

Upper Market Street Bike Lane Project

17th Street to Octavia Boulevard



6 | 30 | 2010 | SAN FRANCISCO, CALIFORNIA

Agenda

- San Francisco & Sustainable Transportation
- Project Goals
- Outreach & Coordination
- Project Overview
- Discussion
- Next Steps

Policy and Planning for Sustainable Transportation in San Francisco

- **1973 Transit First Policy** (City Charter)
 - Within San Francisco, travel by **public transit, by bicycle and on foot** must be an attractive alternative to travel by private automobile
 - Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes and secure bicycle parking
- **2006 Better Streets Policy**
 - Decisions regarding the design and use of the City's limited public street space shall prioritize space for pedestrians, bicycles, and public transit over space for automobiles.
- **2008 Climate Action Plan**
 - Increase bicycling and walking as alternatives to driving
- **2009 Adopted Bicycle Plan**

Bicycle Plan Goals

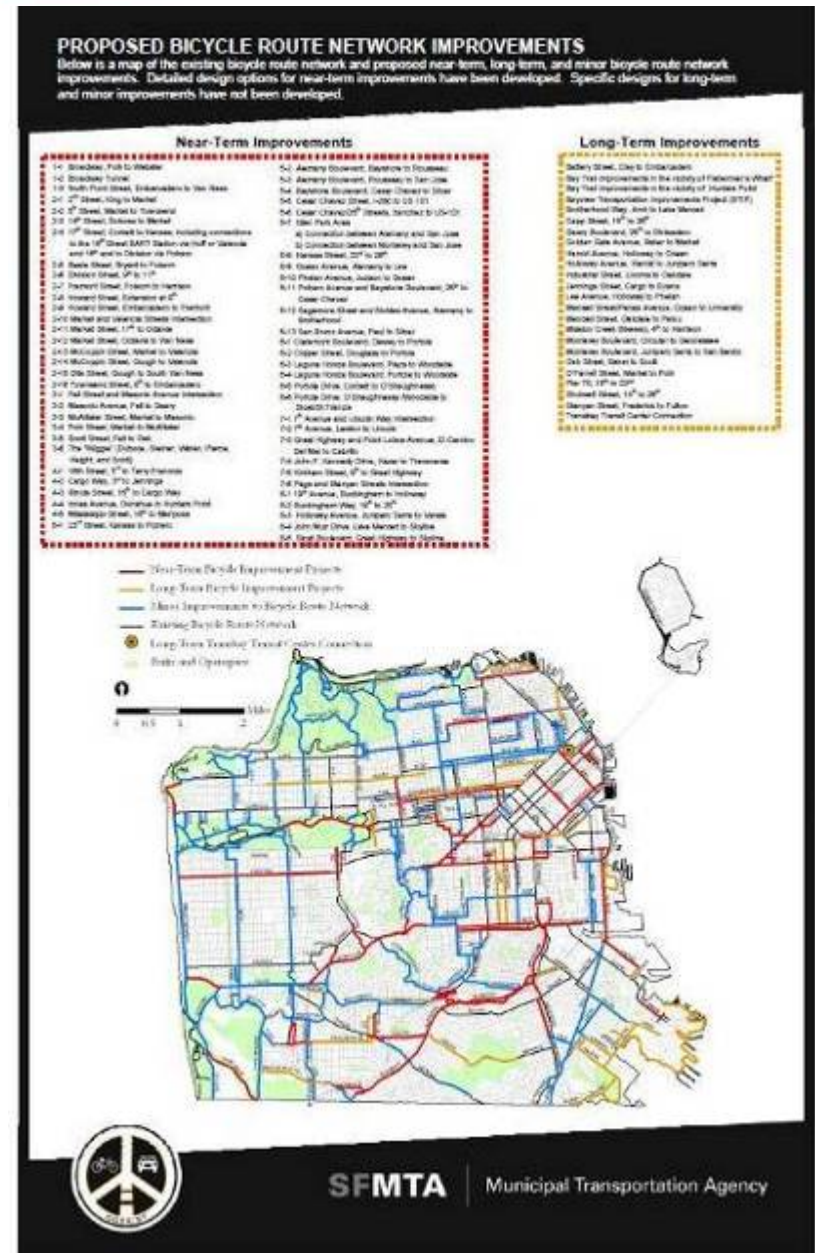
Overall Goal: Increase safe bicycle use

- Refine & expand the existing bicycle route network
- Ensure plentiful, high-quality bicycle parking
- Educate the public about bicycle safety
- Improve bicycle safety through targeted enforcement
- Promote & encourage safe bicycling

Bicycle Plan EIR and Proposed Improvements

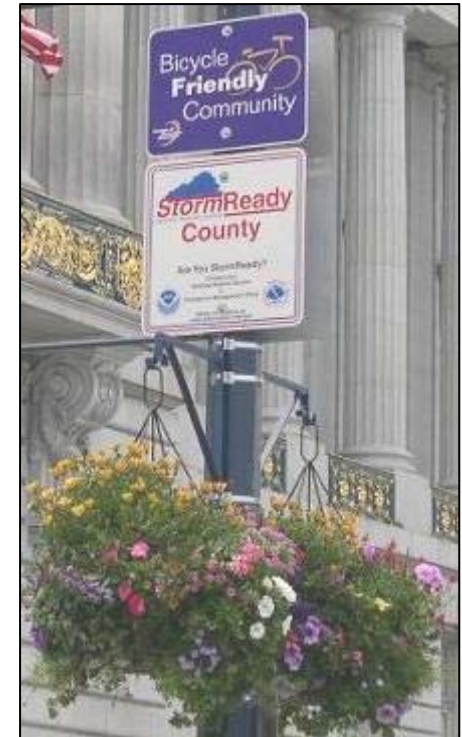
Near-term improvements include on-street projects

- Bicycle lanes
- Shared roadway markings
- Bicycle parking
- Signage improvements



