



**SFMTA**  
Municipal  
Transportation  
Agency

# **SFMTA Livable Streets Report to the San Francisco Bicycle Advisory Committee (BAC)**

## **March 2014**

Compiled by SFMTA Livable Streets Subdivision Staff

See [www.sfgov.org/bac](http://www.sfgov.org/bac) for more information

## A. BICYCLE PLAN

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### 1. Bicycle Lane Projects

Since the full lifting of the injunction in August 2010, 35 bike lane projects have been completed, adding nearly 23 (22.9) miles of bike lanes to the San Francisco bicycle route network.

In total, to date 83% (50 out of 60) of the bike projects identified in the 2009 San Francisco Bike Plan have been implemented, adding 29 miles of bike lanes to the network. In addition, five bike lane projects have been completed that were developed after the 2009 Bike Plan, adding an additional 2.7 miles, for a grand total of 55 projects and 31.7 miles of bike lanes to the network.

The following bike plan projects have been design and are being scheduled for construction:

- Project 5-13, Bayshore Blvd (formerly San Bruno Ave) from Paul to Silver Avenues
- Project 3-4, Polk Street northbound contraflow bike lane from Market Street to McAllister
- Project 7-1, 7<sup>th</sup> Avenue at Lincoln Way intersection improvements
- Project 3-2, Masonic Avenue bike lane from Fell Street to Geary Boulevard
- Project 2-1, 2<sup>nd</sup> Street bike lanes from King to Market Streets
- Project 2-3, 14<sup>th</sup> Street eastbound bike lane, Dolores to Market Streets – Phase II

### 2. Sharrows

No update: Staff has requested new funding for sharrow implementation on portions of the bike network where none exist already, as part of the agency's 5-Year Capital Investment Plan (CIP) for Fiscal Year 2014-2019.

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.

## B. FACILITIES & PROJECTS

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### 1. Oak and Fell Pedestrian and Bike Safety Project

SFMTA staff is working with PUC and DPW on the construction of bulbouts and stormwater retention measures which are planned for implementation in 2014.

To address questions raised at the last BAC meeting, the green paint configuration had

been changed from stripes/bands to super sharrows given that SFMTA staff found that the green bands were not intuitive to drivers of a merging area, leading to drivers not merging completely before making a turn. Sharrows are believed to be more intuitive to drivers as mixed-use areas as dashed green treatments are still relatively new treatments in San Francisco. Staff will be evaluating this treatment.

The conceptual design of the project can be found at [http://www.sfmta.com/sites/default/files/projects/FELL\\_OAKST\\_updated\\_9-24-2012.pdf](http://www.sfmta.com/sites/default/files/projects/FELL_OAKST_updated_9-24-2012.pdf)

## **2. Polk Street Improvement Project**

Planning Department staff are preparing recommendations for streetscape improvements which will be shared with the public along with more roadway design details on March 26 (5:30 – 7:30 p.m. at Tenderloin Elementary.)

The proposed design can be found at:

<https://www.sfmta.com/sites/default/files/projects/Polk%20Preferred%20Alternative%20Update%20July%2017%2C%202013.pdf>

## **3. Sidewalk Bicycle Racks**

6 sidewalk bicycle racks (12 bicycle parking spaces) were installed from January to February.

For reference, 429 sidewalk racks (858 bicycle parking spaces) were installed January through December 2013.

## **4. On-Street Bicycle Parking**

21 bicycle corrals with 117 bicycle racks (234 bicycle parking spaces) were installed January through December 2013.

## **5. Long-Term Bicycle Parking**

Staff is working with SFMTA Off-Street Parking to install 32 electronic bicycle lockers at three SFMTA parking garages.

More information at: <http://www.sfmta.com/projects-planning/projects/bike-parking-project-sfmta-garages>

## **7. Bay Area Bike Share**

Staff are working on identifying locations for 17 new bicycle sharing stations to be installed in the Mission/Castro area. Two additional stations have been allotted given new funds the SFMTA secured.

Staff are investigating specific intersections for potential traffic and circulation issues, utility conflicts and gauging community support the station's installation.

As part of Member Appreciation Week, staff distributed free helmets to members at the SF Caltrain Station.

