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SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

DIVISION: Streets

BRIEF DESCRIPTION:

Approving the Oak Street Quick-Build Project to improve transportation safety and connectivity, including the establishment of a new Class IV separated bikeway on Oak Street between Stanyan and Baker streets, the conversion of the existing Class III bikeway on Baker Street between Fell and Oak streets to a Class IV separated bikeway, and other related traffic and parking modifications.

SUMMARY:

- The Oak Street Quick-Build Project proposes new Class IV separated bikeways on Oak Street and Baker Street and other pedestrian and bicycle safety improvements.
- The proposed eastbound Class IV bikeway on Oak Street will connect Golden Gate Park to the Wiggle bike route and complement the existing westbound Class IV bikeway on Fell Street, offering an alternative to the often-crowded northern Panhandle shared-use path.
- The Project also proposes reduced pedestrian crossing distances via a travel-lane reduction and visibility daylighting reinforced with concrete islands and painted safety zones.
- The Project proposes adjustable treatments from the SFMTA's Quick-Build toolkit – such as paint, delineators, concrete islands, and parking and loading changes – to support the City's Vision Zero goal of eliminating traffic deaths.
- The Planning Department has determined that the Oak Street Quick-Build Project is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTA Board Resolution
2. Existing and Proposed Striping Drawings
3. Proposed Oak Street and Masonic Avenue Plan View
4. Proposed Oak Street and Baker Street Plan View

APPROVALS: **DATE**

DIRECTOR _____ March 27, 2025

SECRETARY _____ March 27, 2025

ASSIGNED SFMTAB CALENDAR DATE: April 1, 2025

PURPOSE

Approving the Oak Street Quick-Build Project to improve transportation safety and connectivity, including the establishment of a new Class IV separated bikeway on Oak Street between Stanyan and Baker streets, the conversion of the existing Class III bikeway on Baker Street between Fell and Oak streets to a Class IV separated bikeway, and other related traffic and parking modifications.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.
Goal 5: Deliver reliable and equitable transportation services.
Goal 6 Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.
Goal 7: Build stronger relationships with stakeholders.

This action also supports the City's Transit First Policy with the following principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Background

There are two paths in the Panhandle park: the northern path is a two-way, shared-use path for people walking, riding bikes, and using other mobility devices; the southern path is pedestrian-only. The Panhandle's northern shared-use path is a central piece of San Francisco's bicycle network within the Recreation and Park Department's jurisdiction. Before the pandemic, the path was often crowded with users during the morning and afternoon commutes. Though traditional

downtown commutes are still less than before the pandemic, this route remains a popular crosstown bikeway and is frequently busy with people riding bikes and scooters. When the path is less active, the difference in speed between users – particularly those walking and bicycling – is higher, resulting in more potentially impactful conflicts.

Neighbors in the surrounding area expressed interest in studying on-street bicycle facilities adjacent to the Panhandle, providing more bicycle capacity along the corridor, attracting faster, travel-time-sensitive bicyclists away from the multi-use path, and making the shared-use path more comfortable for slower-paced users. An eastbound separated bikeway on Oak Street will complement the existing westbound separated bikeway on Fell Street, providing additional active transportation space for those traveling to and from Golden Gate Park and the JFK Promenade from neighborhoods across San Francisco. Community members are also keen to reduce speeds and improve pedestrian comfort and safety along Oak Street, a high-volume one-way arterial, lessoning pedestrians' exposure to vehicle traffic when crossing the street into the park.

Baker Street between Fell and Oak streets is a key connection between the Panhandle path and the Wiggle bike route (a Class III bike route that starts at Duboce and Steiner streets and zig-zags to avoid steep blocks to Scott and Fell streets). This block represents a gap in the network of high-quality bikeways bridging the Panhandle's northern shared-use path with the existing separated bikeway on the south side of Oak Street to the east.

Existing Conditions

Oak Street is a one-way eastbound arterial street. It operates as a couplet with Fell Street one block to the north, conveying crosstown traffic between the Central Freeway (US-101) and the City's western neighborhoods via Kezar Drive and connections with intersecting streets. Figure 1 shows a map of the project corridor.

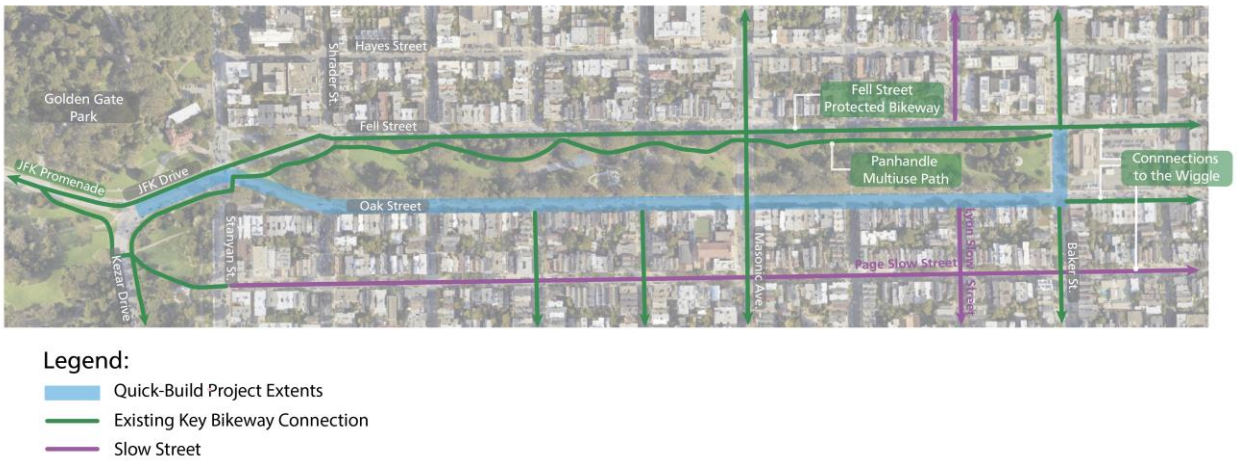

Figure 1: Project overview map

Oak Street between Stanyan Street and Baker Street is a one-way street with four traffic lanes and curbside parallel parking on both sides. This segment has a right-of-way width of approximately 67 feet and a 10-foot-wide sidewalk on the south side, leaving a curb-to-curb width of approximately 57 feet. There is no sidewalk bordering the Panhandle on the north side, with the park paths serving as replacements. Oak Street between Stanyan Street and Baker Street has no existing bikeways. This segment has a slight grade in the east-to-west direction from 0.7 to 1.7 percent downhill. Figure 2 shows a typical mid-block cross-section of Oak Street.

Figure 2: Existing Oak Street cross-section (typical between Shrader Street and Baker Street)

The speed limit on Oak Street is currently 30 miles per hour, and the 85th percentile speed (typical speed) along the corridor is 29 miles per hour, as observed in September 2024.

Parking on Oak Street between Stanyan Street and Masonic Avenue is unregulated except for no-parking periods for street cleaning and oversized vehicle restrictions. East of Masonic Avenue, there is additionally a Residential Permit Parking (RPP) 2-hour time limit for vehicles not displaying Area Q permits. An approximately 80-foot passenger-loading (white) zone exists on the south side of Oak Street west of Masonic Avenue, fronting the Urban School. There are otherwise no color curbs within the project area.

The northern Panhandle shared-use path between Stanyan Street and Baker Street is 12 feet wide with a marked centerline. The path is a high-demand utilitarian and recreational transportation facility: peak bicycle volumes are approximately 500 users per hour in both directions, as observed in April 2024. East of the project area, Oak Street has three travel lanes, and curbside bikeways were installed on Fell and Oak Streets between Baker Street and Scott Street in 2012, providing a more comfortable and convenient bicycling connection between the Panhandle shared-use path and the Wiggle bike route. The existing bikeway on Oak Street east of Baker Street is on the south side of the street.

JFK Drive between Kezar Drive and Stanyan Street is a two-way street with two travel lanes in the westbound direction, three travel lanes in the eastbound direction, and Class II bikeways in each direction (the eastbound bike lane runs on the left side of the travel lanes alongside the

center median). This segment has a curb-to-curb width of approximately 89 feet with approximately 10-foot-wide shared-use paths on both sides; there is no parking.

Baker Street between Fell Street and Oak Street is a two-way street with one travel lane, Class III bikeways, and left-turn lanes onto Fell and Oak Streets in each direction. This segment has a right-of-way width of approximately 86 feet; it has a 10-foot-wide sidewalk on the west side and a 22-foot-wide sidewalk on the east side. Parking on Baker Street between Fell Street and Oak Street is unregulated on the west side in a back-in angled orientation and has a generally applicable 2-hour time limit on the east side, parallel against the curb.

There is no transit service on Oak Street, JFK Drive, and Baker Street within the project area, though the 7X Haight-Noriega Express used to run express (no stops) here before early 2020. The service is not planned to return.