Bicycling Continues to Grow

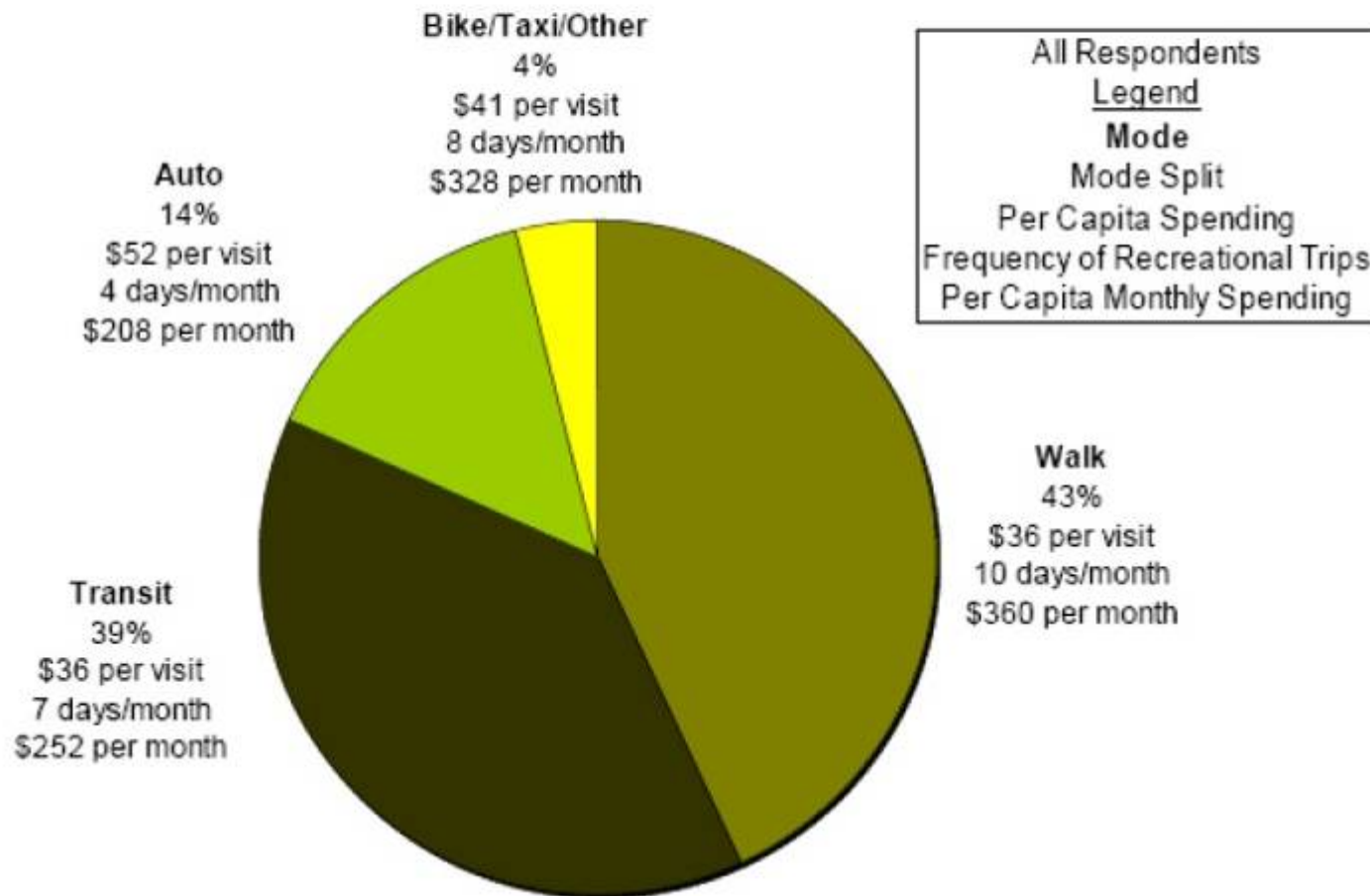
- **2007 Census:**
 - 2.7% bicycle to work in SF
 - US average = 0.5%
 - CA average = 0.9%
- **Citywide Bicycle Count :**
 - 54% increase in bicycling 2006-2009
- **2008 SFMTA Survey Results:**
 - 6% of all trips by residents in San Francisco made by bicycle
 - 75-80% people surveyed feel there are not enough bicycle lanes in San Francisco



Customers come in many ways

A recent study¹² in San Francisco suggests that most people who visit stores and the majority of overall spending come from people who do not drive:

Figure 11. Average Frequency of Recreational Trips and Spending by Mode of Access to Columbus Avenue – All Respondents (Weekday and Weekend)

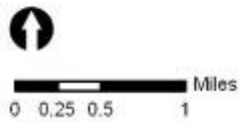
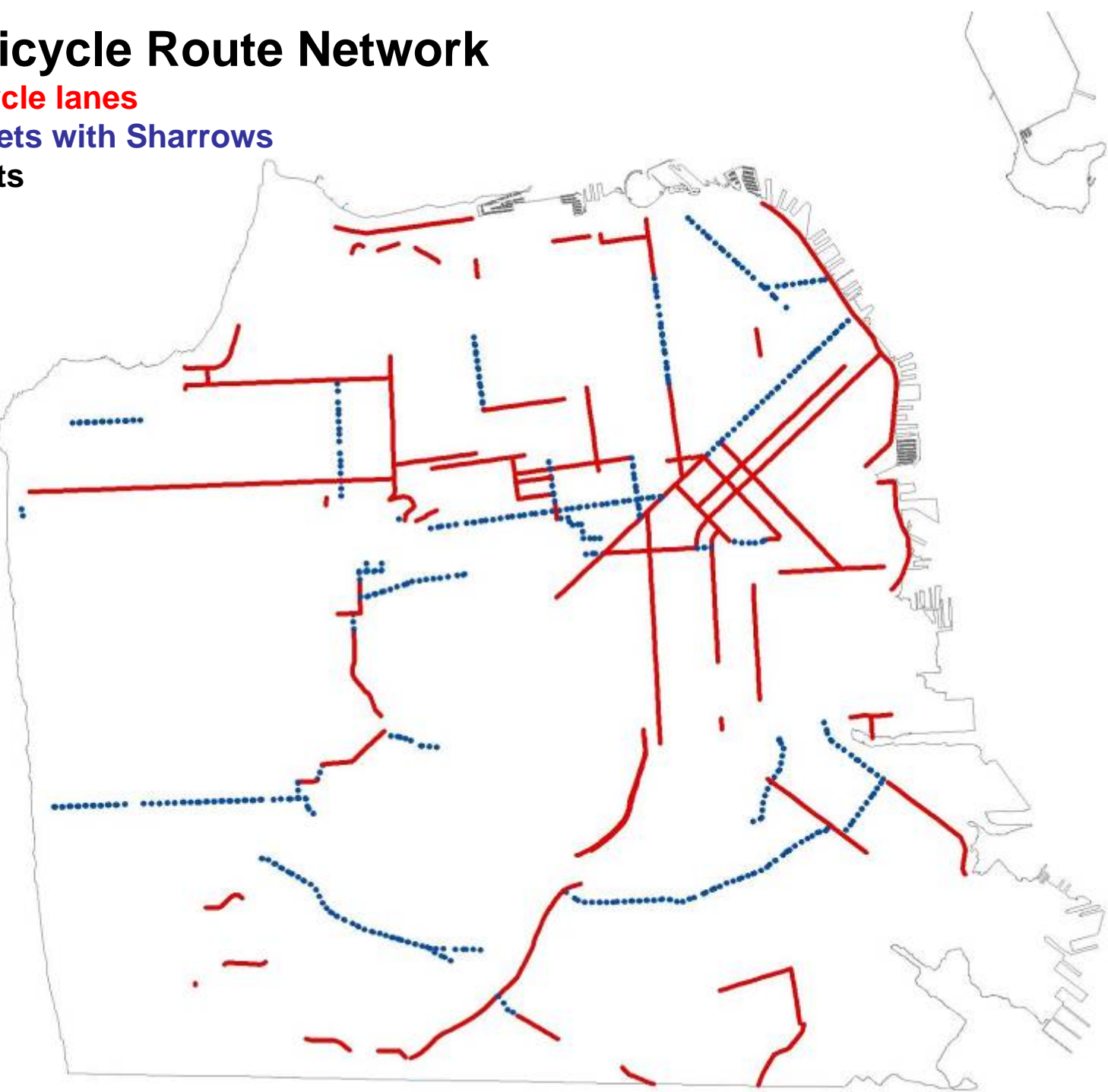


