

Improving Pedestrian Safety & Comfort

10 40 100 feet


Before After

  **continental crosswalks**
improve visibility of pedestrians and yielding by motorists

  **advance limit lines**
reduce vehicle encroachment into the crosswalk

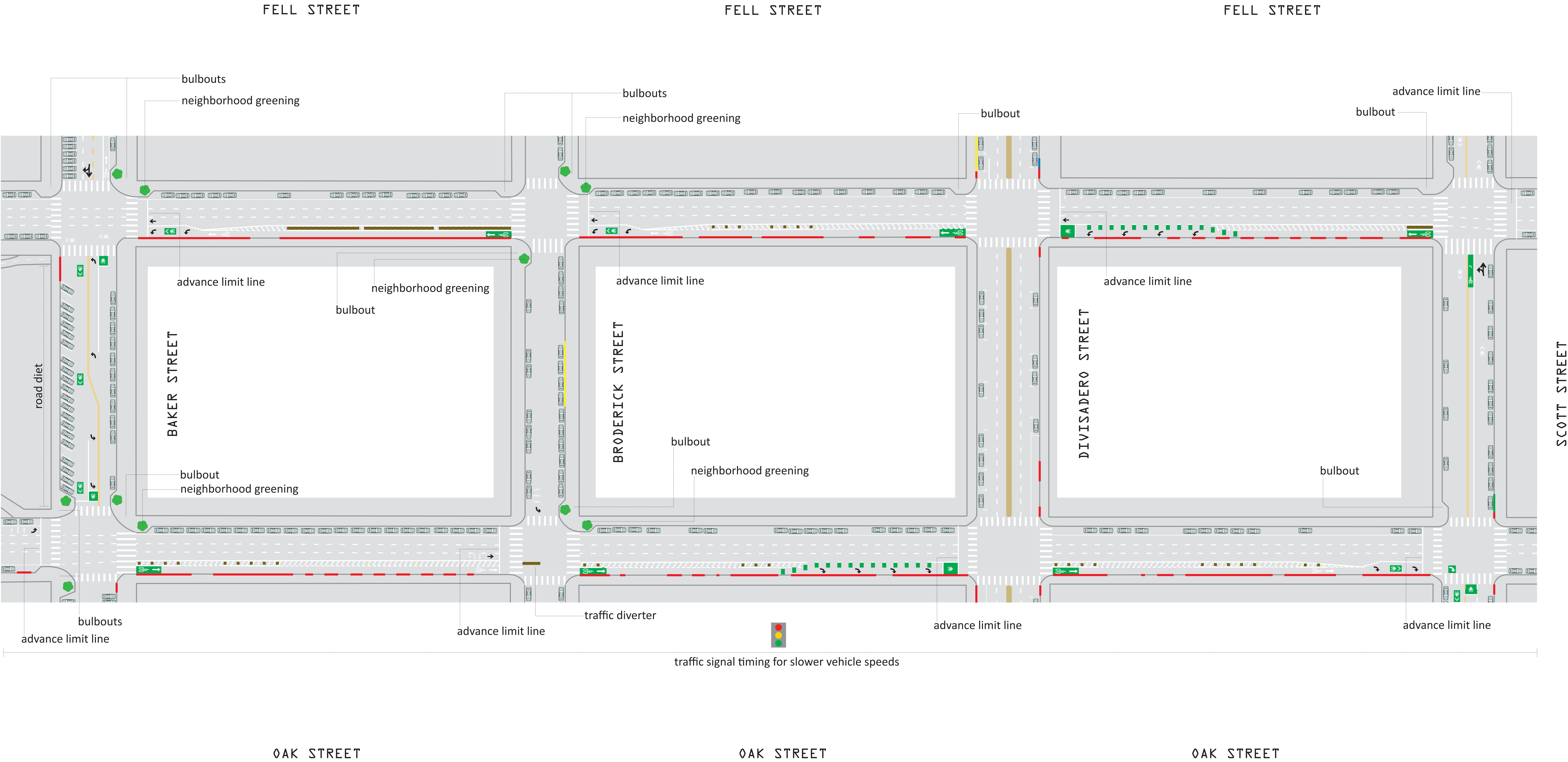
  **bulbouts**
shortens crossing distance and improves visibility of pedestrians

  **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



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.

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.

