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MTA Bicycle Program Report to the BAC
1/13/06

SUGGESTED ITEM FOR January 19, 2006 BAC agenda:

TDA Funds Bicycle Facilities - The City and County of San Francisco will apply for up to \$500,000 in matching grants for FY 2006-07 TDA Article 3 funds for striping and signing bike lanes (on streets such as 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), purchasing and installing bicycle racks, and bicycle safety programs; by DPT.

Action: Resolution

The SF Bicycle Advisory Committee has reviewed and concurs with the City and County of San Francisco's application for up to \$500,000 in FY 2006-07 TDA Article 3 funds for striping and signing bike lane (on streets such as 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), purchasing and installing bicycle racks, and bicycle safety programs..

NOTE – Please see the Bicycle Program website for plans of the following bike lane projects:

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

A BICYCLE FACILITIES

- 1 BAYSHORE BOULEVARD (PAUL AVENUE TO JERROLD AVENUE) – Staff is still waiting to hear back from Home Depot. Staff sent aerial photographs to Home Depot representatives to assist in developing bicycle improvements in the area of the proposed Home Depot store.

- 2 ALEMANY BOULEVARD BIKE LANE (SAN JOSE AVENUE TO ROUSSEAU STREET) – DETAILS ON BICYCLE PROGRAM WEBSITE - The bike lane resolution was approved by the Board of Supervisors. The striping removal has begun. Some lane width adjustments are being made for a wider median for landscaping at the request of the Department of City Greening. The traffic lanes will now remain 10' wide, rather than the initially proposed 10'6". The curb lane will be left wider where there is Muni service between Silver Avenue and Rousseau Street. The Sign Shop was given a head's up about a last second request by Supervisor Sandoval for a sign advertising a hotline number with outgoing message and ability to take messages.
- 3 ILLINOIS STREET BIKE LANE (16TH STREET TO MARIN STREET); CARGO WAY BIKE LANE (3RD TO JENNINGS STREETS), AND BLUE GREENWAY – The Illinois Street and Cargo Way bike lanes were approved by ISCOTT, along with the proposed Traffic Code amendment to allow back-in angled parking. The SFBC is concerned about proposed changes to the Traffic Code to allow businesses on Illinois Street to block the bike lane while actively loading and unloading. Bicycle Program staff drafted legislation for Illinois Street and attended a meeting with Port, DPW, and Mayor's Office staff to discuss jurisdictional, non-accepted street, maintenance, and liability issues with projects on Port Property.
- 4 FOURTEENTH STREET BIKE LANE (MARKET TO DOLORES STREETS) – DETAILS ON BICYCLE PROGRAM WEBSITE - Traffic counts on streets surrounding the project area were requested to serve as "before" counts, if necessary for evaluation of the trial. Work order to all shops involved should be submitted by the end of next week. Fund transfer to DPW was requested.
- 5 BAYSHORE BOULEVARD BIKE LANE (NEAR CESAR CHAVEZ STREET) –This item was approved at the January 6 DPT Public Hearing.
- 6 HOWARD STREET BIKE LANE (THE EMBARCADERO TO FREMONT STREET) – This item was approved at the January 6 DPT Public Hearing.
- 7 SLOAT BOULEVARD (SKYLINE BOULEVARD TO THE GREAT HIGHWAY) – DETAILS ON BICYCLE PROGRAM WEBSITE - The bike lanes have been approved by ISCOTT. We still need a Caltrans encroachment permit (since part of Sloat Boulevard is Highway 35) and need to do neighborhood outreach. Staff drafted an outreach information sheet to be posted and distributed along the project limits, and a letter to the San Francisco Zoo seeking support for the bike lanes along Sloat Boulevard. This item will go to Public Hearing by March.

- 8 MARKET STREET (EMBARCADERO TO 8TH STREET) – The sharrow work order is complete and DPT Bicycle Program and Transit staff met to discuss collaborating with the pavement marking upgrades for transit lanes (not the proposed work along the boarding islands, which will take longer). Andy Thornley of the San Francisco Bicycle Coalition requested and was given draft drawings showing the proposed placement of 78 Shared Roadway Markings. We expect to submit this sharrow work order in February or March, when the transit lane work order will be ready, but before Bike to Work Day in May. We believe there is a benefit to making the bicycle and transit changes on Market Street together so that changes are more readily noticeable, especially to motorists.
 - 9 MARKET STREET BIKE LANE (OCTAVIA BOULEVARD TO VAN NESS AVENUE) – Staff began fieldwork looking at the feasibility of adding bike lanes. Changing parallel to perpendicular parking on 12th Street would yield 20-22 additional spaces, enough to cover a significant portion of the parking which would be removed on Market Street. A recent traffic signal offset change at Market/Franklin Streets greatly improves the ability to replace an outbound Market Street lane with a bike lane as there is a better progression for outbound traffic and less/no queuing capacity issues.
 - 10 THE WIGGLE – A NB bike lane on Scott Street between Haight and Fell Streets and a bike box at Oak Street were approved by ISCOTT.
 - 11 SECOND, FIFTH, AND TOWNSEND STREETS BIKE LANES AND MARKET STREET GRATES - SF Transportation Authority staff does not have any significant progress to report this month. All work on the second project must be completed and the final invoice approved and submitted to Caltrans by April 1, 2006.
- B BICYCLE PARKING
- 1 BICYCLE RACKS – **BAC members should please forward any requests for sidewalk bicycle racks via E-mail to Deirdre.Weinberg@sfmta.com.** The Parking Meter Shop installed the first batch of 18 racks. We have just resolved a DPT accounting problem that is delaying Parking Meter Shop rack installation. Bicycle Program staff continues to survey new rack locations and is working on the request for bids for the next round of bicycle racks.
 - 2 POSSIBLE ADDITION OF A BULB OR OLD PARKING METER WHEN METERS ARE REMOVED – Bicycle Program staff passed along this BAC suggestion to the DPT Parking Meter Shop and received the following reply, explaining why they did not favor this idea:

- i. When a parking meter is removed, the pole is generally removed soon thereafter; and
- ii. If a bicycle were locked to a parking meter pole where the meter has been removed, the bicycle would have to be removed also.

