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September 2011 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 injunction modification in November 2009, twenty-eight (28) bike lane projects have been completed, adding nearly 19 miles (18.95) of bike lanes to the bicycle route network. To date, 56% (19 miles) of the bike lanes identified in the San Francisco Bike Plan have been implemented. Staff will continue making progress towards full build-out of the bike plan projects in the coming months. The next Near-Term projects scheduled for implementation are:
 - Project 6-5 Portola Drive, Corbett Avenue to O'Shaughnessy Boulevard
 - Project 6-5 Portola Drive, O'Shaughnessy Boulevard to Sloat Boulevard
 - Project 5-4 Bayshore Boulevard, Cesar Chavez Street to Silver Avenue
- SHARROWS:** Since the injunction modification in November 2009, approximately 2,800 sharrows have been installed, totaling approximately 38 miles of roadway. Staff is currently preparing drawings for the next batch of sharrows (488 sharrows totaling 7.7 miles), with work orders to be submitted in October.
- SIDEWALK BIKE RACKS:** 27 new bike racks have been installed since the last report to the BAC and SF Redevelopment Agency bicycle rack data has been added to the SFMTA's records, bringing the citywide total to 2,350. A work order is being prepared to install 72 bike racks. The SFMTA is preparing to send a list of approximately 34 bike racks to the Planning Department for environmental review. There are approximately 275 sidewalk bike rack requests to be evaluated.
- AUTOMATED BIKE COUNTERS:** All twenty-two automated counters have been installed at 12 different locations. Staff recently discovered a problem with the counter on Clipper Street and is currently working with the manufacturer to identify a solution. Staff is also scheduled to perform validation counts at all automated counter locations in October.

B. FACILITIES & PROJECTS

- 1. ON-STREET BIKE CORRALS:** 14 bike corrals have been installed to date. SFMTA staff is in the process of legislating 13 bike corrals with at least 11 bike corrals to be installed before 2012.
- 2. 17th STREET BICYCLE PROJECT:** Parking changes associated with the installation of bike lanes between Harrison Street and Potrero Avenue passed at public hearing on September 2nd. The bike lanes will be implemented in conjunction with the 17th Street paving project in the fall of 2011.
- 3. BROADWAY TUNNEL BICYCLE PROJECT:** SFMTA is pursuing approvals from the Public Utilities Commission to install a hard-wired, blank-out sign bike warning sign near the tunnel entrance. A solar powered sign would be too heavy to mount on a standard light pole.
- 4. CESAR CHAVEZ (EAST):** Staff is exploring options for removing all of the parking along Cesar Chavez Street in order to accommodate bicycle lanes. A 9-month grant extension request was approved by the Air District to preserve the existing grant funds that would have expired on June 30, 2011. A community meeting was held on August 24 to solicit input on the latest design alternatives for near and long-term bicycle facilities and on the criteria with which we will evaluate the alternatives.
- 5. JFK DRIVE CYCLE TRACK:** Staff submitted a funding request for construction of two one-way cycle tracks to the County Transportation Agency. The funding request will be heard by the full TA commission on September 27. The Golden Gate Park Concourse Authority is preliminarily scheduled to hear the item on October 4 and the Recreation and Parks Commission October 20. Installation is scheduled for December of this year.
- 6. FELL/OAK BIKEWAYS:** A community meeting was held Tuesday September 13th. SFMTA staff shared project goals and preliminary design concepts and received public feedback. A second workshop will be held in December to share more refined designs and potential tradeoffs.
- 7. HOLLOWAY AVE TRAFFIC CALMING AND BIKE LANES:**
Beverly Street to Ashton Avenue
Staff conducted balloting for five speed humps on Holloway between Beverly and Ashton, with the majority of residents supporting the installation of the speed humps. Staff is currently examining possibilities for raised crosswalks in place of humps at some locations. In addition, staff is working with the Planning Department on the appropriate environmental documentation regarding a westbound bike lane between Ashton Avenue and Ralston Street and an eastbound bike lane between Ralston

Street and Beverly Street. Staff is continuing outreach for parking removal associated with the bike lanes.

