Improving Pedestrian Safety & Comfort

**Before**

- **continental crosswalks** improve visibility of pedestrians and yielding by motorists
- **advance limit lines** reduce vehicle encroachment into the crosswalk
- **bulbouts** shorten crossing distance and improve visibility of pedestrians
- **greening** landscaping beautifies the neighborhood and can visually narrow the roadway and slow vehicles
- **road diet** removing a traffic lane narrows the roadway and calms traffic
- **traffic diverter** reduces turning conflicts and calms traffic
- **traffic signal timing changes** coordinated to slow vehicle speeds

**After**

- Bulbouts shorten crossing distance and improve visibility of pedestrians
- Advance limit lines reduce vehicle encroachment into the crosswalk
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Cycle Track Buffer

Bikeway
The proposed cycle track will be adjacent to the curb and wider than a typical bike lane. The wider space, along with additional enhancements to the bikeway, will help bicyclists feel more comfortable and accommodate the growing number of cyclists that use these streets.

Raised features
There are numerous opportunities for raised features along the proposed bikeway including safe-hit posts, bollards, planters, and medians. Not only will these raised features serve as a physical barrier between the bikeway and vehicle travel lane, but they are also opportunities for landscaping, improving neighborhood aesthetics and visually narrowing the roadway.
Raised features will not obstruct driveway access or visibility.

Driveway Access
Driveway access will be preserved. Any physical enhancements, such as median islands or safe-hit posts, will not obstruct driveways. Those entering or exiting driveways will gain additional visibility.

Painted Buffer
The proposed bikeway features a 5’ wide painted buffer that will separate the bikeway from motor vehicle traffic.
The painted buffer allows uninhibited access to driveways.
Intersection Design

**Bikeway Merge**
To avoid “hook” collisions between turning cars and cyclists, this design creates a designated merging area and a shared turn pocket/through bike lane. Turning motorists would yield to cyclists as indicated by the “shark’s teeth” yield lines.

**Mixing Zone**
Some locations require a longer merge area with green markings to guide cyclists and alert drivers of where they should expect cyclists. Longer merge areas are needed where long queues of cars are expected and where cyclists are traveling at faster speeds.

**Signal Timing Changes**
Traffic signals on Oak Street between Baker and Divisadero would be re-timed to give priority to cyclists and pedestrians, and to slow vehicle speeds. Signals would be timed to allow cyclists to approach Divisadero in advance of the main platoon of cars on Oak.

**Proposed sites:**
- Fell/Broderick, Fell/Baker, Oak/Scott
- Fell/Divisadero, Oak/Divisadero
- Oak from Baker to Divisadero
Parking Changes

The proposed cycle track will be adjacent to the curb and wider than a typical bike lane. The wider space, along with additional enhancements to the bikeway, will help bicyclists feel more comfortable and accommodate the growing number of cyclists that use these streets.

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Legend

| Proposed parking removal for bikeways and bulbouts (-103 spaces) |  |
| Proposed new angled parking (+43 spaces) |  |
| Proposed bus stop conversion (+14 spaces) |  |
| Parking study area (see right) |  |
| Proposed Residential Permit Parking Area |  |

Parking Survey

| Weekday Parking Survey Summary |  |
| Total Parked Cars | 732 |
| Registered in 94117 | 249 34% |
| Registered in SF (non-94117) | 163 22% |
| Registered in CA (non-SF) | 253 35% |
| Registered in another State | 29 4% |
| No record found | 38 5% |
More than half of the cars parked in this neighborhood are not registered to addresses in this zip code (94117)

About 90% of existing parking is usually occupied

Nearby neighborhoods already have permit parking

Annual permit fee is $100

Guest permits will soon be available online

Do you live in this neighborhood and support a new Residential Permit Parking Zone?

SIGN THIS PETITION
(petition signatures were collected at the 3.31.12 public meeting. To register your support, please email project manager Luis Montoya, and include your full name, address and phone number)
Improve Page Street and Hayes Street for Cyclists

- Page Street and Hayes street are not as flat as Oak and Fell, and do not offer a direct connection to the Panhandle bike path.
- Page and Hayes have STOP signs at every intersection, while Oak and Fell have coordinated traffic signals.
- Although there are no bike lanes currently on Oak Street, roughly 50% more cyclist already ride on Oak Street versus Page street during the morning commute.
- Improving bikeways on Page and Hayes would still require removing some parking and would potentially delay Muni operations on Hayes Street.

 Maintain Existing Conditions

- Oak Street and Fell Street would continue to be auto-oriented streets that are not desirable for most cyclists and people walking.
- This gap in the bicycle route network would discourage people from using a bicycle for transportation and jeopardize the City’s climate goals.
- Free on-street parking would continue to be scarce.

Remove a Travel Lane

- Oak Street and Fell Street would experience heavy congestion for most of the day.
- Some traffic would divert to parallel side streets.
- The Muni 16X Line would be delayed on Oak and Fell. Muni lines on nearby streets could also possibly be delayed by spillover traffic.
- Potential noise and air pollution increases
- Part-time lane removal is not feasible due to design constraints and safety concerns.

Alternatives Considered