bicycle access to other areas of the city and the region. (Page 34)

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** POLICY 3.5.6 Establish an impact fee to be allocated towards a Public Benefit Fund to subsidize transit, pedestrian, bicycle, and street improvements; park and recreational facilities; and community facilities such as libraries, childcare, and other neighborhood services in the area. POLICY 4.1.2 Limit the supply of on-street parking in some alleys, to accommodate pedestrian and bicycle movement. POLICY 4.3.2 Reduce the supply of on-street parking on some neighborhood-serving streets, to accommodate transit and bicycle lanes. POLICY 4.4.2 Introduce traffic calming measures that promote pedestrian and bicycle transportation and safety. POLICY 4.4.6 Coordinate with MTA to develop an ongoing set of pedestrian and bicycle safety improvements for neighborhood-serving streets. POLICY 4.8.2 Introduce traffic calming measures that will promote pedestrian and bicycle transportation and safety in the area. POLICY 4.8.6 Coordinate with MTA to develop a minimum set of required pedestrian and bicycle safety improvements. POLICY 4.12.3 Coordinate with MTA to develop a minimum set of required pedestrian and bicycle safety improvements. POLICY 4.21.3 Create safe pedestrian and bicycle routes to community facilities. POLICY 5.3.5 Strengthen the pedestrian and bicycle network by extending



# Active Communities Plan



alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way POLICY 7.3.9 Maximize pedestrian and bicycle access to the shoreline and all nearby major open space areas such as the waterfront and Yerba Buena Gardens.

**Implementation/Program:**

**Missed opportunities:** This plan speaks about objectives and policies broadly but does not go into depth about its implementation and specifics. There are also no visuals/maps.



# Active Communities Plan



## Transit Center District Sub-Area Plan

**Object name:** [Transit Center District Sub-Area Plan](#)

**Object owner:** San Francisco Planning

**Type of object:** Area Plan

**Relation to other objects:** Part of the General Plan

**Approved/adopted date:** N/A

**Approved/adopted authority:** Planning Commission

**Abstract:** This sub-area Plan seeks to enhance the precepts of the Downtown Plan, to build on its established patterns of land use, urban form, public space, and circulation, and to make adjustments based on today's understanding of the future. The Plan presents planning policies and controls for land use, urban form, and building design of private properties and properties owned or to be owned by the Transbay Joint Powers Authority around the Transbay Transit Center, and for improvement and management of the District's public realm and circulation system of streets, plazas, and parks. To help ensure that the Transbay Transit Center and other public amenities and infrastructure needed in the area are built, the Plan also recommends mechanisms for directing necessary funding from increases in development opportunities to these purposes.

**Effective period:** N/A

**Relevant Goals:** Objective 4.29 make cycling a safe, pleasant, and convenient means of transportation throughout the district. Objective 4.30 ensure high-quality on-street bicycle connections to the Transbay transit center. Objective 4.31 enhance facilities for intra-district bicycle travel. Objective 4.32 ensure local connections to regional bicycle facilities. (page 44)

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** Policy 4.36 Expand the Bicycle Network in the area. Policy 4.37 Provide the necessary connections to the future bicycle ramp on Howard Street between First and Second streets, which will be the primary access point for bicycles to the Transit Center, including a bicycle station at the train concourse level Policy 4.38 Do not preclude future connections to a potential Bay Bridge multi-use pathway Policy 4.39 Increase the requirement for secure bicycle parking in new and renovated non-residential buildings to a minimum of five percent of peak on-site employees and visitors. Policy 4.40 Develop a plan to identify demand and locations for installation of on-street bicycle parking in the Plan Area to supplement the current process of bicycle racks being installed at the request of building owners. Policy 4.41 Pursue legislation to require existing commercial and industrial development to provide secure bicycle parking in conformance with current requirements or to allow employees to bring bicycles into the building if parking is not provided. Policy 4.42 Support and implement a public bicycle-



# Active Communities Plan



sharing program in the District. Policy 4.43 Update and publish an improved Bicycle Parking Design Guidelines document to establish appropriate parameters for off-street bicycle parking in new residential, commercial, and industrial development, consistent with the requirements in the Planning Code.

**Implementation/Program:**

**Missed opportunities:** This plan speaks about objectives and policies broadly but does not go into depth about its implementation and specifics. There are also no visuals/maps.





# Active Communities Plan



## Great Highway Concepts Evaluation Report

**Object name:** Great Highway Concepts Evaluation Report

**Object owner:** San Francisco County Transportation Authority

**Type of object:** Neighborhood Program

**Relation to other objects:** Ocean Beach Master Plan, District 4 Mobility Study

**Approved/adopted date:** Summer 2020

**Approved/adopted authority:** San Francisco Municipal Transportation Authority Board of Supervisors

**Abstract:** The Plan addresses serious challenges and outlines five concepts to implement strategies that will protect the Upper Great Highway (Sloat Blvd to Lincoln Way) from erosion exacerbated by climate change; provide recreation and encourage healthy sustainable modes; enhance the safety of vulnerable users by reducing vehicular function; and increase the economic vitality of the surrounding area.

Concept 1: Maintain the existing four-lane roadway, bicycles share lanes, and no pedestrians are allowed.

Concept 2: Reduce to two vehicle lanes, one in each direction, and introduce a shared-use promenade. Would require reconstruction.

