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## October 2011 SFMTA Livable Streets Report to the San Francisco Bicycle Advisory Committee (BAC)

See [www.sfgov.org/bac](http://www.sfgov.org/bac) for more information.

### Compiled by the SFMTA Livable Streets Subdivision Staff

#### A. BICYCLE PLAN

- BIKE LANE PROJECTS:** Since the injunction modification in November 2009, twenty-eight (28) bike lane projects have been completed, adding nearly 19 miles (18.95) of bike lanes to the bicycle route network. To date, 56% (19 miles) of the bike lanes identified in the San Francisco Bike Plan have been implemented. Staff will continue making progress towards full build-out of the bike plan projects in the coming months. The next Near-Term projects scheduled for implementation are:
  - Project 6-5 Portola Drive, Corbett Avenue to O'Shaughnessy Boulevard
  - Project 6-5 Portola Drive, O'Shaughnessy Boulevard to Sloat Boulevard
  - Project 5-4 Bayshore Boulevard, Cesar Chavez Street to Silver Avenue
  - (No update)
- SHARROWS:** Since the injunction modification in November 2009, approximately 2,800 sharrows have been installed, totaling approximately 38 miles of roadway. Staff is currently preparing drawings for the next batch of sharrows (488 sharrows totaling 7.7 miles), with work orders to be submitted in October. (No update)
- SIDEWALK BIKE RACKS:** 84 new bicycle racks are in the process of being installed since the last report to the BAC, which will bring the citywide total to 2,439. 29 additional racks have been stenciled. There are approximately 290 sidewalk bike rack requests to be evaluated.
- AUTOMATED BIKE COUNTERS:** All twenty-two automated counters have been installed at 12 different locations. Staff recently discovered a problem with the counter on Clipper Street and is currently working with the manufacturer to identify a solution. Staff is also scheduled to perform validation counts at all automated counter locations in October. (No update)

#### B. FACILITIES & PROJECTS

1. **ON-STREET BIKE CORRALS:** 12 of 12 bike corrals were approved at the 10/14 public hearing. Staff is submitting work orders for installations.
2. **17<sup>th</sup> STREET BICYCLE PROJECT:** Parking changes associated with the installation of bike lanes between Harrison Street and Potrero Avenue were approved at the SFMTA Board on September 20. The bike lanes will be implemented in conjunction with the 17<sup>th</sup> Street paving project in the fall of 2011.
3. **BROADWAY TUNNEL BICYCLE PROJECT:** The San Francisco Public Utilities Commission has allowed the SFMTA to install a hard-wired, blank-out bike warning sign while the MOU is finalized between the two agencies. The SFMTA Traffic Signal Shop needs to survey the street light conduits for the feasibility to pull the power wires for the sign. At this time, the Traffic Signal Shop is working on several high priority traffic signal projects. The survey can be by the end of November at the earliest.
4. **CESAR CHAVEZ (EAST):** Legislation to remove all of the parking on Cesar Chavez Street from Kansas Street to Pennsylvania Street was approved at a public hearing on September 14. A request for additional funding to add a buffer to the bike lanes and some green pavement has been submitted. A few design details are still being worked out but the project should be completed in the spring of 2012.
5. **JFK DRIVE CYCLE TRACK:** Staff continued outreach to museums and other stakeholders. Members of the Physical Access Committee expressed objections about a cycle track project. Funding was approved by the SFCTA and the project was approved by the Golden Gate Park Concourse Authority and Rec and Park Commission. The cycle track will mostly be 6.5 feet wide but will narrow to six feet at certain key locations in order to maintain parking.
6. **FELL/OAK BIKEWAYS:** Project Goals recommended at the public meeting were summarized and posted on the website. A second workshop will be held in December to share more refined designs and potential tradeoffs.
7. **HOLLOWAY AVE TRAFFIC CALMING AND BIKE LANES:**  
*Beverly Street to Ashton Avenue*  
Staff is still coordinating with the Planning Department on environmental review before proceeding to a public hearing with parking changes, bike lane and speed humps.
8. **PORT of SAN FRANCISCO BIKE PROJECTS:** Design is complete for a cycle track for Cargo Way, and the project will be going out to bid this winter. Construction is expected to be complete by mid next year. Staff continues to work with the Port, the Mission Bay Developers Group, and the Mission Bay CAC on cycle track designs for Terry Francois Blvd that could be implemented when new roadway is built.

