



December 2012 SFMTA Livable Streets Report to the San Francisco Bicycle Advisory Committee (BAC)

See www.sfgov.org/bac for more information.

Compiled by the SFMTA Livable Streets Subdivision Staff

A. BICYCLE PLAN

1. **BIKE LANE PROJECTS:** Since the full lifting of the injunction in August 2010, thirty-one (31) bike lane projects have been completed, adding nearly 20 miles (19.75) of bike lanes to the bicycle route network. In total, to date 75% of the bike projects identified in the 2009 San Francisco Bike Plan have been implemented, adding over twenty-four miles (24.45) of bike lanes to the network. In addition, four bike lane projects developed after the 2009 Bike Plan have been completed adding an additional 1.85 miles, for a grand total addition of 49 projects and 26.30 miles of bike lanes to the network. The next bike lane projects scheduled for implementation (in no particular order) are:
 - Project 2-14 McCoppin Street westbound bicycle lane, Gough Street to Valencia Street
 - Project 8-4 John Muir Drive bicycle lanes, Lake Merced Boulevard to Skyline Boulevard
2. **SHARROWS:** To date, approximately 4,150 sharrows have been installed on approximately 140 different street segments totaling about 51 miles of roadway. This represents about 68% of the 75 miles identified in the 2009 Bike Plan. Staff is currently seeking funding for implementation of the remaining 1,350 sharrows. **(No update)**

B. FACILITIES & PROJECTS

1. **SIDEWALK BICYCLE RACKS:** As of 11/26/2012:
 - 108 sidewalk racks work ordered
 - 71 sidewalk racks surveyed and stenciled
 - 38 locations under review
2. **ON-STREET BICYCLE PARKING:** Applications are due 11/1. All previous applications have been reviewed.





Two bike corrals adjacent to Parklets were approved at a public hearing and will be installed in coordination with the Parklet final construction:

- Cumaica Coffee, 200 Clement
- DNA Lounge, 375 11th Street

Six bike corrals were approved at a public hearing and will be installed:

- Atlas Café, 3049 20th Street (Alabama Street side)
- Dear Mom, 2700 16th Street
- startupHQ, 185 Clara
- Truck, 1900 Folsom (15th Street side)
- Whole Foods, 450 Rhode Island
- Yoga Tree, 780 Stanyan (pending restriping, post-repaving)

- 3. LONG-TERM BICYCLE PARKING:** The San Francisco Municipal Transportation Agency (SFMTA) is evaluating the feasibility of long-term bicycle parking facilities in San Francisco. An online survey closed in early November that asked participants about existing long-term bicycle parking, demand for new facilities, and additional desired amenities. Approximately 1,000 people responded to the survey and staff is evaluating the needs assessment. Staff will complete the strategy by spring 2013.
- 4. BROADWAY TUNNEL BICYCLE PROJECT:** Working with Eco-counter and the Department of Technology, staff continues to adjust the bike sensors to reduce the number of vehicle detections. (On-going)
- 5. JFK DRIVE CYCLE TRACK:** A preliminary evaluation of JFK drive was released in November, 2012; it can be viewed on the SFMTA JFK webpage: <http://www.sfmta.com/cms/bproj/JFKCycleTrack.htm>. Key findings include:
 - Motor vehicle and bicycle speeds decreased roughly 2-3 miles per hour on average after the project was implemented.
 - Public perception of bike safety on JFK Drive increased after the project was implemented, especially among bicyclists who were surveyed.
 - After the cycle track installation, 87% of all survey responders feel like they understand the configuration of the street and 61% of all survey responders like the configuration.
 - Despite the conversion of roughly 80 parking spaces to accommodate the cycle track, only 14% of survey responders thought that parking availability on JFK Drive was somewhat or very bad.

Final observations will be taken in January 2013, after which a final report and recommendations will be released.



