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DPT Bicycle Program Report to the BAC
11/14/05

A BICYCLE FACILITIES

- 1 ALEMANY BOULEVARD BIKE LANE (SAN JOSE AVENUE TO LYELL STREET) – Supervisor Sandoval introduced the resolution for the bike lanes on November 8. It should go to Committee in a few weeks. There is a grant deadline of Feb 2006 for this portion of Alemany, while the Bay Area Air Quality Management District staff is recommending approval of the MTA's Bicycle Program \$129,500 grant request for Alemany Boulevard Bike Lanes (Lyell Street to Bayshore Boulevard).
- 2 BAYSHORE BOULEVARD BIKE LANES (PAUL AVENUE TO JERROLD AVENUE) – Traffic signal timing cards for the intersections at Industrial Street, Silver Avenue and 101 Northbound off ramp near Thornton Street were requested from Caltrans. They will help us develop a Synchro model that can be used to design bike lanes that may be included in Home Depot's proposal/plans. A Synchro model using 2002 data from Wilbur Smith Associates will be used prior to timing card receipt. The Home Depot project may provide an excellent opportunity to make changes to the street that support proposed bicycle and transit improvements.
- 3 BROADWAY BIKE LANES – BAQMD is recommending a Livable Streets Section grant for bike lanes and pedestrian improvements on Broadway.
- 4 FOURTEENTH STREET BIKE LANE (MARKET TO DOLORES STREETS) –The legislation for the 6 month trial passed full Board and will now go to the Mayor for signature. Plans for the corner of Market/14th Streets were sent to Marshall Foster who is going to propose some landscaping for it. DPW will be able to do the island work in January at the earliest.
- 5 HOWARD STREET BIKE LANE (FREMONT STREET TO THE EMBARCADERO) – The final design was prepared for DPT pre-staff. Bicycle Program staff is awaiting confirmation on one bus stop location

before beginning the legislative process. However, Muni Service Planning says that they cannot look at this for several months.

- 6 ILLINOIS STREET BIKE LANE (ISLAIS CREEK TO 16TH STREET) - Supervisor Supervisor Sandoval and Port staff want to explore amending Traffic Code section 38N, so that businesses along Illinois Street would be able to block bike lanes while actively loading and unloading. This would help preserve the industrial nature of Illinois Street while still providing bike lanes to better accommodate cyclists. The SFBC is concerned about potential changes to the Traffic Code.

- 7 LAGUNA HONDA BIKE LANES (PORTOLA DRIVE TO WOODSIDE AVENUE) – This item was heard at the November 10 ISCOTT meeting. Staff is exploring the inclusion of raised pedestrian islands at intersections with bus zones.

- 8 LAKE STREET (ARGUELLO BOULEVARD TO 3RD AVENUE) – The work order to continue the bike lanes on Lake Street has been prepared and approved.

- 9 LAKE MERCED BOULEVARD WIDENING AND PATH CROSSING – Painting is done on the repaved section. The EB curb lane between Sunset Boulevard and Winston Drive was widened where possible, and the path crossing west of Sunset Boulevard was improved with a ladder crosswalk and median refuge

- 10 MCCOPPIN STREET BIKE LANE (OTIS TO VALENCIA STREETS) –Staff met with the Planning Dept. and City Greening to present ideas for a proposed bike lane and to discuss other issues concerning the design. Planning and City Greening are hoping to construct two 15' wide medians with a community garden along the sides and walkways down the middle.

- 11 NORTH POINT STREET BIKE LANES (VAN NESS AVENUE TO THE EMBARCADERO) –Staff contacted businesses along North Point Street to discuss their concerns and ideas. While some business owners seemed supportive of the project, others have legitimate concerns. Staff is working to address these concerns in the proposed design.

- 12 OCTAVIA BOULEVARD – Staff attended a meeting with aides from the Mayor's Office and Supervisors Mirkarimi's and Dufty's offices. It focused on outstanding issues along the Boulevard. The outstanding issues with the Fell Street at Hayes Green signal were: an inoperative push button and unclear signage. The Bicycle Program is working on clarifying signage

language. DPT Special Operations staff has been working on making the push button operative. The outstanding issues at Market Street and Octavia Boulevard/ Central Freeway were questions regarding the timing of the colored bike lanes and other features including the bulb-out. Staff explained that we were moving forward with a CTDCD Request to Experiment; that it would most likely be a 2-5 year process; and that the BAC was supportive of our approach. Oliver mentioned that the bulb-out was installed.

