SFMTA
Municipal
Transportation
Agency

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

June 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.

New funds 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, have been secured.

Sharrow maintenance will be funded through operating dollars, similar to other striping maintenance.

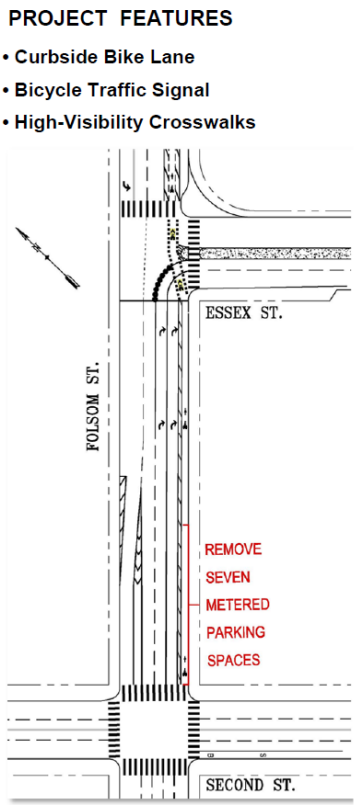
B. FACILITIES & PROJECTS

Folsom/Essex Bike Improvements

Currently, people bicycling eastbound on Folsom Street must navigate a difficult segment between 2nd and 1st streets where they are forced to ride in a narrow bike lane sandwiched between lanes of vehicle traffic and merge with freeway-bound vehicles.

To enhance safety and better organize the roadway, the SFMTA is proposing to move the Folsom bike lane curbside to eliminate the need for people bicycling to merge with heavy volumes of freeway-bound vehicles. The agency will also install a dedicated bike traffic signal at the Essex Street intersection to separate through bicyclists from right-turning vehicles and special markings to provide clear direction on where motorists can expect bicyclists to be riding.

Realigning the bikeway will require the removal of seven metered parking spaces on the south side of Folsom Street just east of 2nd Street.



Howard Street Buffered Bikeway Project

The Howard Street Buffered Bikeway Project is a near-term roadway safety project on Howard Street between 6th and 10th streets.

The project will increase safety for people biking and walking on Howard Street by creating a buffered bike lane, painting temporary sidewalk extensions and reducing the width of traffic lanes. This design originates from designs identified in previous SoMa community outreach efforts.

As part of the upcoming project implementation, the SFMTA will hold a community open house on Wednesday, June 25 (6 - 7:30 p.m.) at the SoMa Rec Center (270 6th Street)

2nd Street Improvement Project

The Transportation Impact Study is complete, and staff is working with DPW, Planning and the consultant team to develop project alternatives for the EIR, which is expected to be finished in spring 2015.

Staff are developing concept plans for near-term Vision Zero improvements on 2nd St.

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

Northbound San Jose Avenue & I-280 Off-Ramp Road Diet Pilot Project

On Thursday, June 5, SFMTA and Caltrans staff completed work on Phase 1 of the Northbound San Jose Avenue & I-280 Off-Ramp Road Diet Pilot Project

Phase 1 of this pilot project will determine the impact of removing a lane of traffic on the City right-of-way segment of northbound San Jose Avenue, from the triple merge point of San Jose Avenue, Monterey Boulevard, and the I-280 off-ramp, to 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 northbound 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

Work completed over the week of June 2 included:

- Merging the left lane on the San Jose Avenue off-ramp with the lane from San Jose Avenue
- Merging the right lane on the San Jose Avenue off-ramp with the lane from Monterey Boulevard
- Reducing San Jose Avenue to two lanes north of Rousseau Street and adding a right turn only lane approaching Randall Street
- Upgrading the northbound San Jose Avenue bicycle lane with a wider painted buffer, vertical delineators, and green pavement in conflict/merge areas

Next steps:

- Late Summer/Fall 2014 – Preliminary “After” Data Collection & Evaluation
- Fall/Winter 2014-2015 – DPW overpass construction on Richland & Highland Avenue Bridges. During this time, DPW construction will require periodic lane closures on San Jose Avenue
- Spring 2015 – Final “After” Data Collection & Evaluation
- Summer 2015 – Scheduled repaving of San Jose Avenue (If warranted, Phase 2 will be implemented immediately after repaving – Phase 2 consists of reducing the number of lanes on the freeway off-ramp from two to one).