Existing Bicycle Route Network

45 miles of bicycle lanes

23 miles of streets with Sharrows

6 % of SF Streets

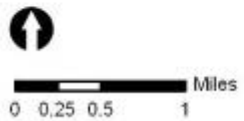
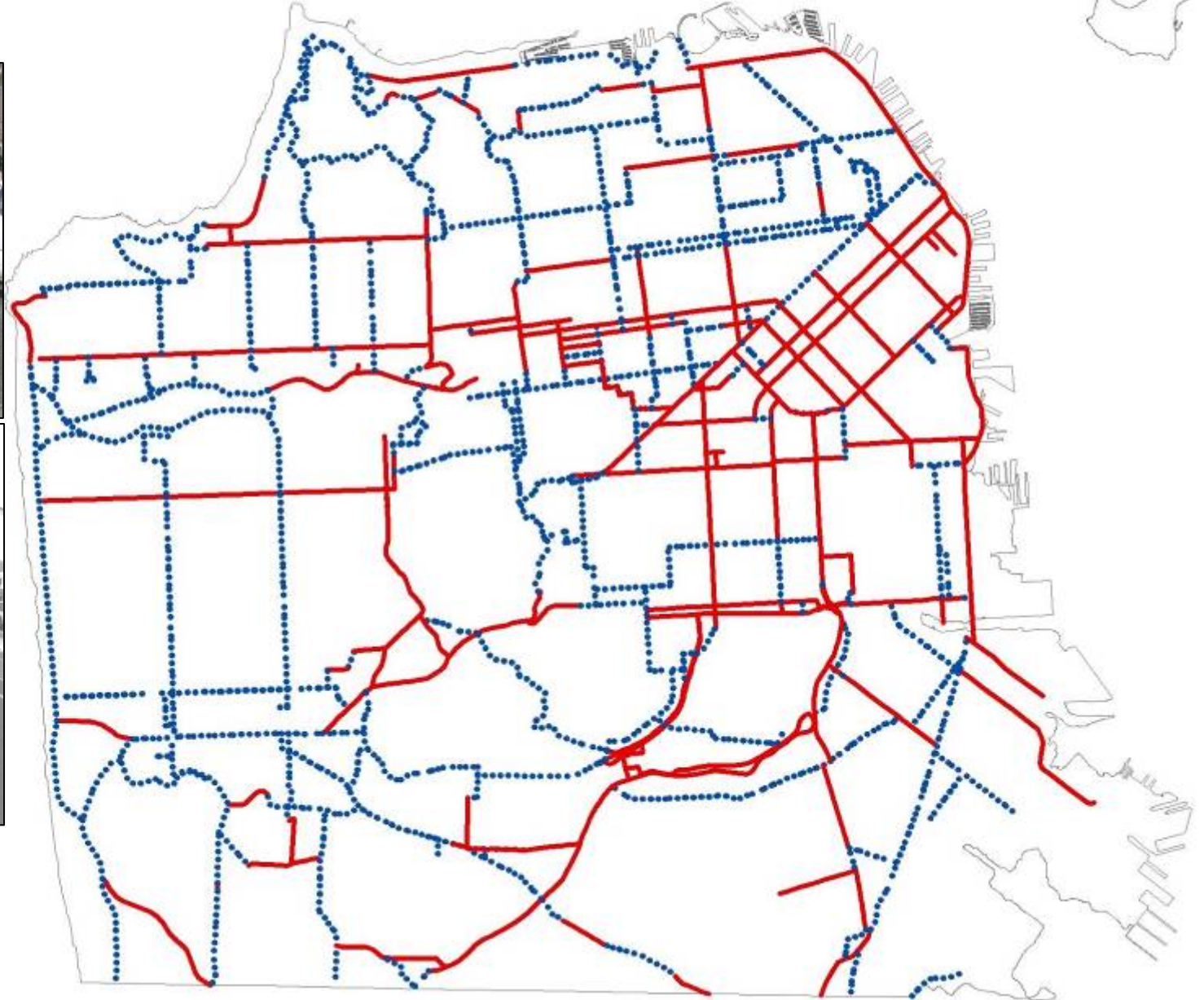