In the five years from January 2019 through December 2023, 74 collisions occurred on Oak Street within the project area; 33 (45%) of these involved a pedestrian or person bicycling. Oak Street between Cole Street and Baker Street, within the project area, and Masonic Avenue for several blocks north and south of Oak Street, intersecting the project area, are on San Francisco's High-Injury Network – the 12% of streets that account for 68% of severe and fatal traffic collisions. Slowing travel speeds, reducing crossing distances with a lane reduction, adding a separated bikeway, and implementing pedestrian crossing improvements are proven measures to improve traffic safety. The project would fulfill the City's commitment to reducing fatal and severe collisions along the High-Injury Network.

Project Elements

This project proposes a multimodal redesign of Oak Street and connecting segments of JFK Drive and Baker Street to improve safety and connectivity for all users. The plan's centerpiece is an eastbound Class IV separated bikeway on Oak Street, providing a safe, separated space for people bicycling east along the Oak/Fell corridor. This facility will complement the existing westbound bikeway on Fell Street and relieve pressure on the busy shared-use Panhandle path. A travel lane will be repurposed on JFK Drive and Oak Street for the bikeway, which will shorten pedestrian crossing distances, and parking will be relocated to create floating parking lanes with traffic islands for added bikeway protection. Additional changes include upgrades to the existing bikeway on JFK Drive for greater separation from traffic and the conversion of the southbound shared lane on Baker Street into a separated bikeway.

<u>Pedestrian safety improvements</u>

The project enhances pedestrian safety by reducing the number of vehicle travel lanes, thereby shortening crossing distances and reducing pedestrians' exposure to vehicle traffic when crossing Oak Street to and from the Panhandle. Raised traffic islands and painted safety zones will reinforce daylighting and improve sight lines at intersections. Additionally, several new and rebuilt curb ramps at the Masonic Avenue intersection will provide better accessibility for

pedestrians. Signal modifications, including separating vehicle left turns from the north crosswalk at Masonic Avenue, further protect pedestrians from conflicts with turning vehicles.

Bicycle safety and connectivity improvements

A new eastbound parking-protected Class IV separated bikeway on Oak Street between Stanyan Street and Baker Street will provide a safe space for people bicycling and an alternative to the busy shared-use Panhandle path for faster riders. The Oak Street protected bikeway will route onto a new path in the Panhandle adjacent to the existing pedestrian path where the short, second vehicle left-turn pocket lane is proposed.The existing bikeway on JFK Drive will be enhanced with traffic delineators and more lateral separation from vehicle traffic. The southbound bike lane on Baker Street will be upgraded to a Class IV separated bikeway, improving connectivity between the east end of the Panhandle path and the Oak Street bikeway. Additional features like bicycle ramps and dedicated bicycle signal phasing at the Masonic and Baker intersections will support intuitive and safe connections across Oak Street's busiest intersections.

Vehicle travel lane changes

The project will generally reduce vehicle travel lanes on Oak Street from four to three and on JFK Drive from three to two to calm traffic while maintaining vehicle flow. At Masonic Avenue, a short second left-turn 'pocket' lane will improve turning efficiency, and the left-turn vehicle movement will occur separately from the northern crosswalk leg. Traffic modeling shows that the project's changes will result in minimal impact on travel times through the corridor. The additional left-turn pocket and signal separation at the Masonic intersection could result in marginally improved traffic operations compared to existing conditions. These changes aim to balance the needs of people driving with safer conditions for all road users.

Parking and loading changes

The project will repurpose 23 parking spaces to install the quick-build changes, including 18 spaces on Oak Street between Ashbury Street and Masonic Avenue for the separated bikeway and left-turn lane, and five spaces on Baker Street between Fell and Oak streets for the separated bikeway.

Per California State Assembly Bill 413 (AB 413)[1], parking is no longer allowed within 20 feet of a crosswalk on the approach side of intersections. The project is proposing to reinforce the existing restrictions at 26 approaches by painting the curb red and installing concrete islands and painted safety zones. To accommodate the needs of park visitors, a new 40-foot commercial loading zone will be installed on the north side of Oak Street east of Clayton Street near the Panhandle playground.

1 Assembly Bill 413 prohibits the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, otherwise known as "daylighting."

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The parking supply table below shows the existing parking supply in the project area (Oak Street between Stanyan and Baker streets and intersecting side streets within one block), parking spaces removed per AB 413, parking spaces repurposed for bikeways, and the total post-project parking supply. The project will maintain 95% of the parking supply.

Pre-AB 413 parking supply	*484*
Parking removed for AB 413 daylighting	*26*
Existing legal parking supply	458
Parking repurposed for bikeways	**23**
Post-project parking supply	**435** (95% of existing legal spaces)

Class IV separated bikeway

A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and vehicle traffic. Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and
3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed separated bikeways on Oak Street between Stanyan and Baker streets and on Baker Street between Fell and Oak streets meet these three conditions. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting facility and a greater sense of comfort for bicyclists, and provide a greater perception of safety for bicyclists. The alternative criteria for the separated bikeway design have been reviewed and approved by a qualified engineer before installation. The SFMTA Board of Directors will adopt these alternative criteria as part of this duly noticed calendar item with opportunity for public comment. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Information Number 89-02 Class IV Bikeway Guidance. The NACTO guidelines state that separated bikeways require the following features:

- Like a bike lane, a separated bikeway is a type of preferential lane as defined by the Manual on Uniform Traffic Control Devices (MUTCD).
- Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a cycle track and periodic intervals along the facility based on engineering judgment.
- If pavement markings are used to separate motor vehicle parking lanes from the preferential

bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. Raised medians or other barriers can also provide physical separation to the cycle track.

The separated bikeways on Oak Street between Stanyan and Baker streets and on Baker Street between Fell and Oak streets will conform to these NACTO design guidelines. The separated bikeways will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office on Disability, and San Francisco Public Works to ensure accessibility for all street users. It was also reviewed by the San Francisco Fire Department.

PROPOSED TRAFFIC AND PARKING MODIFICATIONS

Below is a list of the traffic modifications associated with the proposed project. Items A, B, E, and F require SFMTA Board approval. Further, although Transportation Code, Division II, Section 201, Subsection (b) delegates to the City Traffic Engineer the authority to approve items C, D, and G, the City Traffic Engineer recommends that the SFMTA Board approve these items as part of the Oak Street Quick-Build Project.

A. ESTABLISH – CLASS IV BIKEWAY
   i. Oak Street, eastbound, from John F. Kennedy Drive/Stanyan Street to Baker Street
   ii. Baker Street, southbound, from Fell Street to Oak Street

B. RESCIND – CLASS III BIKEWAY
   i. Baker Street, southbound, from Fell Street to Oak Street

C. ESTABLISH – NO TURN ON RED
   i. Baker Street, northbound, approaching Oak Street

D. ESTABLISH – SECOND LEFT-TURN LANE
   i. Oak Street, eastbound, approaching Masonic Avenue (adds one left-turn lane to existing single left-turn lane)

E. RESCIND – ANGLED PARKING
   ESTABLISH – PARALLEL PARKING
   i. Baker Street, west side, between Oak Street and Fell Street

F. ESTABLISH – TOWAWAY NO STOPPING AT ALL TIMES
   i. Oak Street, north side, from Cole Street west curb line to Cole Street east curb line
   ii. Oak Street, north side, from Clayton Street west curb line to Clayton Street east curb line
   iii. Oak Street, north side, from Ashbury Street west curb line to Ashbury Street east curb line
   iv. Oak Street, north side, from Ashbury Street to Masonic Avenue

v. Oak Street, north side, from 15 feet west of Central Avenue to 50 feet easterly
vi. Oak Street, north side, from Lyon Street west curb line to Lyon Street east curb line
vii. Oak Street, north side, from Baker Street to 40 feet westerly
viii. Baker Street, west side, from Oak Street to 55 feet northerly

G. ESTABLISH – YELLOW ZONE, 30-MINUTE COMMERCIAL LOADING, AT ALL TIMES
Oak Street, north side, from Clayton Street to 40 feet easterly

STAKEHOLDER ENGAGEMENT

Public outreach for the Oak Street Quick-Build project took place over two phases, and the project team heard from over 300 stakeholders and residents. The first phase involved outreach to neighborhood stakeholders to introduce the project goals and hear initial feedback. The second phase of outreach was conducted to seek specific design feedback and included a two-week open house period on the designs developed for the project. Outreach during this second phase was broadened to the broader public through the project webpage, mailers, emails, physical postings, and a pop-up event. Stakeholder conversations continued through the second phase of outreach. Finally, the Oak Street Quick-Build project went to an SFMTA Engineering Public Hearing, where members of the public were invited to provide formal comments by email and during the virtual public hearing.