## **8. Bayshore Bicycle Lane Project (Bayshore South Bike Lanes)**

This project is nearly complete with green thermo to be implemented. It includes bidirectional bicycle lanes on 1) Bayshore Boulevard between Silver and Paul Avenues, 2) Paul Avenue between Bayshore Blvd. and San Bruno Ave., and 3) San Bruno Ave. between Paul Ave. and Mansell St. This project closes a key gap in the bike network, extending bicycle lanes south of Silver Ave., and connecting with existing facilities on San Bruno and Paul avenues.

## **9. Northbound San Jose Avenue & I-280 Off-Ramp Road Diet Pilot Project**

The Northbound San Jose Avenue & I-280 Off-Ramp Road Diet Pilot Project seeks to implement a pilot project that will determine the impact of removing a lane of traffic on northbound San Jose Avenue between: A) the triple merge point of San Jose Avenue, the northbound I-280 off-ramp to San Jose Avenue, and the Monterey Boulevard connector to San Jose Avenue; and, B) Randall Street.

Implementation of Phase 1 is scheduled for April 2014.

Phase 1:

- Merge the left lane on the San Jose Avenue off-ramp with the lane from San Jose Avenue coming from south of I-280 downstream of the existing I-280 tunnel
- Reduce San Jose Avenue to two lanes north of St. Mary's Avenue, then open up to three lanes just upstream of Randall Street to maintain the traffic calming effect of the road diet
- Upgrade the San Jose Avenue bicycle lane to a more comfortable, separated bikeway (where space allows)

More information at:

<https://www.sfmta.com/sites/default/files/projects/San%20Jose%20I-280%20Pilot%20presentation%2002.03.2014.pdf>

## **10. Polk Street Northbound Separated Bikeway**

A new northbound bike lane will be constructed, separated from traffic by landscaped medians. The existing southbound separated bike lane will be widened and a painted buffer with safe-hit posts will be added between Hayes and Market Streets.

Construction began January 31 and the goal is have the facility open for use by Bike to Work Day, May 8. Contractor continues making good progress and project is slightly ahead of schedule. Staff continues to work closely with DPW, Muni Ops, and MTA Shops to ensure timely coordination and minimize delays.

Staff is designing San Francisco's first two-stage left turn queue boxes so that cyclists do not need to merge across multiple lanes of traffic to turn left. The first location to be installed will likely be at Market/Polk/10th and should be in by May.

More information at: <http://sfdpw.org/index.aspx?page=103>

## **D. SPOT IMPROVEMENTS**

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Livable Streets staff conducted bicycle safety spot improvement workshop to come up with engineering solutions to gaps in the bicycle network, based on community input and staff recommendations. SFMTA staff brought internal planners and engineers and key stakeholders from the Bicycle Advisory Committee, SF Bicycle Coalition and SFMTA CAC to analyze more than 30 locations for near-term improvements.

The Strategic Plan scenario goal is to upgrade 50 intersections. Spot improvements will be prioritized using the findings of a detailed crash profile analysis which Livable Streets and DPH recently completed.