Data Source: SFMTA
January 28, 2008

Proposed Near-Term Projects

Proposed increase to 79 miles of bike lanes

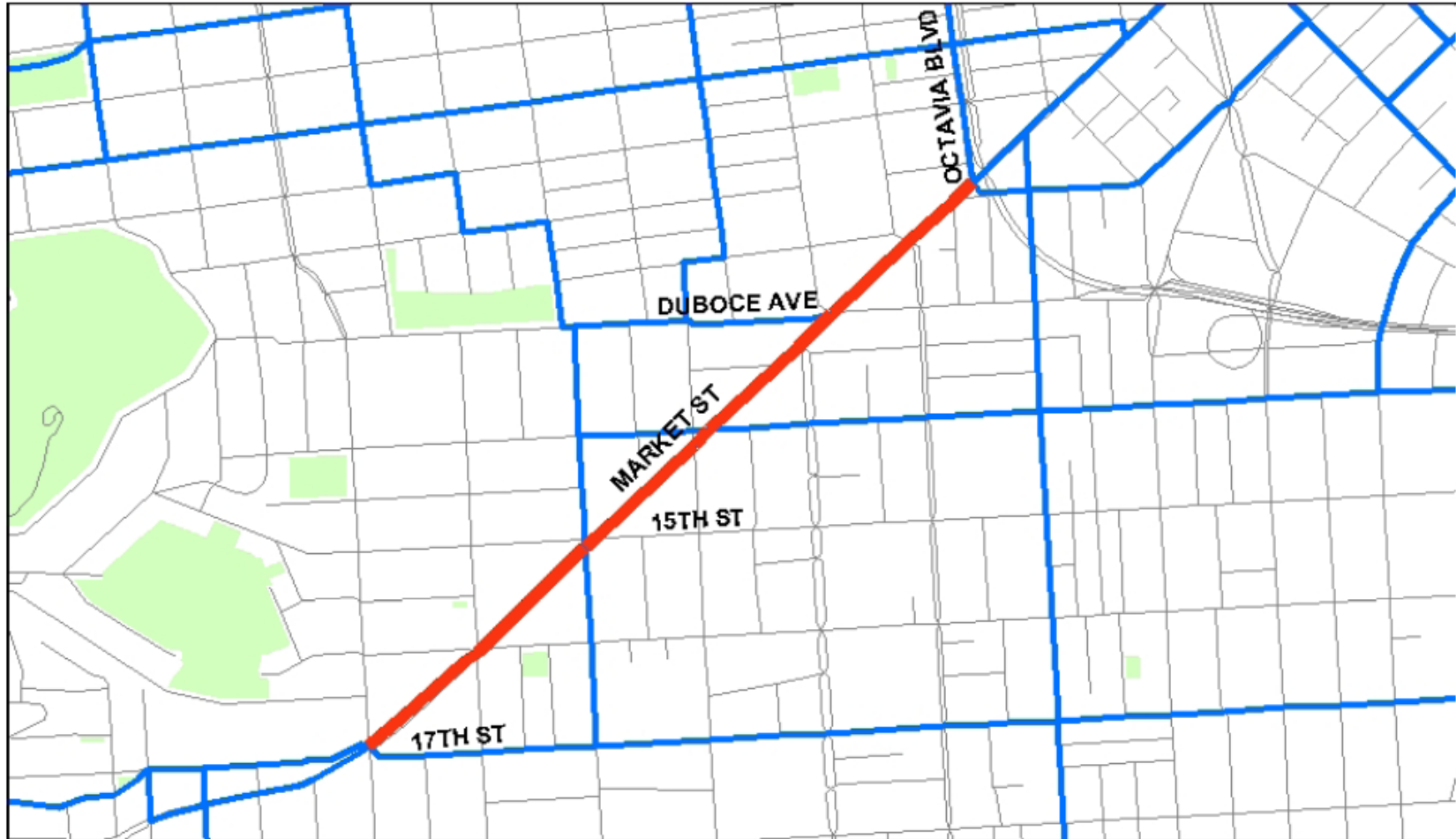
Proposed increase to 98 miles of streets with Sharrows



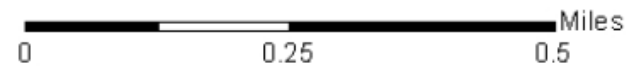
Data Source: SFMTA
January 28, 2008

Project Area Map

Market Street, 17th to Valencia Streets



- Existing Bicycle Route Network
- Market St. Bicycle Lanes Project Boundary



Project Goal

Create continuous bike lanes on both sides of Market Street between 17th Street and Octavia Boulevard

- Improve bicycle travel while enhancing safety for motorists, pedestrians and bicyclists
- Better bike facilities for bicyclists of all skill levels
- Make traffic more predictable at intersections
- Slower speeds

Outreach and Coordination

Meetings with neighborhood groups:

- MUMC, Castro CBD, DTNA and SFBC
- Planned meeting with Castro/EVNA

Meetings with Individual merchants and residents

Coordination with other plans:

- Upper Market Design Guidelines and Community Vision and Recommendations
- Neighborhood Beatification and Safety Plan
- Better Streets Plan
- San Francisco 2009 Bicycle Plan

Proposal

Create continuous bike lanes on both sides of Market Street between 17th Street and Octavia Boulevard

