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Wil Din

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Peter Mezey

Stuart Sunshine, Acting Executive Director

**MTA Bicycle Program Report to the BAC
12/14/05**

NOTE – Please see the Bicycle Program website for plans of the following bike lane projects, which are either posted now or will be posted shortly:

Fourteenth Street
Alemany Boulevard
John Muir Drive
Laguna Honda Boulevard
McCoppin Street
Sloat Boulevard

A BICYCLE FACILITIES

- 1 ALEMANY BOULEVARD BIKE LANE (SAN JOSE AVENUE TO ROUSSEAU STREET) – DETAILS ON BICYCLE PROGRAM WEBSITE -
The bike lane resolution was approved by the City Operations and Neighborhood Services Committee. It will be heard by the Board of Supervisors December 13. The work order for the paint and sign work is being developed. We anticipate the striping removal will begin during the first rain of January (when the Paint Shop cannot paint, but can remove existing striping), assuming the resolution is approved and is signed by the Mayor before then. The Bay Area Air Quality Management District (BAAQMD) approved our \$129,500 grant request for Alemany Boulevard Bike Lanes (Lyell Street to Bayshore Boulevard). We have not received the signed grant agreement back yet.
- 2 BAYSHORE BOULEVARD (PAUL AVENUE TO JERROLD AVENUE) –
MTA Bicycle, Transit, and Livable Streets staff met to discuss options to improve cycling for the northbound direction on Bayshore Boulevard, south of Industrial Street, as a mitigation for the construction of the proposed Home Depot.
- 3 BAYSHORE BOULEVARD BIKE LANE (NEAR CESAR CHAVEZ STREET) – This project, that provides a connection for northbound bicyclists on Bayshore Boulevard accessing northbound Potrero Avenue, was approved by ISCOTT.

- 4 BROADWAY BIKE LANES (FILLMORE-FRANKLIN STREETS) – The BAQMD approved a MTA Livable Streets Section grant request that includes bike lanes and pedestrian improvements on Broadway. The project includes re-striping Broadway with two through lanes, a two way left turn lane, and left turn pockets at the intersections. This will create space where bike lanes can be striped in both directions between Fillmore and Franklin Streets.
- 5 TWENTY-FIFTH AVENUE WIDE CURB LANES (FULTON-LAKE STREETS) – The BAQMD approved a MTA Livable Streets Section grant request that includes wide curb lanes and pedestrian improvements on 25th Avenue. The project includes re-striping 25th Avenue with two through lanes, a two way left turn lane, and left turn pockets at the intersections. This will create wider curb lanes between Fulton and Lake Streets and increase bicycle safety.
- 6 JFK DRIVE BIKE LANES (STANYAN STREET-CROSSOVER DRIVE) - The BAQMD approved a Golden Gate Park Concourse Authority grant request to stripe bike lanes on JFK Drive Bike Lanes (Stanyan Street-Crossover Drive). If the BAC would like to see bike lanes on MLK Drive and a yellow shoulder area legitimized as bicycle space at JFK Drive and Stanyan Street, they should contact both the Golden Gate Park Concourse Authority consultant (Marilyn Duffey 291-0230) and the Recreation of Parks Department (Dan Mauer 581-2542.)
- 7 FOURTEENTH STREET BIKE LANE (MARKET TO DOLORES STREETS) — DETAILS TO BE POSTED ON BICYCLE PROGRAM WEBSITE - DPT is transferring funds to DPW for the median island work, scheduled for January at the earliest.
- 8 HOWARD STREET BIKE LANE (FREMONT STREET TO THE EMBARCADERO) – This was approved by ISCOTT.
- 9 ILLINOIS STREET BIKE LANE (ISLAIS CREEK TO 16TH STREET) – This project will be presented to DPT/MTA staff in January. It will then be presented to ISCOTT (assuming it is approved at the staff meeting).
- 10 LAGUNA HONDA BIKE LANES (PORTOLA DRIVE TO WOODSIDE AVENUE) — DETAILS TO BE POSTED ON BICYCLE PROGRAM WEBSITE - This item was approved at a DPT public hearing on December 9.
- 11 LAKE STREET (ARGUELLO BOULEVARD TO 3RD AVENUE) – The bike lanes were striped and signed.

- 12 MCCOPPIN STREET BIKE LANE (OTIS TO VALENCIA STREETS) — DETAILS TO BE POSTED ON BICYCLE PROGRAM WEBSITE - Staff is working on a striping and signage plan for the portion of McCoppin Street west of Valencia Street, including the path that connects to Market Street.
- 13 NORTH POINT STREET BIKE LANES (VAN NESS AVENUE TO THE EMBARCADERO) –Staff attended the Downtown Streets Management Meeting. It was agreed that more bus travel time and delay data would be collected between Van Ness Avenue and Stockton Street for both Muni Lines 10 and 47. Staff will also be looking at left turn restrictions and turn pockets at various intersections to ensure transit travel times do not degrade. Golden Gate Transit staff also attended this meeting. Bicycle Program staff also met with Muni representatives at the Muni Presidio Division, who raised significant concerns.
- 14 OCTAVIA BOULEVARD – A left-side bike pocket was striped and signage directing cyclists to use the pedestrian signal at this intersection installed. The signal contractor activated the push-button. Sharrows cannot be painted on the frontage road until a decision is made as to whether or not Octavia Boulevard is part of the bicycle route network.
- 15 RINCON HILL STREETSCAPES PLAN – An ad hoc meeting of cyclists to discuss recommended changes to the Rincon Hill Plan took place, with recommendations passed on at a meeting between DPT, MTA, City Planning, and City Greening. As a result, a southbound (uphill) bike lane will be added on Fremont Street between Folsom and Harrison Streets to improve bicycle access to a number of building towers around the intersection of Fremont and Harrison Streets. In the downhill direction, cyclists can take the lane.