Raised features

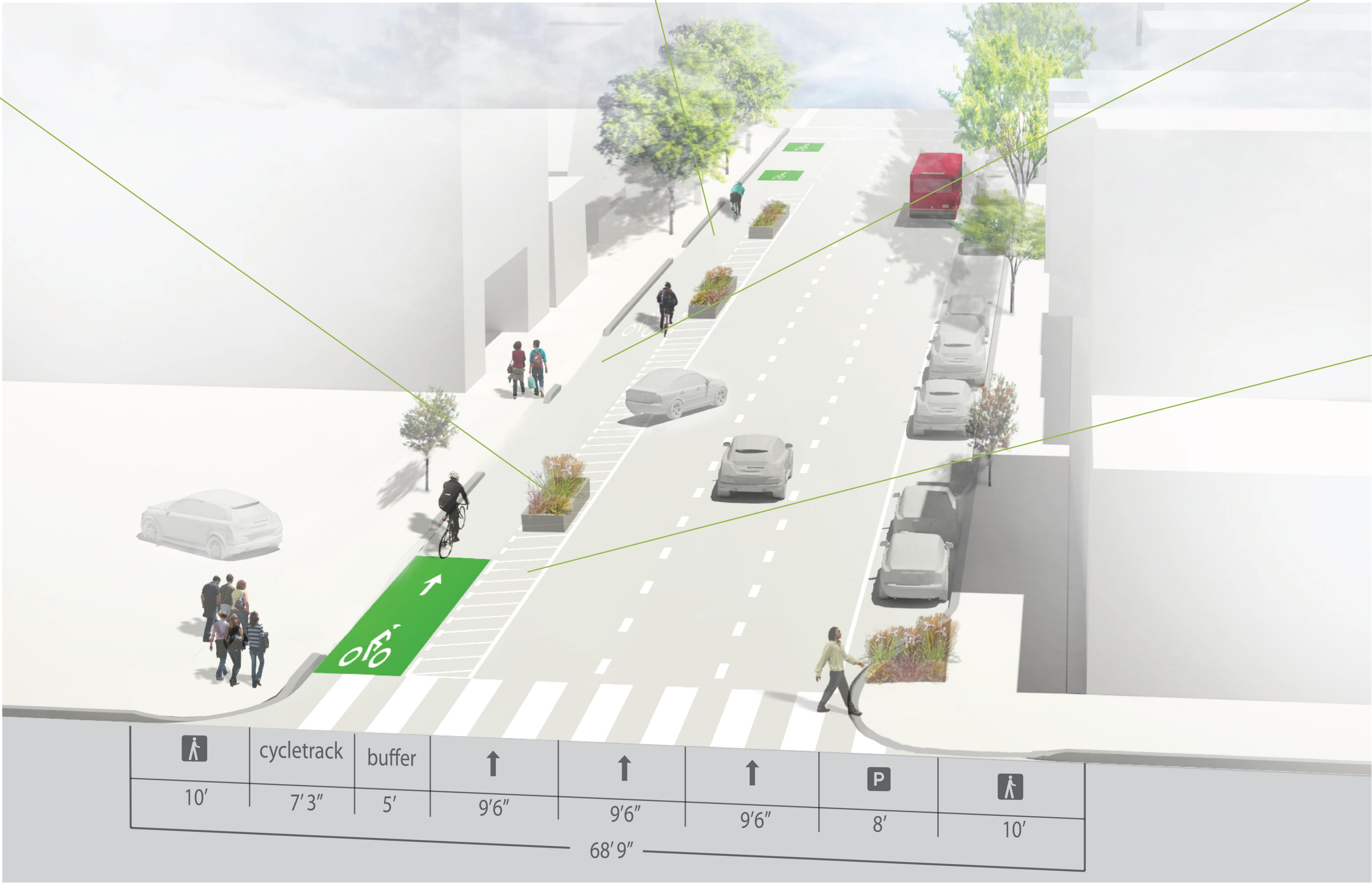
There are numerous opportunities for raised features along the proposed bikeway including safe-hit posts, bollards, planters, and medians. Not only will these raised features serve as a physical barrier between the bikeway and vehicle travel lane, but they are also opportunities for landscaping, improving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

Raised features will not obstruct driveway access or visibility.

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.