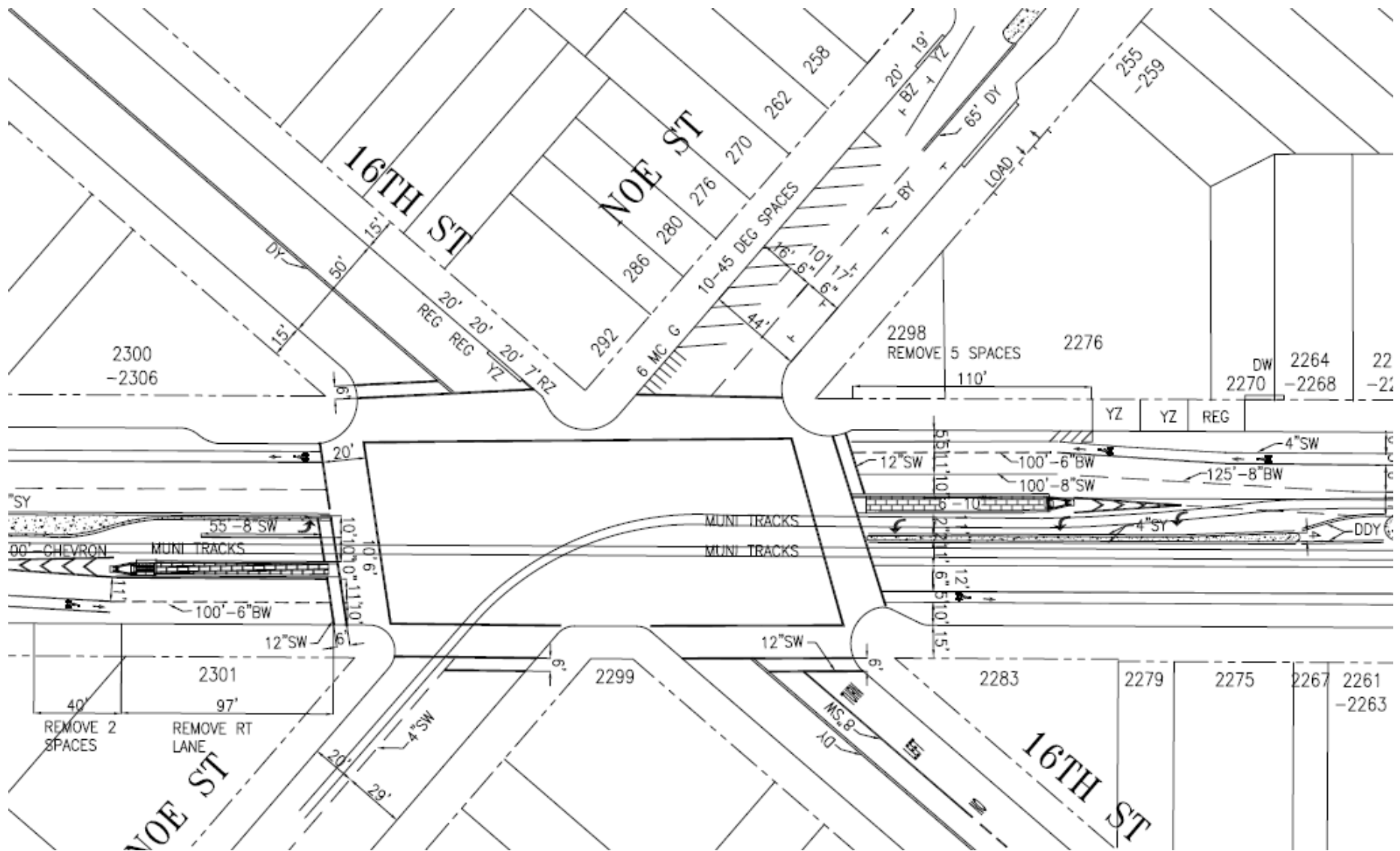


Existing Conditions

Looking southwest on Market St. bicyclist heading towards Buchanan St.