Concept 3: No vehicle traffic, convert the existing four lanes to a permanent shared-use promenade. Estimated to generate 19,400 – 26,400 weekly ped/bike visitors. This concept has significant benefits of increased climate change resiliency, recreation/open space, increased well-being associated with bicycle/pedestrian activity, and a more connected bicycle/pedestrian network.

Concept 4: On weekends, holidays, and certain seasons, close the street to vehicles and provide full shared-use promenade. Estimated to generate 9,400 – 10,400 weekly ped/bike visitors.

Concept 5: Maintain two southbound vehicle lanes in the current northbound lanes, and a shared-use promenade in the current southbound lanes.

Using a combination of the initial analysis, staff observations, and feedback from the public, four key areas were identified for more detailed analysis. Of those study areas, only the northern end area of study has proposed bicycle and pedestrian network improvements. By closing Martin Luther King Jr. Dr, a raised bicycle and pedestrian crossing would be added at the Chain of Lakes intersection. Also, a potential realignment of the bike crossing away from Martin Luther King Jr. Dr and Chain Lakes intersection is a possibility if the small segment of Chain of Lakes is closed at Lincoln Way.

SF County Transportation Authority concluded that a full promenade (Concept 3) or Promenade/One-Way Roadway (Concept 5) should be pursued in the long term.



# Active Communities Plan



**Effective period:** 2020-2022

**Relevant Goals:** Resilience, Sustainability, Equity, Engagement, Safety, Recreation, Health

**Relevant Projects:** South Ocean Beach Climate Change Adaptation Project

**Relevant Programs:** Lake Merced Pedestrian Safety Community Based Transportation Plan

**Relevant Policies:** Vision Zero

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## Transportation Network Companies (TNCs)

### TNCs & Disabled Access

**Object name:** TNCs & Disabled Access

**Object owner:** SFMTA

**Type of object:** Study/Report

**Relation to other objects:** TNC study series

**Approved/adopted date:** N/A

**Approved/adopted authority:** N/A

**Abstract:** This report identifies the opportunities and barriers that Transportation Network Companies (TNCs) present for people with disabilities in San Francisco, how their presence impacts equal access to all modes of transportation in the City, and explores how peer transportation agencies in other cities are interacting with TNCs to try and improve access.

**Effective period:** N/A

**Relevant Goals:** Using the Active Transportation Network to Advance Equity; Supporting Access to Active Transportation

**Relevant Projects:** [TNC Access for All Reporting Dashboard](#)

**Relevant Programs:** [CPUC TNC Access for All Program](#)

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## TNCs & Congestion

**Object name:** TNCs & Congestion

**Object owner:** SFCTA

**Type of object:** Study/Report

**Relation to other objects:** TNC study series

**Approved/adopted date:** N/A

**Approved/adopted authority:** N/A

**Abstract:** The San Francisco County Transportation Authority has released “TNCs & Congestion,” a report providing the first comprehensive analysis of how Transportation Network Companies Uber and Lyft collectively have affected roadway congestion in San Francisco. The report found that Transportation Network Companies accounted for approximately 50 percent of the rise in congestion in San Francisco between 2010 and 2016, as indicated by three congestion measures: vehicle hours of delay, vehicle miles traveled, and average speeds. Employment and population growth were primarily responsible for the remainder of the worsening congestion. As a share of total congestion citywide, TNCs account for an estimated 25 percent.

**Effective period:** N/A

**Relevant Goals:**

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** Traffic Mitigation Tax

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## TNCs Today

**Object name:** TNCs Today

**Object owner:** SFCTA

**Type of object:** Study/Report

**Relation to other objects:** TNC study series

**Approved/adopted date:** N/A

**Approved/adopted authority:** N/A

**Abstract:** The information presented is a profile of estimated local TNC usage (trips made entirely within San Francisco) from mid-November to mid-December of 2016. The TNC data was originally gathered by researchers at Northeastern University from the Application Programming Interfaces (APIs) of Uber and Lyft and then shared with the Transportation Authority. The Transportation Authority's data team cleaned and analyzed the data for presentation here. The report found that TNCs are concentrated during the AM and PM peak periods when congestion is greatest and that they are concentrated on the busiest arterials, yet also operate extensively on neighborhood streets, including along major public transit lines. TNCs generate approximately 570,000 vehicle miles traveled, as much as 20% of intra-SF VMT, and 6.5% of average citywide weekday VMT.

**Effective period:** N/A

**Relevant Goals:**

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** Traffic Mitigation Tax

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## TNCs and Land Use Planning Study

**Object name:** TNCs and Land Use Planning Study

**Object owner:** SF Planning (Contacts: Tam Tran, Wade Wietgreffe)

**Type of object:** Study, research

**Relation to other objects:** Part of the City's series of reports about TNCs' effects on various transportation areas (e.g., congestion (TA), access for people with disabilities (MTA)).

**Reviewed and commented date:** June 14, 2022

**Reviewed and commented authority:** Planning Commission

**Abstract:** The Planning Department led a study to research and analyze the impact of TNCs on land use planning and identify policy options to address the impacts. The study team examined the following questions:

- Are some land uses and densities associated with more TNC activity than others?
- What other built environment features are associated with TNC activity?
- Do TNCs create new or alter existing land uses?
- How is the development community reacting to TNCs?