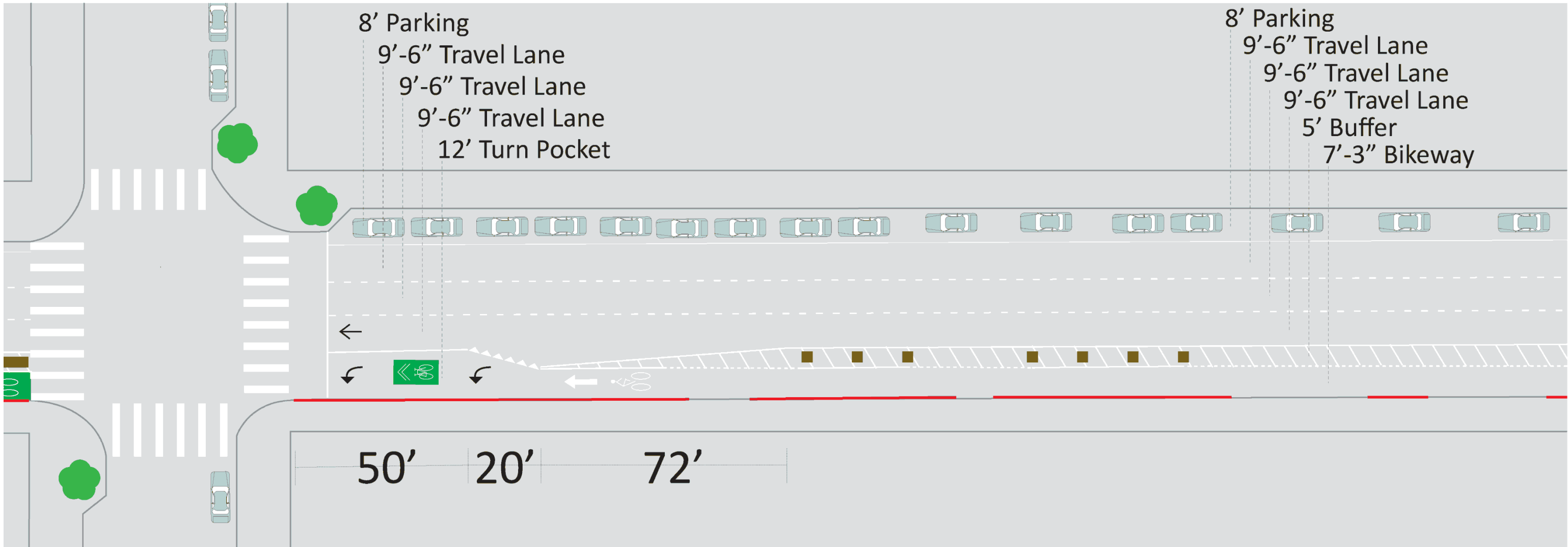


Intersection Design

Bikeway Merge

To avoid “hook” collisions between turning cars and cyclists, this design creates a designated merging area and a shared turn pocket/ through bikeway.

Turning motorists would yield to cyclists as indicated by the “shark’s teeth” yield lines.

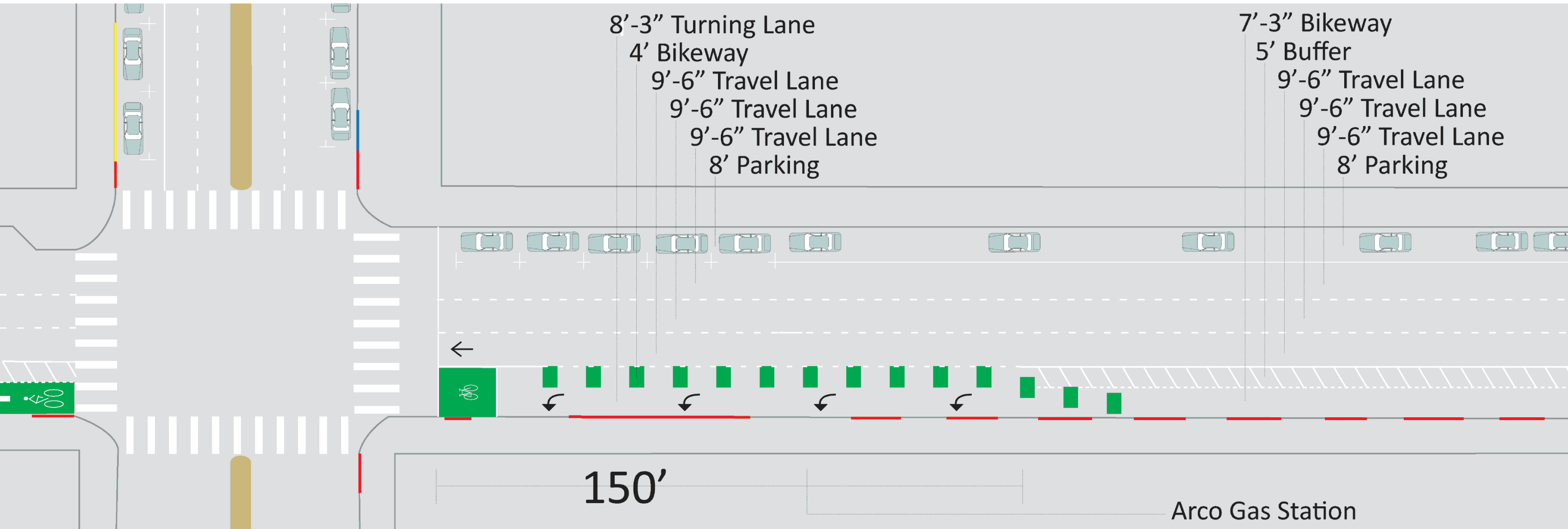


Proposed for: Fell/Broderick, Fell/Baker, Oak/Scott

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.