- 8. 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 later this summer. Construction is expected to be complete by early next year. 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.
- 9. BICYCLE SHARING:** On 8/9/11, staff held a brownbag lunch for internal and select external participants (including the BAC). A follow up for Planning Department staff was held on 9/7/11. On 8/15/2011, staff sent a memo to the San Francisco Board of Supervisors describing the San Francisco pilot bike share project. Staff continue to meet with partners and reach out to stakeholders including the Port, Transbay Joint Powers Authority, Union Square Business Improvement District, the Building Owners and Managers Association of San Francisco, and DPW to coordinate placement of stations in the project service area. Preliminary field work for bike share station locations has also started. The bike sharing website, linked to the SFMTA Livable Streets website, is continually being updated.
- 10. 8th STREET:** Staff has been meeting with various stakeholders to get input on design alternatives to increase safety for people walking and biking along the corridor. All of the short-term changes would be accomplished with paint, but as funding is identified, staff would also like to pilot some other strategies to visually narrow the roadway and or to improve the quality of the bike lane and to increase safety for people walking. Paving is currently scheduled to start in the fall. Pursuing the road diet requires environmental review and clearance by the Planning Department.
- 11. BAYSHORE BOULEVARD:** Striping drawings are currently being revised. Comments from the Bicycle Coalition are being reviewed by Staff for potential incorporation into the project.
- 12. PORTOLA DRIVE, O'SHAUGHNESSY TO BURNETT:** This project will be implemented by the end of September. SFMTA staff met in the field with BAC Chair Bert Hill to discuss design options for the bicycle lane merge heading eastbound after Glenview Dr. After further review, staff has decided to implement the original design which keeps bicycles separated until a distance east of Glenview Dr.
- 13. 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 37th and 41st Avenues. The traffic calming component of the proposed design includes pedestrian refuge islands at the intersections of Ortega Street and 38th, 39th, 40th, and 41st Avenues and bulbouts and raised crosswalks at the intersection of 37th Avenue and Ortega Street. In addition to these traffic calming

devices, staff is proposing sharrows in the westbound direction of Ortega Street between 37th and 41st Avenues, a parking buffered bike lane in the eastbound direction of Ortega Street between 37th and 41st Avenue, and bike lanes on Ortega Street between 41st Avenue and Lower Great Highway and between 34th 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.

C. FUNDING

1. **PROP K BIKE AMENDMENT:** With 2 years remaining in the 5YPP, with many Bike Plan projects completed, and with the changing demands of the network; the SFMTA proposed amendments to the Prop K 5YPP. The amendment details were presented and approved by the BAC at its last meeting. The amendment was approved by the SFCTA CAC on Wednesday Sept 14, 2011. The next approval being sought is from the SFCTA's Plans and Programs Committee on September 20 2011, 10:30am in City Hall, Room 263.

D. BIKE ED AND SAFETY

1. **BICYCLE LANE MARKING EXPERIMENTS:** Door zone markings have been striped on one block of 17th Street for evaluation. After observations are preliminarily scheduled for September and October. Staff has completed observations of approach treatments phase 2 (broken white). Phase 3 (sharrows to replace the broken white) should be marked in early October with observations to follow later in the month. SFMTA Staff identified locations for colored bike lanes where bike lanes are present to the left of vehicle right turn pockets. Grant funding is currently in hand for installation and evaluation at 5 locations, so locations with the highest bike volumes were selected for implementation: Grove/Polk, 9th/Howard, Market/Duboce, Embarcadero/Lombard, Howard/Embarcadero.
2. **STATE OF CYCLING:** The draft report was put on hold to perform a follow-up telephone survey. The follow-up survey occurred in late June. This survey is a condensed version of the initial January survey, only capturing mode share and trip purpose information. The survey consultant provided the SFMTA with results from this survey and staff is integrating them into a revised draft report. A release date of winter 2011 is still scheduled. When staff has completed a further draft, we will request additional input from the BAC.
3. **BICYCLE COLLISION REPORT:** The SFMTA Livable Streets subdivision is currently 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 expected to be complete in early October 2011.

- 4. BICYCLE SAFETY EDUCATION CLASSES – REQUEST FOR PROPOSALS (RFP):**
On September 2, 2011, the SFMTA released a Request for Proposals (RFP) for a new three-year Bicycle Safety Education Classes contract. This solicitation has a broader scope than in the previous contract, including a three-year term and Muni Operator Bicycle Safety Training with ongoing classes and a video for newly hired operators. The deadline for submission of proposals for this RFP is September 28, 2011. The new contract is expected to be executed by December 2011.