- 9. BICYCLE SHARING:** The draft RFP is under review by Caltrans and the BAAQMD expects to complete any necessary revisions and release it before the holidays, in time to choose a vendor in early 2012. Launch is anticipated in spring/summer of 2012, likely with a staggered rollout. The bike sharing team has identified over 75 potential station locations with the expectation that around a third will not pan out for various reasons, leaving us with our goal of 50. Coordination work with the Port, Redevelopment TJPA, Caltrain and the Planning Department is ongoing. Planning has confirmed for that bikesharing is an allowable use at the majority of the privately owned public open spaces in the Financial District.
- 10. 8<sup>th</sup> STREET:** Staff has been meeting with various stakeholders to get input on design alternatives to increase safety for people walking and biking along the corridor. All of the short-term changes would be accomplished with paint, but as funding is identified, staff would also like to pilot some other strategies to visually narrow the roadway and or to improve the quality of the bike lane and to increase safety for people walking. Paving is currently scheduled to begin in early 2012. Pursuing the road diet requires environmental review and clearance by the Planning Department.
- 11. BAYSHORE BOULEVARD:** Striping drawings are currently being revised.
- 12. PORTOLA DRIVE, O'SHAUGHNESSY TO BURNETT:** The portion of Portola Drive was completed at the end of September.
- 13. OUTER SUNSET SAFE ROUTES TO SCHOOL:** Staff is exploring ways to include bike facilities as part of an upcoming Safe Routes to School project along Ortega Street between 37<sup>th</sup> and 41<sup>st</sup> Avenues. The traffic calming component of the proposed design includes pedestrian refuge islands at the intersections of Ortega Street and 38<sup>th</sup>, 39<sup>th</sup>, 40<sup>th</sup>, and 41<sup>st</sup> Avenues and bulbouts and raised crosswalks at the intersection of 37<sup>th</sup> Avenue and Ortega Street. In addition to these traffic calming devices, staff is proposing sharrows in the westbound direction of Ortega Street between 37<sup>th</sup> and 41<sup>st</sup> Avenues, a parking buffered bike lane in the eastbound direction of Ortega Street between 37<sup>th</sup> and 41<sup>st</sup> Avenue, and bike lanes on Ortega Street between 41<sup>st</sup> Avenue and Lower Great Highway and between 34<sup>th</sup> Ave and Sunset Boulevard. Staff is in process of outreaching to the community and to the two schools in the area. Planning and design for the proposed design must be complete by February of 2012. (No update)

## **C. FUNDING**

- 1. SFMTA CAPITAL PLANNING EFFORT:** The Capital Improvement Program outlines the funding priorities for the SFMTA for the next 5 years. The Capital Improvement Program is fiscally constrained and is a detailed look of the SFMTA priorities. It is a more detailed than the 20 year Capital Plan, which is not fiscally constrained. During

the Prop K 5YPP Update, SFMTA staff briefly reported to the BAC on SFMTA's Capital Planning efforts. Within the coming weeks, SFMTA staff will be briefing the BAC about the SFMTA Capital process. The goal is to garner BAC support before the end of the calendar year.

