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August 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, twenty-five (25) bike lane projects have been completed, adding over 18 miles (18.35) of bike lanes to the bicycle route network. To date, 69% of the bike lanes identified in the 2009 San Francisco Bike Plan have been implemented, adding over twenty-three miles (23.05) of bike lanes to the network. In addition, one bike lane project developed after the 2009 Bike Plan (Folsom Street, 13th Street to 19th Street) has been completed adding an additional 0.65 miles, for a grand total addition of 23.75 miles of bike lanes to the network. The next bike lane projects scheduled for implementation (in no particular order) are:
 - Project 2-5 (Final Phase) 17th Street Corridor, Potrero Avenue to Treat Avenue
 - Project 2-9 Howard Street westbound bicycle lane, The Embarcadero to Fremont Street
 - Project 2-14 McCoppin Street westbound bicycle lane, Gough Street to Valencia Street
 - Project 4-2 Cargo Way, 3rd Street to Jennings Street
 - Project 5-1 23rd Street, Kansas Street to Potrero Avenue
 - (No update)
- 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

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1. **SIDEWALK BICYCLE RACKS:** As of 8/15/2012: 202 bicycle racks have been installed this year, 137 new racks are being installed and staff is reviewing 121 locations.
2. **ON-STREET BICYCLE PARKING:** SFMTA recently instituted application cut-off dates. New bike corral applications were due July 15th. All outstanding applications on file and applications received by July 15th are being reviewed during this period. The next application deadline is October 1st. See the table below for the upcoming schedule.

Application Due to SFMTA by	SFMTA survey / design / review / public hearing period	Installation Period
July 15th	July through September	October through December
October 1st	October through December	January through March
January 1st	January through March	April through June

One bike corral with two racks within a permitted Parklet is scheduled for a public hearing on 8/17:

- farm:table restaurant, 754 Post

One bike corral with 11 racks was damaged and is being reviewed for proposed re-installation:

- Zeitgeist bar, 199 Valencia

3. **17th STREET BICYCLE PROJECT:** Bike lanes between Treat and Potrero have been installed, connecting the previously existing bike lanes east and west of this stretch of 17th Street. The associated parking changes on adjacent blocks to make up for parking lost on 17th Street have also been made. (No update. Project complete.)
4. **BROADWAY TUNNEL BICYCLE PROJECT:** Working with the manufacturer and the Department of Technology, staff continues to adjust the bike sensors to reduce the number of detection of vehicles.
5. **CESAR CHAVEZ (EAST):** Bike lanes were constructed on time in March. Addition of a buffer is a separate project slated for completion in September. (No update)
6. **JFK DRIVE CYCLE TRACK:** All striping associated with this project has been completed. Staff continues to do follow-up observations and surveys.
7. **FELL/OAK BIKE AND PEDESTRIAN SAFETY PROJECT:** Staff is working with the Planning Department on environmental review and have begun detailed design of

bikeways. Funding is being sought for detailed design of bulbouts and other pedestrian safety measures as well as construction. (No update)

- 8. HOLLOWAY AVE TRAFFIC CALMING AND BIKE LANES:** Environmental clearance was finalized for bike lane in one direction and sharrows in the other. The funding for this project should arrive in the next few months so the legislation for parking changes, bike lane and speed humps will begin shortly. (No update)
- 9. PORT of SAN FRANCISCO BIKE PROJECTS:** The Cargo Way cycletrack is under construction. It is expected to be completed by mid August.
- 10. BICYCLE SHARING:** Contract negotiations with the top-ranked proposer, Alta Bicycle Share, continue. The BAAQMD hopes to execute a vendor contract in August, ruling out an early fall 2012 launch, and making early 2013 the most likely outcome. 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. The SFCTA board approved a \$200,000 allocation of Prop K funds to support SFMTA staff during the eventual launch. (No update)
- 11. 8th STREET:** Under construction, completion expected week of July 23rd. (No update)
- 12. BAYSHORE BOULEVARD:** Paint Shop will install bike lanes between Cortland Avenue and Marin Street now that PG&E construction work in the area is complete. Bike stencil on Bayshore Boulevard north of Jerrold to be done.
- 13. PORTOLA DRIVE, SLOAT BLVD TO CORBETT AVE:** New striping changes on WB Portola Drive approaching Glenview Drive and on EB Portola Drive between Burnett/Diamond Heights and Glenview Drive being studied.
- 14. OUTER SUNSET SAFE ROUTES TO SCHOOL:** Environmental review is ongoing. The project was reviewed by City staff and residents in April. SFMTA will request construction authorization this Fall and expects completion of construction in Fall 2013. More info at: <http://www.sfmta.com/cms/osafe/APGianniniMiddleSchool-and-SunsetElementarySchool.htm>
- 15. WIGGLE BIKE ROUTE IMPROVEMENTS:** Installation of green-backed (“super”) sharrows and continental crosswalk markings along the route from Steiner Street to Scott 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 is completing construction drawings for “crossbike” markings and box turn indications at the Market/Duboce/Buchanan intersection and “super” sharrows and additional bike

route signs on the rest of Duboce Avenue between Steiner Street and Church Street. (No update)

- 16. POLK COMPLETE STREET PROJECT:** Staff has begun outreach to local merchant and resident groups. The first larger outreach effort will be scheduled in late September.

17. WATERFRONT PROJECTS:

Trial Embarcadero Cycle Track for America's Cup

Staff is investigating the feasibility of a trial two-way cycle track on the east side of The Embarcadero in conjunction with the October's sailing events. A lane of northbound traffic could potentially be converted to a temporary two way cycle. Staff is working with the Port and local merchants to develop the concept further.

Pier 39

The SFMTA is working with the Planning Department and Pier 39 to develop a solution to provide dedicated space for bicycles along the Embarcadero, from Kearny to Powell streets. The current plan is to remove one of the two westbound vehicle travel lanes from Kearny to Powell, and install a two-way physically separated cycletrack in its place. This would require circulation changes in the area, particularly affecting the Pier 39 garage. The City is working with the Pier 39 garage to determine whether these changes are feasible.

C. FUNDING

- 1. PROPOSITION B PROJECTS:** The Capital Planning Committee approved the streetscape project list. Copies of the project list have been made available to the BAC along with this report.

D. BIKE ED AND SAFETY

1. BICYCLE SAFETY EDUCATION CONTRACT:

Adult and youth bicycle safety education classes are being offered free to the public by the contractor. Per contract requirements, the contractor has hired a Chinese-speaking LCI and is in the process of hiring with a Spanish-speaking instructor. Outreach and promotional materials are being translated into Chinese and Spanish. SFMTA staff continues working with contractor and Muni Training staff for production of a bicycle safety for Muni operators training video which will be shown to all Muni operators at new-hire trainings. (No update)

2. BICYCLE LANE MARKING EXPERIMENTS:

Intersection Approach

Staff has completed observations and is working on compiling data.

E. Miscellaneous

1. 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.	Complete
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.	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.
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 construction documents for “crossbike” markings and box turn indications. (No update)
n)	Review markings at Bosworth and Lyell	This item has been logged in.
o)	Hairball – Change cycle length or actuation at internal signal	Staff continues to work with signal shop to update timing at this signal. (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.
d)	Polk Street Contraflow Lane	Staff was informed that the building construction at 10 th and Market Streets will last until January 2014. The construction occupies one southbound lane of 10 th Street, which affects the receiving end of traffic from Polk and Fell and a proposed bike box. Staff is looking at options at the intersection to accommodate the traffic and bike box.
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.

	BAC Request	SFMTA Response
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.