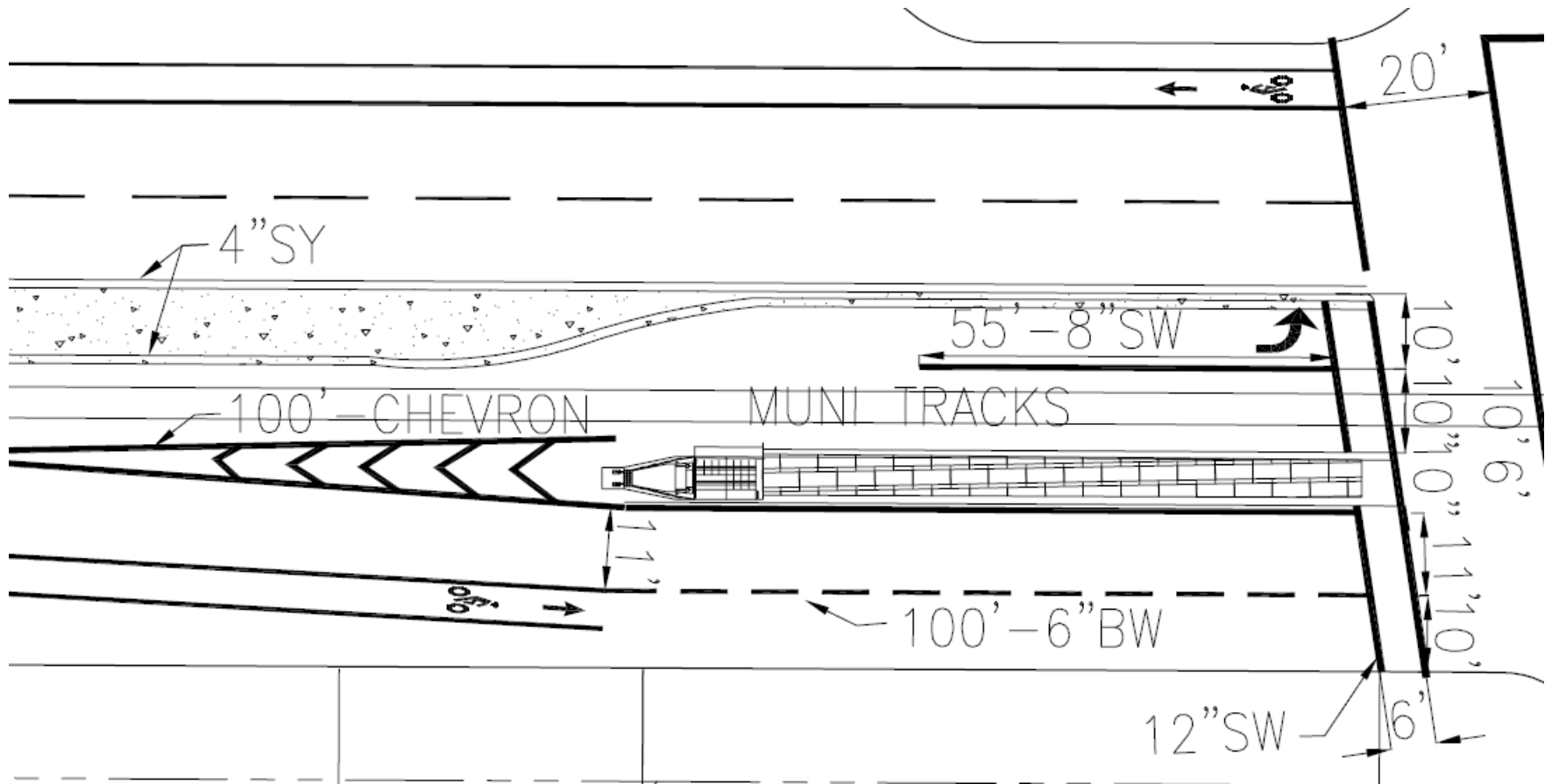


Market at Noe Example



Remove Right Turn Lanes

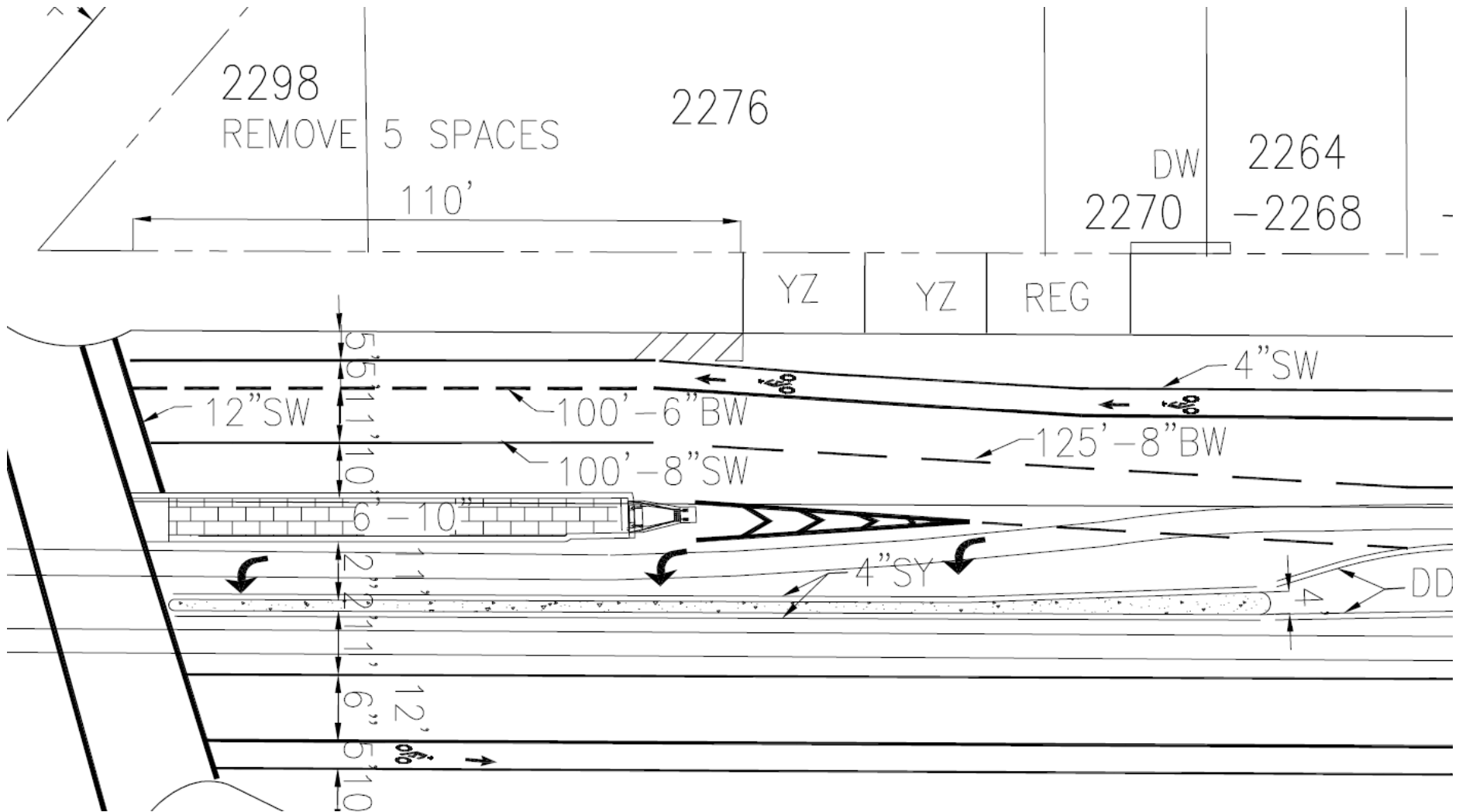
- Eastbound:
 - Market at Noe
 - Sanchez and Dolores
- Westbound:
 - Market at Sanchez
- Approaching intersections, bike lanes serve as the right-turn lane for all vehicles by definition



