

## January 2012 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 full lifting of the injunction in August 2010, nineteen (19) bike lane projects have been completed, adding over 14 miles (14.65) of bike lanes to the bicycle route network. To date, 57% of the bike lanes identified in the San Francisco Bike Plan have been implemented, adding over nineteen miles (19.35) of bike lanes to the network. The next bike lane projects scheduled for implementation are:
  - Project 6-5 Portola Drive, O'Shaughnessy Boulevard to Sloat Boulevard
  - Project 8-4 John Muir Drive, Lake Merced Boulevard to Skyline Boulevard
  - Project 5-4 Bayshore Boulevard, Cesar Chavez Street to Silver Avenue
- SHARROWS:** Staff has recently completed a full audit of the sharrow database, establishing a more accurate record of the total number of sharrows installed and planned, as well as the total miles of streets with sharrows installed and planned. The following totals should serve as the baseline for all future updates. Since the injunction modification in November 2009, approximately 2,700 sharrows have been installed, totaling approximately 45 miles of roadway. After full implementation, approximately 3,000 sharrows will be installed on approximately 67 new miles of roadway. Note these revised totals differ from the estimates cited in the 2009 Bicycle Plan. Generally, the differences are due to a refinement of the way the number of sharrows for a typical block are estimated, the removal of certain streets due to speed or grade, and the removal of streets in the Presidio which is not under CCSF jurisdiction (note, however, MTA still intends to coordinate with the NPS to install sharrows in the Presidio).
- AUTOMATED BIKE COUNTERS:** All bike counters have been installed. Staff continues to work with the Department of Technology and the manufacturer to investigate and correct operational issues at a couple locations.

## B. FACILITIES & PROJECTS

- 1. SIDEWALK BIKE RACKS:** 62 new bicycle racks are in the process of being installed since the last report to the BAC, which will bring the citywide total to 2,531. There are approximately 360 sidewalk bike rack requests to be evaluated.
- 2. ON-STREET BIKE CORRALS:** 11 bike corrals were installed in December 2011, bringing the total to 15 new bike corrals in 2011 and 24 total bike corrals. Three additional bike corrals are in progress plus three bicycle parking projects that are part of Parklet projects. See [www.sfmta.com/bikeparking](http://www.sfmta.com/bikeparking) for a full list of bike corral locations.
- 3. 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.
- 4. BROADWAY TUNNEL BICYCLE PROJECT:** The LED bike sign has been ordered from the City's traffic signal vendor. It will take approximately 6-7 weeks to build, since it has a customized "on" duration time for our application.
- 5. 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. (No update)
- 6. JFK DRIVE CYCLE TRACK:** Staff has concluded updates to design based on accessibility concerns. Design maintains minimum six-foot-wide cycle track and minimum three-foot-wide buffer. Design maintains shared lane near intersections. Additional curb ramp construction has begun. Drainage grate improvement should begin shortly. Cycle track construction slated to begin in early to mid-February.
- 7. FELL/OAK BIKEWAYS:** A second public workshop was held on December 3rd where members of the public reviewed potential design elements of a separated bikeway along Oak and Fell between Scott and Baker and provided input. Details on the advantages and challenges of the various proposals are on the SFMTA's website: <http://www.sfmta.com/cms/bproj/OakandFellBikeways.htm>
- 8. 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. (No update)

- 9. 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-2012. 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.
- 10. 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.
- 11. 8<sup>th</sup> STREET:** Staff is pursuing environmental clearance for a road diet and striping buffered bike lane design to be implemented along with a paving project currently underway. A future parking-buffered bike lane design is included with Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) project team that can be implemented as funding becomes available.
- 12. BAYSHORE BOULEVARD:** Striping drawings are currently being revised.
- 13. PORTOLA DRIVE, O'SHAUGHNESSY TO WEST PORTAL:** Bike lanes installed. Some refinements at Fowler Avenue and EB approach to O'Shaughnessy are needed to address citizen concerns. Other adjustments on EB approach to Burnett/Diamond Heights are being studied. WB bike/right turn lane adjustments at Burnett/Diamond Heights are being implemented.
- 14. 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)

- 15. WIGGLE BIKE ROUTE IMPROVEMENTS:** Based on recommendations from the Think Bike workshop in September, staff is planning and designing near-term bicycle and pedestrian improvements for the “Wiggle” bike route. Improvements identified so far include green-backed (“super”) sharrows and continental crosswalk markings along the route from Steiner Street to Scott Street. Wayfinding and traffic engineering improvements to the Market/Duboce/Buchanan intersection are under consideration. An application was submitted for a \$25,000 Bikes Belong grant to add green bike-specific treatments on Duboce Avenue in coordination with the Church and Duboce Track and Roadway Improvement Project.
- 16. OCEAN AVENUE, HOWTH ST TO GENEVA AVENUE:** Review citizen request to remove bike lane on this short segment.

