

## April 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 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, 3<sup>rd</sup> 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:** 35 new bicycle racks are being installed and a list of 25 locations are under field survey.
- 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 ongoing 17<sup>th</sup> Street paving project. (no change)

3. **BROADWAY TUNNEL BICYCLE PROJECT:** Signal Shop is waiting for an additional bracket to mount the LED sign onto a streetlight pole. No update.
4. **CESAR CHAVEZ (EAST):** Construction is underway to add a buffer to the bike lanes and some green pavement. The project should be completed by the summer of 2012.
5. **JFK DRIVE CYCLE TRACK:** Cycle track implementation is more than half complete. JFK Drive portion of project should be significantly complete by the end of the month. Panhandle, Fell Street and Kezar Drive portions should be complete in May.
6. **FELL/OAK BIKEWAYS:** The SFMTA hosted an open house to discuss the proposal for bicycle and pedestrian safety enhancements along Oak Street and Fell Street between Scott and Baker. The conceptual design and materials presented at the open house are on the SFMTA's website: <http://www.sfmta.com/cms/bproj/OakandFellBikeways.htm> . A traffic engineering public hearing will be held on Friday, May 18th at 10:00 am in City Hall Room 416.
7. **HOLLOWAY AVE TRAFFIC CALMING AND BIKE LANES:** Environmental clearance was finalized for bike lane in one direction and sharrows in the other. Next step is a public hearing for parking changes, bike lane and speed humps.
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 closed on 3/21/12, and negotiations with the top-ranked proposer are underway. The current goal for executing a vendor contract is still 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. **8<sup>th</sup> STREET:** Road diet improvements were approved at public hearing on 3/16 with no negative public comment. Project is currently undergoing environmental review.
11. **BAYSHORE BOULEVARD:** Striping drawings are being finalized. Paint Shop work order sent. Bike lanes installed between Oakdale Avenue and Silver Avenue. Bike lane between Jerrold Avenue and Marin Street work orders sent to Shops. Sharrows on side streets will be installed soon.

**12. 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 are being implemented. (No update)

**13. OUTER SUNSET SAFE ROUTES TO SCHOOL:** Preliminary Environmental Study has been sent to Caltrans for NEPA clearance and a Field Review was conducted with Caltrans (who oversee the administration of SR2S project). CEQA Categorical Exemption was attained on March 29, 2012 for installation of the bike lanes and the traffic safety improvements and associated parking changes. The project was reviewed by City staff at the Traffic Advisory Staff Committee on April 12 and an additional Community Meeting was held on April 16 to present the project to residents on Ortega between 20<sup>th</sup> and the Great Highway. The project is going to Public Hearing on April 27. SFMTA will submit a Request for Construction Authorization to obligate construction funds by the end of April. Pending construction authorization, SFMTA will work with DPW to prepare detailed PS&E packet for advertisement (by approximately November 2012) with Award of a contract to construct following shortly thereafter (by approximately March 2013). Construction completion is anticipated for Fall of 2013. More info at: <http://www.sfmta.com/cms/osafe/APGianniniMiddleSchool-and-SunsetElementarySchool.htm>

**14. WIGGLE BIKE ROUTE IMPROVEMENTS:** Staff is finalizing construction documents for 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:** Bike lanes on Folsom Street between 13<sup>th</sup> and 19<sup>th</sup> Streets are currently being striped.

## **C. FUNDING**

## **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)

## E. Miscellaneous

1. **INNOVATIVE BICYCLE TREATMENTS TOOLBOX:** Staff will present the Innovative Bicycle Treatments Toolbox at the April BAC meeting.

### 2. SPOT IMPROVEMENTS:

a. Shorter term:

	<b>BAC Request</b>	<b>SFMTA Response</b>
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. This item likely to be completed in May.
e)	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. (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 <sup>rd</sup> 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.

	<b>BAC Request</b>	<b>SFMTA Response</b>
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)
k)	Sharrows on Third Street south of Cargo Way	Complete
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.	Changes made to signage and lane striping to facilitate and legalize access to this facility from eastbound Alemany.
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:

	<b>BAC Request</b>	<b>SFMTA Response</b>
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.”	Signs to guide cyclists through this area should be going in as part of efforts east and west of the interchange.
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.

	<b>BAC Request</b>	<b>SFMTA Response</b>
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)
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.(No update)
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.)