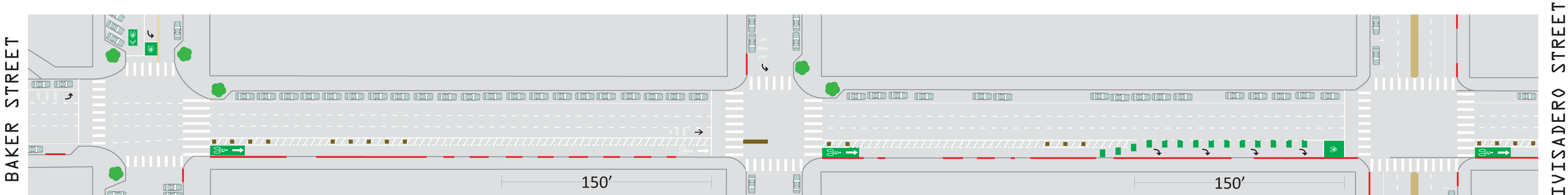


Proposed for Fell/Divisadero, Oak/Divisadero

Signal Timing Changes

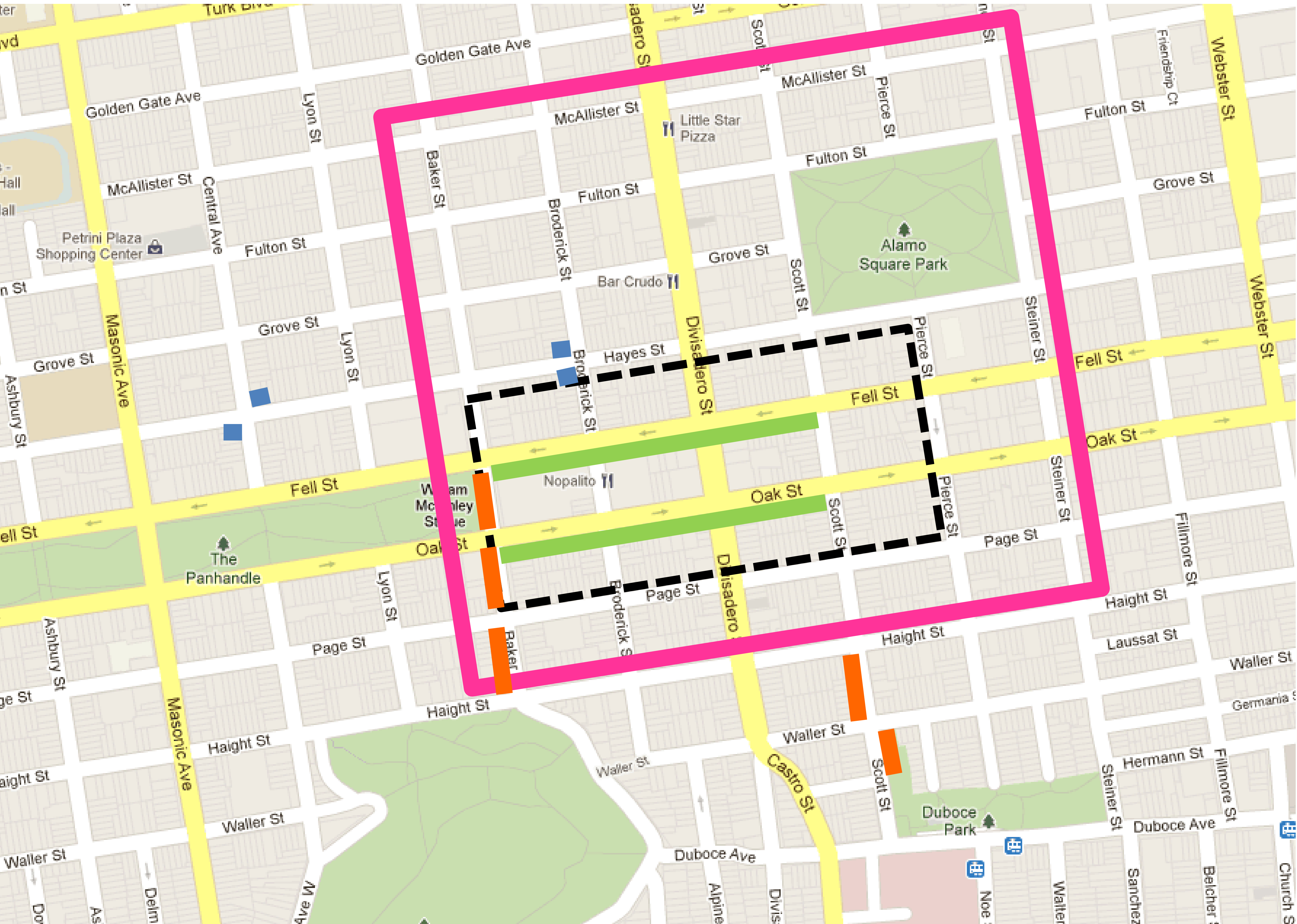
Traffic signals on Oak Street between Baker and Divisadero would be re-timed to give priority to cyclists and pedestrians, and to slow vehicle speeds.

Signals would be timed to allow cyclists to approach Divisadero in advance of the main platoon of cars on Oak.