Direct Stakeholder Engagement

From late 2023 through fall 2024, SFMTA staff engaged Oak Street stakeholders by corresponding via email and attending 22 virtual and in-person meetings, where community members provided in-depth feedback on the project. The groups and institutions engaged during the process included:

- **Neighborhood/community groups**
  - Haight Ashbury Neighborhood Council (HANC)
  - Haight Ashbury Merchants Association (HAMA)
  - North of Panhandle Neighborhood Association (NOPNA)
  - San Francisco Bike Coalition
  - Walk SF
- **Institutions**
  - Urban School
  - Family and Child Empowerment Services (FACES) SF
  - French American International School (FAIS)
  - San Francisco High School of the Arts
  - St. Agnes Church

  - Mt. Zion Baptist Church
- **SFMTA Advisory groups**
  - Bicycle Advisory Committee
  - Multimodal Accessibility Advisory Committee

Two-week open house period
In late June 2024, staff sent over 2,400 mailers to project-area residents and businesses to promote outreach events. Staff also posted over 90 notices along Fell, Oak, and Page streets and both paths in the Panhandle. Staff published two social media posts and sent two email updates and text messages to share information about the proposed project and the open house engagement opportunities.

On July 10th, 2024, SFMTA staff hosted an outdoor pop-up tabling event on the corner of Fell Street and Masonic Avenue, adjacent to the shared-use path on the Panhandle. Approximately 50 people attended, including many people using the Panhandle who had not heard of the project. Many attendees were excited about safety improvements for walking and bicycling along the corridor.

Staff also created an online open house using an ArcGIS Storymap and an online survey to capture feedback about the proposed design. The team held two online Zoom "office hour" sessions on July 8th and 9th, 2024, answering questions and receiving direct feedback. The online survey was open from July 1st through July 15th, 2024, and 246 people responded, with the majority supporting the project.

Public Hearing

An SFMTA Engineering Public Hearing was held on November 8, 2024, and community members were invited to provide formal comments on the proposed Oak Street Quick-Build project. Before the public hearing, staff received 28 emails in support of the project and five emails in opposition. At the public hearing, all but one attendee supported the project. The comment in opposition focused on concerns about traffic lane removal and potential congestion, parking loss on Baker Street, and recent signal timing safety changes implemented on Oak Street, causing a slower vehicle progression.

Public Hearing comments in support expressed enthusiasm for the proposed improvements, highlighting its potential to create a safer route for faster wheeled users along the Oak/Fell corridor, alleviating conflicts and congestion on the shared-use Panhandle path. Some attendees raised specific design suggestions, such as maintaining the bikeway on the roadway by removing a second eastbound left-turn lane at Masonic Avenue, incorporating mid-intersection waiting spaces for bike riders to improve safety, and adding better bike wayfinding signs.

Other comments raised concerns about the accumulation of debris in the Fell Street bikeway and the potential for Residential Parking Permits west of Masonic to increase parking availability.

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Suggestions to enhance pedestrian safety included the addition of improved crossing signals and features such as flashing-yellow turn arrows at side streets to better manage vehicle movements.

Summary of Public Feedback on the Proposed Changes

- **A desire for a safe, intuitive bikeway that is well-connected to the broader network**: There was a desire for a comfortable, seamless experience that would encourage people to bike in the proposed Oak Street bikeway. Community members supported connections and wayfinding to and from existing streets on the bike network. Some people wanted to see "cross-bike" paint markings and other wayfinding tools to help people bicycling navigate the bikeway, particularly at intersections such as Stanyan Street and Baker Street.
- **A desire for separation and protection for people bicycling from motor vehicles:** Many people voiced support for more separation and protection for people bicycling from motor vehicles. There was support for concrete islands as protection on Oak Street, where there is no parking between the bikeway and general traffic lanes. Many expressed support for signal separation from vehicles at major intersections.
- **Support for improving pedestrian safety:** Many community members desired to see safety improvements for pedestrians crossing Oak Street and walking along the Panhandle. Some commented that reducing the general travel lanes on Oak Street would help improve pedestrian crossings. Others expressed concerns about crossing the proposed on-street bikeway, citing that some people bicycling do not stop at red lights.
- **A mixture of support and concerns for the double-turn lane at the intersection of Masonic and Oak:** Some community members liked that the proposed design would accommodate left-turn traffic onto northbound Masonic. Other community members had concerns about creating an additional left-turn lane. They perceived trade-offs with pedestrian safety and critiqued the complexity introduced by requiring the bikeway to leave the street and transition to a separate bike path on the Panhandle. Most people voiced support for signal separation between people walking and bicycling and left-turn traffic to improve safety at the Masonic Avenue intersection.
- **A desire to maintain on-street parking:** Some community members, merchants, and institutions indicated that finding on-street parking in the neighborhood is challenging, especially for teachers and Haight Street workers who commute into the neighborhood. They wished to see the most possible parking spaces retained in the design.
- **Concerns regarding vehicle traffic congestion:** Some community members who drive on Oak Street expressed concerns about increased traffic congestion and longer queues due to removing a travel lane.
- **A range of opinions about bikes using the north path on the Panhandle:** Some community members suggested restricting bicycling on the northern shared-use Panhandle path if the on-street Oak Street bikeway is installed. Other community members supported keeping the north path open to bicycling to give people on bikes

more options (e.g., for families and slower riders). Yet others would like to see the north path change to bikes only with no bike lane added on Oak Street.

- **A desire for a more seamless biking experience than the Fell Street bikeway:** Though the Fell Street bikeway is not part of the Oak Street Quick-Build Project, staff received feedback from community members about experiences with the Fell Street bikeway and how the Oak Street bikeway could improve upon its design. Lessons learned from the Fell Street bikeway include improving bikeway sweeping, designing a wider bikeway lane, minimizing pavement drops around storm drains, and adding treatments to keep parked cars out of the bikeway. Some community members expressed that they did not like mixing zones for bikes and would prefer signal separation for navigating intersections.

Project Modifications Based on Public Feedback

Concrete island buffers: The project team added concrete islands in the buffer space for the two blocks where the project does not include floating parking as physical protection (between Stanyan Street and Shrader Street and between Ashbury Street and Masonic Avenue). Concrete islands are not proposed for JFK Drive, as a larger capital project is planned for that segment following the implementation of the quick-build project.

Concrete islands in daylighting zones: Based on community input supporting robust pedestrian safety improvements on Oak Street, staff adjusted the design to include concrete islands in daylighting zones on the north side of Oak Street to ensure these no-parking areas are clear of parked cars and open sight lines between roadway users.

Oak and Baker intersection adjustments: Three key adjustments were made to the design at the intersection of Oak and Baker streets per community feedback. A 'No Right Turn on Red' restriction was added for northbound Baker vehicles to prevent conflicts between northbound right-turning vehicles and people bicycling entering the existing separated bikeway on the south side of Oak Street, east of Baker Street. In addition, left-turn traffic calming was added for eastbound left turns from Oak Street onto Baker Street. Finally, the bike box on Baker Street was also set back from the intersection to address feedback that left-turning vehicles often encroached into the existing bike box.

ALTERNATIVES CONSIDERED

Implement Oak Street bikeway on the south side of the street: The project team considered locating the proposed bikeway on the south side, connecting directly with the existing separated bikeway on Oak Street east of Baker Street. This alternative would result in less physical protection from vehicle traffic for people bicycling along the facility, given the need to accommodate off-street driveway access for the homes along the south side of Oak Street. Additional parking would need to be removed on the south side of the street to provide sight

lines between users. Further, this alternative would present right-hook conflicts between eastbound right-turning vehicles and eastbound bicycles at each intersection along Oak Street.

Keep Oak Street bikeway on-street between Ashbury to Masonic: Staff considered continuing the proposed on-street separated bikeway between Ashbury Street and Masonic Avenue as an alternative to the proposed off-street bike path in the Panhandle to accommodate a second left-turn pocket lane. This alternative would only provide space for a single left-turn lane from eastbound Oak Street onto Masonic Avenue. Coupled with the signal separation, which staff considers necessary given the collision history at this intersection, this alternative was shown to result in significant impacts on vehicle circulation and congestion when modeled given the heavy left-turn movement for cross-town vehicle traffic, which could result in diversion and safety issues on adjacent streets.

Retain parking on the Ashbury-Masonic block by reducing left-turn capacity: Separating the pedestrian signal for the north crosswalk at Oak and Masonic from the eastbound left-turn signal phase is a central pedestrian safety feature of the project. The proposed design includes a block-long left-turn lane and a short second left-turn 'pocket' lane approaching Masonic Avenue to maintain traffic flow within the limited signal time allocated for left turns. Two alternatives to retain parking on the Ashbury-Masonic block were considered: shortening the left-turn lane to add two to four parking spaces at the Ashbury end and allowing off-peak parking in the left-turn 'pocket' to add five spaces. Traffic modeling indicates that both options would increase delays for eastbound Oak Street drivers turning left onto Masonic Avenue, particularly during peak hours, due to reduced left-turn lane capacity. These alternative layouts would also result in traffic spillover into Oak Street's through lanes, blocking drivers traveling east of Masonic Avenue and creating additional congestion. Such changes may lead some drivers to divert through surrounding neighborhoods, potentially increasing unpredictable traffic patterns.