6. **FELL/OAK BIKE AND PEDESTRIAN SAFETY PROJECT:** Striping is under construction. Concrete work to follow summer/fall 2013.
7. **HOLLOWAY AVE TRAFFIC CALMING AND BIKE LANES:** The legislation process for the section of Holloway between Beverly and Ashton is beginning. City staff will be reviewing the proposal before a public hearing.
8. **PORT of SAN FRANCISCO BIKE PROJECTS:** The Cargo Way cycletrack is complete.
9. **BICYCLE SHARING:** Contract negotiations with the top-ranked proposer, Alta Bicycle Share, continue. Fieldwork and site-specific outreach for over 60 potential sites are largely complete and Livable Streets staff are ready to begin legislation, public hearing and permitting as soon as a vendor is brought on board. (No update)
10. **8th STREET:** Staff continues to evaluate operations of the new configuration. (No update)
11. **PORTOLA DRIVE, SLOAT BLVD TO CORBETT AVE:** Project is now complete. Portola/Fowler striping will not change.
12. **OUTER SUNSET SAFE ROUTES TO SCHOOL:** Caltrans is reviewing the construction obligation funding package. Staff met with SFPUC's Cistern Project Team about the construction scheduling of the 37th Avenue and Ortega cistern. Project information can be found at:
<http://www.sfmta.com/cms/osafe/APGianniniMiddleSchool-andSunsetElementarySchool.htm>.
13. **WIGGLE BIKE ROUTE IMPROVEMENTS:** Installation of green-backed ("super") sharrows and continental crosswalk markings along the route from Scott/Street at Fell Street to Duboce Avenue at Church Street and green pavement treatment between the modified transit island on the north side of Duboce Avenue west of Church Street have been completed. Staff has coordinated with developer of adjacent property on design of northwest corner of the Market/Duboce/Buchanan intersection to accommodate "crossbike" markings and bike box. Identifying funding to supplement a Bikes Belong grant to implement improvements by winter 2012. (no update)
14. **POLK COMPLETE STREET PROJECT:** The second community-wide meeting occurred on December 1. Staff presented several options for four



different segments within the project area and is evaluating feedback. A repeat of the meeting, held in collaboration with the Polk District Merchants Association, will occur on December 7. Based on feedback at the meetings and through the online survey, staff will complete a recommended conceptual design to be presented in early 2013 (March?). The online survey is available on the project website: <http://www.sfmta.com/polk>.

15. WATERFRONT PROJECTS:

Trial Embarcadero Cycle Track for America's Cup

Staff has begun preliminary discussions about how to proceed with next summer's implementation.

Pier 39

It is possible that this project will be combined and piloted along with the rest of the Embarcadero. Discussions between merchants and city staff are in their initial stages.

16. JOHN MUIR DRIVE: Buffered bikeways and back-in angled parking on the western portion are currently being installed. Project will be implemented by end of 2012. Speed limit on the street is 30 MPH on the western portion at Skyline Boulevard and 40 MPH on the eastern portion at Lake Merced Boulevard.

17. MARKET/VALENCIA BICYCLE BAY: The city's first bicycle bay was completed and became operational on Thursday, November 29. The project was completed on time and under budget.

18. 17TH/CHURCH STREETS BIKE IMPROVEMENTS: In mid-November, staff installed new pavement markings at this intersection to encourage bicyclists to cross the F Line tracks at sharper (i.e. safer) angles. The parking was also moved back to create more room for maneuvering.

19. SECOND STREET: At the most recent meeting, the public expressed a strong desire for separated bikeways and sidewalk widening. DPW and SFMTA staff members are collaborating on a conceptual design to accommodate these desires. Potential design features include left-turn restrictions, merge zones and separated bike phases. Project website: <http://www.sfdpw.org/index.aspx?page=1489>



C. FUNDING

1. **BICYCLE EDUCATION ALLOCATION REQUEST:** The SFMTA has submitted a FY 12-13 Prop K funding request in the amount of \$136,000 to fund implementation of two years' (2013 & 2014) of bicycle safety and outreach programs. This request includes funding for labor and materials to produce, procure and distribute the following:
 - a. Bicycle safety equipment and related SFMTA labor costs (\$67,400):
 - i. Bicycle Lights (1,800 sets) & Retro-reflective spoke cards (5,000): \$32,800
 - ii. Youth Bicycle Helmets (2,850): \$19,800
 - iii. Bicycle Bells (600): \$14,800
 - b. Outreach materials, including revision of the San Francisco Bicycle Guide and Bike Network Map, and related SFMTA labor costs (\$68,600):
 - i. Bike Network Maps (500 existing maps & 7,500 new) : \$33,900
 - ii. Bike Guide (3,000 English, 1,000 Spanish, 1,000 Chinese): \$24,700
 - iii. Bike Seat Covers (1,000): \$10,000