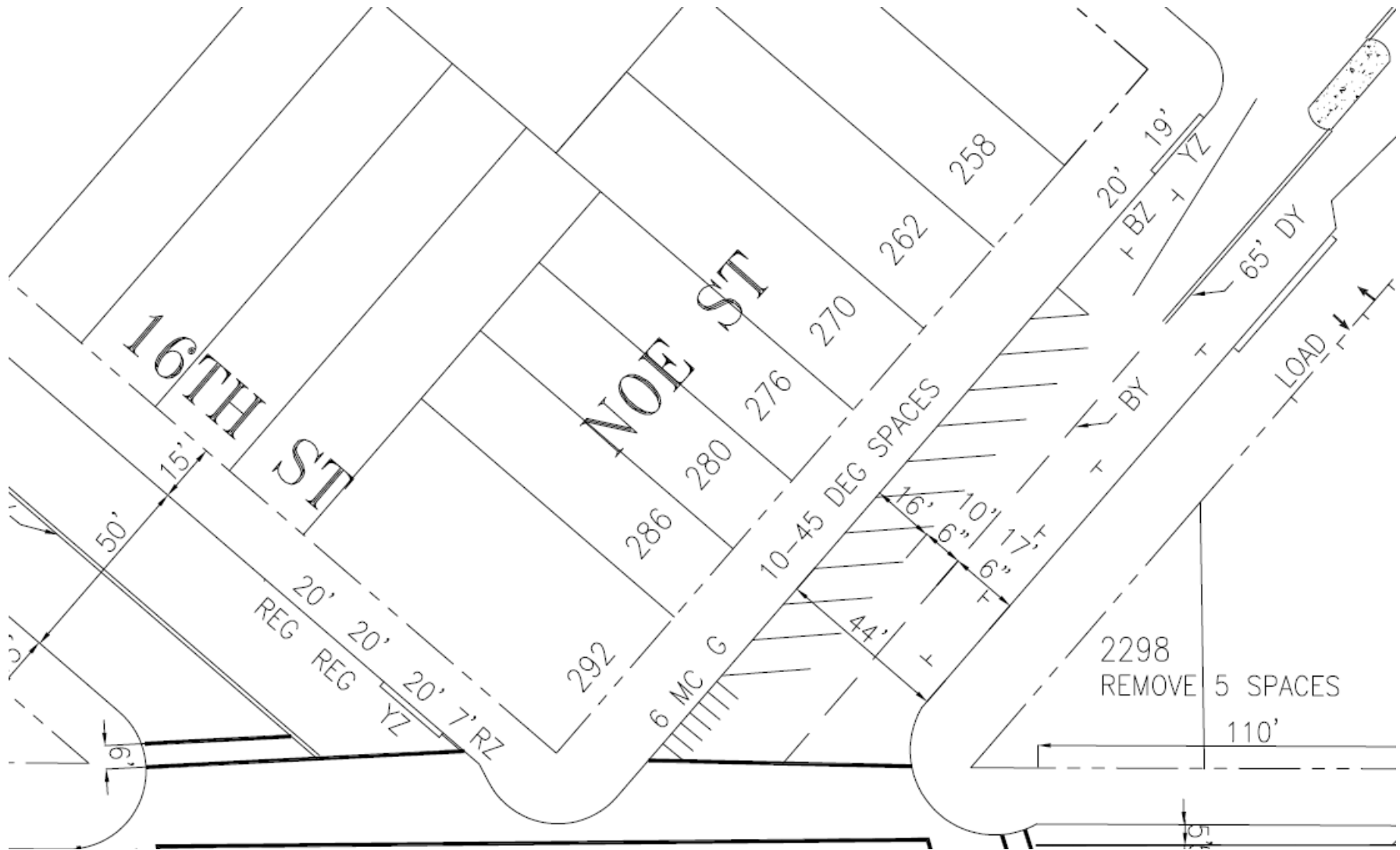
Parking Removal

- **Installation of bike lanes removes 15 parking spaces**
- **Parking recouped at nearby areas by reconfiguring existing parking**
 - Converting parallel parking on Noe Street between Market and Beaver to 45 degree, angled parking to offset parking lost on Market Street at Noe Street
 - Modifying metered parking spaces on Market Street

Market Street at Noe Street – Parking Removal



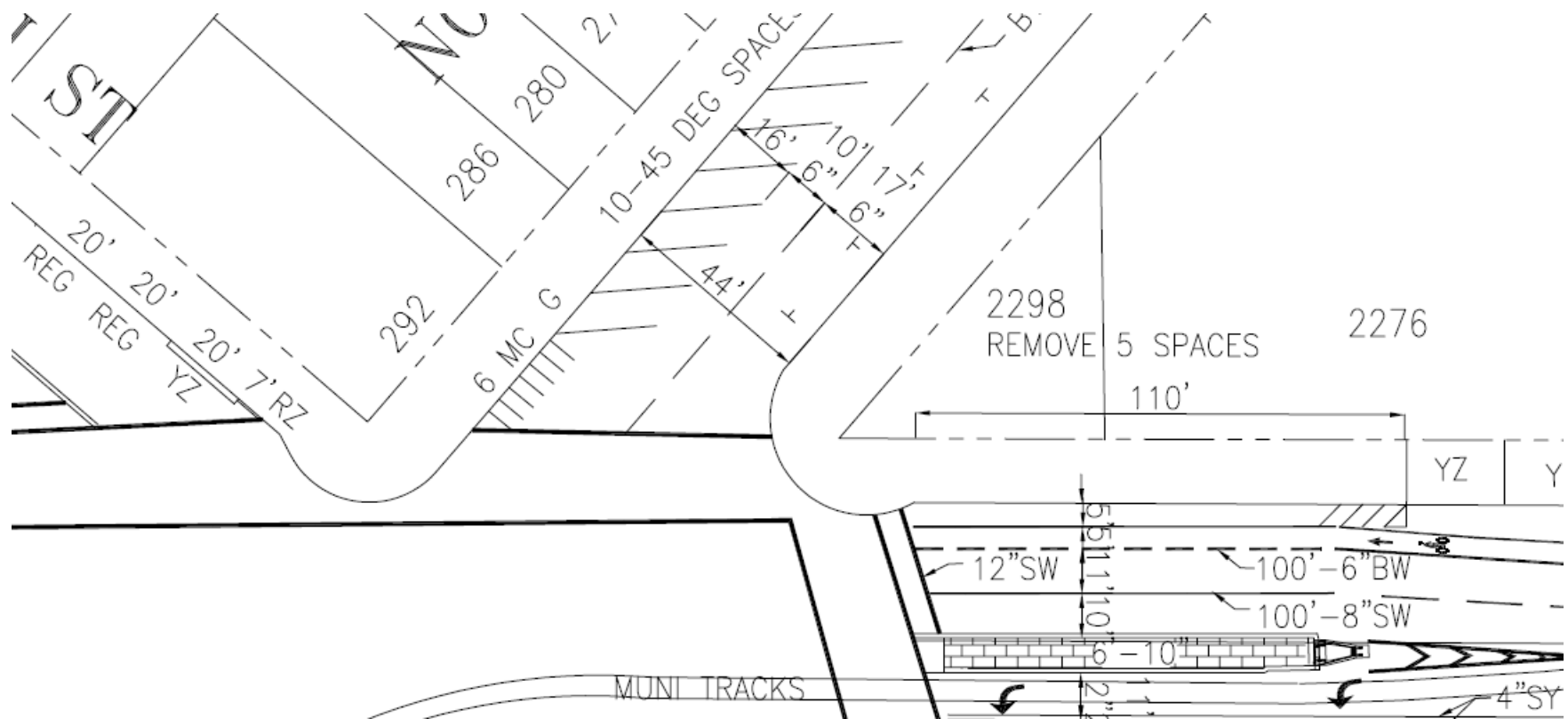
Market Street at Noe Street – Angled Parking



Relocate & Add Motorcycle Parking

- **Noe Street at Market – move across Noe Street to accommodate northbound turns from Market onto Noe**
- **Added 8 new metered motorcycle parking spaces**

Proposed Motorcycle Parking Spaces at Noe



Trader Joe's

- Transportation Impact Study has been delayed
- Needs a “conditional use” permit to use the former Tower Records site
- Upper Market Bike Lane Project included in the study
- SFMTA recommends “active loading in the bicycle lane only during off-peak hours” as part of the conditional use permit
- During TIS review stages we will request that this project be coordinated
- Develop mitigation/improvement measures, if necessary, to improve transportation operations

Parking Improvement Opportunities

- Increase bike parking
 - Sidewalk racks
 - Bike corrals
- Reconfigure commercial loading zones (yellow zones)

Bicycle Parking

Why On-Street Bike Parking?