Retain parking by extending the off-street bike path to Ashbury Street: The project team considered extending the proposed off-street bike path for the full block between Ashbury Street and Masonic Avenue to retain 17 parking spaces[2] on the north side of the street. The Recreation and Parks Department (SFRPD) staff do not support this alternative as it would require replacing additional parkland with paved surfaces, conflicting with SFRPD goals and, due to the increased size of impervious surfaces, would likely trigger San Francisco Public Utilities Commission permitting requirements under the Stormwater Management Ordinance. Further excavating for the bikeway near a series of mature trees could compromise their root structure, stability, and underground utilities. It is possible mature trees would have to be removed to make room for the bikeway. Altogether, additional costs for this alternative could exceed $150,000. Further, the longer the bikeway parallels the existing southern pedestrian-only path, the more challenging it would be to safely separate bikes and pedestrians and maintain accessibility. SFRPD staff support the shorter, staff-recommended bikeway to minimize parkland and tree health impacts.

2 Approximately one parking space would still need to be removed east of the Ashbury Street intersection for a bike ramp to bring people bicycling from the street to the off-street bikeway.

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Convert the existing Panhandle northern multi-use path to bikes only: Staff considered re-designating the northern shared-use path in the Panhandle as a bicycle-only facility, restricting pedestrians to the southern path. This alternative would require people walking from the north side of the Panhandle to cross an additional block length to access an east-west park path. Enforcing a bike-only restriction on the northern path would be impractical given limited enforcement resources, and people would likely continue walking on the path regardless of regulation signs. A bike-only path could decrease safety by creating an expectation that people bicycling will not encounter pedestrians, potentially leading to higher-speed conflicts when people inevitably walk on the path. Removing pedestrian access from the northern path could also introduce accessibility issues, particularly for those with mobility impairments, as alternative walking routes feature varying cross slopes and grades, and no continuous sidewalk exists along the south side of Fell Street. Given these drawbacks and the fact that this change would only preserve approximately 12 parking spaces[3], staff do not recommend this alternative.

Add parking on intersecting side streets: Adding parking on intersecting side streets is not feasible due to space constraints. These streets are configured with parallel parking and 11-foot travel lanes, too narrow to accommodate perpendicular or angled parking. Converting to non-parallel parking would reduce the streets to a single, one-way travel lane, altering neighborhood circulation and requiring special consideration from the San Francisco Fire Department. Additionally, the frequent presence of driveways limits the potential to create additional spaces.

Manage remaining parking with paid parking: Traditional parking meters are not feasible for the Panhandle due to accessibility and environmental constraints. Single-space meters cannot be installed without adjacent sidewalks, as in-grass placement violates accessibility requirements. Multi-space meters would require significant modifications to parkland, raising environmental and accessibility challenges. Enabled by recent State legislation, a virtual metering/pay-by-phone system was also considered. While promising, challenges around providing equitable in-person payment options are still being studied.

Moving the Baker Street transition of the Oak Street bikeway: Staff reviewed options to transition the bikeway to the south side of Oak Street east or west of Baker Street, where the existing eastbound separated bikeway connecting to the "Wiggle" bike route begins. Transitioning to the south side at Lyon Street would introduce conflicts with right-turning drivers at the Baker Street intersection and driveways between Lyon and Baker streets. These same driveways reduce the number of vertical barriers separating bike and vehicle traffic. Making the transition at Broderick Street would include similar left-turn conflicts to Baker Street.

No Project: Staff considered a no-project alternative; however, given the City's Vision Zero and Transit First goals, the safety benefits of a lane reduction and pedestrian improvements on Oak Street, and community support for the proposed Class IV separated bikeways on Oak and Baker streets, staff recommends approving the Oak Street Quick-Build Project.

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3 Approximately six spaces would still need to be removed west of the Masonic Avenue intersection for the second left-turn lane necessary to maintain traffic flow with the signal separation of the left turn from the north crosswalk.

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FUNDING IMPACT

The total project cost is broken down into the following project phases and sources:

Funding Source	Amount	Phases
Transportation Network Company (TNC) (Rideshare) Tax	$ 170,000	Design
Population Baseline General Fund Transfer	$ 160,000	Design
Transportation Network Company (TNC) (Rideshare) Tax	$ 875,000	Construction
Sales Tax	$ 100,000	Construction
TOTAL	$ 1,305,000	

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right of way pursuant to Public Resources Code Section 21080.25.

The Planning Department determined, on September 19, 2024, that the proposed Oak Street Quick-Build Project (Case Number 2024-007397ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

The proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2024-007397ENV or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at:
https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

SFMTA staff is working with San Francisco Recreation and Parks Department staff on a permit to install the off-street bikeway near Masonic Avenue and striping changes on JFK Drive

The San Francisco Fire Department, San Francisco Police Department, and San Francisco Public Works reviewed the project through the interagency Transportation Advisory Staff Committee (TASC) on September 12, 2024.

The City Attorney has reviewed this item.

RECOMMENDATION

Approve the Oak Street Quick-Build Project to improve transportation safety and connectivity, including the establishment of a new Class IV separated bikeway on Oak Street between Stanyan and Baker streets, the conversion of the existing Class III bikeway on Baker Street between Fell and Oak streets to a Class IV separated bikeway, and other related traffic and parking modifications.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is committed to achieving the Vision Zero goal of eliminating transportation related fatalities; and,

WHEREAS, Oak Street between Cole and Baker streets is located on the Vision Zero High-Injury Network; and,

WHEREAS, The SFMTA is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, The SFMTA is committed to creating a network of separated bikeways citywide; and,

WHEREAS, The Oak and Fell streets and Panhandle corridors serve as both crosstown arterial routes for vehicle traffic as well as a key segment on the San Francisco Biycle Network, connecting westside neighborhoods with downtown and the regional transportation network; and,

WHEREAS, The Panhandle's northern shared-use path is crowded at peak times, resulting in conflicts between faster wheeled users and pedestrians; and,

WHEREAS, There is an existing westbound Class IV separated bikeway on Fell Street alongside the Panhandle, but no bikeway on Oak Street; and,

WHEREAS, Oak Street Quick-Build Project staff have engaged with institutional stakeholders, neighborhood organizations, and advocacy groups; and responded to public feedback; and,

WHEREAS, The SFMTA has proposed the installation of separated bikeways and parking and traffic modifications along John F. Kennedy, Jr. Drive, Oak Street, and Baker Street, as follows:

A. ESTABLISH – CLASS IV BIKEWAY
    i. Oak Street, eastbound, from John F. Kennedy Drive/Stanyan Street to Baker Street
    ii. Baker Street, southbound, from Fell Street to Oak Street

B. RESCIND – CLASS III BIKEWAY
    Baker Street, southbound, from Fell Street to Oak Street

C. ESTABLISH – NO TURN ON RED
Baker Street, northbound, approaching Oak Street

D. ESTABLISH – SECOND LEFT-TURN LANE
Oak Street, eastbound, approaching Masonic Avenue

E. RESCIND – ANGLED PARKING
ESTABLISH – PARALLEL PARKING
Baker Street, west side, between Oak Street and Fell Street

F. ESTABLISH – TOWAWAY NO STOPPING AT ALL TIMES
i. Oak Street, north side, from Cole Street west curb line to Cole Street east curb line
ii. Oak Street, north side, from Clayton Street west curb line to Clayton Street east curb line
iii. Oak Street, north side, from Ashbury Street west curb line to Ashbury Street east curb line
iv. Oak Street, north side, from Ashbury Street to Masonic Avenue
v. Oak Street, north side, from 15 feet west of Central Avenue to 50 feet easterly
vi. Oak Street, north side, from Lyon Street west curb line to Lyon Street east curb line
vii. Oak Street, north side, from Baker Street to 40 feet westerly
viii. Baker Street, west side, from Oak Street to 55 feet northerly

G. ESTABLISH – YELLOW ZONE, 30-MINUTE COMMERCIAL LOADING, AT ALL TIMES
Oak Street, north side, from Clayton Street to 40 feet easterly

WHEREAS, Although the City Traffic Engineer has the authority to approve C, D and G, the SFMTA Board is requested to approve all items as part of the Oak Street Quick-Build Project; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The separated bikeways proposed as part of the project meets these three requirements; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting facility and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The proposed Oak Street Quick-Build Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right of way pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The Planning Department determined, on September 19, 2024, that the proposed Oak Street Quick-Build Project (Case Number 2024-007397ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2024-007397ENVand 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and, now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed Class IV bikeways and parking and traffic modifications associated with the Oak Street Quick-Build Project listed as Items A through G above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 1, 2025.