Proposed for: Oak from Baker to Divisadero

Parking Changes

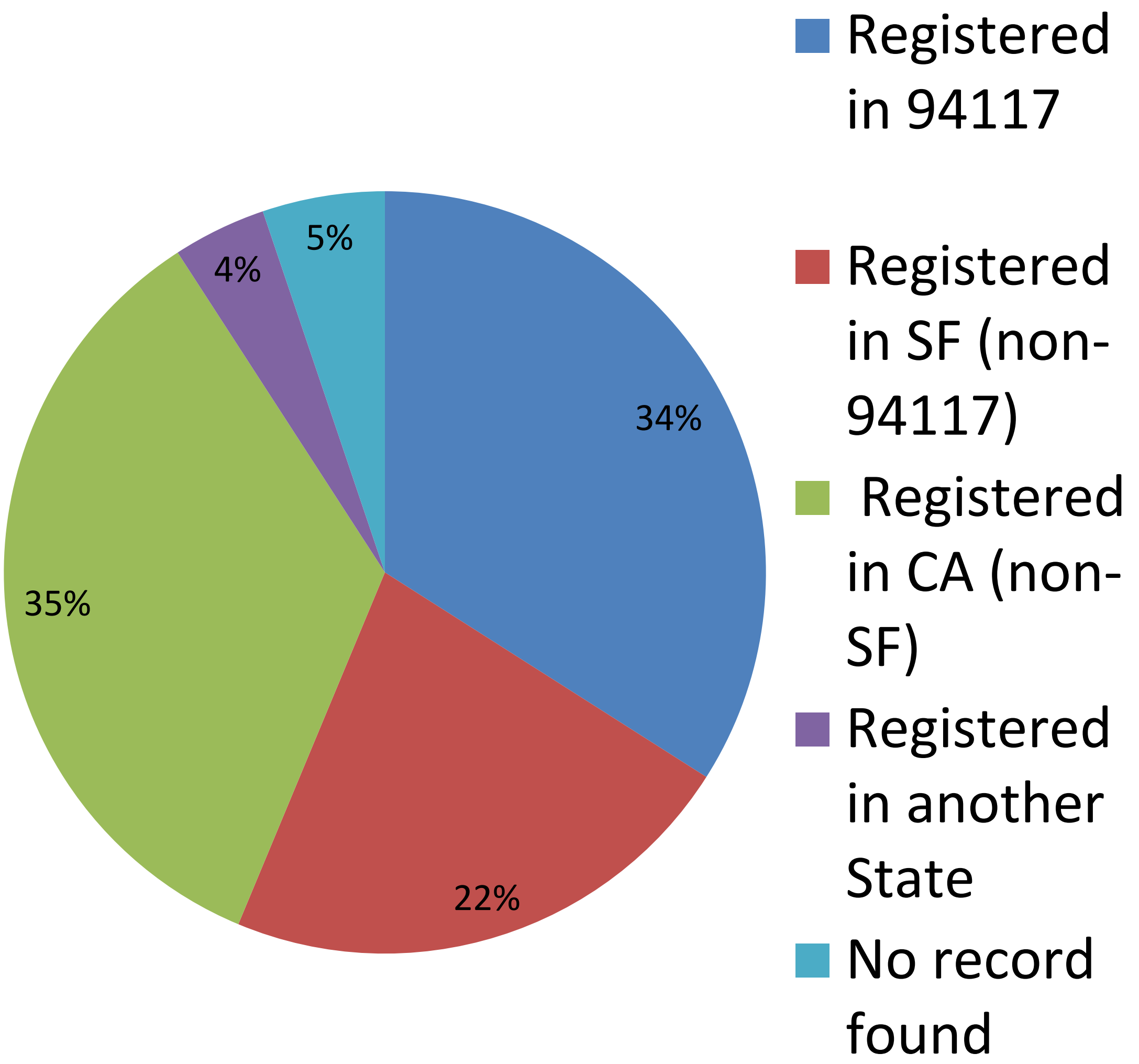


Legend

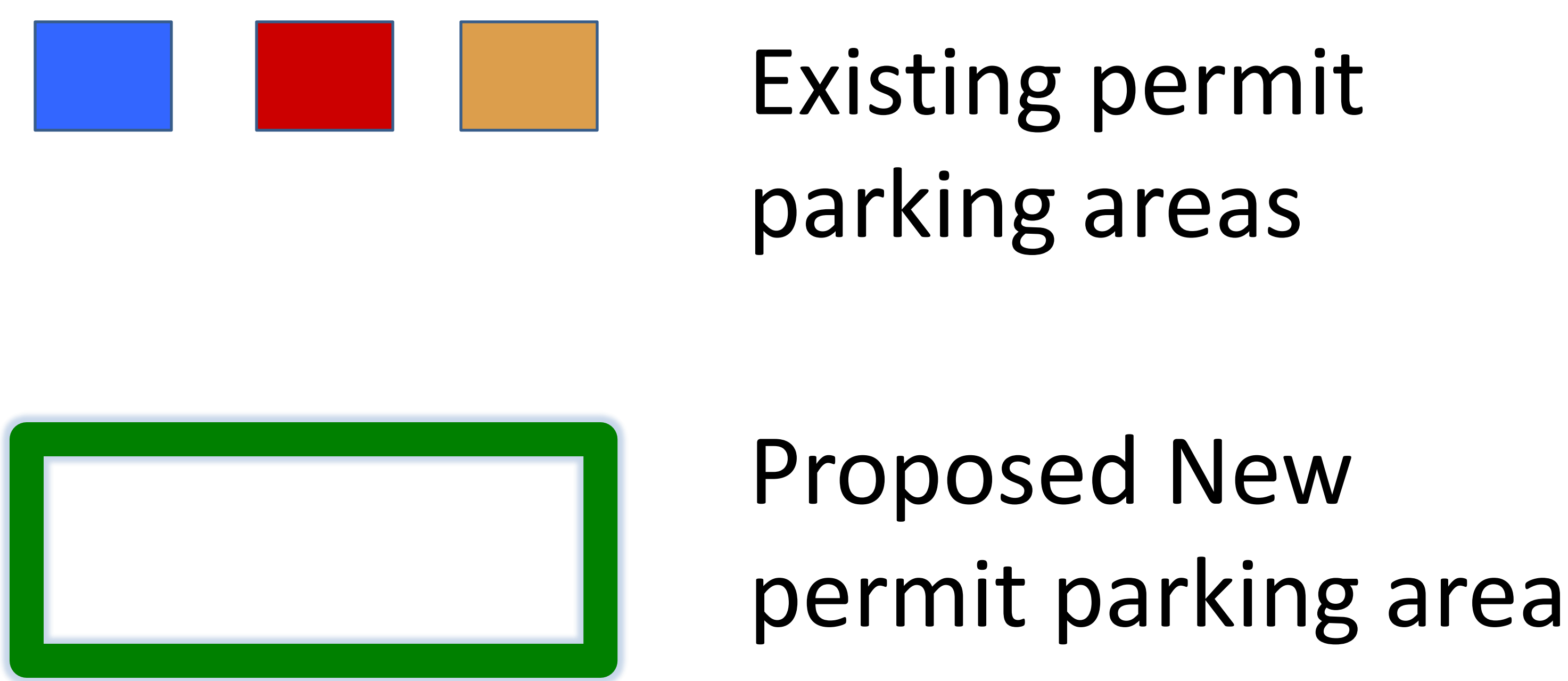
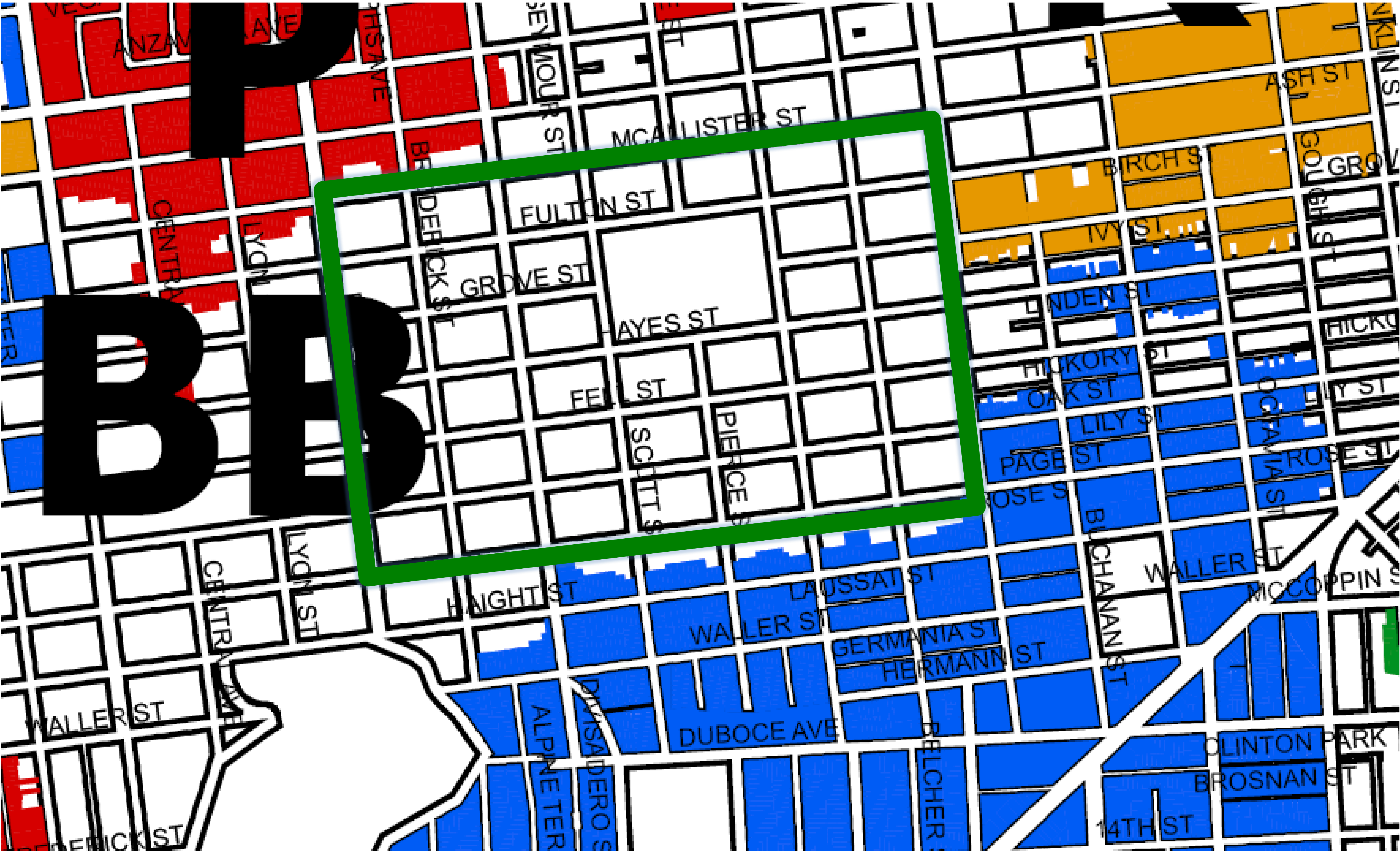
-  Proposed parking removal for bikeways and bulbouts (-103 spaces)
-  Proposed new angled parking (+43 spaces)
-  Proposed bus stop conversion (+14 spaces)
-  Parking study area (see right)
-  Proposed Residential Permit Parking Area