## **D. BIKE ED AND SAFETY**

- 1. BICYCLE LANE MARKING EXPERIMENTS:** Door zone markings have been striped on one block of 17<sup>th</sup> Street for evaluation. Staff continues to make observations. Staff has completed observations of approach treatments phase 2 (broken white). Phase 3 (sharrows to replace the broken white) should be marked in early November with observations to follow later in the month. SFMTA Staff identified locations for colored bike lanes where bike lanes are present to the left of vehicle right turn pockets. "Before" evaluations are being conducted at the pilot locations to observe cyclist and motorist merging and yielding behavior: Grove/Polk, 9<sup>th</sup>/Howard, Market/Duboce, Embarcadero/Lombard, Howard/Embarcadero.
- 2. BICYCLE COLLISION REPORT:** The SFMTA Livable Streets subdivision is still drafting the 2009 Bicycle Collision Report. The report draws upon a full year's data to identify patterns in traffic violations that involve a bicycle collision. The data gathered in this report is summarized and directed the San Francisco Police Department in order to prioritize locations and violation types for targeted enforcement. The 2009 Bicycle Collision Report is still under development.
- 3. BICYCLE SAFETY EDUCATION CLASSES – REQUEST FOR PROPOSALS (RFP):** On September 2, 2011, the SFMTA released a Request for Proposals (RFP) for a new three-year Bicycle Safety Education Classes contract. This solicitation has a broader scope than in the previous contract, including a three-year term and Muni Operator Bicycle Safety Video for newly hired operators. The new contract is expected to be executed by December 2011.

## **E. Miscellaneous**

- 1. THINK BIKE:** On September 19<sup>th</sup> and 20<sup>th</sup> the SFMTA co-hosted a promotional and design workshop. Local transportation professionals and community members drafted conceptual designs for the Wiggle, upper Polk Street, and mid Market Street. The SFMTA is seeking funding to implement some of the proposals and undertake more planning/design for other proposals. One grant source for \$25,000 was identified and will be applied for green pavement treatments along the Wiggle.
- 2.**

**3. INNOVATIVE TREATMENTS TOOLBOX:** Staff has updated toolbox entries and have begun identifying feasible locations for implementation of innovative treatments. (No change)

**4. SUNDAY STREETS:** Seven of eight Sunday Streets events have already taken place this year. The most recent was the Western Addition event on September 11. The last and final event of the year will take place on October 23 in the Mission. (No update)

**5. SPOT IMPROVEMENTS:**

<b>BAC Request</b>	<b>SFMTA Response</b>
<p>Signage on the “Shrader Valve” notifying motorists on southbound Shrader Street with a more conspicuous sign than presently; and notifying westbound cyclists on the Panhandle Path with path cross-hatching and signage to route cyclists to the crossing of Fell Street at Shrader Street. We still observe a lot of cyclists riding westbound into Stanyan Street directly from the Panhandle Path, many with bike rental bags on the front.</p>	<p>Additional signage and/or markings on the Panhandle Path directing cyclists to cross Fell Street at Shrader Street will be addressed as part of the John F Kennedy project, scheduled for implementation in December. Motorists on southbound Shrader Street should obey the extinguishable NO RIGHT TURN sign which illuminates when the Panhandle Path has a green left turn arrow; no other signage is recommended. (No change)</p>
<p>Stockton Contra-Flow Lane Study – Presently cyclists trying to reach the Stockton Tunnel from the south and west have no efficient way to legally ride to the Tunnel. A one block northbound contra-flow lane on Stockton Street from Post to Sutter streets would allow cyclists to travel one block north from Post Street toward the tunnel.</p>	<p>Preliminary review indicates that creation of a northbound contra-flow lane may require removal of heavily-used loading zones along Stockton Street, and reconfiguration of the pedestrian island at the intersection of Stockton and Sutter streets. While cyclists may currently use this route, the SFMTA has no short-term plan to make other modifications here. (No change)</p>

