

RAISED BIKEWAY DEMONSTRATION PROJECT

Frequently Asked Questions

sfmta.com/RaisedBikewayDemo

Why did the SFMTA build this demonstration project?

Raised bikeways are a very common design in successful biking cities abroad but are new for San Francisco. Several streets in the next couple of years will be rebuilt with raised bikeways. The demonstration project enables the SFMTA to get valuable feedback from the public on how this tool works here in San Francisco so we can plan and design for them even better in the future.

What are the benefits of raised bikeways?

Street width in San Francisco is in high demand by a variety of road users. Raised bikeways introduce some height to provide vertical separation for people biking. This is beneficial when the street is not wide enough to build some kind of horizontal separation. Raised bikeways in particular can help improve safety by:

- Creating a more organized roadway with improved perceived comfort and safety for people biking and more predictability for people walking and driving.
- Attracting a wider range of bicyclists of a wider age and skill level range than unseparated bike lanes
- Encouraging people biking to stay off the sidewalk by creating dedicated space in the road
- Enabling people with disabilities to easily be dropped off from accessible vehicles right to the sidewalk

Have raised bikeways been implemented anywhere else in San Francisco? Where are they being implemented elsewhere in the country?

This demonstration project is San Francisco's first raised bikeway ever! Though raised bikeways are common in cities internationally, they are still uncommon in the United States. San Francisco continues its legacy of innovation, joining other U.S. cities like Cambridge, MA, Chicago, IL, and Portland, OR.

How long will the raised bikeway be here for?

The raised bikeway will be in place until Market Street between the Embarcadero and Octavia is rebuilt sometime in 2019 through the [Better Market Street](#) project.

How much do raised bikeways cost?

Every street reconstruction is a "custom job" that factors in things like roadway slopes, utility valves, and even basements underneath the sidewalk like in some of the City's more historic corridors. That said, raised bikeways are much more expensive than bikeways separated with paint and plastic posts, and the demonstration project will help the SFMTA better understand where they'll be a most effective investment.

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Where else are raised bikeways being implemented?

You will soon see raised bikeways on Polk Street, 2nd Street and Masonic Avenue, and feedback from the demonstration project will be used to help tweak these designs and inform a seamless implementation. Future raised bikeway projects such as Better Market Street will start from scratch with lessons learned from the demonstration project in mind.

Why isn't the raised bikeway green?

On other corridors, green paint is added to standard, painted bike lanes in order to improve visibility to help prevent possible conflicts. Since the purpose of the demonstration project is to test a new type of separation, staff decided to start without green paint to see what effect the "raised" treatment had in isolation. Based on feedback and observation so far, we plan to paint the bikeway green to enhance visibility over the summer.

I have seen delivery trucks blocking the bikeway. What is the SFMTA doing about it?

We have absolutely noted this challenge. While the bikeway provides the benefit of easy curb access for paratransit and easy road access for people biking, the blocking issues are a trade-off. We've worked with local businesses along the corridor to work with their delivery drivers, and we'll be adding new signage and paint to help clarify where vehicles should and should not park.

How were the different bikeway designs currently being evaluated developed?

The SFMTA worked closely with Public Works to build different bikeway segments that test different elevations, slopes and curb options while still working around technical requirements like roadway drainage. We started with national guidelines and introduced some slight variations that take into account the unique needs of the site and a diverse group of users.