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

May 2014

Compiled by SFMTA Livable Streets Subdivision Staff

See www.sfgov.org/bac for more information

A. BICYCLE PLAN

Bicycle Lane Projects

Since the full lifting of the injunction in August 2010, 38 bike lane projects have been completed, adding 25.55 miles of bike lanes to the bicycle route network.

To date, 87% (52/60) of the bike projects identified in the 2009 Bike Plan have been implemented, adding 30.25 miles of bike lanes to the network.

Also, six bike lane projects have been completed that were developed after the 2009 Bike Plan, adding an additional 3.2 miles, for a grand total of 56 projects and 33.45 miles of bike lanes added to the network since August 2010.

Sharrows

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 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 2015-2019.

This budget was approved by the SFMTA Board of Directors on May 20, 2014.

B. FACILITIES & PROJECTS

Economic Impacts Study

A study of sales tax data was completed by a consultant to the SFMTA in April, and in May the findings were reviewed by SFMTA staff as well as by City's economist. A preliminary summary of the findings was presented to the MTAB PAG Committee on May 16.

Staff is finalizing the summary report before the report will be released publicly.

2nd Street Improvement Project

The 2nd Street Improvement Project extends from Market Street to King Street. This project will work towards implementing that vision by transforming 2nd Street into a pleasant multi-modal corridor that improves safety and access for pedestrians, bicyclists and transit as well as drivers.

In accordance with the San Francisco Bicycle Plan, the project will provide space for bicycles along the entire length of 2nd Street, from King to Market Streets. Streetscape improvements may include special crosswalks and new infill street trees along the entire corridor, as well as a pedestrian refuge space at the South Park Avenue intersection and expansion of an existing pedestrian refuge at Harrison Street. The project also includes roadway resurfacing, concrete curb reconstruction, the installation of ADA-compliant curb-ramps, and upgrades to the traffic signal system.

The Transportation Impact Study is complete and staff is working to develop project alternatives for the EIR, which is expected to be finished in Spring 2014.

http://www.sfdpw.org/index.aspx?page=1489

Polk Streetscape Project

Staff worked with Planning Department staff to prepare visual materials to share with the public along with more roadway design details at an open house on 3/26.

The Polk Streetscape Project is currently undergoing Environmental Review by the Planning Department. Once the Environmental Review is complete, the SFMTA will hold a public hearing for feedback on the proposed project and the SFMTA Board will consider the project for approval. Environmental Review is expected to be completed this summer.

http://www.sfmta.com/projects-planning/projects/polk-streetscape-project

Sidewalk Bicycle Racks

6 bicycle racks (12 bicycle parking spaces) installed from January to April. Currently (as of 4/25), there are approximately 305 locations under review by staff with an additional 301 locations requiring action from other agencies or from businesses. 7 locations with upcoming installations of 9 bicycle racks (18 bicycle parking spaces) are in progress

On-Street Bicycle Parking

58 bicycle racks (116 bicycle parking spaces) installed from January to May. Currently (as of 5/22), there are approximately 50 locations under review by staff. The next application deadline is 7/1/2014.

Polk Street Northbound Separated Bikeway

Construction was complete before Bike to Work Day and staff organized a well-attended ribbon-cutting ceremony.

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

Outer Sunset Safe Routes to School

The intent of the project is to provide safer, more comfortable access to Sunset Elementary and AP Giannini schools, especially by foot or bike.

Continuous bicycle lanes will be provided in both directions in the project area. In the school zone (37th – 41st Avenues), the road will include new crosswalks, curb ramps, bulbouts, a buffered bikeway, and islands to narrow the roadway/delineate the bike lane.

Construction began in mid-May and is expected to be largely complete before the schools re-open in August.

More information at: http://sfmta.com/projects-planning/projects/ap-giannini-middle-and-sunset-elementary-safe-routes-school

Sharrow Implementation

To date, sharrow implementation has been guided by the MUTCD. http://mutcd.fhwa.dot.gov/htm/2009/part9/part9c.htm. With new funds in hand, staff will continue to implement sharrows on the appropriate streets identified in the 2009 Bike Plan.

Staff are in the process of developing internal standards on the implementation of green-backed sharrows.

C. SPOT IMPROVEMENTS

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 in February 2014.

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.

Status Update/Locations with near-term next steps:

Location	Next Step 1	Next Step 2
3rd/Lincoln	work order to update existing signs, markings, safe hit posts	potential signal project (longer term)
Arguello/Fulton	work order	potential signal modification
17th/Church	work order	
8th/Market/Grove/Hyde	work order	potential signal modification, potential transit boarding island
20th/Lincoln	work order	potential signal modification
Duboce/Valencia	work order	legislation, potential signal modification
Octavia/Page	work order	wait for 2-way Haight, then study conditions on Page
10th/Fulton	suggest changes to Rec/Park	work order
Fulton between 22nd and 23rd	start legislation	work order
8th/Fulton	detailed review of collisions	
Arguello between Fulton to Cabrillo/McAllister	coordinate with walk through comments, then work order	coordinate with potential paving project
8th/Division/Heny Adams/Townsend	coordinate with paving project	
Stanyan/Fell	coordinate with Panhandle planning effort	work order
16th/Harrison/Treat	coordinate with or use potential pavements to parks treatment	

D. LONG-TERM BIKE PARKING LOCATIONS

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Transit Centers: The greatest demand for long-term bicycle parking facilities is commonly within or near transit centers. In European cities with high bicycling rates, the most visible, innovative and highest capacity bicycle parking is at train stations.

