

Fell and Oak Streets – Business Support Summary

The SF Bicycle Coalition shared draft renderings of a proposed separated bikeway that would apply to Fell/Oak Street in front of the businesses mentioned here. The image shown represented the option of taking away a travel lane to fit in the separated bikeway, however, it was very clearly explained that there were three options for adding a physically-separated bikeway:

1. Remove a lane of parking
2. Remove a automobile travel lane
3. Create a flex-lane which would handle automobile travel and car parking at different times of the day.

Response is summarized below – showing overall support of this project, and mixed results on options. Many of these questions and concerns could be eased over through explanations of treatment options to minimize conflicts.

Individual business reactions

- Of the 15 respondents, **the majority (9) was unsure** which proposal would be best.
- **Four respondents felt parking was most important to retain**, mostly because it was already hard enough as it is and parking was important for both customers and residents. Many recognized the importance of Fell and Oak as arterials, but when given a choice, prioritized parking.
- **Two respondents preferred retaining a lane of traffic** because they felt two lanes of traffic would be insufficient for peak times (it is important to note that these respondents' businesses had a parking lot for customers).
- No respondents specifically preferred a flex lane, but it can be assumed from responses and concerns that it could still be a viable solution.
- Many businesses were concerned about the logistics and safety of bike-car interactions, such as drivers turning left into driveways crossing through bike lanes, which they already saw as a current problem that would continue to have to be addressed.
- A few businesses mentioned the gas stations at Fell & Divisadero as particularly problematic for turning cars. I was unable to speak with the manager of Arco (SE corner) but the manager of 76 (SW corner) did not seem to have any qualms with the mock-up proposal.
- Only one respondent was explicitly against the project, while most were not against it as long as attention was paid to the concerns, and some were even supportive of the project with no concerns.

Business	Location	Talked To	Notes
1 Bank of America	Fell & Broderick	Michael Pap Rocki, asst manager	<ul style="list-style-type: none"> -BoA has its own parking lot so motorists choose this location over others ~50% customers by car, ~50% peds, a few % cycling -concerned about cars turning left into lot—could lane be on right side? - important to keep loading zone in front -thinks 2 lanes of traffic would be insufficient for peak times -unofficially supports the project (would need corporate approval for additional support)
2 Verde SF Floral Design	Fell btw Broderick & Divisadero	Monica, owner	<ul style="list-style-type: none"> -sees double parking for BoA (despite parking lot) -supports efforts for a safer environment -concerned about car-bike interactions, e.g. cars turning left through bike lanes (already an issue) -suggests setting up camp for a day to observe; her shop can be a base camp
3 Fell Depot	Fell btw Broderick & Divisadero	manager	<ul style="list-style-type: none"> -didn't feel she could help due to language barrier
4 Panhandle Guitar	Fell btw Broderick & Divisadero	Robert, owner	<ul style="list-style-type: none"> -parking is already hard enough as it is, more important to keep a parking lane -most customers come by car and some won't even come if they can't find parking
5 Ted & Al's Towing	Fell btw Broderick & Divisadero	dispatcher + various employees	<ul style="list-style-type: none"> -concerned about car-bike interactions, e.g. cars turning left into gas stations -their trucks must back into driveway; currently they pull up and wait for traffic to clear, then back in. already have to watch for bikes in the bike lane so with mock-up proposal, seems they could continue to do the same. -bike lane on right side would only have interactions with residents rather than businesses,

6	76	Fell & Divisadero	Martin, manager	<p>would be less problematic</p> <p>-more important to keep parking, as taking it away would upset the area</p> <p>-as a gas station, getting more traffic through the area is most important for business</p> <p>-unsure which proposal would be most ideal, but mock-up proposal <u>doesn't look too problematic</u></p> <p>-supports project, unsure which option would be best—leave it up to traffic engineer</p> <p>-concerned about Arco station</p> <p>-has cycling customers & bike racks, and store once had a promotion where cyclists got a discount for showing bike lock key</p>
7	New Star-Ell Liquor	Fell & Divisadero	Sammy, manager	<p>-supports taking a lane of traffic away for bikes</p> <p>-would like to see more bikes than cars, supports the project but personally doesn't care whether a lane is taken from traffic or parking—up to traffic officials</p>
8	Dri-Clean Express	Oak & Scott	Sue	
9	Oak Fair Market	Oak & Scott	Wakim	
10	Touchless Car Wash	Oak & Divisadero	Robert, manager on duty	<p>-as a car wash, would be unaffected by parking changes but residents would be upset</p> <p>-concerned about dangerous cyclists down oak who ride on either side of the road, has seen crashes with turning cars</p> <p>-has a parking lot that employees are currently not allowed to use and must park along the street. If city allowed them to use lot for employees, wouldn't be affected by street parking changes</p> <p>-lots of employees cycle to work, mostly from BART or the mission</p> <p>-recognizes oak as a major route for commuters but also recognizes the fast and sometimes unsafe speeds of drivers; still, would be more important to keep traffic flowing through the area rather than</p>

11	Kelly-Moore Paints	Oak & Divisadero	Mayo Pascua, manager	<ul style="list-style-type: none"> -remove a lane of traffic and upset drivers more -parking is most important, most customers come by car -loading zone in front of store should be kept
12	Café Divis	Oak & Divisadero	No manager	-employee unsure which proposal would be best
13	Oakside Cafe	Oak & Broderick	No manager	-employee unsure which proposal would be best
14	Nopalito	Broderick btw Fell & Oak	Cecily, manager on duty	<ul style="list-style-type: none"> -sees a lot of pedestrians and cyclists in the area -supports a safer environment -has a parking lot for customers but knows parking is hard to find for others in the area and is important -unsure which would be the best plan
15	Faletti Foods	Broderick btw Fell & Oak	Alan Miloslavich, general manager	<ul style="list-style-type: none"> -doesn't feel a need for the project -essential routes for motorists to get through the city—can't/shouldn't be made harder to get through, does not want increased traffic -neighborhood resident, would like to still be able to drive without increased hardships -two lanes of traffic would be insufficient especially when there would inevitably be double parking -traffic lane would be more important to keep than parking; faletti has its own parking lot -would like to be kept updated