More info at [sfplanning.org/TNCs](https://sfplanning.org/TNCs)

**Effective period:** N/A

**Relevant Goals:** N/A

**Relevant Projects:** See the "Implementation/Program" section below.

**Relevant Programs:**

**Relevant Policies:** See the "Implementation/Program" section below.

**Implementation/Program:**

- The Planning Department will kick off a process this fall to develop new Planning Code controls for emerging mobility. The process will engage stakeholders in the development of the definitions for these land uses and controls such as preferred locations, and the types of associated controls such as site design and intensity.
- The findings from this study will inform updates to the General Plan, including the Transportation Element.

**Missed opportunities:**



# Active Communities Plan



## Regional Plans and Programs

### WETA System Expansion Policy

**Object name:** WETA System Expansion Policy

**Object owner:** San Francisco Bay Area Water Emergency Transportation Authority (WETA)

**Type of object:** Policy

**Relation to other objects:**

**Approved/adopted date:** 2015

**Approved/adopted authority:** WETA Board of Directors

**Abstract:** The System Expansion Policy is intended to provide a framework for evaluating the feasibility of new ferry projects. The framework consists of policy statements that provide guidance for developing candidate project elements such as landside and waterside facilities, vessels, and service plans. In addition, a set of evaluation measures defines a range of productivity and efficiency metrics that inform the WETA Board and funding partners regarding a project's financial feasibility and sustainability.

**Effective period:** Ongoing

**Relevant Goals:** Project feasibility evaluation; bike-related recommendations are centered on improving bike parking infrastructure in support of last-mile transportation needs.

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## Caltrain Bicycle Parking Management Plan

**Object name:** Caltrain Bicycle Parking Management Plan

**Object owner:** Caltrain

**Type of object:** Plan

**Relation to other objects:**

**Approved/adopted date:** October 2017

**Approved/adopted authority:** Peninsula Corridor Joint Powers Board (JPB)

**Abstract:** Providing high-quality bicycle access is an essential part of supporting the maintenance and growth of Caltrain's existing and future ridership. Caltrain will continue to accommodate bikes on board its trains but must also support cyclists through significant improvements to the scale and quality of its wayside parking system.

The research and analysis in this Plan demonstrate that there is a significant market for high-quality wayside bike parking within Caltrain's existing ridership. However, Caltrain's existing structure for building, maintaining, and operating its bike parking system is not currently organized or resourced to support the expansion and operation of an improved bike parking system. Caltrain has the potential to build and sustain a bike parking system that will better serve its customers and ensure the continued growth of cycling as a primary mode of access to the system.

**Effective period:** October 2017 – December 2018

**Relevant Goals:** Enhance the customer experience for Caltrain passengers, focusing on the qualities of bike parking facilities that passengers identified as most important to them. Provide a viable alternative to bringing a bicycle on board for Caltrain passengers, addressing the supply and availability of bike parking facilities to ensure that adequate facilities are available for customers who would like to park their bikes at the station. Make efficient use of Caltrain's resources, measuring occupancy levels of bike parking facilities, the net operating costs per user and per space for each type of bike parking facility, overall capital costs per parking space, and the amount of real estate devoted to each parking space at stations.

**Relevant Projects:** Caltrain Bicycle Access and Parking Plan (BAPP)

**Relevant Programs:**

**Relevant Policies:** Caltrain's Comprehensive Access Policy Statement (2010) and Strategic Plan (2014)

**Implementation/Program:** Three core pathways for implementation include: maintenance and operations, State funding sources, and locally sponsored projects & programs.

Missed opportunities:





# Active Communities Plan



## Bay Bridge West Span Path

**Object name:** Bay Bridge West Span Path

**Object owner:** Metropolitan Transportation Commission, Bay Area Toll Authority, and Caltrans

**Type of object:** [Vision](#)

**Relation to other objects:**

**Approved/adopted date:** Presented in 2018, but not adopted. Rails-to-trails and CalBike created a petition in 2021 to have MTC add the path through their “Quick-Strike Program”.

**Approved/adopted authority:**

**Abstract:** The Bay Area Toll Authority, Caltrans, and A team of engineers and consultants looked into extending a path around Yerba Buena Island and across the West Span of the Bay Bridge to downtown San Francisco. The path would allow bicyclists and pedestrians to cross the entire length of the Bay Bridge and improve maintenance access for Caltrans. Contractors submitted designs in 2016 and shared them with the public in 2018 and a winning design was selected for a North Side Outboard design. The project was estimated to cost around \$341 Million, and funding sources were not identified (toll revenue cannot be used).

**Effective period:** N/A

**Relevant Goals:**

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** Extending the Bay Bridge path from Yerba Buena Island to downtown San Francisco supports statewide VMT and greenhouse gas emission reduction goals stipulated in [SB 743](#) and [AB 32](#); [Plan Bay Area 2050's](#) vision to construct 10,000 miles of new bike lanes and multi-use paths; [Caltrans' Sustainability, Livability and Economy Targets](#) to reduce statewide per capita VMT by 15%, reduce statewide GHG emissions by 15% below 2010 levels, and triple the number of bicycle trips across the state; and top priority project in the [Caltrans' 2017 District 4 Bike Plan](#).