_____

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

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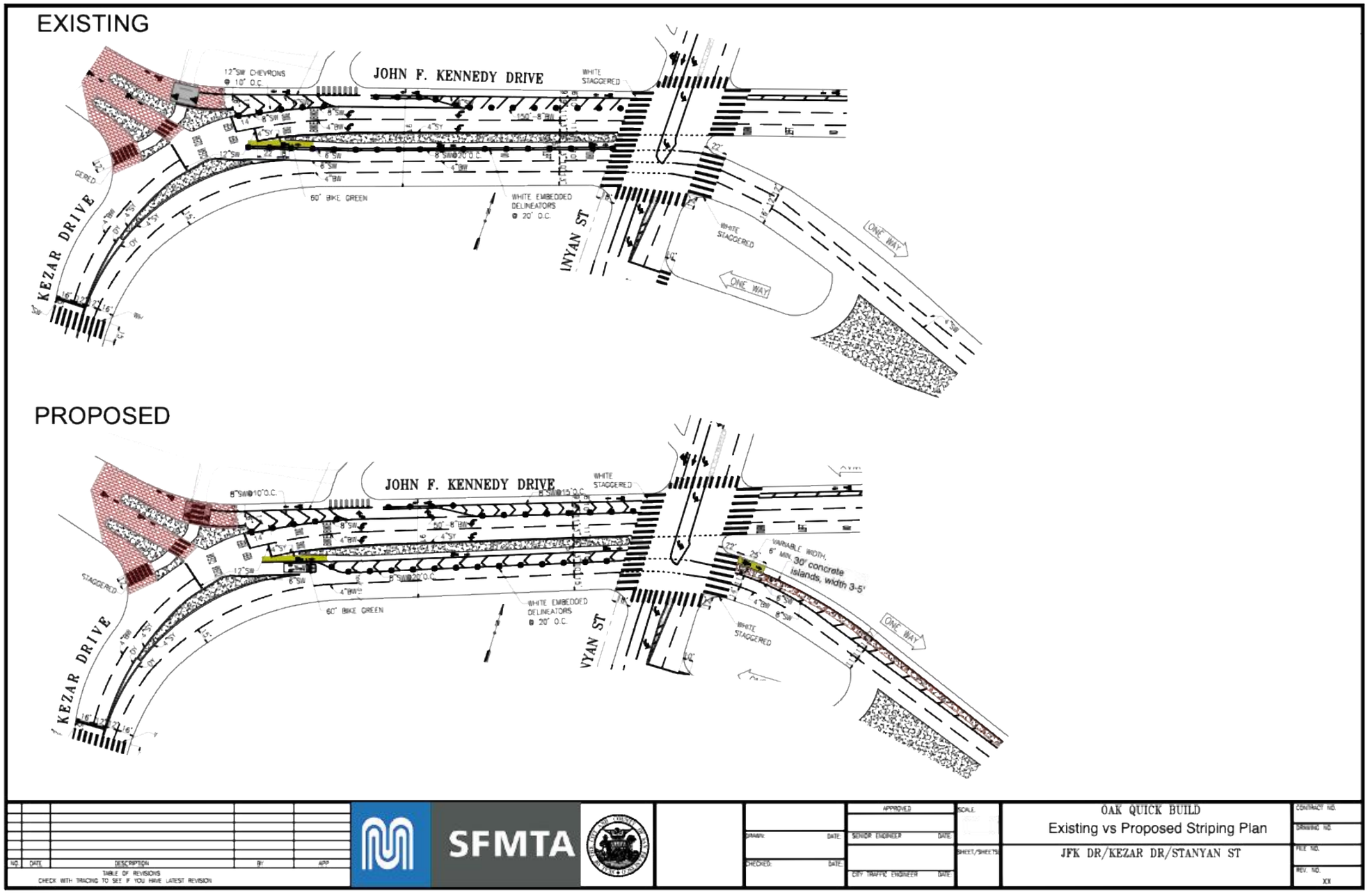
Enclosure 2 – Existing and Proposed Striping Drawings



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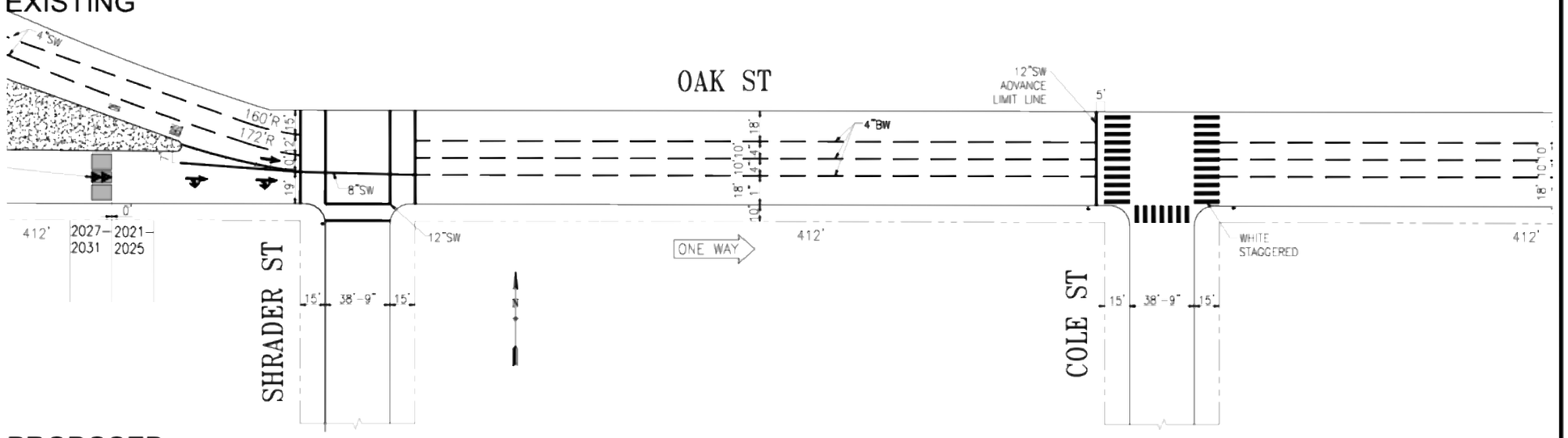
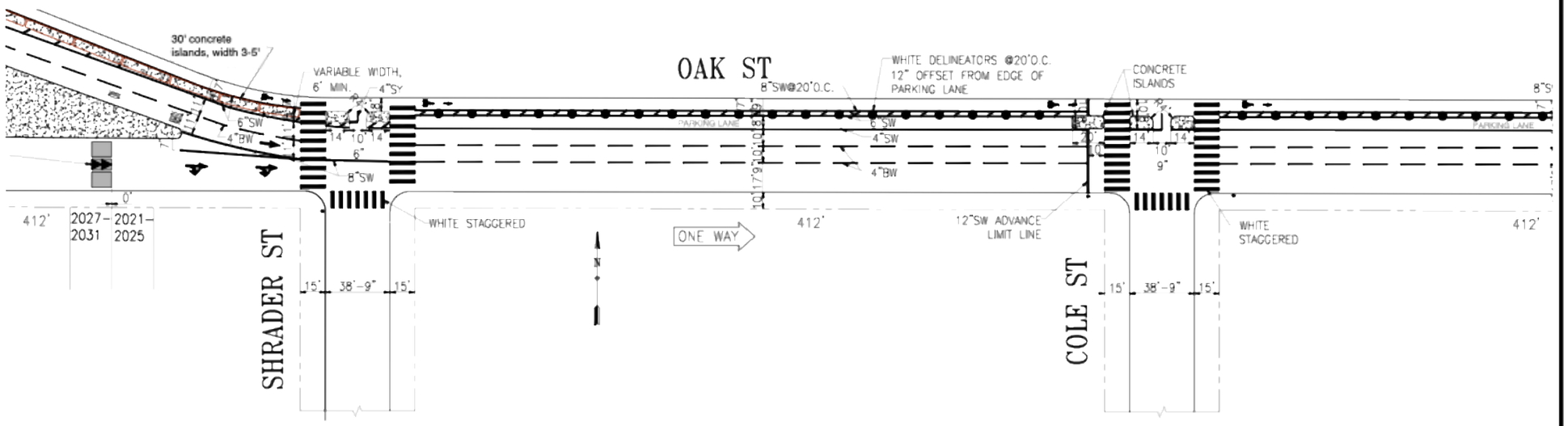


PROPOSED



NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA

DRAWN: DATE:
CHECKED: DATE:

APPROVED
SENIOR ENGINEER DATE:
CITY TRAFFIC ENGINEER DATE:

SCALE:
SHEET/SHEETS

OAK QUICK BUILD

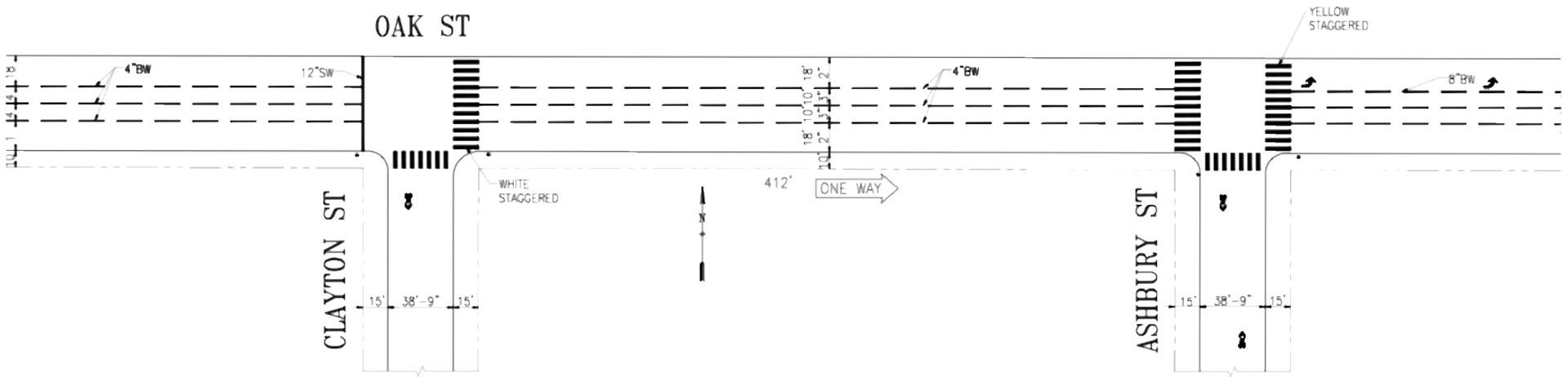
Existing vs Proposed Striping Plan

SHRADER ST TO COLE ST

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
XX

FILE NAME:
DATE: --/--/--

EXISTING



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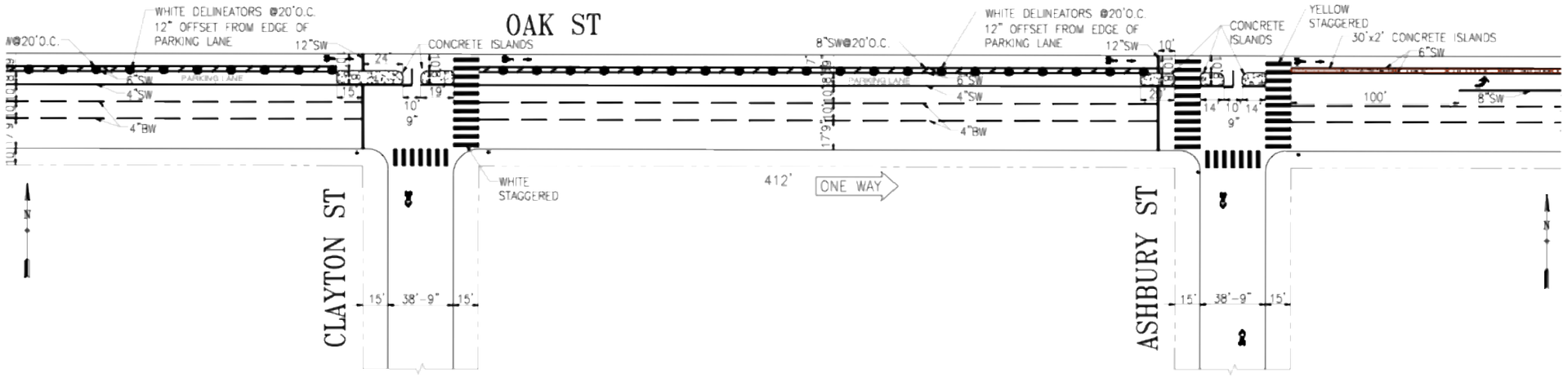


NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA

DRAWN: DATE:
CHECKED: DATE:

APPROVED
SENIOR ENGINEER DATE:
CITY TRAFFIC ENGINEER DATE:

SCALE:
SHEET/SHEETS

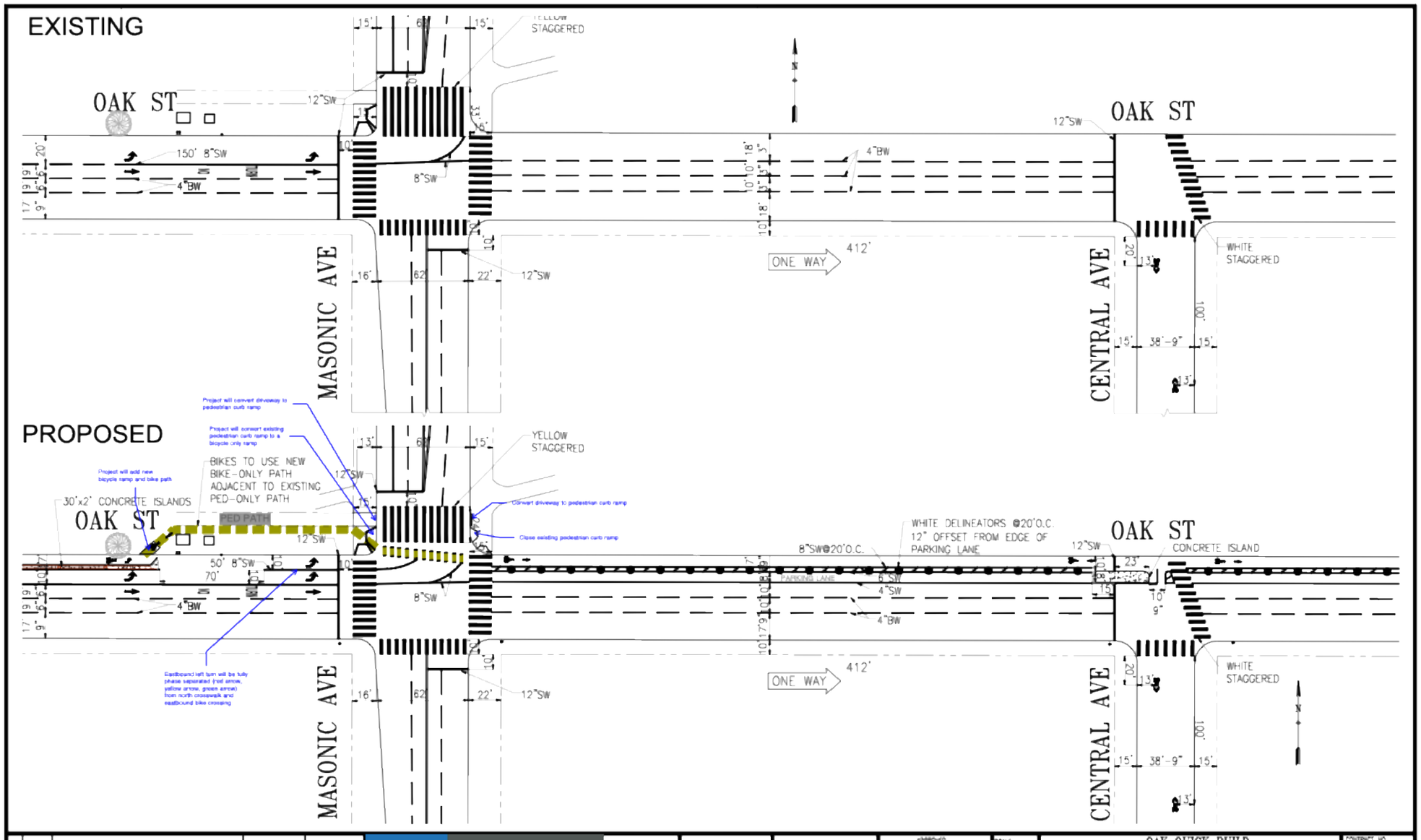
OAK QUICK BUILD

Existing vs Proposed Striping Plan

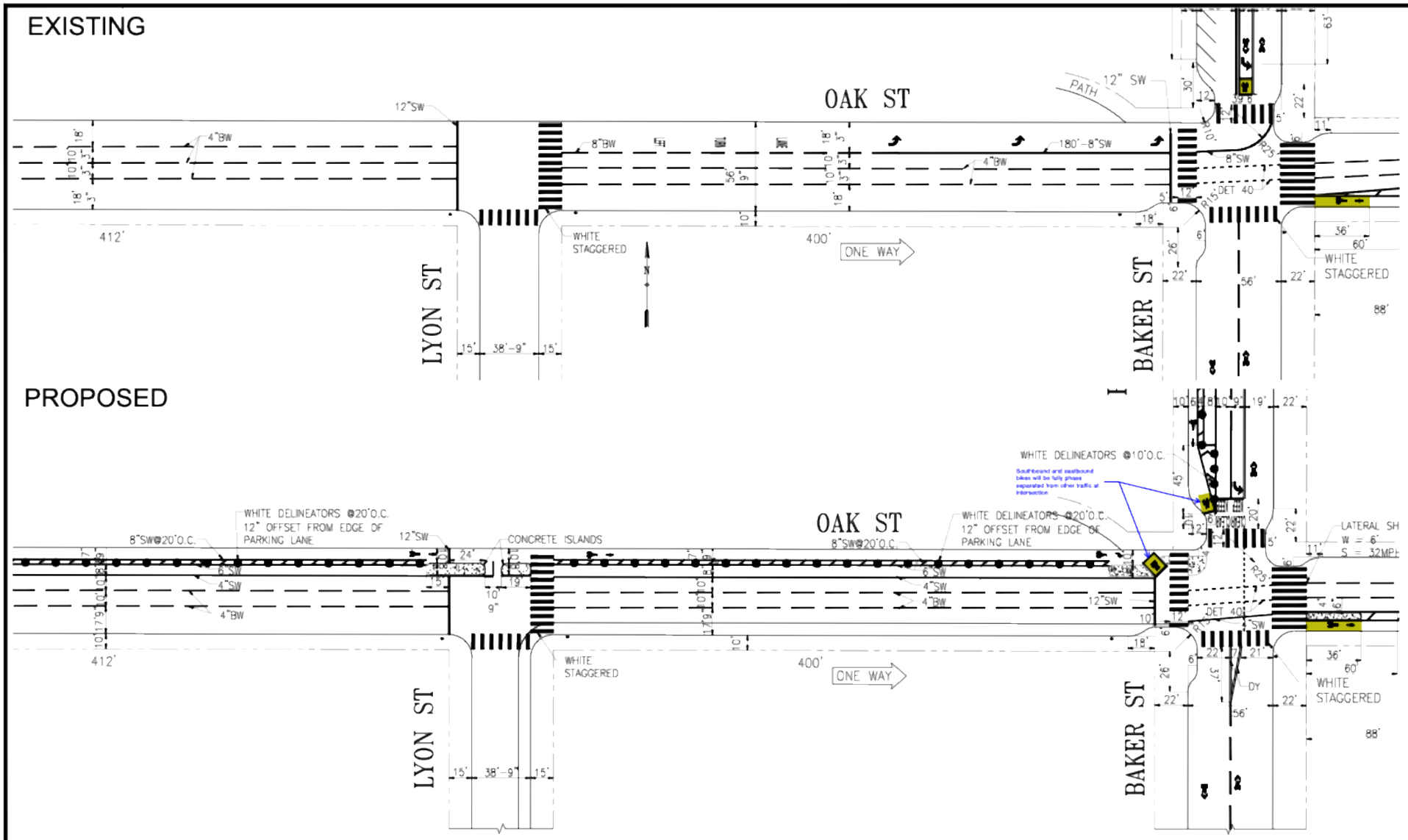
CLAYTON ST TO ASHBURY ST

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO. XX

FILE NAME:
DATE: --/--/--


EXISTING
OAK ST
12"SW
150' 8"SW
4"BW
8"SW
MASONIC AVE
16'
62'
22'
12"SW
ONE WAY
412'
OAK ST
12"SW
4"BW
CENTRAL AVE
WHITE
STAGGERED
100'
15'
38'-9"
15'
PROPOSED
Project will convert driveway to pedestrian curb ramp
Project will convert existing pedestrian curb ramp to a bicycle only ramp
Project will add new bicycle ramp and bike path
BIKES TO USE NEW BIKE-ONLY PATH ADJACENT TO EXISTING PED-ONLY PATH
30'x2' CONCRETE ISLANDS
PED PATH
YELLOW
STAGGERED
Convert driveway to pedestrian curb ramp
Close existing pedestrian curb ramp
OAK ST
12"SW
50' 8"SW
70'
4"BW
8"SW
MASONIC AVE
16'
62'
22'
12"SW
Eastbound left turn will be fully phase separated (red arrow, yellow arrow, green arrow) from north crosswalk and eastbound bike crossing
WHITE DELINEATORS @20'O.C.
12" OFFSET FROM EDGE OF PARKING LANE
8"SW@20'O.C.
PARKING LANE
6"SW
4"SW
4"BW
ONE WAY
412'
OAK ST
12"SW
CONCRETE ISLAND
WHITE
STAGGERED
CENTRAL AVE
100'
15'
38'-9"
15'
SFMTA
OAK QUICK BUILD
Existing vs Proposed Striping Plan
MASONIC AVE TO CENTRAL AVE
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.
XX
SCALE:
SHEET/SHEETS
APPROVED
SENIOR ENGINEER
CITY TRAFFIC ENGINEER
DRAWN:
CHECKED:
DATE:
NO. DATE DESCRIPTION BY APP
TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

EXISTING



PROPOSED

NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA

DESIGNED: DATE:	APPROVED
CHECKED: DATE:	SENIOR ENGINEER DATE:
	CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 40'
SHEET/SHEETS:

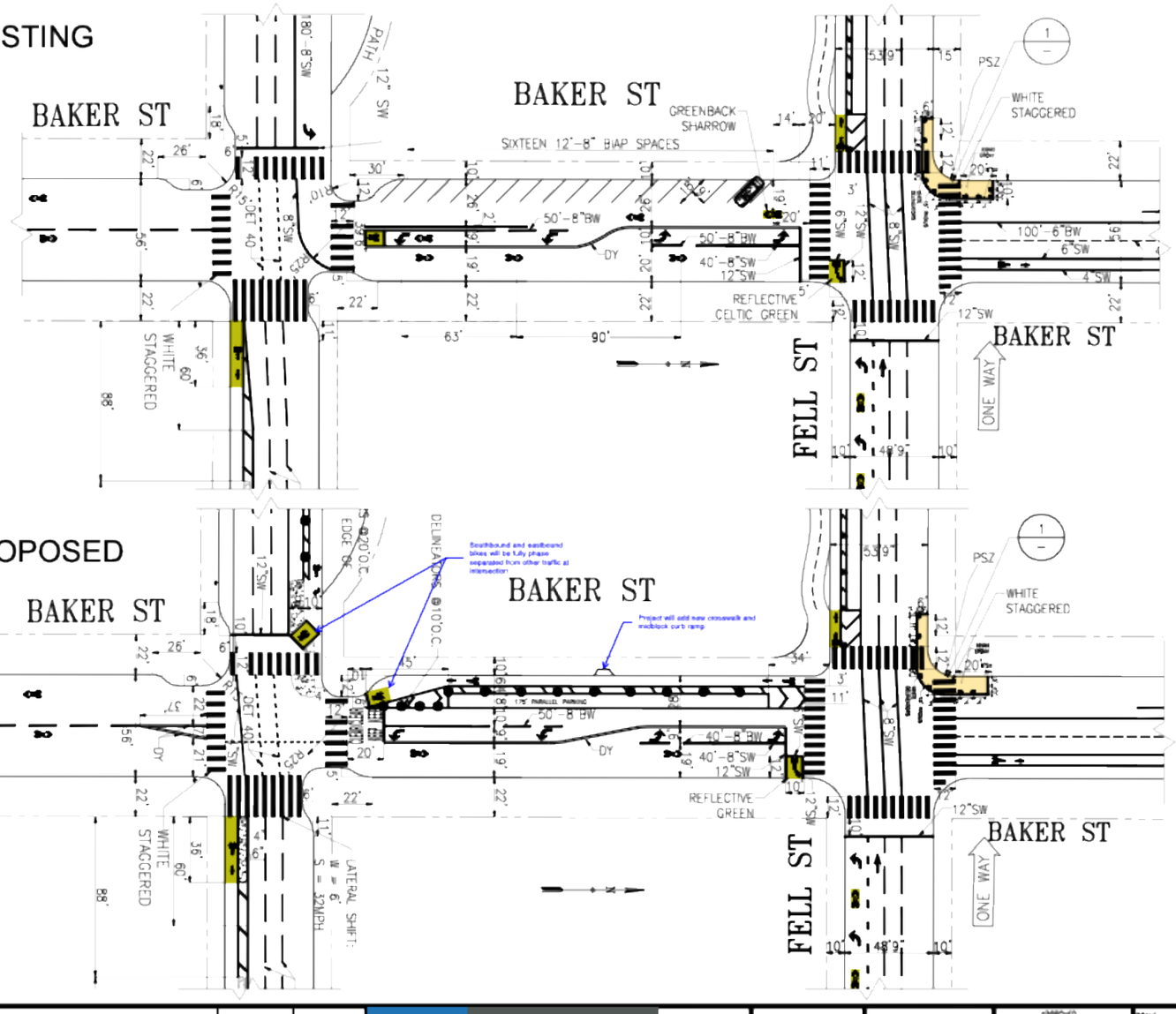
OAK QUICK BUILD

LYON ST TO BAKER ST

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO. XX

FILE NAME:
DATE: --/--/--

EXISTING



NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA

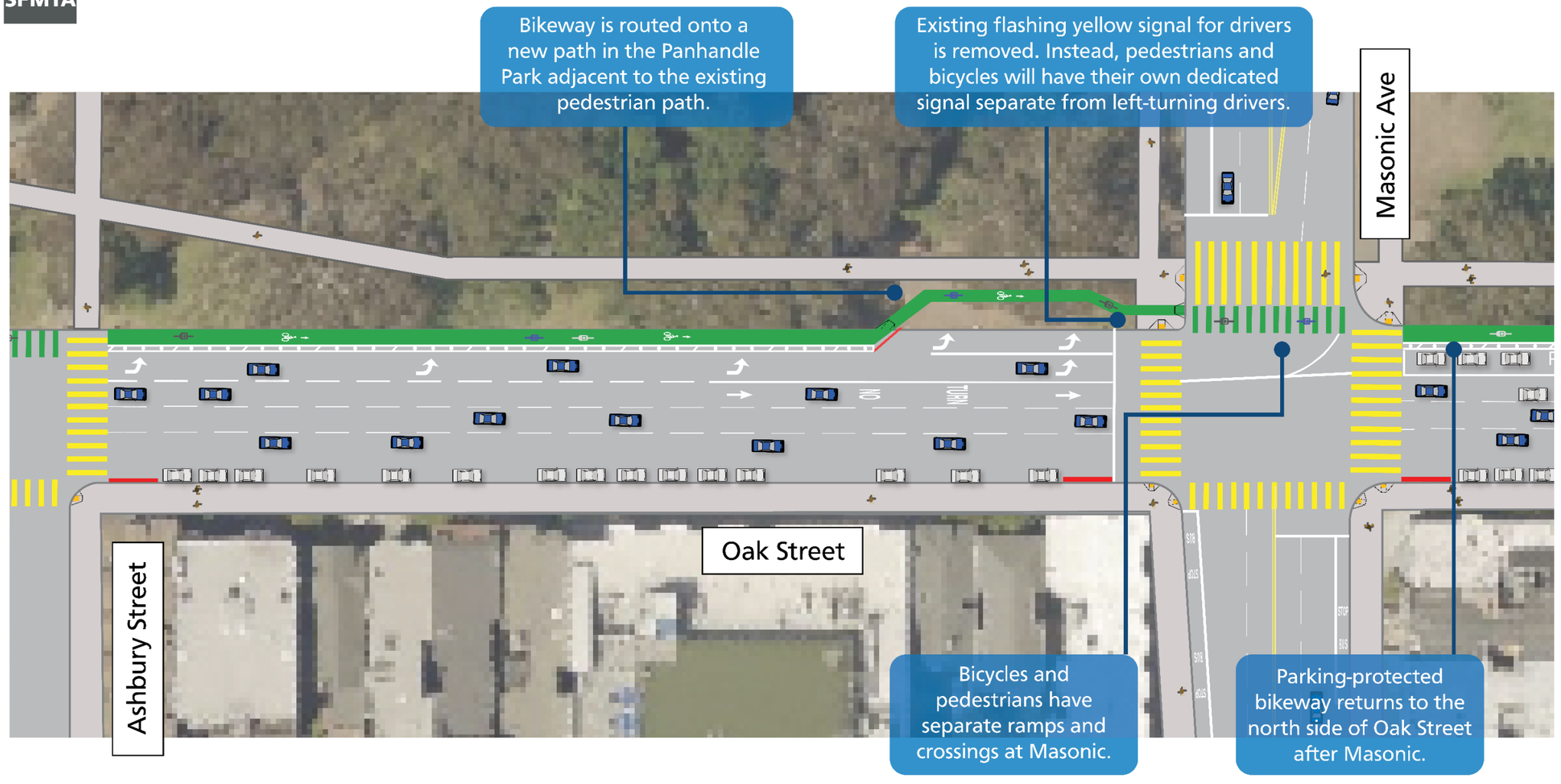
DRAWN: DATE:	APPROVED	SCALE: 1" = 40'	OAK QUICK BUILD
CHECKED: DATE:	SENIOR ENGINEER DATE:	SHEET/SHEETS	BAKER ST, OAK ST TO FELL ST
	CITY TRAFFIC ENGINEER DATE:		CONTRACT NO. / DRAWING NO. / FILE NO. / REV. NO. XX

FILE NAME:
DATE: --/--/--

Enclosure 3 – Proposed Oak Street and Masonic Avenue Plan View

Oak Street Quick-Build Project

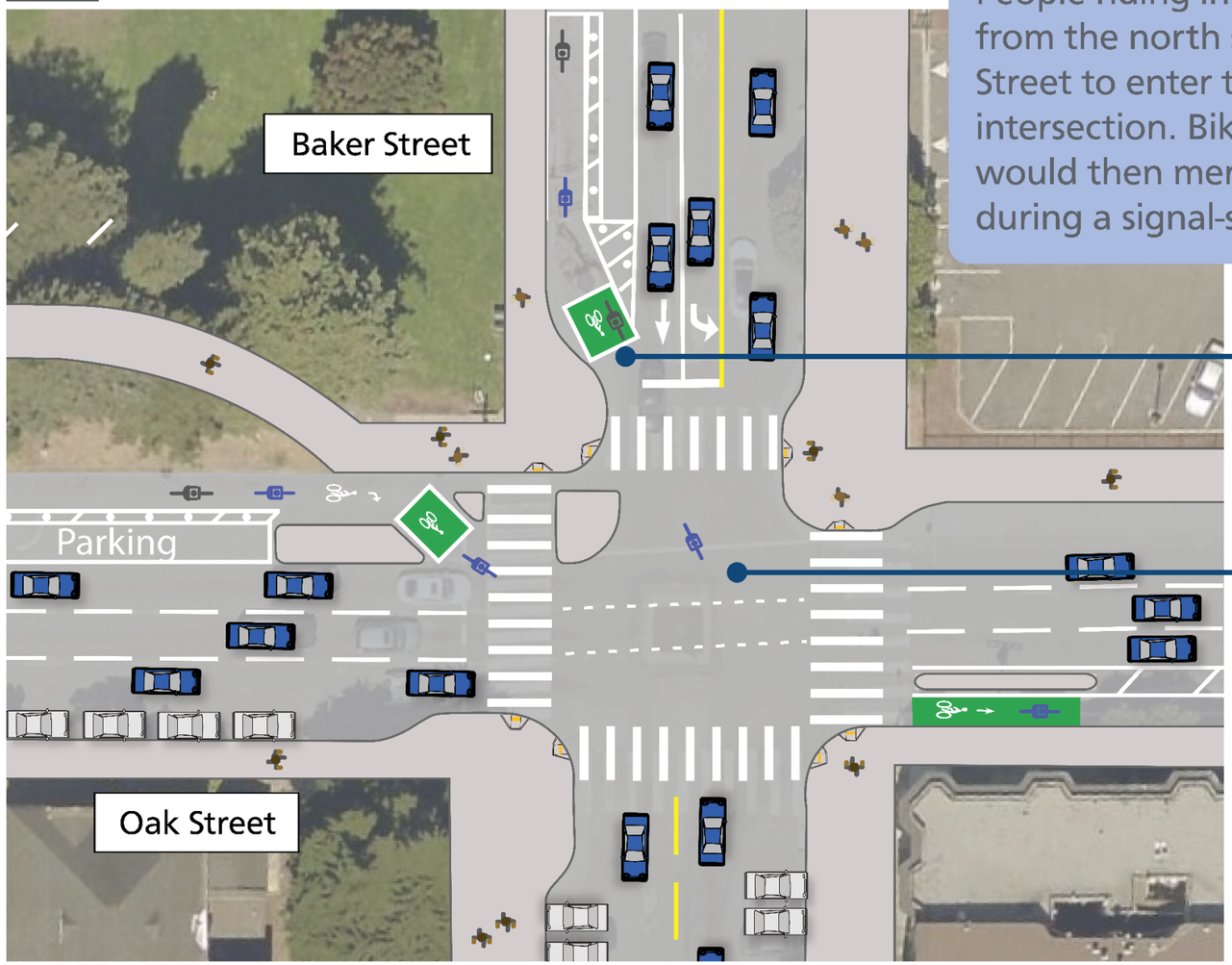
Oak Street and Masonic Avenue Proposed Design



Enclosure 4 – Proposed Oak Street and Baker Street Plan View

Oak Street Quick-Build Project

Oak and Baker Streets Proposed Design



People riding in the new Oak Street bikeway would transition from the north side of Oak Street to the south side at Baker Street to enter the existing eastbound bikeway east of the intersection. Bike riders would wait in a new bike box. They would then merge with southbound bikes on Baker Street during a signal-separated dedicated bike crossing.

Proposed southbound protected bikeway on Baker Street.

(Conceptual) signal-separated dedicated bike crossing for bikes on Oak and Baker streets.