E. Miscellaneous

- 1. THINK BIKE:** Think Bike will be a bicycle promotion event and design workshop sponsored by the Dutch Consulate and co-hosted by the SFMTA in September. Please plan on joining us for events on the morning of September 19th at City Hall at 9:00am and the evening of September 20th at the War Memorial Green Room at 6:00pm.
- 2. INNOVATIVE TREATMENTS TOOLBOX:** Staff has updated toolbox entries and have begun identifying feasible locations for implementation of innovative treatments.
- 3. SUNDAY STREETS:** Seven of eight Sunday Streets events have already taken place this year. The most recent was the Western Addition event on September 11. The last and final event of the year will take place on October 23 in the Mission.
- 4. SPOT IMPROVEMENTS:**

| BAC Request | SFMTA Response |
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| 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. | Additional signage and/or markings on the Panhandle Path directing cyclists to cross Fell Street at Shrader Street will be addressed as part of the John F Kennedy project, scheduled for implementation in December. Motorists on southbound Shrader Street should obey the extinguishable NO RIGHT TURN sign which illuminates when the Panhandle Path has a green left turn arrow; no other signage is recommended. |

| BAC Request | SFMTA Response |
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| <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.</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.</p> |
| <p>Improved signage at intersection of Market and Castro streets guiding westbound bicyclists to use 17th Street and Corbett Avenue instead of Market Street all the way to Portola Drive.</p> | <p>This item has been logged in. Response expected by November. No update.</p> |
| <p>Extend the Post Street bike lane from Steiner Street to Webster Street.</p> | <p>This project will be added to a funding request later in this fiscal year.</p> |
| <p>Add sharrows on Geneva Avenue from Moscow Street to Brookdale Avenue and investigate adding a bike lane in the uphill (westbound) direction.</p> | <p>Creating bike lanes for this segment would require its own design and environmental review. This can be included in the next Bike Plan, for which the SFMTA will solicit feedback from the BAC. Also, Geneva Avenue is part of a major transit corridor, slated for a bus rapid transit line in 2015. As part of the effort for bus rapid transit, planners continue to consider the best possible solution for transit and cyclists.</p> |

| BAC Request | SFMTA Response |
|---|---|
| <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 increase the progression of bicycle users through the 12th Street intersection.</p> |
| <p>Additional signage requested on the Kezar path between Lincoln Way and Third Avenue.</p> | <p>Upcoming work order to include: Update of existing bike warning sign to include "AHEAD" placard. Additional bike warning sign closer to intersection of 3rd Avenue/Kezar Drive/Lincoln Way. Realignment of Westbound Lincoln Way to intersect Kezar Drive closer to a 90 degree angle.</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 wayfinding 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 only installs sharrows on designated bicycle routes. Currently, Market St between Corbett and Douglass are not part of the bicycle route network.</p> |
| <p>Data requested regarding bicycle theft at new bike corrals. BAC is specifically concerned with Metreon location as this is a high bike theft area.</p> | <p>The SFMTA does not have statistics available on bike thefts from bike corrals. Furthermore, there is no bike corral at the Metreon. In order to respond to this item, the SFMTA needs more clarity.</p> |
| <p>Review St. Francis Circle for signage and stencils to clarify cyclist route</p> | <p>No update. Response expected by November.</p> |
| <p>Duboce and Market Street – eastbound cyclists end up in crosswalk</p> | <p>No update. Response expected in November.</p> |

| BAC Request | SFMTA Response |
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| Route 55 contraflow improvements | The SFMTA needs more info about this request. (no change) |
| Third Street north of Cargo Way – Add sharrows | This item has been logged in. Response expected in December. |
| Powell Street parklet – problematic metalwork, little space is left for cyclists between the cable car tracks and the parklet, truck turns, lighting | The parklet metalwork is similar to the delivery vehicles that used to park in the same space; edges and mirrors posed potentially greater obstacles. Also, there is now more space between the parklet and the tracks than there previously had been when cars and trucks parked in this space. In fact, since the parklet is closer to the curb than the vehicles that parked there previously, truck drivers should have less difficulty with turns now. Lastly, a field check determined that the parklet is well lit at night. |