Recommendations that were rejected by City Planning include:

1. A SB bike lane on Essex Street (Folsom-Harrison Streets);
2. A NB bike lane on Beale Street;
3. A five foot painted median on Main Street to allow motorists to pass cyclists traveling in either direction and to also improve street operations, such as allowing traffic more room to maneuver around double parkers, giving pedestrians crossing midblock a refuge, and giving more traffic routing flexibility for road work; and
4. Keeping sidewalk bulbs a maximum of 6' wide so that they do not stick out past parked cars and present a hazard, especially at night, to cyclists who may tend to drift to the right at intersections.

The first 3 items were rejected to keep sidewalk widths wide. Item 1 is related to a likely touchdown point for the Bay Bridge Pedestrian/Bicycle/Maintenance Path. The area will be addressed when the time comes for the path construction, and the southbound bike access is taken care of by Fremont Street. For item 2, the northbound traffic will be light and therefore relatively easy for cyclists to take the lane. Shared roadway markings will be painted in that direction to complement the southbound bike lane. Item 3 is a sticking point as traffic volumes will be high in each direction, making any cycling trip on the road difficult as motorists will be stacked behind cyclists and not be able to pass. There are also other operational issues with the narrow roadway that would be addressed by a median that widens the roadway a bit. MTA/DPT and City Planning are discussing.

- 16 CARGO WAY (3RD STREET TO JENNINGS STREET) – A design and cost estimate for the bike lanes was completed. This is a high priority project, part of the Blue Greenway. Staff attended several Blue Greenway meetings. Marshall Foster of the Mayor’s Office and this committee want to proceed and expedite these bike lanes. Challenges for Cargo Way are improving pavement conditions and having the City accept the street. Marshall will lend Mayor’s Office support on this project
- 17 SLOAT BOULEVARD (SKYLINE BOULEVARD TO THE GREAT HIGHWAY) – DETAILS ON BICYCLE PROGRAM WEBSITE - The Environmental Review for the Planning Department was drafted and a memo for the outreach to the stake holders was prepared.
- 18 MARKET STREET (EMBARCADERO TO 8TH STREET) – Market Street was surveyed for sharrow placement and a work order was prepared. We will paint about 90 sharrows on both sides of Market Street east of 8th Street. They will generally be located 5' on center from the face of the curb, 20' after intersections, and 100' before the next intersection, ideally 150' apart. There is a westbound section, from Steuart to Davis Streets, where sharrows will not be painted, due to the close proximity of the Muni Tracks with the sidewalk/ bulb out.

B BICYCLE PARKING

- 1 BICYCLE PARKING AT 1 SOUTH VAN NESS AVENUE – The bicycle cage lights were installed but not in the agreed upon locations. This has been corrected.

- 2 BICYCLE RACKS – Staff from several DPT divisions to met talk about bicycle rack installation, among other topics. The Parking Meter Shop will install as many bicycle racks as possible in December, using several new as-needed employees.
- 3 BICYCLE PARKING IN RESIDENTIAL BUILDINGS – DPT and Planning Department staff met to discuss the new Planning Code Section 155.5 regarding bicycle parking in residential buildings (that was adopted without Bicycle Program input or knowledge.) We hope to improve communication in the future on projects of mutual interest and concern.
- 4 MAIN LIBRARY – Staff is pursuing having a “No Parking or Standing at Anytime” sign installed at the Main Library bicycle parking area. This will allow ticketing of the motorcycles and scooters that sometimes are locked to the racks.

C SAFETY/OUTREACH

- 1 BICYCLE MAP UPDATE /ORDER – We received the first half of our map order and will order two large laminated maps. Our old version will be indefinitely lent to the SFBC and Bert Hill for educational and outreach use.
- 2 BICYCLE GUIDE - Staff is reviewing and revising the survey of the guide to be used with focus group activities.
- 3 OLD BICYCLE BROCHURES – We will give SFBC old brochures (listing old elected officials), since we were instructed not to use them.
- 4 CONSERVATORY OF MUSIC OUTREACH – Bicycle Program and Conservatory Project Management staff met briefly to discuss bicycle commuting and bicycle facilities around their new building at 50 Oak Street.
- 5 HELMET and VEST PURCHASE – Staff is working with a vendor to finalize artwork for cycling vests. Specialized has yet to respond to our discount helmet purchase query.