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## Caltrans D4 Bike Plan

**Object name:** Caltrans D4 Bike Plan

**Object owner:** Caltrans

**Type of object:** Plan

**Relation to other objects:** Part of the Statewide *Toward an Active California* initiative, the California State Bicycle and Pedestrian Plan

**Approved/adopted date:** March 2018

**Approved/adopted authority:** Caltrans

**Abstract:** The Caltrans District 4 Bike Plan (Plan) for the San Francisco Bay Area was developed within the framework of *Toward an Active California*, the California State Bicycle and Pedestrian Plan. This framework includes an overall vision, goals, objectives, and strategies to improve bicycle safety and mobility throughout the State. The District 4 Bike Plan, the first of its kind in the State, evaluates bicycle needs on and across the Bay Area's State transportation network and identifies infrastructure improvements to enhance bicycle safety and mobility and remove some of the barriers to bicycling in the region. This Plan will guide District 4 and its partners to develop an integrated bicycle network for the Bay Area.

**Effective period:** ongoing

**Relevant Goals:** Prioritize safety and comfort in creating complete bicycle networks. Design safer and more intuitive highway crossings and interchanges. Streamline and communicate the process for local agencies to engage with Caltrans and for Caltrans to engage with local communities. Promote innovation through the design and testing of new bicycle treatments. Incorporate social equity into the prioritization process for the District 4 Bike Plan. Increase investment in bicycle facilities on state highways. Engage with low-income, minority, rural, and tribal communities during planning and project development to address issues affecting those communities

**Relevant Projects:** *Toward an Active California* initiative, the California State Bicycle and Pedestrian Plan

**Relevant Programs:** District 4 Pedestrian Plan, Pedestrian Safety Monitoring (Pilot) Program 2016/2017, Bicycle Safety Improvement Monitoring (Pilot) Program 2018/2019

**Relevant Policies:**

**Implementation/Program:** Many of the projects identified in this plan were drawn from local plans or were created to support the projects in those plans. Where local agencies are pursuing projects that cross or use State right of way, there may be opportunities for Caltrans to partner with these agencies to help implement the relevant project improvement.

**Missed opportunities:**



# Active Communities Plan



National Park Service / GGNRA plans

**Object name:** National Parks Service Active Transportation Guidebook: A Resource on Supporting Walking and Bicycling for National Parks and their Partners (2018)

**Object owner:** National Parks Service (NPS), in partnership with the U.S. Department of Transportation (USDOT) Federal Highway Administration

**Type of object:** Active Transportation Guidebook ([online instance here](#))

**Relation to other objects:** U.S. Department of Transportation 2018-2020 Strategic Plan

**Approved/adopted date:** July 2018, updated September 2018

**Approved/adopted authority:** NPS and USDOT

**Abstract:** The NPS Active Transportation Guidebook is intended to serve as a resource to parks and their partners and inspire them to pursue enhancements to active transportation to and within parks. This Guidebook contains 10 chapters that cover policy, infrastructure design, and programs that parks and partners can pursue to improve walking and bicycling opportunities for visitors and surrounding communities (Report Document Page, Page X).

**Effective period:**

**Relevant Goals:** see Executive Summary, page xii

**Relevant Projects:** Marin Headlands and Fort Baker Transportation Infrastructure and Management Plan, 2009 ([online Final EIS](#)). Transportation Innovation in the National Park System, 2021 ([online MOU](#))

**Relevant Programs:**

**Relevant Policies:**

**Implementation/Program:** Unknown implementation of the program. The guidebook is a recommendation for NPS, partners, and communities to adopt as an effort to minimize the use of vehicles when visiting parks; manage vehicle congestion, promote resource preservation, and accommodate current and increased visitation. The guidebook is intended to be used as a resource and includes chapters that cover Legal and Policy Framework, Planning and Project Scoping, Infrastructure and Multimodal Connectivity, Bicycle and Pedestrian Safety, Partnership and Funding, Visitor Activities and Programs, Open Street Opportunities, Bicycle Sharing and Rental Systems, Employee and Operational Opportunities, and Innovative Technologies and Emerging Trends.

**Missed opportunities:** The NPS Active Transportation Guidebook lacks a section for equity zones. Currently there are no policies or enforcement in effect. In Chapter 4 (Bicyclist and Pedestrian Safety) of the guidebook, resources for improving safety through law enforcement is mentioned.



# Active Communities Plan



## BART Bicycle Program Capital Plan

**Object name:** BART Bicycle Program Capital Plan

**Object owner:** BART

**Type of object:** Strategic Plan

**Relation to other objects:** Vision Zero San Francisco

**Approved/adopted date:** 2021

**Approved/adopted authority:** N/A

**Abstract:** This capital plan is the third in a series of documents to help plan capital improvements that encourage bicycle access to BART. The previous two versions focused on improvements to increase the system-wide rate at which passengers accessed stations by bicycle by expanding secure bike parking. As of 2017, 6.6% of passengers rode a bike to the station, and of those passengers, only 25% stored their bicycles at the station. This volume expands on the previous scope with the goal of increasing the proportion of passengers who park their bicycles at the station rather than bring them onboard a train with bicycle access capital efforts including networking existing eLockers, adding stairway channels, and additional accessible fare gates.