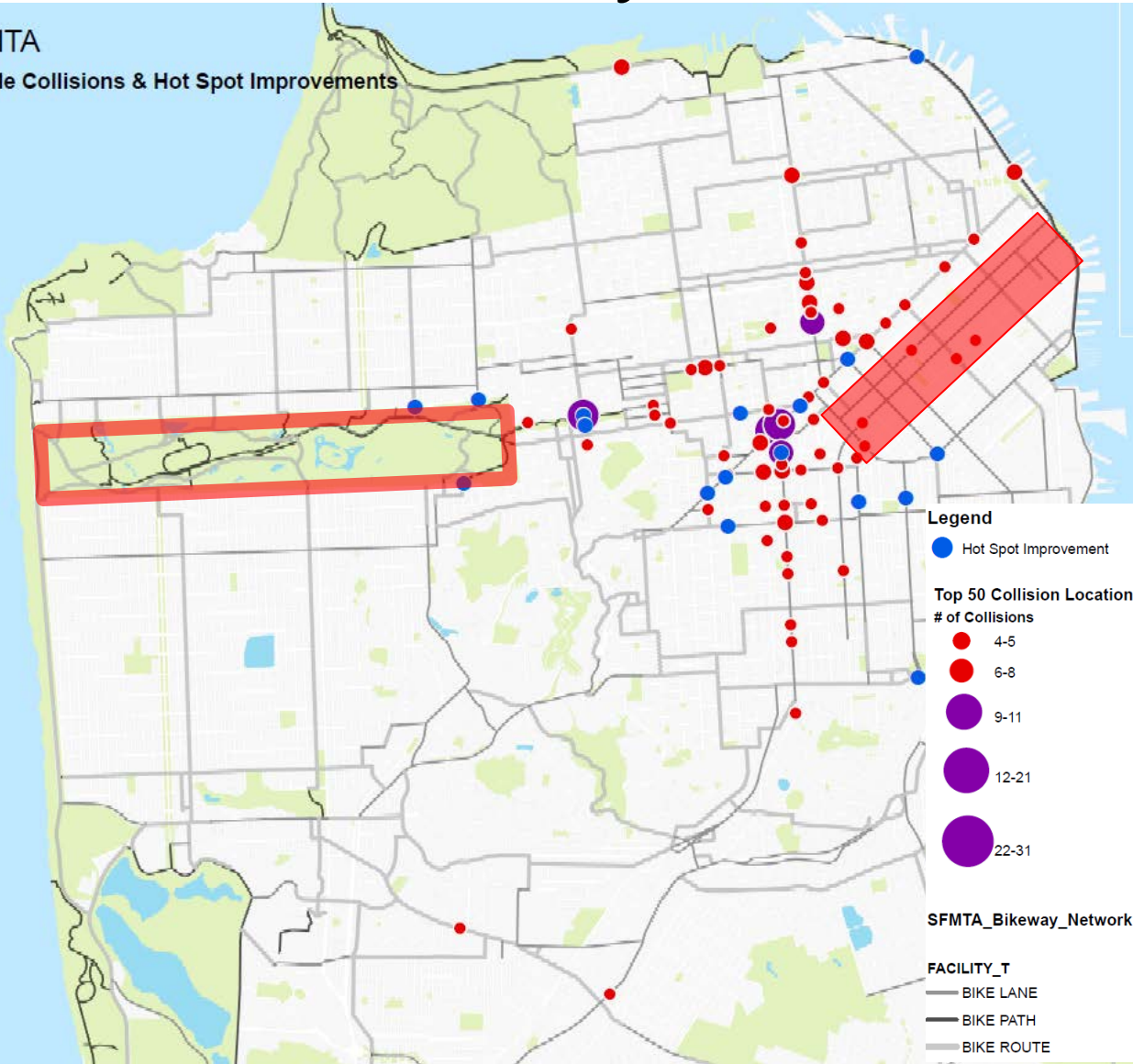
The SFMTA will be conducting spot improvements along three "programs": 1. Safety, 2. Comfort and Convenience, and 3. Wayfinding.

For Safety Spot Improvement Projects, the SFMTA will be using a data-driven approach, looking at an annual collision report for all modes that includes trends and totals for highest bicycle collision locations.

For Comfort and Convenience Spot Improvement Projects, the 2013 Bicycle Strategy and subsequent Bicycle Strategy workshop have helped identify locations. The SFMTA is going through projects the workshop reviewed and ranking them based on quickness of project delivery.