## **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. SFMTA staff will brief the BAC about the SFMTA Capital planning process at the scheduled December meeting. The goal is to garner BAC support before the end of the calendar year.

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

- 1. BICYCLE LANE MARKING EXPERIMENTS:** Data has been collected from Door Zone Markings striped on 17<sup>th</sup> street; analysis is being finalized. 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 will install a dashed colored pavement treatment at several locations where cars must merge across a bike lane to access a right turn pocket. “Before” evaluations have been conducted to observe cyclist and motorist merging and yielding behavior: Grove/Polk, 9<sup>th</sup>/Howard, Market/Duboce, Bryant/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. (No update)

**3. BICYCLE SAFETY EDUCATION CLASSES – REQUEST FOR PROPOSALS (RFP):**

The SFMTA is currently in negotiation with the winning proposer on the new Bicycle Safety Education Classes contract. This contract has a broader scope than in previous years, including a three-year term and a Muni Operator Bicycle Safety Video for newly hired operators. The new contract is expected to be finalized and executed by late December 2011.

**4. LIGHT UP THE NIGHT BIKE LIGHT GIVEAWAY:** SFMTA staff and the San Francisco Bicycle Coalition (SFBC) are working together to increase the visibility and safety of people riding bicycles at night by giving out free bicycle lights and safety information as part of their “Light up the Night” campaign. In the months of November and December, SFMTA and SFBC staff and volunteers distributed hundreds of bike lights at eight locations throughout the city.

**5. 2011 BICYCLE COUNTS:**

**E. Miscellaneous**

**1. INNOVATIVE TREATMENTS TOOLBOX:** Staff are finalizing toolbox entries and have identified projects in the bike plan that may benefit from implementation of innovative treatments. Design is complete for a Green Wave on 14<sup>th</sup> Street.

**2. SPOT IMPROVEMENTS:**

a. Shorter term:

<b>BAC Request</b>	<b>SFMTA Response</b>
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.	As part of the JFK cycle track project, the SFMTA will replace missing wayfinding sign, add a pavement message and refresh yellow guide line to Shrader Valve.
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.	Work order submitted to upgrade wayfinding signs.

<b>BAC Request</b>	<b>SFMTA Response</b>
Extend the Post Street bike lane from Steiner Street to Webster Street.	This project will be added to a funding request later in this fiscal year. Update to come at meeting. Staff does not feel that church parking in a bike lane would be significantly different than church parking in a regular travel lane. Furthermore, staff feels that a bike lane six days of the week would be a positive addition to the network.
Add sharrows on Geneva Avenue from Moscow Street to Brookdale Avenue and investigate adding a bike lane in the uphill (westbound) direction.	At the last meeting, Casey reported that the sharrows had finally been installed.
Additional signage requested on the Kezar path between Lincoln Way and Third Avenue.	Work order submitted: 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)
Duboce and Market Street – eastbound cyclists end up in crosswalk	Design alternatives being considered as part of Wiggle bike route improvements.
Contraflow improvements to Lyell Street – signage (No Turn EXCEPT BICYCLES) or two-stage turn on Alemany St. Currently, there is no legal way to access this route from EB Alemany Street.	This item has been logged in. Response expected in February. (No update)
Powell Street parklet – problematic metalwork, little space is left for cyclists between the cable car tracks and the parklet, truck turns, lighting	The SFMTA does not feel that there are roadway space issues related to the parklet installation. As regards the metalwork, the SFMTA has forwarded concerns on to the Planning Department, the lead agency for parklets.

b. Longer Term:

<b>BAC Request</b>	<b>SFMTA Response</b>
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<b>BAC Request</b>	<b>SFMTA Response</b>
<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>
<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>Add bike signal at intersection of Market and 12th streets to reduce eastbound bicycle delay.</p>	<p>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)</p>

<b>BAC Request</b>	<b>SFMTA Response</b>
<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 way-finding 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 currently installs sharrows only on designated bicycle routes and Market St between Corbett and Douglass is not part of the bicycle route network. Staff is open to the idea of sharrows elsewhere on a case-by-case basis but would need to develop some sort of criteria for this. (No update.)</p>
<p>Data requested regarding bicycle theft.</p>	<p>Currently, the SFMTA does not have geographic data regarding bike theft. Bike thefts may be reported to SFPD but information is not analyzed by the SFMTA. (No update.)</p>