



SFMTA
Municipal
Transportation
Agency

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

December 2013

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 82% (49 out of 60) of the bike projects identified in the 2009 San Francisco Bike Plan have been implemented, adding over 27 (27.6) miles of bike lanes to the network. In addition, seven bike lane projects developed after the 2009 Bike Plan have been completed, adding an additional 2.7 miles, for a grand total of 56 projects and 30.3 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 5-6, Cesar Chaves/26th Street Corridor Bike lanes west
- 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

2. 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 is currently seeking funding for implementation of the remaining 1,350 sharrows.

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.

B. FACILITIES & PROJECTS

1. Oak and Fell Pedestrian and Bike Safety Project

Staff continues work to bring this project to completion. DPW crews will be repaving one block of Fell Street (Baker to Broderick) this week and the remaining blocks (4) on Oak and Fell streets will be repaved by the end of March 2014.

Livable Streets staff will complete the design of the bikeway barriers and coordinate construction after repaving. PUC and DPW have completed 95 percent design of bulbouts and stormwater retention measures that are scheduled to begin construction in

Summer 2014.

2. Polk Street Improvement Project

A project description and Environmental Evaluation Application was submitted to the Planning Department. Planning Department and SFMTA staff are preparing final recommendations for streetscape improvements which will be shared with the public in the New Year.

3. Sidewalk Bicycle Racks

376 sidewalk racks (752 bicycle parking spaces) were installed January through November 2013.

Currently, there are 582 locations in progress (i.e. not completed):

- 375 locations under various levels of review
- 176 locations on hold for various reasons
- 31 locations with upcoming installations of 59 bicycle racks (118 bicycle parking spaces).

4. On-Street Bicycle Parking

14 bicycle corrals with 78 bicycle racks (156 bicycle parking spaces) were installed January through November 2013.

Currently, there are 58 locations in progress (i.e. not completed):

- 3 locations being legislated with 18 racks (36 bicycle parking spaces)
- 32 locations under various levels of review
- 15 locations on hold for various reasons
- 8 locations with an upcoming installation of 43 bicycle racks (86 bicycle parking spaces).

5. Long-Term Bicycle Parking

Staff has completed a planning study and provided general recommendations for different long-term bicycle parking facilities in different locations as part of the recently released “Strategy for Long-Term Bicycle Parking in San Francisco” report, which can be found at: <https://www.sfmta.com/about-sfmta/reports/strategy-long-term-bicycle-parking-san-francisco>

Recommendations for long-term bicycle parking center on facilities such a bike lockers in garages and at transit stations, unattended bike parking and attended bike parking. Staff has requested funding for these facilities as part of the agency’s Capital Investment Plan (CIP) and Capital Budget

6. 2013 SFMTA Bicycle Count Report

The SFMTA's Sustainable Streets Planning & Policy Subdivision recently completed and unveiled the 2013 SFMTA Bicycle Count Report, which can be found online at: <https://www.sfmta.com/about-sfmta/reports/city-san-francisco-2013-bicycle-count-report-0>

Key findings include:

- There was a 96 percent growth in bicycle trips between 2006 and 2013 at the same, overlapping 21 intersections
- A 14 percent growth in bicycle trips was observed between 2011 and 2013 at the same, overlapping 40 intersections
- All intersections with improvements implemented between 2011 and 2013, including marked bicycle lanes and routes, bikeway enhancements, and signal improvements, experienced a growth in the number of bicycle trips observed
- The Townsend Street and 2nd Street corridors observed the highest growth in ridership between 2011 and 2013. This growth can be attributed to the growth in bicycle demand resulting from an increase in jobs and development in the South of Market neighborhood in the last two years, in addition to the increase in bicycling to and from the Caltrain station at 4th and King streets.
- The Polk Street corridor, the main north/south bicycle route connecting the Marina to the greater Downtown, also experienced a high level of growth in bicycle trips between 2011 and 2013

7. Bay Area Bike Share

Following a community meeting in October, staff are working on identifying locations for 15 new bicycle sharing stations to be installed as part of full pilot roll out. Staff also recently gave presentations on bicycle sharing to the California Bicycle Summit, the Mayor's Office of Disability's Physical Access Committee, and the Land Use and Economic Subcommittee of the Board of Supervisors.

The Bay Area Air Quality Management District also recently released metrics on the program's success in the first three months, which can be found at: <http://www.baaqmd.gov/~media/Files/Communications%20and%20Outreach/Publications/News%20Releases/2013/2013-059-BikeShare3months-120313.ashx?la=en>

As of November 30, 2013 the three-month-old system had racked up more than:

- 80,000 rides
- 3,200 annual members 10,000 casual members
- Over 80,000 trips taken systemwide
- Over 178,000 miles traveled

The SFMTA also helped the program launch a new initiative to attract employers to subsidize bike share membership for employees, through a new corporate membership program.

SFMTA staff is also developing recommendations for the next phase of pilot expansion into the Mission, Upper Market and Mission Bay, with 15 new stations and 150 new bikes coming in 2014.

8. Bayshore Bicycle Lane Project

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.

Staff received approval from Caltrans for the proposed lane configuration near the off-ramp south of Silver. Shops began striping work on November 26 and cat-tracking is currently taking place. Completion is anticipated for early 2014.

9. Folsom Complete Street Pilot Project

The Folsom Complete Street Pilot Project is a pilot safety enhancement project on Folsom Street between 4th and 11th streets which will increase bicycle and pedestrian safety and comfort by creating a buffered bicycle lane and reducing pedestrian crossing distances.

Work began in late November following an October community meeting which saw notable community support for the project. These enhancements were made possible by converting one of Folsom Street's traffic lanes to a bicycle lane that is separated from traffic by a painted buffer and also utilizes green paint at merging points between motorists and those riding a bicycle.

As of December 14, our enforcement division has been working with the SFPD and has had motorcycle officers out to enforce the new bikeway and educate motorists driving in the bike lane.

C. BICYCLE OUTREACH AND ENCOURAGEMENT

1. Bike Light Giveaways

In November, the SFMTA kicked off its annual free bike light giveaway campaign in partnership with the SFBC. To date, three events have been held on Market/Octavia, Page/Scott and 24th/Potrero, respectively. Approximately 350 lights have been distributed to date. One more event is planned and staff are also looking at opportunities to bringing free bike lights to underserved communities in San Francisco.

This year, the agency has been distributing reflective spokecards to promote side-visibility.

D. SPOT IMPROVEMENTS

The SFMTA sees the opportunity to work with the BAC to develop a more organized list of recommended sites for spot improvements and looks forward to collaboration.