D. BIKE ED AND SAFETY

1. **DON'T GET CAUGHT IN THE DARK CAMPAIGN:** Staff has participated at three Light Up the Night bicycle outreach events. At the kick-off event, held at the intersection of Market Street and Octavia Boulevard, SFMTA staff and SFBC volunteers were able to get 163 bicycle riders to pledge to light up the night. One more December event will be held in the Lake Merced area.
2. **BICYCLE SAFETY EDUCATION CONTRACT:**

Contractor is providing free bicycle safety education classes to the public in English, Spanish and Chinese languages. SFMTA continues working with contractor and Muni Training staff to produce the bicycle safety for Muni operators training video to be shown to Muni operators at new-hire trainings.



E. Miscellaneous

1. SPOT IMPROVEMENTS:

a. Shorter term:

	BAC Request	SFMTA Response
h)	Additional signage requested on the Kezar path between Lincoln Way and Third Avenue.	In addition to auto oriented signage and paint that has been installed, staff has submitted a work order for additional wayfinding improvements both at this intersection and on Sixth Ave near Hugo St. (No update)
i)	St. Francis Circle – Evaluate wayfinding signage and markings through intersection	Staff is considering improved wayfinding and signs for this intersection. (No update)
j)	Duboce and Market Street – eastbound cyclists end up in crosswalk	Identifying funding for installation by winter 2012.
n ₁)	Review markings at Bosworth and Lyell	This item has been logged in. The Operations group feels that a crosswalk at this location would not be appropriate. Staff has no immediate plans to modify the bike lane striping but would consider changes once striping begins to fade.
n ₂)	Bosworth/Milton – Add sharrows to Milton. Consider diagonal sharrow wayfinding on Bosworth St.	Staff has submitted work order for sharrows on Milton Street. (No update)
o)	Hairball – Change cycle length or actuation at internal signal	Staff working with signal shop to upgrade the equipment and reduce the delay to pedestrian and cyclists at the intersection by simplifying the actuation. (No update)



	BAC Request	SFMTA Response
p)	Pedestrian Actuation vs. Bicycle Green – the BAC would like a more senior staffer or a formal policy regarding preference for not using actuation even where cyclists are significantly affected by long, mostly-unused pedestrian “Walk” times. Problematic examples include Market/12 th , Embarcadero/Bay, Embarcadero/North Point.	Staff has included the current SFMTA pedestrian signal guidelines, which seek to minimize the use of actuation for pedestrian crossings. Livable Streets may have funds to investigate this change next year. However, Livable Streets staff encourages BAC members to begin dialogue with PSAC before that time. (No update)

b. Longer Term:

	BAC Request	SFMTA Response
b)	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.	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)
c)	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.	SFMTA staff is working with DPW project managers to include the use of green on Cesar Chavez St (between 101 and 280), including at the westbound entrance to the bicycle path.



	BAC Request	SFMTA Response
d)	Polk Street Contraflow Lane	The SFMTA Multimodal Accessibility Advisory Committee's Planning and Engineering sub-committee supports the project. Staff is trying to set-up a meeting with the City's ADA coordinator to review the project. Staff has submitted available dates for the week of 11/26/12, but the ADA coordinator has not confirmed the meeting date.
f)	Extend the Post Street bike lane from Steiner Street to Webster Street.	Staff has recommended that this item be brought before the Mayor's Bike Working Group or directly to supervisor's for prioritization.
g)	Add bike signal at intersection of Market and 12th streets to reduce eastbound bicycle delay.	The intersection of 12th 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 improve the progression of bicycle users through the 12th Street intersection. (No change)
l)	16 th and Harrison – Request bike box	SFMTA staff has added the list to the universe of possible treatments. No specific funding has been identified to construct isolated bike boxes.