- 13 RINCON HILL STREETSCAPES PLAN –A meeting with members of the bicycle community was held to discuss their needs given the proposals to significantly reduce the width of the roadways in the area. The results of the meeting were presented to the Planning Department and other attendees of the ongoing inter-departmental meeting to hash out differences over the proposal for Rincon Hill.
- 14 SLOAT BOULEVARD (SKYLINE BOULEVARD TO THE GREAT HIGHWAY) – The Environmental Review is being worked on and will be used as one of the encroachment permit requirement from Caltrans. Legislation needs to move forward so that work will be done simultaneously with the repaving of this segment of Sloat Boulevard in July 2006. The AutoCAD work for Revision 0 and 1 has been completed to update the official striping drawings.

B BICYCLE PARKING

- 1 BICYCLE PARKING AT 1 SOUTH VAN NESS AVENUE – The bicycle racks were finally installed. We have 23 bicycle parking spaces within the employee bike parking cage and 14 visitor parking spaces near the entrance of the garage.
- 2 LOCKER REFUND PROBLEM – Staff received several complaints from bicycle locker renters concerning non-receipt of deposit refunds, although the paperwork was submitted by MTA Planning staff. Some have been pending for about six months. One citizen is threatening to go to a “consumer advocacy group” if their refund was not received soon. Invoice payments are also facing long delays. One that was authorized for payment by MTA Planning in late June was not processed until late October. This usually took 30 days in the past, instead of four months.
- 3 JACK KEROUAC ALLEY – The local merchants have expressed a strong interest in allocating a part of the proposed green zone in front of the

Vesuvio Bar for bicycle parking in lieu of installing bicycle parking in the alley itself. Staff is investigating the status of the legislation and working with the community to further the project.

C SAFETY/OUTREACH

1. TEA SHARED LANE MARKING FUNDS ALLOCATION –This funding allocation set off another series of issues that have arisen since the MTA merger. It is likely that MTA/DPT will need both a new DBE program and an amendment to the Caltrans Master Agreement. Staff is working with Caltrans Local Assistance Office to clarify next steps on the DBE issue. The DBE issue is indirectly delaying \$368,000 in TEA funding for Shared Lane Pavement Markings and is directly delaying the Pedestrian Outreach TEA grant as well. This problem could potentially delay all state and federal non-transit project funding allocated through the CTC, for both the MTA and DPT.
2. BICYCLE EDUCATION AND BIKE TO WORK CONTRACT – This contract is making its way through the MTA channels and should be completed soon. Many thanks to the SFBC for continuing the education program with their own funding in the interim.
3. KIDS ON BIKES – Staff met the coordinator of the Everett Middle School Bike Club. Staff then completed some training with the students through the Mission District and on Valencia Street.
4. WALLER STREET LEARNING AREA – Staff is working with Rec and Park in with issues that have been raised from the skating community regarding the new bicycle learning area. Skaters have complained that Waller Street has been ruined by the striping of the Bike Learning Area.
5. NEW POOL BIKE – MTA received another fleet bike from sfEnvironment. That will make 3 bikes from MTA Planning; one from DPT, one from Muni Service Planning, and now this new bike.
6. YERBA BUENA FAMILY FESTIVAL 10/22/05 – Staff provided a bicycle safety education table, inspected bicycles, and promoted the Road I safety classes. Event organizers estimated 8,000 attendees. There was a non-stop flow of people seeking information from the bicycle safety station. Next year we will enter the planning process earlier and try to do skills training.

D PLANNING/FUNDING

1. PAGE AND STANYAN INTERSECTION- SFCTA required a list of all intersections that DPT intended to install new signals thru FY 08/09 as part of the 5 year plan for the new signal funding category. This was a decision we unsuccessfully appealed because it renders us unable to respond to unexpected needs such as this one. Page/Stanyan was not one of the intersections in that list. When we meet in April to select the next 5 or 6 locations, Bicycle Program staff will ring this issue up.
2. BICYCLE PLAN: POLICY FRAMEWORK- Staff spent a considerable time gathering “the record” for an Immediate Disclosure Request and a pending CEQA litigation. Staff communicated with MTC regarding MTC’s and Caltrans’ certification of the SF Bicycle Plan. MTC has still not process their certification and has requested that we send additional copies directly to Caltrans.

E OTHER

1. COLORED BIKE LANES – Staff attended the October 6 CA Bicycle Advisory Committee meeting in Sacramento. They approved a resolution supporting official San Francisco experimental use of colored bike lanes and forwarded it to the California Traffic Control devices Committee (CTCDC) for their consideration early next year.
2. SHARED ROADWAY MARKINGS (GENERAL) – The newly approved marking language will be discussed at the November 17 California Traffic Control Device Committee meeting in LA. There is a lot of interest around the state to modify the last second changes Caltrans made to the language governing the use of the marking. San Francisco is primarily interested in easing the language limiting use of the marking on streets only with parallel parking. Other jurisdictions are interested in the language regarding use of the marking on roads with shoulders or with higher speed limits.
3. APA CONFERENCE PRESENTATION- Staff attended the American Planning Association (APA) Conference to co-present a session on bicycle facility planning and design, including innovative facilities.