



**SFMTA**  
Municipal  
Transportation  
Agency

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

## **April 2014**

Compiled by SFMTA Livable Streets Subdivision Staff

See [www.sfgov.org/bac](http://www.sfgov.org/bac) for more information

## A. BICYCLE PLAN

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### 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, 7<sup>th</sup> Avenue at Lincoln Way intersection improvements
- Project 3-2, Masonic Avenue bike lane from Fell Street to Geary Boulevard
- Project 2-1, 2<sup>nd</sup> Street bike lanes from King to Market Streets
- Project 2-3, 14<sup>th</sup> Street eastbound bike lane, Dolores to Market Streets – Phase II

### 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.

The SFMTA is programming just over \$300k to focus on sharrows as part of its next CIP, which will be up for approval by the SFMTA Board in May.

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

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### Wiggle Neighborhood Green Corridor

The planning phase is complete. Staff submitted a project description and Environmental Evaluation Application to the Planning Department to initiate environmental review.

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.

Materials can be found at:

<http://www.sfmta.com/projects-planning/projects/wiggle-neighborhood-green-corridor>

### **Polk Street Improvement 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. SFMTA staff identified project elements that can be implemented in the near term to improve safety such as temporary bulbouts, bicycle intersection treatments, red visibility curbs, traffic signal timing changes, and improvements for commercial loading.

Materials can be found at: <http://www.sf-planning.org/index.aspx?page=3579>

### **Sidewalk Bicycle Racks**

6 bicycle racks (12 bicycle parking spaces) installed from January to March. Currently (as of 3/24), there are approximately 450 locations under review by staff. 9 locations with upcoming installations of 13 bicycle racks (26 bicycle parking spaces) are in progress. A purchase order for 3,500 bicycle racks (7,000 bicycle parking spaces) is in progress, the advertised bid closed on 3/14. Purchased bicycle racks will be delivered by Fall 2014.

### **On-Street Bicycle Parking**

In April, staff worked with Mission Cliffs Indoor Rock Climbing Gym to install the largest bike corral in a U.S. urban environment. The 108 foot corral is outside the facility and accommodates 54 bikes.

Currently (as of 3/24), there are approximately 50 locations under review by staff. Six locations with an upcoming installation of 30 bicycle racks (98 bicycle parking spaces) are in progress.

### **Bayshore Bicycle Lane Project (Bayshore South Bike Lanes)**

All striping work is complete and the facility is open for use. Enhancements, including green thermoplastic and safe-hit posts will be installed as soon as the shops receive the materials. A press release is being finalized and staff will work with citywide and local media to raise awareness.

More information

at: <https://www.sfmta.com/sites/default/files/projects/San%20Jose%20I-280%20Pilot%20presentation%2002.03.2014.pdf>

### **Polk Street Northbound Separated Bikeway**

Construction began January 31 and remains on track to have the facility open for use by Bike to Work Day, May 8.

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

### **Outer Sunset Safe Routes to School**

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. Parking removal of 16-19 spaces is required to accommodate the bike lane where islands have been constructed and are proposed. The parking removal was approved in the March 21 Public Hearing.

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

## **D. LONG TERM BIKE PARKING/BIKE LOCKERS**

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The need for improved long-term bicycle parking is highlighted in the SFMTA 2013-2018 Bicycle Strategy. This document sets new directions and policy targets to make bicycling a part of everyday life in San Francisco. The key actions are designed to meet the SFMTA's Strategic Plan mode share goal of 50 percent of all San Francisco trips made using sustainable modes. Goal 2 of the Strategy is to increase convenience for trips made by bicycle and includes objective 2.2, to increase the supply of adequate long-term bicycle parking.

The San Francisco Planning Code establishes long-term bicycle parking requirements for land uses, including office, retail establishments, schools and multi-family residences. Additionally, recent changes to the San Francisco Environment Code under the San Francisco Tenant Bicycle Parking in Existing Commercial Buildings Ordinance allow employees to store a bicycle in offices if sufficient long-term bicycle parking is not available on-site. This leaves a need for long-term bicycle parking recommendations for medium density residential areas where there are no storage requirements, at transit stations where bicyclists often transfer between modes of transportation and in retail areas where there are workers, visitors, and nearby residents wanting to park bicycles for extended periods of time.