# Safety is our #1 Goal

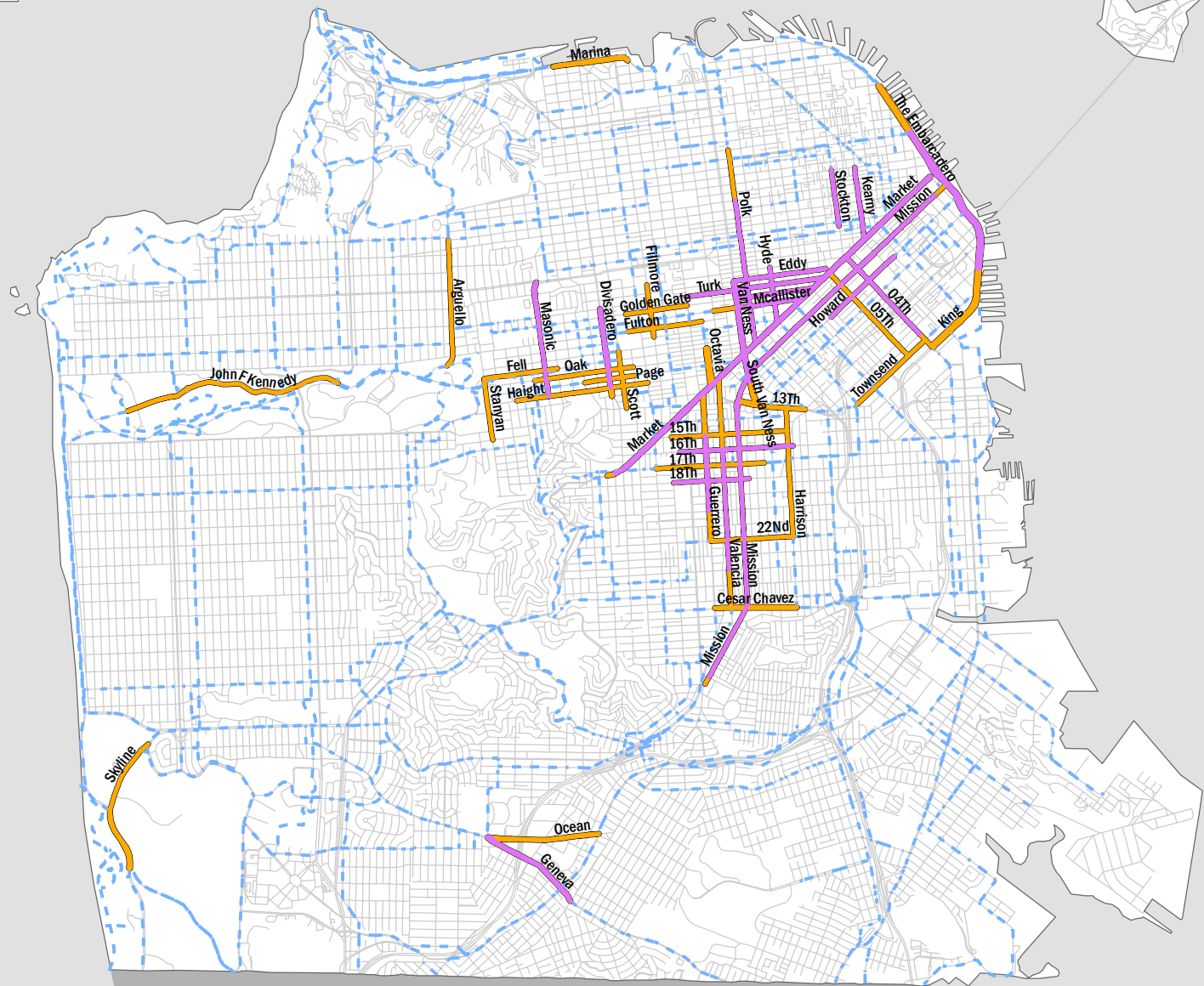
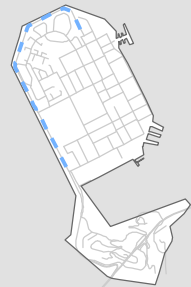
SFMTA  
Bicycle Collisions & Hot Spot Improvements



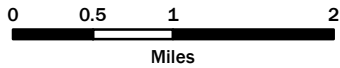
- Partnering with Dept. Public Health to develop safety analysis
- Design focus on safety/comfort engineering solutions to these hotspots

# Cyclist High Injury Corridors: San Francisco, California \*\* DRAFT for Review \*\* 2007-2011

Cyclist high injury corridors represent 4% of San Francisco's street miles where approximately 60% of severe and fatal cyclist injuries and over 50% of total cyclist injuries occurred in 2007-2011.



- Cyclist High Injury Corridor Where Overlap with Pedestrian High Injury Corridor (22 Miles)
- Cyclist High Injury Corridor, No Overlap (20 Miles)
- SFMTA Bikeway Network



Source: SFDPH 2014; Statewide Integrated Traffic Records System (SWITRS) 2007-2011

City and County of San Francisco Department of Public Health: Environmental Health Program on Health, Equity, and Sustainability  
[www.sfpbes.org](http://www.sfpbes.org)