More information at: http://www.sfmta.com/projects-planning/projects/northbound-san-jose-avenue-i-280-off-ramp-road-diet-pilot-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. A purchase order for 6,000 bicycle racks (12,000 bicycle parking spaces) is 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.

D. MISCELLANEOUS

Vision Zero Funding

In 2014, San Franciscans will have the opportunity to vote on the first of four Transportation 2030 ballot measures – a $500 million general obligation bond that would not raise local property tax rates. If voters approve the bond this November, more than $300 million would go toward infrastructure upgrades to achieve Vision Zero, with future measures further enhancing the City's commitment to safer streets. These improvements will better engineer and organize San Francisco's streets and sidewalks, making it safer for everyone to get around, no matter how they travel.

The following are Transportation 2030 project categories dedicated to making S.F.'s streets safer.

FOCUSED PEDESTRIAN SAFETY INVESTMENTS
(2014 Bond: $68 M)
In San Francisco, 60% of serious and fatal traffic injuries occur on just 6% of streets. Transportation 2030 projects would target these streets with proven safety improvements such as signal timing changes, protected left turns, radar speed display signs and pedestrian countdown signals. These investments were recommended as part of the City's WalkFirst initiative.

TRANSIT PROJECTS WITH IMPROVED CROSSINGS FOR PEOPLE WALKING
(2014 Bond: $115 M)
Transportation 2030 will invest in critical projects to upgrade Muni. Along with benefiting Muni riders, many of these projects enhance safety for people walking, biking and driving. Muni projects frequently incorporate improvements like zebra-striped crosswalks, refuge islands, sidewalk extensions at transit stops, and sidewalk widening to ensure safer crossings and increased visibility of all road users.

MODERN TRAFFIC SIGNALS
(2014 Bond: $15 M)
The average age of a San Francisco traffic signal is 35 years old, with some as old as 70. Older signals can't support safety features like left turn phases and pedestrian countdown features. New funds would enable the City to increase investment in the signal system. Replacing outdated signals with modern signals helps reduce vehicle crashes and traffic injuries, enhancing safety for all.

BUILDING "COMPLETE STREETS" WITH ALL TRAVEL TYPES IN MIND
(2014 Bond: $102 M)
Complete Streets projects enable safe, convenient and comfortable travel for everyone. They include upgrades such as raised sidewalks, speed humps, well-defined bikeways and shortened street crossings.

As biking grows in popularity, the City is working to build safe, well-defined bikeways that protect all road users. Funds from the 2014 bond would enhance the bicycle network with 27 miles of new or improved bikeways. The City will work closely with communities to ensure bikeway proposals meet local needs.

Bikes in Transit Only Lanes

At present, bicyclists may not use transit-only lanes.

CVC 21655.7:

- A local authority, with respect to any highway under its jurisdiction, may authorize or permit a portion of the highway to be used exclusively for a public mass transit guideway.

SFPD Traffic Company has also weighed in, indicating that bicyclists should not be using transit only lanes. Citing the following:
https://www.dmv.ca.gov/pubs/vctop/d11/vc21200.htm

E. SPOT IMPROVEMENTS

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.

Location	Next Step 1	Next Step 2
3rd/Lincoln	work order to update existing signs, markings, safe hit posts	potential signal project
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	

Further detail on Spot Projects

Arguello/Fulton

- Daylighting the intersection and to install a Left Turn Yield on Green sign for SB Arguello traffic turning onto Fulton. Staff is about to send a work order to install more sharrows on Arguello south of Fulton, to extend the northbound Arguello bike lane markings to Fulton, and add a small buffer to the south bound Arguello bike lanes as it approaches Balboa Street.

3rd/Kezar/Lincoln

- Work orders were sent to install a continental crosswalk and advanced stop bars for WB Lincoln.

8th/Market/Hyde/Grove

- Coordinating with Safer Market Street. Want to install bike boxes and transit boarding island to facilitate bike/bus interaction at far side 8th Street transit stop.

Duboce/Valencia

- Sent work orders to day light intersection. Investigating EB Duboce full-time left turn prohibition and installation of WB Duboce lagging left turn. Will install striping changes in coordination with turn restrictions and signal update. We're waiting on a field investigation of the condition of the signal equipment.

20th/Lincoln

- Working with transit group to update timing/actuation of the intersection.