

March 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
 - No Update
- 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. (No Update)

B. FACILITIES & PROJECTS

- SIDEWALK BIKE RACKS:** 60 new bicycle racks have been installed and 35 new bicycle racks are undergoing environmental clearance since the last report to the BAC, which will bring the citywide total to 2,566.

2. **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 ongoing 17th Street paving project.
3. **BROADWAY TUNNEL BICYCLE PROJECT:** Signal Shop is waiting for an additional bracket to mount the LED sign onto a streetlight pole.
4. **CESAR CHAVEZ (EAST):** Construction is underway to add a buffer to the bike lanes and some green pavement. The project should be completed in the summer of 2012.
5. **JFK DRIVE CYCLE TRACK:** DPW crews have completed construction of midblock curb ramps and have raised sunken drainage grates to road level. Paint crews continue to remove existing striping and have begun pre-construction for the cycle track markings. The SFMTA expects construction to be complete in early April.
6. **FELL/OAK BIKEWAYS:** The SFMTA will host an open house to discuss a proposal for bicycle and pedestrian safety enhancements along Oak Street and Fell Street between Scott and Baker. The open house will on March 31st at the SF Day School at 350 Masonic (@Golden Gate) between 10am and 2pm. Details on the opportunities and challenges of the project are on the SFMTA's website:
<http://www.sfmta.com/cms/bproj/OakandFellBikeways.htm>
7. **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)
8. **PORT of SAN FRANCISCO BIKE PROJECTS:** The Cargo Way cycletrack is under construction. It is expected to be completed by May.
9. **BICYCLE SHARING:** The BAAQMD's request for proposals closes on 3/21/12, and the current goal for executing a vendor contract is early May, targeting a staggered launch beginning in August and concluding by 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.
10. **8th STREET:** Staff will present road diet with striping-buffered bike lane design at public hearing on 3/16 for public comment. Any approval would be contingent upon environmental clearance.

- 11. 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. (No update)
- 12. 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.
- 13. OUTER SUNSET SAFE ROUTES TO SCHOOL:** This project has been assigned to a new project manager within the Livable Streets Division. In November 2011, the scope of work was amended to include a bicycle facility. The current proposal is considering a bicycle lane in the school zone, along with bike lanes along the rest of Ortega. At present, SFMTA is working to get detailed design, environmental clearances, internal and interdepartmental review, and field review in front of an April submittal for construction fund obligation though completing detail design is being affected by several competing design projects within DPW's limited design resources. (No update)
- 14. WIGGLE BIKE ROUTE IMPROVEMENTS:** Staff is finalizing striping improvements for the "Wiggle" bike route. Improvements include green-backed ("super") sharrows and continental crosswalk markings along the route from Steiner Street to Scott Street, and "crossbike" markings and box turn indications the Market/Duboce/Buchanan. In coordination with the Church/Duboce rail replacement project, green pavement treatment between the modified transit island on the north side of Duboce Avenue west of Church Street and super" sharrows on the rest of Duboce Avenue between Steiner Street and Church Street and will be funded by a \$25,000 grant from the Bikes Belong foundation.
- 15. FOLSOM STREET BIKE LANES:** The work order to install bike lanes on Folsom Street between 13th and 19th Streets was submitted.

C. FUNDING

- 1. SFMTA CAPITAL PLANNING EFFORT:** Update to come at 2/23 meeting. (No update)
- 2. STREETS BOND:** Update to come at 2/23 meeting. (No update)

D. BIKE ED AND SAFETY

- 1. BICYCLE LANE MARKING EXPERIMENTS:**
Door Zone Markings

Staff is analyzing Door Zone Marking experimental data.

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. (No update)

- 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. (No update)
- 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. (No update)

E. Miscellaneous

- 1. **INNOVATIVE TREATMENTS TOOLBOX:** Staff will present the Innovative Treatments Toolbox at the April BAC meeting.
- 2. **SPOT IMPROVEMENTS:**

a. Shorter term:

	BAC Request	SFMTA Response
a)	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.	Work order has been submitted and should be implemented in conjunction with JFK Drive project, which is slated for completion in April.

	BAC Request	SFMTA Response
e)	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. (No update)
h)	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. Additional request for wayfinding signage for cyclists and warning signage for EB motorists logged in. Response expected 05/2012. (No update)
i)	St. Francis Circle – Evaluate wayfinding signage and markings through intersection	Staff has evaluated the marking and feels that they are sufficient and reasonable.
j)	Duboce and Market Street – eastbound cyclists end up in crosswalk	Staff is finalizing design of "crossbike" markings and box turn indications.
k)	Sharrows on Third Street south of Cargo Way	No update
l)	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. Update at March meeting.
m)	Hairball – Change cycle length or actuation at internal signal	This item has been logged in. Response to come 5/2012. 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. Supervisor Cohen recently commented on attempting to ride through this interchange known as the “hairball.”	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.
d)	Polk Street Contraflow Lane	Staff has received funds and is evaluating different design specifics.
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)

	BAC Request	SFMTA Response
n)	Portola/Fowler – Consider green treatment for left-turn bicycle lane	Before SFMTA even considers a green treatment, staff would like to continue to monitor and modify the current design. Staff continues in its efforts to evaluate the design at this location.
o)	Better bike network transition from Market Street to Corbett Avenue in downhill direction, or sharrows on Market Street to Castro Street.	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)	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.)