C SAFETY/OUTREACH

- 1 BICYCLE EDUCATION AND BIKE TO WORK CONTRACT – The contract has been opened and SFBC has begun initial planning work. A kick-off meeting between DPT and SFBC staff was held
- 2 BICYCLE PROGRAM BROCHURE - Staff is drafting the new edition, minus the previous Sharrow length and Bicycle Allowed Full Use of Lane section. Other suggestions for possible inclusion are: Main Library parking, newer facility photos, Waller Street Bicycle Learning Area, and positive recent (yet not so timely as to be easily dated) PR items.
- 3 HELMET and VEST PURCHASE – Vests arrived and will be distributed in the coming weeks.
- 4 CAR MIRROR STICKERS – Staff revised the instruction sheet and Deirdre will include mirror stickers in public outreach packets through the hotline until they are gone. We are still waiting to hear if DPT is willing to these stickers on DPT vehicles, as a pilot program.
- 5 WALLER STREET LEARNING AREA –Staff talked to Dan Mauer and will contact the skater (Chris Duderstadt) and attempt to solve the pavement issues at Waller Street. Leah Shahum also knows this individual and offered to help, if appropriate. Staff also updated Dan Mauer’s new boss Scott Reese about the project and its history.
- 6 YOUTH BICYCLE SAFETY – Staff talked to Beacon Center Director Dave Mac Gillis. Beacon is definitely interested in collaborating with us and SFBC on a middle school bicycle education project grant application to the CA Office of Traffic Safety, due Jan 31.
- 7 OLD TEA COEXIST GARAGE PARKING INVOICING – Staff tried to track down the “Public Interest Finding” for Muni’s bus ad contract with Viacom, but it apparently does not exist (despite Caltrans contention that it does!) Staff will confirm with Caltrans and clarify next steps for invoicing.
- 8 BICYCLE MAP UPDATE /ORDER – We received two large laminated maps. Our old version will be indefinitely lent to the SFBC and Bert Hill for educational and outreach use. New maps to be ready at the end of January.

D PLANNING/FUNDING

1. BICYCLE PLAN: POLICY FRAMEWORK – There is nothing new to report on the lawsuit. Staff will keep the BAC in the loop and will inform the BAC on any developments when we can.
2. BICYCLES ON LRVS AND FOLDING BICYCLES – The MTA Planning Director requested that in advance of meeting with the new MTA Executive Director, a meeting be convened on this subject. Attendees will include staff from MTA Planning; Safety, Security, and Training; Accessibility; and the Muni Deputy Director.
3. CALTRANS CERTIFICATION OF SF BICYCLE PLAN - Caltrans approved the Bicycle Plan: Policy Framework. This makes SF eligible for state Bicycle Transportation grants for the next five years.
4. COLORED BIKE LANES- Staff submitted a request to experiment to CTCDC. They are reviewing it. Hopefully, it will be accepted for their February 23 meeting.
5. SHARED ROADWAY MARKING (MUTCD CA SUPPLEMENT) – – Staff attended the January Caltrans District 4 BAC meeting. After speaking with John Fisher, chair of the CA Traffic Control Device Committee (CTCDC), and considering the various developments at the state and federal level concerning the marking, we will not push for modification of the marking language in the MUTCD CA Supplement now. We will focus on the federal approval effort. Although most indications pointed to the marking being approved a few months ago for inclusion in the MUTCD, it did not happen. This has complicated things a bit. This idea of backing off the state effort for now was presented during a discussion at the Caltrans District 4 Bicycle Advisory Committee, among other things. No one disagreed with it, even though it was acknowledged that the changes made by Caltrans to the language governing use of the marking were not handled well.
6. GEARY BRT- Bicycle Program staff attended a SFCTA meeting with the SFBC and Dave Snyder. The issue of better accommodation of bicycles was discussed, including
 - The Bicycle Program will look at advancing the \$4,500 Prop. K study money from FY 08/09;
 - The SFCTA will explore increasing funding for an additional

Bicycle accommodation study;
A study could include asking the question: Is the existing bicycle route network adequate or is there a need to include a new street within the corridor, potentially Geary Street?;
Screen line counts in the area to determine where existing cyclists are riding. This would be in an area that includes Fell Street;
An Origin and Destination Study;
Explore the possibility for bicycle improvements along California and Euclid Streets; and
The SFBC would like to explore bike lanes on Geary Boulevard between Arguello Street and Presidio Avenue.

E OTHER

1. STAFFING ISSUES – One of the two Bicycle Program interns was terminated, since MTA is enforcing the City policy that interns cannot work more than six months. The other interviewed for a Junior Traffic Engineer position, which was finally approved, and was selected.