Various types of long-term bicycle parking facilities exist in the US and the world, including attended, unattended, access-controlled and individually enclosed bicycle parking

- Bicycle lockers – locked storage facility accessible only by users
- Unattended shared bicycle areas – a room or area accessible to multiple users with a key or keycard
- Attended bicycle stations with optional amenities and services – monitored bicycle parking within a secure environment accessible to multiple users that can include other amenities such as bicycle repair, sales and bicycle rentals.

### **BIKE LOCKERS**

With existing San Francisco bike lockers nearing the end of their lifecycle, the SFMTA has installed 32 electronic bicycle lockers at three SFMTA parking garages (5<sup>th</sup>/Mission, Ellis/O'Farrell, and Sutter/Stockton), with plans to expand to other SFMTA parking garages and surface lots

Bicycle lockers are storage containers that can provide long-term bicycle parking for users at convenient locations. There are two common types of bike lockers: standard lock-and-key lockers rentable by a single user or set of users and on-demand electronic lockers that are rentable on an hourly first-come-first-serve basis.

Single-user bicycle lockers are usually rented by a bicyclist and secured with an integrated lock. Renting single-user lockers occurs on an annual, semi-annual or monthly basis and in many cases there is a deposit for a key. Single-user lock-and-key

bicycle lockers employ outdated technology and suffer from a number of disadvantages, including:

- Keys are often not returned to the operating agency, leading to expensive re-keying costs to prevent theft
- Because they use space inefficiently, demand often exceeds the number of lockers that can be accommodated at a given location
- When a locker is not in use, it sits empty, yet it is unavailable to anyone other than the keyholder even though there may be a long waiting list for lockers
- Renters may use lockers to store everything *BUT* bicycles if there is not a way to see inside.

Electronic on-demand lockers employing keycard access technology present a solution to most of the shortcomings of traditional lockers. Because lockers are no longer limited to a single renter, e-lockers make far more efficient use of space. Their benefits include the following:

- On-demand lockers can serve seven to ten times more bicyclists compared to a traditional assigned locker system. When placed at a transit station, four on-demand bicycle lockers (one quad) can serve the parking needs of approximately 30 different bicyclists over the course of a year.
- In the San Francisco Bay Area, BikeLink (vendor of the SFMTA e-lockers) operates numerous e-lockers at 28 BART stations, and BikeLink cardholders can also access the bicycle stations at the Embarcadero, Downtown Berkeley, Ashby and Fruitvale BART stations. In the San Francisco Bay Area, BikeLink operates numerous e-lockers at 28 BART stations, and BikeLink cardholders can also access the bicycle stations at the Embarcadero, Downtown Berkeley, Ashby and Fruitvale BART stations.
- BART reports that about half of their existing BikeLink lockers are well used (80% occupancy) and the other half are either relatively new installations, gaining in popularity or they are at stations without high bicyclist demand.

The overall benefits of individual bicycle lockers are the potential for low operating costs and high security. The primary disadvantages are the space requirements per bicycle, lack of capacity and other amenities for bicyclists. As noted earlier in this report, first-come-first-serve bicycle lockers provide a host of advantages over single-use lockers.

Staff is also developing specifications for long-term bicycle parking intended for parking lanes in residential areas.

More information at:

<http://www.sfmta.com/projects-planning/projects/bike-parking-project-sfmta-garages>  
<http://www.sfmta.com/sites/default/files/LongTermBicycleParkingStrategy%20FINAL.pdf>

## **E. SPOT IMPROVEMENTS**

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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. SFMTA staff brought internal planners and engineers and key stakeholders from the Bicycle Advisory Committee, SF Bicycle Coalition and SFMTA CAC to analyze more than 30 locations for near-term improvements.

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**

- 6 work orders are to go out in the next 2-3 weeks
- 2 locations will have legislation begin in the next month
- 2 locations are being coordinated with paving
- 2 locations should get “near-term” signal work – timeline being worked out
- 1 location we are reaching out to Planning to do as a potential Pavement to Park

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/Valenica	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	