**Effective period:** 2017-2022

**Relevant Goals:** Increasing bicycle accessibility at BART stations.

**Relevant Projects:** Current Improvements: St/Mission and 24<sup>th</sup> St/Mission – 10 high-security smart racks called Bikekeep were installed at each station. It locks both the frame and front wheel and includes a tamper alarm.

Embarcadero – Increase the bike station’s visibility by replacing the existing perforated metal entry with glass, adding wayfinding signs and lighting, and a bicycle channel on the nearby stairway.

Proposed improvements: Incremental increases in bicycle racks, eLockers, and high-security smart racks (Bikekeep) can meet increased demand at 26 BART stations including the following within city limits: Balboa Park, Civic Center, Glen Park, Montgomery St, and Powell St.

Stairs impede the use of bicycles on BART trains but facilitating access with stairway channels would encourage more passengers to access stations by bicycle. As of 2017, 16<sup>th</sup> St/Mission has been retrofitted with channels. Locations to install channels are prioritized if they have concourse-level bicycle parking, increased bicycle ridership relative to other stations, and longer staircases. The following stations within City limits are where channels are needed for concourse bicycle parking: 24<sup>th</sup> St/Mission, Civic Center, and Embarcadero. The following stations within City limits are where channels are needed for access to the train platform: Balboa Park, Montgomery St, and Powell St.



# Active Communities Plan



Accessible fare gates (AFG) have been installed at every BART station but additional will be added to the following stations within City limits: 24<sup>th</sup> St/Mission, Balboa Park, Civic Center, Embarcadero, Montgomery St, and Powell St.

**Relevant Programs:** Bike/Walk Access Network Gap Study

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



## MTC Regional Active Transportation Plan

**Object name:** MTC Regional Active Transportation Plan & Complete Streets Policy

**Object owner:** MTC

**Type of object:** Plan & policy

**Relation to other objects:** Plan Bay Area 2050

**Approved/adopted date:** Spring 2022

**Approved/adopted authority:** MTC

**Abstract:** MTC envisions a Bay Area where many more people walk, bike, and roll every day on safe, accessible, and connected streets, paths, and trails to get to people, places, and transit. The Regional Active Transportation Plan will help get us there. MTC's Active Transportation Plan will guide investments in infrastructure and regional policy development and implementation. It supports the Plan Bay Area 2050 strategy to build a Complete Streets Network and helps to meet goals for safety, equity, health, resilience, and climate change.

In March 2022, MTC updated its Complete Streets policy with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices.

**Effective period:** 2022 - Ongoing

**Relevant Goals:** Safety, equity, accessibility, connectivity.

**Relevant Projects:**

**Relevant Programs:** Plan Bay Area 2050

**Relevant Policies:** Statewide Complete Streets policies

**Implementation/Program:** MTC-required Complete Streets Checklist; Currently refining Implementation Plan and creating final Active Transportation plan.

**Missed opportunities:**



# Active Communities Plan



## Recreation and Parks Dept Plans

### Golden Gate Park Master Plan

**Object name:** [Golden Gate Park Master Plan](#) and [Circulation Plan](#)

**Object owner:** SF Recreation and Parks Department

**Type of object:** Master land use, transportation, preservation, and operations plan for GGP

**Relation to other objects:** Lays out circulation goals and objectives that were implemented by the Golden Gate Park Access and Safety Program. Provides a foundation for active transportation improvements in GGP

**Approved/adopted date:** October 15, 1998

**Approved/adopted authority:** San Francisco County Transportation Authority

**Abstract:** The Master Plan for Golden Gate Park is intended to provide a framework and guidelines to ensure responsible stewardship of the park. The plan is broken up into 7 objectives: Land Use and Activities, Landscape Preservation and Renewal, **Park Circulation**, Buildings Structures and Monuments, Recreational Uses and Facilities, Park Management and Security, and Community Involvement and Process. The Park Circulation objective is to create and maintain a parkwide system of recreational roadways, pathways, and trails that prioritize pedestrians and bicycles over motor vehicle traffic. The Circulation Plan was created to fulfill this objective and proposes actions such as traffic calming measures, road closures and modifications, and commuter parking restrictions. Separate bicycle and pedestrian circulation plans were also evaluated, as was a design hierarchy of ADA-accessible pathways.

**Effective period:** 1998-present

**Relevant Goals:** 1) Reduce the impacts of motor vehicles, particularly those that are using the park as an east-west route or for parking only. 2) Improve access by people coming to the park for recreational purposes, and improve access by modes such as bicycles, pedestrians, and transit. 3) Improve accessibility to park features for all, including seniors, persons with disabilities, and families with young children

**Relevant Projects:** See Golden Gate Park Access and Safety Program project list

**Relevant Programs:** GGP Access and Safety Program

**Relevant Policies:** Developed in tandem with Proposition J (Golden Gate Park Revitalization Act of 1998). Although well-intentioned, Prop J significantly reduced the effectiveness of the Master Plan by prioritizing parking and traffic.

**Implementation/Program:** GGP Access and Safety Program



# Active Communities Plan



**Missed opportunities:** Limited to Golden Gate Park. A master plan that addresses connectivity to parks using the City's network of sidewalks, roadways, bike lanes, and transit lines would provide a more robust and comprehensive framework for park accessibility.