<b>BAC Request</b>	<b>SFMTA Response</b>
<p>Improved signage for Cesar Chavez Street pathway under the US 101 Freeway interchange – Cyclists riding northbound on Bayshore Boulevard and eastbound on Cesar Chavez Street are often confused about entering and tracking the pathway under the US 101 Freeway interchange. Supervisor Cohen recently commented on attempting to ride through this interchange known as the “hairball.”</p>	<p>Existing Cesar Chavez Street (West) project may address pathway wayfinding for cyclists traveling eastbound on Cesar Chavez. Existing Cesar Chavez Street (East) project will explore several possibilities for the design near the interchange, including wayfinding signage. Resolution expected by April 2012. A community meeting to discuss the US 101 interchange has not been scheduled but will be announced in the next month or two. (No change)</p>
<p>Improved signage at intersection of Market and Castro streets guiding westbound bicyclists to use 17<sup>th</sup> Street and Corbett Avenue instead of Market Street all the way to Portola Drive.</p>	<p>This item has been logged in. Response expected by November. No update.</p>
<p>Extend the Post Street bike lane from Steiner Street to Webster Street.</p>	<p>This project will be added to a funding request later in this fiscal year. Update to come at meeting.</p>
<p>Add sharrows on Geneva Avenue from Moscow Street to Brookdale Avenue and investigate adding a bike lane in the uphill (westbound) direction.</p>	<p>Creating bike lanes for this segment would require its own design and environmental review. This can be included in the next Bike Plan, for which the SFMTA will solicit feedback from the BAC. Also, Geneva Avenue is part of a major transit corridor, slated for a bus rapid transit line in 2015. As part of the effort for bus rapid transit, planners continue to consider the best possible solution for transit and cyclists. (No update)</p>

<b>BAC Request</b>	<b>SFMTA Response</b>
<p>Add bike signal at intersection of Market and 12<sup>th</sup> streets to reduce eastbound bicycle delay.</p>	<p>The intersection of 12<sup>th</sup> Street at Market Street and improving the eastbound bicycle progression has been reviewed in the past. To improve eastbound progression, add bicycle signals and still maintain pedestrian and Muni service, the intersection would require significant signal modifications to the existing equipment. With the upcoming Market Street paving and corridor improvements scheduled, our hope is that we can include those changes and increase the progression of bicycle users through the 12<sup>th</sup> Street intersection. (No changes)</p>
<p>Additional signage requested on the Kezar path between Lincoln Way and Third Avenue.</p>	<p>Upcoming work order to include:  Update of existing bike warning sign to include "AHEAD" placard.  Additional bike warning sign closer to intersection of 3<sup>rd</sup> Avenue/Kezar Drive/Lincoln Way.  Realignment of Westbound Lincoln Way to intersect Kezar Drive closer to a 90 degree angle. (No update)</p>
<p>Better bike network transition from Market Street to Corbett Avenue in downhill direction, or sharrows on Market Street to Castro Street.</p>	<p>After conducting a field review, staff is assessing wayfinding signage which could make transition clearer. Staff is also exploring long term solution of routing bicycles onto south sidewalk and providing an exclusive phase for a box left turn. As for sharrows on Market St, SFMTA only installs sharrows on designated bicycle routes. Currently, Market St between Corbett and Douglass are not part of the bicycle route network. (No update)</p>
<p>Data requested regarding bicycle theft at new bike corrals. BAC is specifically concerned with Metreon location as this is a high bike theft area.</p>	<p>The SFMTA does not have statistics available on bike thefts from bike corrals. Furthermore, there is no bike corral at the Metreon. In order to respond to this item, the SFMTA needs more clarity. (No update)</p>
<p>Review St. Francis Circle for signage and stencils to clarify cyclist route</p>	<p>No update. Response expected by November.</p>

<b>BAC Request</b>	<b>SFMTA Response</b>
Duboce and Market Street – eastbound cyclists end up in crosswalk	No update. Response expected in November.
Route 55 contraflow improvements	The SFMTA needs more info about this request. (No update)
Third Street north of Cargo Way – Add sharrows	This item has been logged in. Response expected in December.
Powell Street parklet – problematic metalwork, little space is left for cyclists between the cable car tracks and the parklet, truck turns, lighting	The parklet metalwork is similar to the delivery vehicles that used to park in the same space; edges and mirrors posed potentially greater obstacles. Also, there is now more space between the parklet and the tracks than there previously had been when cars and trucks parked in this space. In fact, since the parklet is closer to the curb than the vehicles that parked there previously, truck drivers should have less difficulty with turns now. Lastly, a field check determined that the parklet is well lit at night. (No update)