- Sidewalks can't absorb more bicycle racks
- Reduce clutter – increase sidewalk space for pedestrians
- Cyclists are a large or growing number of your customers and have no place to lock their bikes

It's Good for Business

- Up to 8 customers can park in one parking space instead of 1 or 2 customers in an automobile.

It's Good for the Environment

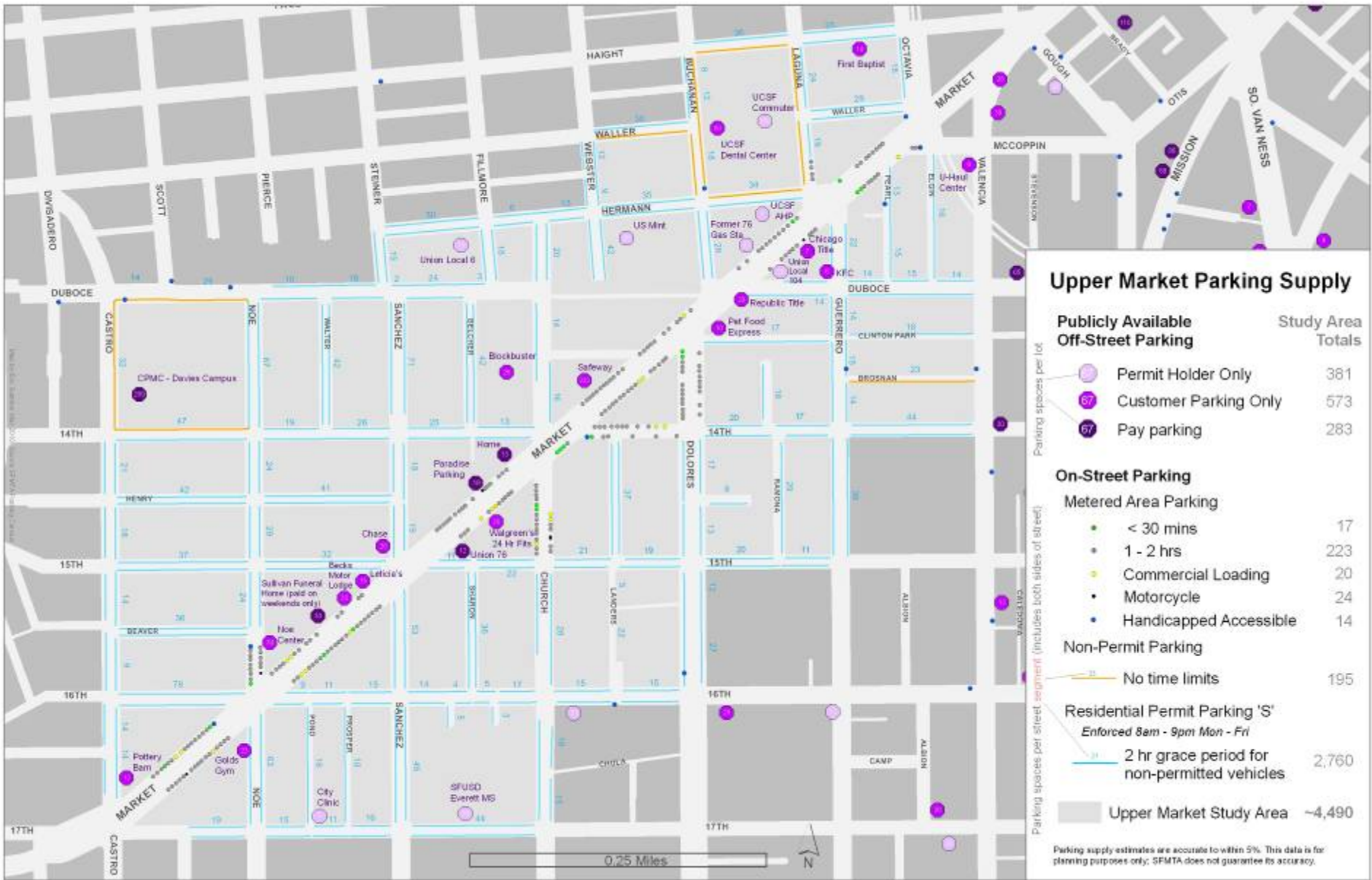
- Each 4 mile round trip by bicycle replacing a trip by car eliminates 15 lbs of particulate pollution

Bike Parking continued

- Identify new locations for bike parking on Market Street sidewalk
- Bike corrals recently installed on Valencia with favorable results
- Heavy bike parking demand at the intersections of Market and Noe streets and near the Market Street boarding island at Duboce Street
- Addition of bike corrals could add dozens of parking spaces to the area – where should they go?

Commercial Loading Zone Assessment

- Locations are being assessed for effectiveness
- Zones can be moved to block ends to make it easier for trucks to pull in and out of the space
- New loading zones in project area (yellow, green, Market Street, Noe Street, Castro Street)
- Upper Market Parking Supply Map
 - Merchants can direct customers to locations with additional public parking
 - Identifies opportunities for coordination among business (maximize parking availability by time of day)



Upper Market Parking Supply

Category	Study Area Totals
Publicly Available Off-Street Parking	
Permit Holder Only	381
Customer Parking Only	573
Pay parking	283
On-Street Parking	
Metered Area Parking	
< 30 mins	17
1 - 2 hrs	223
Commercial Loading	20
Motorcycle	24
Handicapped Accessible	14
Non-Permit Parking	
No time limits	195
Residential Permit Parking 'S' <i>Enforced 8am - 9pm Mon - Fri</i>	
2 hr grace period for non-permitted vehicles	2,760
Upper Market Study Area	~4,490

Parking supply estimates are accurate to within 5%. This data is for planning purposes only. SFMTA does not guarantee its accuracy.

Discussion

- **Bicycle parking**
- **Recouping parking loss**
 - Angled parking on Noe Street
 - Meter changes on Market Street
- **Other**

Next Steps

Final project modifications

Environmental review

Legislative approval process

Public hearing

7/30/2010

SFMTA Board meeting

9/7/2010

Project Implementation

~ Winter 2010

Contact Us

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Project-Related Images

San Francisco, 14th Street at Market Street

14th Street looking west towards Market Street where median and sidewalk will become connected



San Francisco, 14th Street at Market Street

Looking northeast towards Market Street (on left) and west towards 14th Street (on right) where median and sidewalk will become connected.



Bike Parking Examples



8th Avenue & Clement Street – Angled Parking Example