# Active Communities Plan



McLaren Park (Mansell, Visitacion Ave, etc.)

**Object name:** McLaren Park Pedestrian, Bike and Streetscape Projects

**Object owner:** SF Recreation and Parks Department

**Type of object:** Park Improvements ([online instance here](#))

**Relation to other objects:**

2012 McLaren Park Vision Plan ([online document](#))

2020 McLaren Bond ([online presentation](#))

**Approved/adopted date:** 2018

**Approved/adopted authority:**

**Abstract:** The project is an effort to improve safety for people walking, biking, taking transit and driving on McLaren Park's streets and wide pathways, which include:

- Visitacion Avenue
- Sunnydale Avenue
- Crocker Amazon access; and
- John Shelley Drive Promenade

The initial effort will concentrate on Visitacion Ave., which will bring a variety of improvements to the corridor including new sidewalks, new bikeways, new paving, and traffic calming, along with opportunities to create new crosswalks, landscaping, and lighting.

**Effective period:** effective until projects complete

**Relevant Goals:** Improving pedestrian and bicycle safety by implementing shared roads with multi-use trails connecting the park to nearby neighborhoods. The addition of crosswalks and bulbouts will aid in traffic calming and increase pedestrian safety

**Relevant Projects:** McLaren Path and Trails Improvements

**Relevant Programs:** see [McLaren Vision Plan](#) Report

**Relevant Policies:** unknown

**Implementation/Program:** Unknown compliance enforcement; unknown implementation and operation support

**Missed opportunities:** This only applies to McLaren Park. The projects do not address policies or enforcement related to electric bicycles/scooters.



# Active Communities Plan



SF Recreation and Parks Dept Strategic Plan

**Object name:** Strategic Plan, San Francisco Recreation and Parks 2021-2025 Update

**Object owner:** SF Rec & Parks Department

**Type of object:** Core strategies and objectives ([online instance here](#))

**Relation to other objects:**

**Approved/adopted date:** 2019; updated in 2020 and 2021

**Approved/adopted authority:** SF Board of Supervisors

**Abstract:** The Strategic Plan is a collaboration within the entire department of San Francisco Recreation & Parks, which includes gardeners, laborers, recreation staff, managers, and administration. The 2021-2025 strategic plan identifies core strategies and objectives while also laying out specific initiatives to achieve—acquiring new parklands, expanding youth programs that emphasize movement and wellness, caring for natural resources, and growing apprentice and workforce development programs.

**Effective period:** 2021-2025

**Relevant Goals:** To inspire Space, Play, Investment, and Stewardship

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** Objective 1.3.c aims to increase pedestrian and bike safety in Golden Gate Park by testing pilot strategies to improve traffic and circulation.

**Implementation/Program:** Unknown compliance enforcement; unknown implementation and operation support.

**Missed opportunities:** The Strategic Plan focuses on improving outdoor recreation through inspiring communities. The strategic plan lacks a plan for improving safety for pedestrians and bicyclists, implementing shared roads, and enforcement for electric bikes and scooters.



# Active Communities Plan



## Golden Gate Park Access & Safety Program

**Object name:** Golden Gate Park Access and Safety Program: Improving the park experience for all users

**Object owner:** SFMTA and SF Rec & Parks Department

**Type of object:** Access and Safety Program ([online instance here](#))

**Relation to other objects:** Implementation of goals found in the Golden Gate Park Master Plan.

**Approved/adopted date:** Public outreach started Summer 2021, with implementation in Spring 2022

**Approved/adopted authority:** SF Board of Supervisors

**Abstract:** The Golden Gate Park Access & Safety Program proposes a variety of policy recommendations focused on traffic safety, equity, accessibility, and mobility to Golden Gate Park—especially for those with high barriers to access. The program proposes making permanent the 3-mile stretch of car-free streets in the park from Lincoln Way to Kezar Drive, including JFK Drive. These streets will continue to allow access for emergency vehicles, Paratransit vehicles, park maintenance vehicles, and vehicles permitted to use Golden Gate Park facilities by RPD. Other improvements include:

- A vastly improved free Park Shuttle program
- Expanding and upgrading available ADA parking
- Ensuring vehicle access from the Richmond to Golden Gate Park and reducing traffic congestion on Chain of Lakes Drive
- Improving the service and reliability of Muni lines that serve Golden Gate Park
- Increasing awareness of pick-up/drop-off options for vehicle access to the park
- Partnering with community-based organizations on programming that connect residents of equity-priority communities to the park
- Bringing bikeshare and micro-mobility services to the park

**Effective period:** effective till superseded

**Relevant Goals:** Accessibility initiatives ([online document](#))

**Relevant Projects:** GGP Community Shuttle (~2018), JFK Promenade (2022), bicycle parking at key destinations (in progress), ADA curb ramps and tactile crossings (in progress), wayfinding infrastructure (in-progress), miscellaneous roadway striping and bikeway improvements (in progress and ongoing).

**Relevant Programs:**

**Relevant Policies:** Codified in [Section 6.1.12](#) of the SF Municipal Code through [Ordinance No. 74-22](#)

**Implementation/Program:** Unknown compliance enforcement; unknown implementation and operation support.

**Missed opportunities:** Only applies to Golden Gate Park pedestrian safety. Does not address policies or enforcement for electric scooters/bicycles.



