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February 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

- 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 7-4 JFK Drive, Kezar Drive to Transverse Drive
 - Project 5-4 Bayshore Boulevard, Cesar Chavez Street to Silver Avenue
 - Project 4-2 Cargo Way, 3rd Street to Jennings Street
- SHARROWS:** Since the injunction modification in November 2009, approximately 2,800 sharrows have been installed, totaling approximately 46 miles of roadway. After full implementation, approximately 4,200 sharrows will be installed on approximately 67 miles of roadway. In addition, MTA staff is coordinating with the National Park Service to effect installation of sharrows on all bike network streets in the Presidio. The MTA has supplied its sharrow placement standards and the NPS has begun creating its own striping drawings. It is anticipated that these sharrows will be installed by MTA Paint Shop crews.

B. FACILITIES & PROJECTS

1. **SIDEWALK BIKE RACKS:** 60 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. Staff has evaluated over 100 requests and plans to survey over 50 locations that have been waiting the longest.
2. **ON-STREET BIKE CORRALS:** Three bike corrals are in progress plus three bicycle parking components that are part of Parklet projects. See www.sfmta.com/bikeparking for a full list of bike corral locations.
3. **17th 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 17th Street paving project in July 2012.
4. **BROADWAY TUNNEL BICYCLE PROJECT:** How the LED bike sign works – A cyclist passes over Eco-counter's in-pavement detection loops. The LED sign will light up a bicycle symbol for 3 minutes to warn motorists that a cyclist is in the tunnel. Three minutes is the time it takes a cyclist to go through the tunnel. If a second cyclist passes over the loops, then the second cyclist will still get the full three minutes.
5. **CESAR CHAVEZ (EAST):** Funding has been secured to add a buffer to the bike lanes and some green pavement. The project should be completed in the summer of 2012.
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:** SFMTA staff attended several public committees to discuss this project and receive detailed feedback. Staff will incorporate feedback into a proposed design that will be shared with the public at a future public meeting (date is TBD). 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:**
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:** The Cargo Way cycletrack is under construction. It is expected to be completed by April. 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. (No update)
- 10. BICYCLE SHARING:** Caltrans review of the RFP is complete and the document was posted to the BAAQMD's website (<http://www.baaqmd.gov/Divisions/Administration/RFP-RFQ/Open-RFP-RFQ.aspx>) on Friday, February 10th. A pre-bidder's conference will be held on 2/21, with proposals due on 3/8. The launch date is highly dependent upon the duration of contract negotiations. The ambitious goal is to execute a contract in late April and begin a staggered launch in late July through October. Coordination work with DPW, the Port, Redevelopment, TJPA, Caltrain and the Planning Department is ongoing, as is outreach to property owners and fronting businesses. Discussions with the major bicycle rental businesses continue.
- 11. 8th 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. (No update)
- 12. BAYSHORE BOULEVARD:** Striping drawings are currently being revised and are very close to being completed. The sign shop work order has been sent and that work is being scheduled. The paint shop work order is expected to be sent in the next week or two.
- 13. PORTOLA DRIVE, O'SHAUGHNESSY TO WEST PORTAL:** New striping changes on WB Portola Drive approaching Glenview Drive and on EB Portola Drive between Burnett/Diamond Heights and Glenview Drive are being implemented.
- 14. OUTER SUNSET SAFE ROUTES TO SCHOOL:** Update on January 26.
- 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. A \$25,000 Bikes Belong grant has been awarded to add green bike-specific treatments on Duboce Avenue in coordination with the Church and Duboce Track and Roadway Improvement Project.

- 16. FOLSOM STREET BIKE LANES:** Staff has received funding to install bike lanes on Folsom Street between 13th and 19th Streets and begun design work.

C. FUNDING

- 1. SFMTA CAPITAL PLANNING EFFORT:** SFMTA Finance and Information Technology Division (FIT) is developing material to inform the public.
- 2. STREETS BOND:** SFMTA Finance and Information Technology Division (FIT) is developing material to inform the public.

D. BIKE ED AND SAFETY

- 1. BICYCLE LANE MARKING EXPERIMENTS:**

Door Zone Markings

Staff has completed before and after observations for the door zone markings striped on 17th Street. Staff will complete analysis in the coming months.

Intersection Approach

Staff has completed observations of approach treatments phase 2 (broken white). Phase 3 (sharrows to replace the broken white) was marked in early November. Observations for Phase 3 have begun but not been completed.

Dashed Green

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, 9th/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 in the final stages of initial internal review.
- 3. BICYCLE SAFETY EDUCATION CLASSES – REQUEST FOR PROPOSALS (RFP):** On February 10, Notice-to-Proceed was given to the San Francisco Bicycle Coalition to begin offering classes adult and youth bicycle safety education and pre-production for the Muni Operator Bicycle Safety Video. Funding is also being sought to provide bicycle safety education classes to Muni Operators at new-hire trainings.
- 4. 2011 BICYCLE COUNTS:** The SFMTA has completed the 2011 Bicycle Count Report. It showed a 7% increase in ridership over 2010 and a 70% increase since

2006 at locations that have been counted each year. The report has been made public via a press release and web posting on February 7th and was presented to the SFMTA Board on that same day. The report can be found at:

<http://www.sfmta.com/cms/rbikes/3172.html>

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 14th Street.

2. **SPOT IMPROVEMENTS:**

a. Shorter term:

BAC Request	SFMTA Response
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 th Street and Corbett Avenue instead of Market Street all the way to Portola Drive.	Work order submitted to upgrade wayfinding signs.
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. Update on January 26.

BAC Request	SFMTA Response
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 rd 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. (No update)
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. (No update)

b. Longer Term:

BAC Request	SFMTA Response
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)

BAC Request	SFMTA Response
<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 been scheduled for February 22.</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>
<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>

BAC Request	SFMTA Response
Data requested regarding bicycle theft.	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.)