



SFMTA
Municipal
Transportation
Agency

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

January 2014

Compiled by SFMTA Livable Streets Subdivision Staff

See www.sfgov.org/bac for more information

A. BICYCLE PLAN

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 82% (49 out of 60) of the bike projects identified in the 2009 San Francisco Bike Plan have been implemented, adding over 27 (27.6) miles of bike lanes to the network. In addition, seven bike lane projects developed after the 2009 Bike Plan have been completed, adding an additional 2.7 miles, for a grand total of 56 projects and 30.3 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 5-6, Cesar Chaves/26th Street Corridor Bike lanes west
- Project 3-4, Polk Street northbound contraflow bike lane from Market Street to McAllister
- Project 7-1, 7th Avenue at Lincoln Way intersection improvements
- Project 3-2, Masonic Avenue bike lane from Fell Street to Geary Boulevard
- Project 2-1, 2nd Street bike lanes from King to Market Streets
- Project 2-3, 14th Street eastbound bike lane, Dolores to Market Streets – Phase II

2. Sharrows

No update; 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.

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.

B. FACILITIES & PROJECTS

1. Oak and Fell Pedestrian and Bike Safety Project

In December 2013, DPW crews repaved one block (bike lane only) of Fell Street (Baker to Broderick).

Bikeways on the remaining blocks are scheduled for repaving in early 2014. Livable Streets staff plan to complete the design of the bikeway barriers and coordinate construction shortly after repaving. PUC and DPW contractors are scheduled to begin

construction of bulbouts and stormwater retention measures in Summer 2014.

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 in February. Environmental Review application was submitted to Planning in November.

3. Sidewalk Bicycle Racks

426 sidewalk racks (852 bicycle parking spaces) were installed January through December 2013.

Currently, there are 612 locations in progress (i.e. not completed):

- 406 locations under various levels of review
- 197 locations on hold for various reasons
- 9 locations with upcoming installations of 42 bicycle racks (84 bicycle parking spaces).

4. On-Street Bicycle Parking

21 bicycle corrals with 117 bicycle racks (234 bicycle parking spaces) were installed January through December 2013. Currently, there are:

- 52 locations in progress (i.e. not completed)
- 31 locations under various levels of review
- 17 locations on hold for various reasons
- 4 locations with an upcoming installation of 21 bicycle racks (42 bicycle parking spaces).

7. Bay Area Bike Share

Following a community meeting in October, staff are working on identifying locations for 15 new bicycle sharing stations to be installed as part of full pilot roll out in 2014.

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

8. Bayshore Bicycle Lane Project

This project 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.

Shops began striping work on November 26 and paving work was completed in December 2013. Lane reconfiguration is still in the works with full completion is anticipated for early 2014.

9. Folsom Complete Street Pilot Project

The Folsom Complete Street Pilot Project was substantially implemented in December. Staff is working with Enforcement to improve driver adherence to the new design.

10. Market & Octavia Intersection Improvements

Staff worked with the Planning Department and DPW to develop preliminary conceptual designs and cost estimates for potential improvements, which include: raised medians, sidewalk bulbouts, landscaping, traffic lane removal, signal timing changes, and enhanced bicycle facilities.

11. Bay Street Road Diet and Bikeway

The project to reduce a segment of Bay Street between Laguna and Fillmore to one lane of traffic in each direction with a two-way left turn lane and parking-buffered cycle track has been approved by the SFMTA Board of Directors. A ballot was sent to residents to gauge support for speed humps.

12. Wiggle Neighborhood Green Corridor

Staff held a final public meeting on January 22 to share proposed locations for green infrastructure and traffic calming features.

Over the next several months, we will be taking the project proposal through the environmental clearance phase. After this, we will begin the process of seeking formal approval, which will occur at two hearings: a Traffic Engineering Public Hearing and an SFMTA Board of Directors Meeting.

In the bike infrastructure realm, staff proposed:

- An extra-large bulb-out at Scott and Fell will act as a traffic diverter, requiring southbound automobile traffic to turn onto Fell Street; bicycle riders and pedestrians can continue on Scott. This will reduce Scott Street's appeal as a cross-town route, making it a more pleasant place to walk, bike, and live. Access will be maintained to all homes and driveways.
 - The bike lane will be maintained and colored green. In addition, improvements to traffic signals and the existing bike box at Oak Street will improve the safety and comfort of riding on Scott
- The intersection of Scott and Page will incorporate raised crosswalks and textured paving or artwork on the pavement to highlight pedestrian crossings and slow all traffic through the intersection. Paving patterns could help guide and organize turning cyclists

- The SFMTA will test measures to slow bicycles as they approach pedestrian crossings. For instance, speed reduction strips use narrow strips of paint or textured pavement that can be both seen and felt. If effective, these could be rolled out throughout the project area.

13. 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.

The goals of this pilot project are to:

- Reduce traffic speeds on northbound San Jose Avenue by reducing the number of traffic lanes on the I-280 off-ramp and on San Jose Avenue
- Increase safety for those who walk, drive and bike along the corridor
- Upgrade the existing northbound bicycle lane with a wider, more separated bikeway (where space allows)

The SFMTA, Supervisor Scott Wiener and the College Hill Neighborhood Association are hosting a community meeting on Monday, February 3 to discuss proposed safety improvements for San Jose Avenue between Monterey Boulevard and Randall Street.

The City, after many years of working with Caltrans and other stakeholders, would like to present a proposal aimed at maximizing safety for all users of the street. Many vehicles travel faster than the posted speed limit of 45 miles per hour – this project aims to bring vehicle speeds at or below 35 mph.

D. SPOT IMPROVEMENTS

SFMTA staff will be holding a workshop in early 2014 with key stakeholders in efforts to spot improvement projects to completion, determine a preferred method for identifying and prioritizing spot improvement projects, and create a more efficient means of addressing spot improvement concerns. This workshop would function as a design charrette and the BAC would be key stakeholder invited to attend, with the SFMTA requesting two or three representatives.