# Active Communities Plan



SF Public Works

SFDPW Paving Plan

**Object name:** Public Works Street Resurfacing Program Candidate Interactive Map

**Object owner:** SFDPW

**Type of object:** Interactive Map (<https://sfpublicworks.org/street-resurfacing>)

**Relation to other objects:** N/A

**Approved/adopted date:** N/A

**Approved/adopted authority:** N/A

**Abstract:**

**Effective period:** effective till superseded

**Relevant Goals:** Public Works considers Pavement Condition Index score, multi-modal routes, inquiries, annual budget, geographic equity, and project coordination with utility companies/city agencies when determine which streets to schedule for resurfacing work.

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** MTC helps Bay Area jurisdictions analyze pavement conditions to invest scarce maintenance funding through the use of StreetSaver.

**Implementation/Program:** Public Works Street Resurfacing Program/ All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances, and coordination with other agencies and are not guaranteed to be moved forward to construction. Unforeseen challenges, such as increased work scope, changing priorities, cost increases or declining revenue may arise, causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

**Missed opportunities:**



# Active Communities Plan



## Bike Network/Cycletrack Facility Maintenance

**Object name:** Bike Network/Cycletrack Facility Maintenance Discussion

**Object owner:** SF Public Works – Bureau of Street Environmental Streets (BSES)

**Type of object:** Feedback

**Relation to other objects:** N/A

**Approved/adopted date:** N/A

**Approved/adopted authority:** N/A

**Abstract:** BSES needs additional/updated cleaning equipment (multi-hogs) to operate the cycle tracks effectively. At the moment, Public Works has three Johnston c-201 sweepers, but they are all worn out. Public Works already have some RAVO sweepers that are larger and can take on some wider bike lane cleaning tasks (especially when the existing bike lane sweepers are down). In addition, BSES demands an updated city-wide bike route map so they can have up-to-date bike route information for proper maintenance.

BSES also noted that now car and truck traffic tires are not beating the weeds down and whisking debris to the curb for traditional sweeper service. Moreover, the road surface is degrading and losing surface area in the form of aggregate (gravel) being flung into bike lanes and weeds are growing out of cracks. Some lanes are delineated by flexible glue-down markers and gravel and weeds are deposited in the area between the glue-down markers. Overall, the new pavement would minimize debris build-up and broom support would be necessary to clear debris from bike lanes.

**Effective period:** N/A

**Relevant Goals:**

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**



# Active Communities Plan



MOU Regarding Maintenance and Repair of Facilities in the Right of Way between SF Public Works and SFMTA

**Object name:** Memorandum of Understanding between San Francisco Public Works and the San Francisco Municipal Transportation Agency Regarding Maintenance and Repair of Facilities in the Right-of-Way

**Object owner:** SF Public Works and SFMTA

**Type of object:** Memorandum of Understanding

**Relation to other objects:** none

**Approved/adopted date:** September 5, 2018

**Approved/adopted authority:** SF Public Works and SFMTA

**Abstract:** none

**Effective period:** effective till superseded

**Relevant Goals:** none

**Relevant Projects:** none

**Relevant Programs:** none

**Relevant Policies:** none

**Implementation/Program:** SF Public Works and SFMTA

**Missed opportunities:** As more and more bike lanes are added in the City, additional drivers/cleaners may be needed. The MOU doesn't discuss the labor costs required to maintain the bike lanes.



# Active Communities Plan



## Better Market Street

**Object name:** Better Market Street

**Object owner:** SFMTA/SFPW

**Type of object:** Streetscape

**Relation to other objects:** Market Street is the spine of San Francisco's street network, connecting with transit (local and regional) and various bike facilities

**Approved/adopted date:** October 15, 2019

**Approved/adopted authority:** SFMTA

**Abstract:** The Better Market Street Project proposes a complete makeover of 2.2 miles of Market Street, from Steuart Street to Octavia Boulevard. In addition to addressing key safety needs, the multi-agency project will replace and upgrade aging infrastructure – including traffic signals, streetlights, streetcar tracks, BART grates, overhead wires, and underground utilities and repave the roadway from curb to curb. The project aims to improve the speed and reliability of surface Muni service. Additionally, the Better Market Street plan will ensure that all transit stops, curb ramps, and paving meet current Americans with Disabilities Act (ADA) standards and will construct larger center boarding islands.

**Effective period:** 2013-2025 (phase I)

### Relevant Goals:

1. A street that is designed to reduce the number of traffic collisions and injuries
2. Improved performance and reliability of public transportation
3. An accessible sidewalk that identifies Market Street as the City's preeminent ceremonial street
4. Upgraded and new infrastructure

### Relevant Projects:

- Upper Market Street Corridor Safety Improvements Project
- Sixth Street Pedestrian Safety Project
- Safer Taylor Street Project
- BART Canopies
- F loop reconstruction (phase 2)

### Relevant Programs:

### Relevant Policies:

**Implementation/Program:** The project will be constructed in phases to reduce the impacts to the local community. The first phase is a targeted infrastructure improvements project for the Mid-Market area



# Active Communities Plan



between Fifth and Eighth streets. The decision to limit the scope of work in this contract was due to changing conditions as San Francisco recovers and emerges from the pandemic.