- 6 TFCA SHARED LANE MARKING PROJECT – SFCTA staff was not able to confirm that we can close this project and the BAAQMD will not reimburse us until all 2,500 sharrows are completed. We requested a TFCA project extension request (to August 31, 2006). We also double confirmed the remaining painting schedule with the Paint Shop. They should accommodate SFBC’s request for sharrows at specific locations to be painted before Bike-to-Work-Day. The following parts of the bicycle route network will have sharrows painted next:
- Market Street (Stuart- 8th Streets)
 - The Wiggle
 - Ocean Ave (west of San Jose Avenue)
 - 17th Street (Corbett Avenue-Market Streets and part of Corbett Avenue west of 17th Street)
- If the BAC wants to prioritize other streets that are on the bicycle route network, please forward that information to Mike Sallaberry. In any case, sharrows on the bicycle route network will be completed in 12 months.
- 7 WALLER STREET LEARNING AREA –Staff re-contacted the Recreation and Parks Department and requested resolution of the cyclists and skaters issue. We posed alternate sites for a second skate area, including the paved area east of the Panhandle basketball courts.
- 8 YOUTH BICYCLE SAFETY – Bicycle Program and School District staff met about Middle School bicycle Education expansion. The SFPD gave all children’s bicycles to the SFFD for their holiday gift drive, but they will work with us to set aside youth bicycles for the Presidio YMCA Bicycle Program.
- 9 BICYCLE EDUCATION AND BIKE TO WORK CONTRACT – This contracting process is very close to being complete, but not totally through the MTA process. We do not know when it will be finalized.

D PLANNING/FUNDING

1. BICYCLE PLAN: POLICY FRAMEWORK - The lawsuit appellant reviewed our files December 13 and 14.
2. BICYCLES ON LRVS AND FOLDING BICYCLES - Staff prepared a work plan for folding bicycles and full size bicycles on LRVS for the MTA Executive Director.
3. SFBC AND BIKE TO WORK DAY GOALS – Bicycle Program and SFBC staff met discuss three bicycle route corridors. A third meeting, including the MTA Planning Director will be held this week. The Bicycle Program will work to complete as much of the “Beach to Bay” Corridor as possible by Bike-to-Work Day.

4. BICYCLE TRANSPORTATION ACCOUNT (BTA) GRANT APPLICATIONS - Staff completed and submitted an application for a Stanyan and Page Streets Traffic Signal and for several bike lane projects: Claremont Boulevard (Portola Drive - Dewey Circle), Ocean Avenue (Alemany Boulevard – San Jose Avenue), Clipper Street (Diamond Heights Boulevard- Douglass Street), and Portola Drive (O'Shaughnessy Boulevard - Corbett Avenue).
5. BICYCLE PLAN - MTC certified the San Francisco Bicycle Plan for BTA grant applications. Bicycle Program staff is still working with Caltrans to complete the certification to make the Bicycle Program eligible to submit the BTA applications. Bicycle Program staff is drafting a summary of the safety, education, and outreach chapters at Caltran's request.
6. SAFE ROUTES TO TRANSIT GRANT – 17TH STREET - The committee evaluating Safe Routes to Transit grant applications recommended full funding of \$195,000 to MTC for MTA's Improved Bicycle Access to 16th Street BART Station Project. MTC will not give formal approval until January. Since these funds are part of Regional Measure Two (RM2), the paperwork for obtaining them is very complex, time consuming, and a second application for the actual RM2 funds must now be filed with MTC.
7. TFCA FUNDING FOR BIKE LANES – We received the signed funding agreements for bike lanes on Townsend Street (4th-8th Streets), Bayshore Boulevard (Industrial Street – Silver Avenue), and Alemany Boulevard (Lyell Street – Bayshore Boulevard). We also received the signed funding agreement for the San Jose Avenue bicycle path between the Arlington Avenue off-ramp and the Monterey Boulevard off-ramp and bike lanes on the Monterey Boulevard on and off-ramps.

E OTHER

1. SHARED ROADWAY MARKINGS (GENERAL) – Staff attended the CTCDC meeting in Los Angeles to try to convince them to convince Caltrans that they should not have modified the CTCDC guidelines for streets on which sharrows can be installed. Staff also attended the CA Bicycle Advisory Committee (CBAC) meeting in Sacramento to report on the CTCDC meeting and get a letter of support from CBAC regarding guidelines for streets on which sharrows can be installed.

2. STAFFING ISSUES – The Bicycle Program Manger will be retiring after almost 14 years at the end of March 2006. There is talk of an MTA hiring freeze, so MTA may not be able to fill this position, even though it is grant funded. The Assistant Bicycle Program Manager will probably become the Acting Bicycle Program Manager. In addition, MTA Personnel has “ordered” the Bicycle Program to terminate its two interns, since MTA is enforcing the City policy that interns cannot work more than six months. One of the interns qualifies for a Junior Traffic Engineer position, but the Controller's Office is currently holding off on approving the personnel requisition due to the projected MTA deficit in salaries/fringes. Therefore, we will probably have to lay off these two interns by the end of this December even though their salaries are grant funded. This will negatively impact the Bicycle Program's ability to deliver projects.