AGENDA

OPEN HOUSE (15 minutes)

PRESENTATION (30 minutes)
- Background
- Survey Results
- Design Overview
- Design Details
- Next Steps

WRAP-UP (30 minutes)
- Questions and Answers
Project Location
Existing Conditions

- Pathway and landscaping
- 7-8' parking
- 5-10' buffer
- 10-11' vehicle travel lane
- 5-10' buffer
- 7-8' parking
- Pathway and landscaping
Project Goals

Make JFK Drive accessible to all users, including pedestrians and cyclists of all abilities

The top two barriers to cycling in San Francisco:

- Not enough bike lanes
- Not comfortable riding with cars
Project Design Goals

3 Design Goals emerged from stakeholder and community input:

- Provide continuous buffer between moving vehicles and cycle track (Survey Results & Comments)
- Maintain blue zones (Accessibility Community)
- Maintain parking near major institutions (Park Institutions)
Cycle Track Definition

An on-street exclusive bicycle facility that is physically separated from motor traffic
Cycle Track Advantages

- Cyclists physically separated from moving vehicles
- Buffer between bikeway and parking reduces risk of “dooring”
- Vehicles do not have to cross bikeway to park
- Reduced motorists blocking of bike space
First Public Workshop (June)

Reviewed concept design options and tradeoffs

(A) One-Way Cycle Tracks on each side

(B) Two-Way Cycle Track on one side

Portland, OR

Montreal
Project Update – Partner Meetings
Project Update

- Further field and design work
- Compiled survey results
- Researched intersection design treatments
Survey Results

- 90% of respondents like one-way cycle tracks
- 50% of respondents like two-way cycle tracks
Survey Results

Respondents prefer one-way cycle tracks for pedestrian safety and suitability in park setting.
One-Way Cycle Tracks

Proposed cross-section: 42-47 feet
(e.g. near Transverse Drive)
One-Way Cycle Tracks

Proposed cross-section: 48-52 feet
(e.g. near the Conservatory of Flowers)
One-Way Cycle Tracks

Proposed cross-section: 53-61 feet
(e.g. near Stow Lake Drive)
Intersection Designs

Long Beach – Third Avenue Cycle Track
Intersection Designs

New York City – Grand Avenue Cycle Track
Intersection Designs

Chicago – Kinzie Street Cycle Track
Connection to Panhandle - Westbound

[Images of street scenes and a map showing design details]
Connection to Panhandle - Westbound
Connection to Panhandle - Westbound

Design Details
Connection to Panhandle - Eastbound

Design Details
Connection to Panhandle - Eastbound
Design Goal: Continuous Buffer

One-Way Cycle Tracks Parking Tradeoff

- Parking is retained and one cycle track has no buffer or a narrow buffer
- Parking is removed and both cycle tracks are protected by buffers

- **Strongly Like**
- **Somewhat Like**
- **No Opinion**
- **Somewhat Dislike**
- **Strongly Dislike**
Design Goal: Maintain Blue Zones

- No Accessible Parking Spaces will be lost
- Some spaces may move closer to ramps or destinations
- Examining wider buffers near blue zones
Design Tradeoff: Parking

Existing: 113  171  77  121  482 Total
Lost:   48   9   34   62  153 Lost

Estimated Parking Supply (Eastern Half of GGP) ~2800
Design Tradeoff: Parking

Evaluating locations where parking could be added

- Represents approximately 1-10 parking spaces
Project Timeline

- June: Review Public Feedback
- July-August: Refine Concept Designs
- **August 16: 2nd Community Workshop**
- August-September: Complete Final Design
- September: Concourse Authority
- October: Recreation and Parks Commission
- December: Implement
Questions?

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