After developing alternatives and consulting with stakeholders in spring 2021, Public Works and SFMTA agreed on an alternative design for Phase 1 that focuses on the critical safety and accessibility upgrades.

**Missed opportunities:** Instead of constructing a 5-foot to 8-foot sidewalk-level bikeway between 5th and 8th streets, people riding bicycles will continue to use the 11-foot shared curb lane.





# Active Communities Plan



Port of San Francisco

Draft Waterfront Plan

**Object name:** Port of San Francisco Waterfront Plan

**Object owner:** Port of San Francisco

**Type of object:** Strategic Plan

**Relation to other objects:** SFMTA Transit First Policy, Vision Zero, and Embarcadero Enhancement Project

**Approved/adopted date:** December 2019

**Approved/adopted authority:** Port of San Francisco

**Abstract:** Nine goals are set forth by the Port to guide future improvements along the waterfront. The most relevant goal for our purpose is ensuring the waterfront is accessible and safe for all users through sustainable transportation that serves the needs of workers, neighbors, visitors, and Port maritime and tenant operations. The 7 ½ mile waterfront includes access to the San Francisco Bay Trail and the recently added San Francisco Bay Area Water Trail – a growing network of boat launching and landing sites that offers urban sights and views. The Port coordinates with multiple City departments that have lead roles in managing streets and sidewalks to better connect upland neighborhoods.

**Effective period:** N/A

**Relevant Goals:** Continuous open space, strong public transit and agency partnerships, safe pedestrian and bicyclist environment, and managed parking and Transportation Demand Management (TDM) plans.

**Relevant Projects:**

**Relevant Programs:**

**Relevant Policies:** Open space policies: Provide separated walking and cycling paths, where possible, while integrating walkways with adjacent open spaces to enhance wayfinding, social interactions, and public enjoyment. Work with partner agencies to enhance public spaces within city streets and sidewalks to promote walking and bicycling and improve safety for all users.

**A Safe Pedestrian and Bicycle Environment:** By 2030, complete the San Francisco Bay Trail as a continuous walking and cycling path along the entire waterfront, from Aquatic Park to India Basin. The trail should: be as close to the water as possible, moving inland where necessary to accommodate maritime uses or sensitive habitats, be separate from auto traffic, where feasible, include separate walking and cycling paths, where possible, be consistent with Blue Greenway guidelines and accommodate maritime industrial access in the design of new or in the redesign of existing trail segments, and integrate wayfinding in the design of new public spaces. The Port applies the Blue



# Active Communities Plan



Greenway guidelines to create pedestrian enhancements and Bay public access connections with upland neighborhoods in a manner that benefits the San Francisco Bay Trail and San Francisco Bay Area Water Trail. Coordinate with the SFMTA on projects to make bicycling more attractive than driving for most trips. Work to help eliminate conflicts between vehicles, bicycles, motorized personal vehicles (e.g., scooters), and pedestrians through improved design and signage. Provide secure bicycle parking, particularly at high volume destinations and in new Port development. Coordinate to enhance and improve connections between the waterfront and adjacent neighborhoods along Blue Greenway connecting streets. Separate truck and rail routes from walking and cycling routes, where feasible, by providing separated paths where these routes share the same corridor; and creating safe crossings where they intersect.

Managed Parking and Transportation Demand Management (TDM) Plans: Reduce parking demand and manage supply to improve pedestrian, bicycle, and transit mode share; neighborhood livability; safety; business district vitality; vehicle miles traveled (VMT) reduction; and air quality. Work with the SFMTA to develop a program of transportation improvements and implementation timeframes for Port tenant operations and projects, consistent with the City's Climate Action Plan, to work toward a goal of 80 percent of all trips being by non-driving modes by 2030. Port developments at Mission Rock and Pier 70 include transportation plans that minimize parking and private car storage and promote alternative modes. Transportation Demand Management plans are required in development projects to provide information and incentives to reduce the need to drive. Establish mode-shift goals for the various sections and subareas of the waterfront, based on existing and proposed land uses, City/Port transportation goals, and roadway capacity. Develop and implement Port-wide and subarea TDM plans that promote transit use, bicycle and pedestrian networks, shuttles, taxis, and other projects and programs on an area-wide basis, rather than on a project-by-project basis.

**Implementation/Program:** Blue Greenway Guidelines

**Missed opportunities:**



# Active Communities Plan



Strategic Plan 2021-2025 (Port of SF)

**Object name:** Strategic Plan 2021-2025

**Object owner:** Port of San Francisco

**Type of object:** Strategic Plan

**Relation to other objects:**

**Approved/adopted date:** 2021

**Approved/adopted authority:** Port of San Francisco

**Abstract:** The Plan addresses serious challenges and outlines a clear path to develop and implement strategies that will stabilize the Port's financial position from the economic impacts of the COVID-19 Pandemic; empower BIPOC in Port operations and opportunities; and reduce seismic and climate change risks to protect the waterfront.

**Effective period:** 2021-2025

**Relevant Goals:** Economic Recovery, Productivity, Equity, Resilience, Sustainability, Evolution, Engagement

**Relevant Projects:**

**Relevant Programs:** Port of San Francisco's Racial Equity Action Plan

**Relevant Policies:**

**Implementation/Program:**

**Missed opportunities:**