Employment and Retail Centers: The greatest demand for long-term bicycle parking facilities is commonly within or near transit centers. In European cities with high bicycling rates, the most visible, innovative and highest capacity bicycle parking is at train stations.

Residential Areas: Finally, there is demand for long-term bicycle parking in residential areas. In the Netherlands, of all the bicycles stolen, approximately half disappear in the vicinity of peoples' homes, particularly where there are few supervised bicycle parking facilities.
Bicycle storage is often an issue in dense urban environments where there is not adequate space to park a bicycle on private property or within a residential unit. In San Francisco, it is common to see bicycles locked to residential balconies and stairway railings. It is important to consider long-term bicycle parking facilities in these areas and evaluate their effectiveness in cities like San Francisco where the number of bicyclists is continually increasing.

Demand Analysis:

A citywide analysis of long-term bicycle parking demand is central to developing an implementation strategy for future facilities. SFMTA staff performed a demand analysis for San Francisco using GIS to show relative demand for long-term bicycle parking citywide. This planning-level analysis is a first-cut study examining and identifying potential locations for these facilities. To assure the success of new long-term bicycle parking, this analysis should be cross-examined with specific sites that are typical locations – close to transit, at the ground level, on a high volume bicycle corridor, etc.

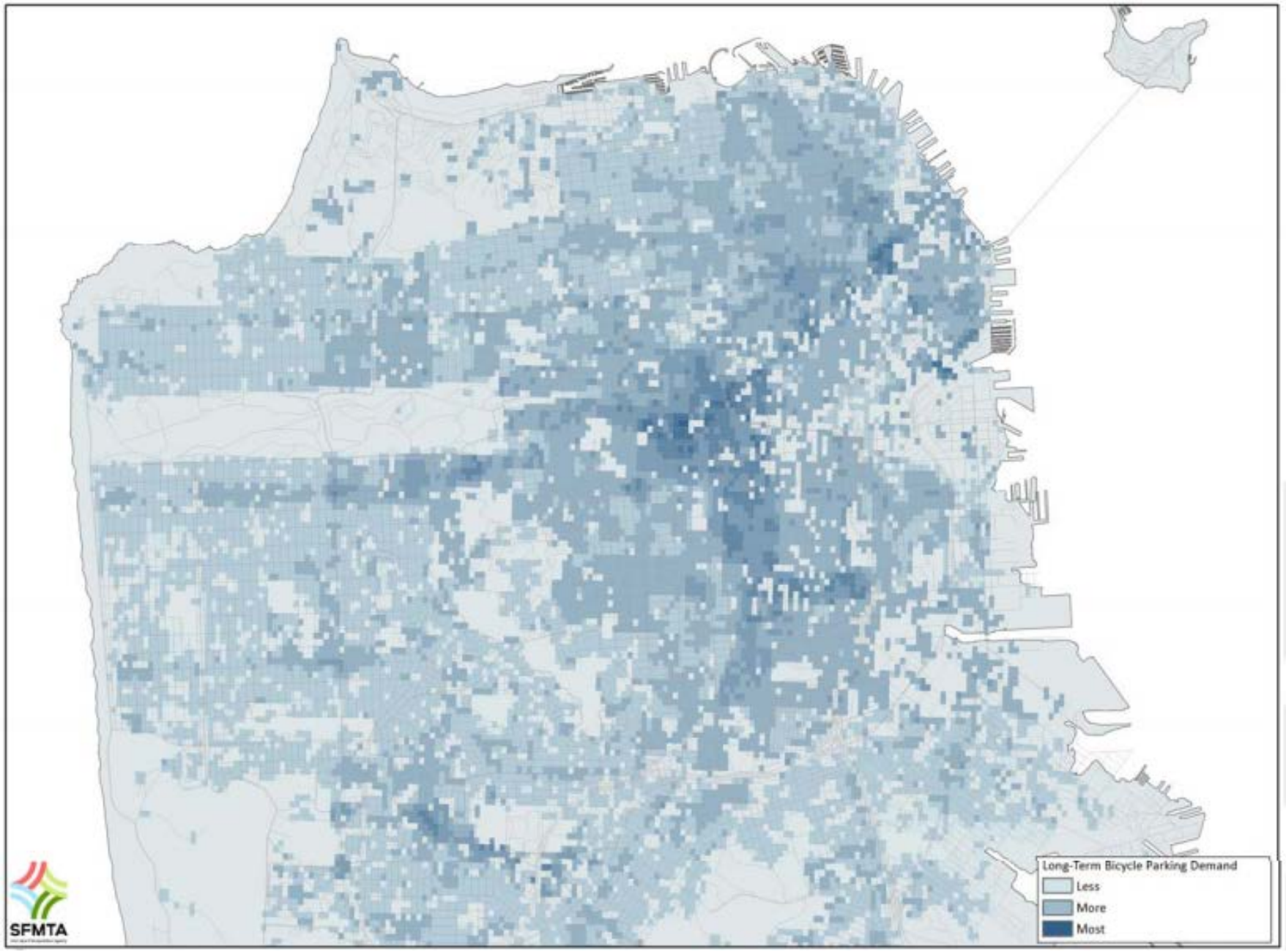
Key criteria include:

1. Population Density
2. Employers
3. Zoning Type
4. Proximity to Bikeway Facility
5. Bicycle Commuters

6. Slope
7. Muni Station Rail Boarding/Alighting
8. Muni Stop Bus Boarding/Alighting

The overlaying of data listed in the above table produces a geographical representation of relative demand analysis for long-term bicycle parking in San Francisco.

Long-Term Bike Parking Demand Analysis Results



Long-Term Bike Parking *High* Demand Analysis Results