



SFMTA
Municipal
Transportation
Agency

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

February 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 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, 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: 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

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).

In February 2014, bikeways on the remaining blocks were repaved. SFMTA 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 on March 26 (5:30 – 7:30 p.m. at Tenderloin Elementary.)

3. Sidewalk Bicycle Racks

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.

7. Bay Area Bike Share

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 (Bayshore South Bike Lanes)

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.

Staff completed a number of design changes to better accommodate large vehicle turns. Work Orders have been drafted and striping work is set to resume immediately. Cat-tracking between Silver and Paul had started today.

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 MTAB.

A ballot was sent to residents to gauge support for speed humps. Staff is coordinating with Rec and Park staff and Supervisor Farrell's office.

12. Wiggle Neighborhood Green Corridor

Staff held a final public meeting on January 22 (attendance of over 100) to share proposed locations for green infrastructure and traffic calming features.

SFMTA and PUC have created an online tool to access perception of proposed design.

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.

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

Implementation of Phase 1 is scheduled for March 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)

14. Polk Street Northbound Separated Bikeway

Construction has started on this two-block stretch along the southern end of Polk Street, from Grove Street to Market Street to create new separated bike lanes in both directions.

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.

The project also will revitalize this section of Polk Street with pedestrian-safety improvements, such as bulb-outs and curb ramps; landscaping and sidewalk improvements; sewer and electrical renovations; and targeted paving work. DPW is the project lead

D. SPOT IMPROVEMENTS

SFMTA staff will be holding a spot improvement workshop on February 26, 2014.

SFMTA staff will be working in teams to analyze more than 30 locations to improve bicycle comfort and convenience. The goal of the workshop is to produce actual design solutions to these problem locations that will be implemented over the next year.

Specific spot improvement project updates:

- Lincoln Blvd and 7th Avenue (installation of bicycle signal sequence)

The schedule for installation of the signal modifications are as follows and the BAC will be notified if there are any updates:

- Design: 3/1/2014
- Advertise: 12/1/2014
- NTP: 4/1/2015
- Completion: 10/1/2015
- Funds Expire: 4/1/2016