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%



Residential Permit Parking



FACTS

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

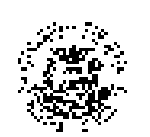
Annual permit fee is \$100

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)



RESIDENTIAL PERMIT PARKING PROGRAM

PLEASE INDICATE STREET(S) PROPOSED FOR PERMIT PARKING

We hereby petition SFMTA Sustainable Streets: Traffic Engineering and Operations to perform the necessary surveys, hold public hearings, and recommend to the San Francisco Municipal Transportation Agency that this area be designated as a Residential Permit Parking area.

We understand that if this area is designated by the San Francisco Municipal Transportation Agency, the following parking regulations would become effective:

- Posted time-limited parking during the designated days and hours
- Exemption from posted time limits for residents and businesses whose vehicles display a valid sticker. The annual cost for the sticker is \$100.00. Residents are allowed one sticker per vehicle registered within the designated area, and each business is allowed one sticker.

NAME	ADDRESS (PLEASE PRINT)	PHONE #	RESIDENCE or BUSINESS?
CONTACT PERSON:			
Sign			
1 Print			
Sign			
2 Print			
Sign			
3 Print			
Sign			
4 Print			
Sign			
5 Print			
Sign			
6 Print			
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Alternatives Considered

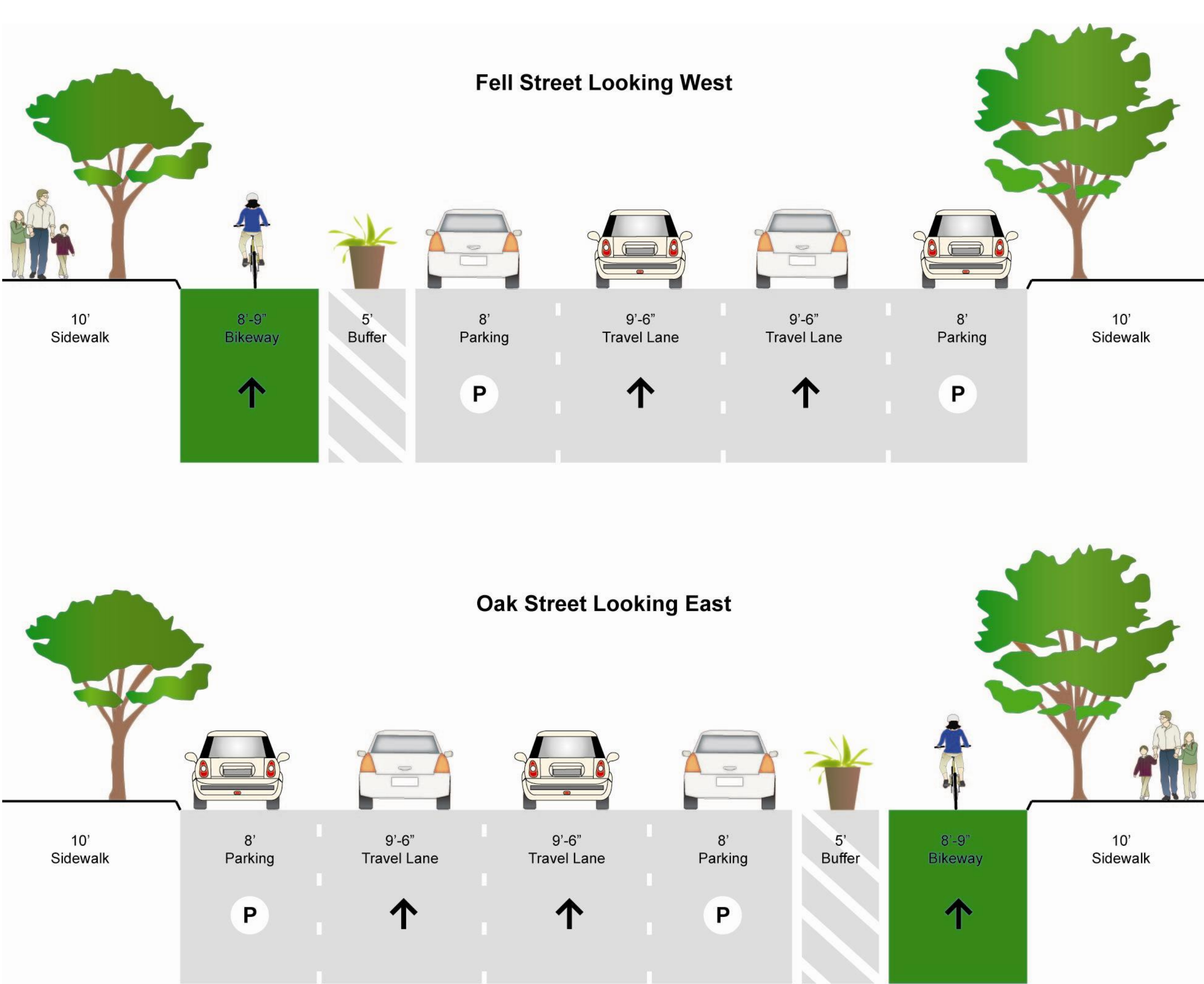
Maintain Existing Conditions

- 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

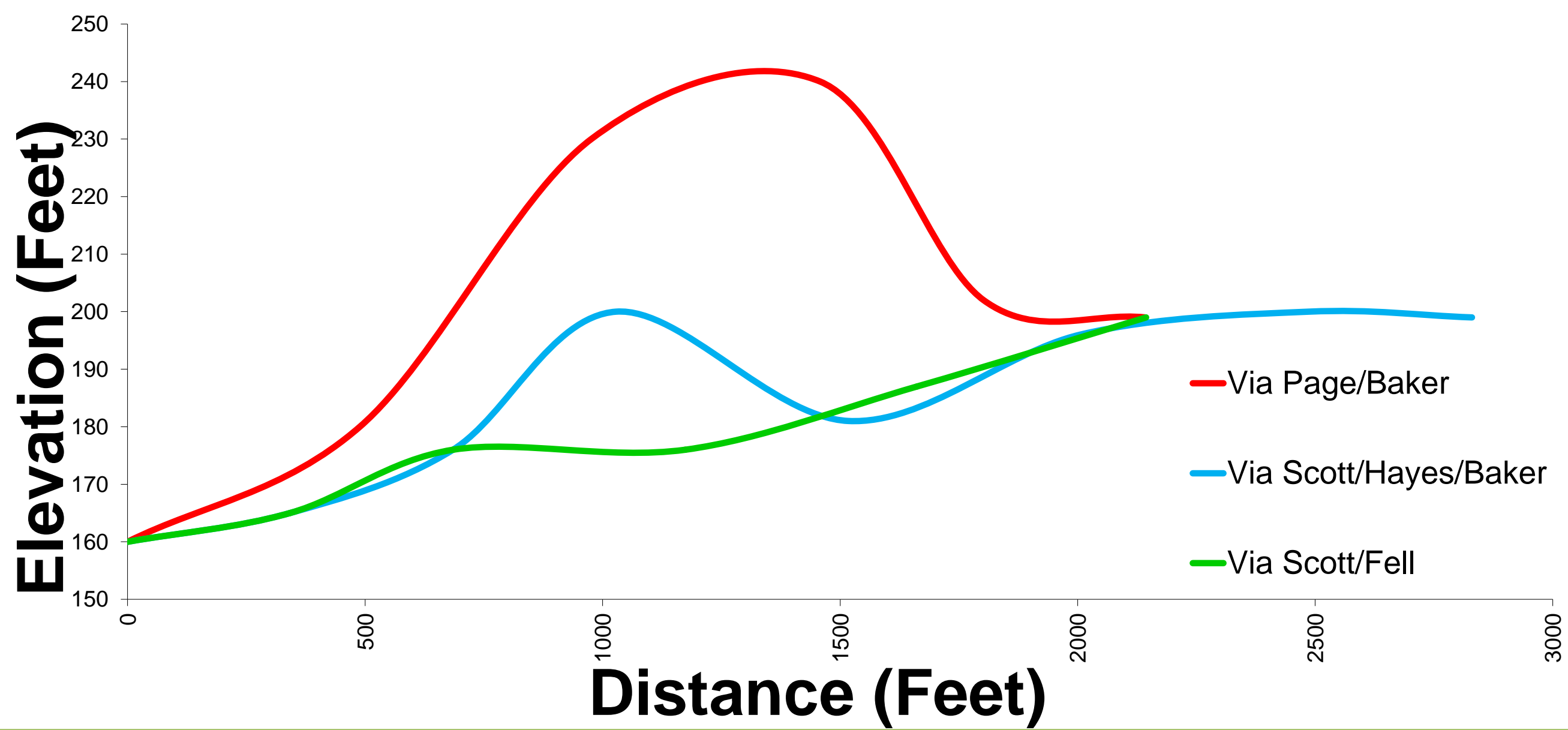
- Oak Street and Fell Street would experience heavy congestion for most of the day.
- Some traffic would divert to parallel side streets.
- The Muni 16X Line would be delayed on Oak and Fell. Muni lines on nearby streets could also possibly be delayed by spillover traffic.
- Potential noise and air pollution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



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.

Westbound comparison



Eastbound comparison

