

# Oak Quick-Build Project

## Parking Changes FAQ

### **What is the project, and what are the associated parking changes?**

The Oak Street Quick-Build Project aims to improve safety and access for people walking and bicycling on Oak Street (between Stanyan Street and Baker Street) and JFK Drive (between Kezar Drive and Stanyan Street) and provide a new separated bikeway connection between Golden Gate Park's JFK Promenade and the popular Wiggle bike route.

The SFMTA is proposing to implement the following elements as part of the Oak Street Quick-Build Project to improve safety for people walking, bicycling, and driving:

- Converting a travel lane to a protected eastbound bikeway on the north side of Oak Street between Kezar Drive and Baker Street and shortening pedestrian crossings to and from the Panhandle path
- Implementing daylighting (parking restrictions at intersection approaches) on Oak Street between Kezar Drive and Baker Street and intersecting streets with concrete islands and painted safety zones to improve the safety of walking to and from the Panhandle Park and path
- Separating vehicle left-turn and the walk and bike signal phases at the Oak and Masonic intersection to reduce conflicts between left-turning vehicles and people walking and biking
- Adding a protected southbound bikeway on Baker Street between Fell and Oak streets to connect the east end of the Panhandle's multi-use path and the Oak Street bikeway
- Providing a dedicated bike crossing signal phase at the Oak and Baker intersection to transition people biking from the north side of the intersection to the existing bikeway on the south side of Oak Street

With the project, 23 parking spaces would be removed for the quick-build project, including 18 spaces on the Oak Street block between Ashbury and Masonic for the curbside bikeway and left-turn lanes and five spaces on Baker Street between Fell and Oak streets for a protected bikeway. 26 parking spaces that are already illegal per AB 413 and would be reinforced with concrete islands and painted safety zones. The project will maintain 95% of the legal parking supply. See Figure 1 at the end of this document for a map of the parking space locations to be removed.

Pre-2024 parking supply	484
Parking removed for daylighting	26
<b>Existing legal parking supply</b>	<b>458</b>
<b>Parking repurposed for bikeways</b>	<b>23</b>
<b>Post-project parking supply</b>	<b>435</b>

### What is daylighting and AB 413?

Daylighting is a [proven pedestrian safety tool](#) that San Francisco implements to increase the visibility of people walking. This tool is essential in high pedestrian activity areas like parks and schools. A new State law (AB 413) [prohibits parking at the approach of every intersection in California](#). As part of this project, daylighting will include physical infrastructure such as painted safety zones or concrete islands to reinforce these areas. [Enforcement of the new State law will start in 2025.](#)

### Why are you removing parking on the north side of Oak Street between Ashbury Street and Masonic Avenue? Are there opportunities to retain parking?

Separating the north crosswalk pedestrian signal at Oak and Masonic from the eastbound left-turn signal phase is a significant safety benefit for people walking, even without the addition of a bikeway. The proposal includes converting 18 parking spaces on the north side of Oak Street on the Ashbury-Masonic block to accommodate left-turn lanes onto Masonic Avenue while maintaining three eastbound through travel lanes. See Figure 2 at the end of this document.

The length of the left-turn lane and short second left-turn ‘pocket’ approaching the intersection are intended to keep traffic moving within the shorter period allotted by the signal system. The changes aim to balance keeping crosstown traffic moving with creating safer conditions for all road users.

Hearing concerns for parking loss by nearby stakeholders, the team considered options for retaining parking on the Oak Street block between Ashbury and Masonic, including **(A)** shortening the left-turn lane to add two to four parking spaces at the Ashbury end and **(B)** eliminating the second left-turn ‘pocket’ lane approaching Masonic to add five spaces.

Our traffic models indicate that both scenarios (A) and (B) above would increase delays for Oak Street drivers during peak periods, as follows:

1. **Increased delays for left-turning drivers:** During peak hours, a shortened left-turn lane with Scenario (A) would result in longer delays for drivers turning left from eastbound Oak Street to northbound Masonic Avenue. With Scenario (B), fewer drivers can turn left onto northbound Masonic Avenue during each signal cycle. This

would be particularly impactful due to the shorter time permitted for the left-turning movement after the left-turn and north crosswalk phases are separated in time.

2. **Spillover into through lanes and blocking eastbound through traffic:** Scenarios (A) and (B) would reduce the capacity of the Oak Street left-turn lanes. During peak hours, our models indicate that the number of left-turning drivers on Oak Street would exceed the left-turn lanes and periodically block the through lanes on Oak Street, creating more friction and delay for drivers traveling on Oak Street heading east of Masonic Avenue.

In either scenario, some drivers may react to the additional congestion by choosing other routes in the surrounding neighborhood and driving unpredictably.

### **Can parking be added on side streets?**

Adding parking on intersecting side streets is not feasible due to space constraints. These streets are currently configured with parallel parking and 11-foot travel lanes, which are too narrow to accommodate perpendicular or angled parking while maintaining two travel lanes. Converting to non-parallel parking would reduce the streets to a single 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 parking spaces.

### **What other opportunities exist to increase parking availability in the project area?**

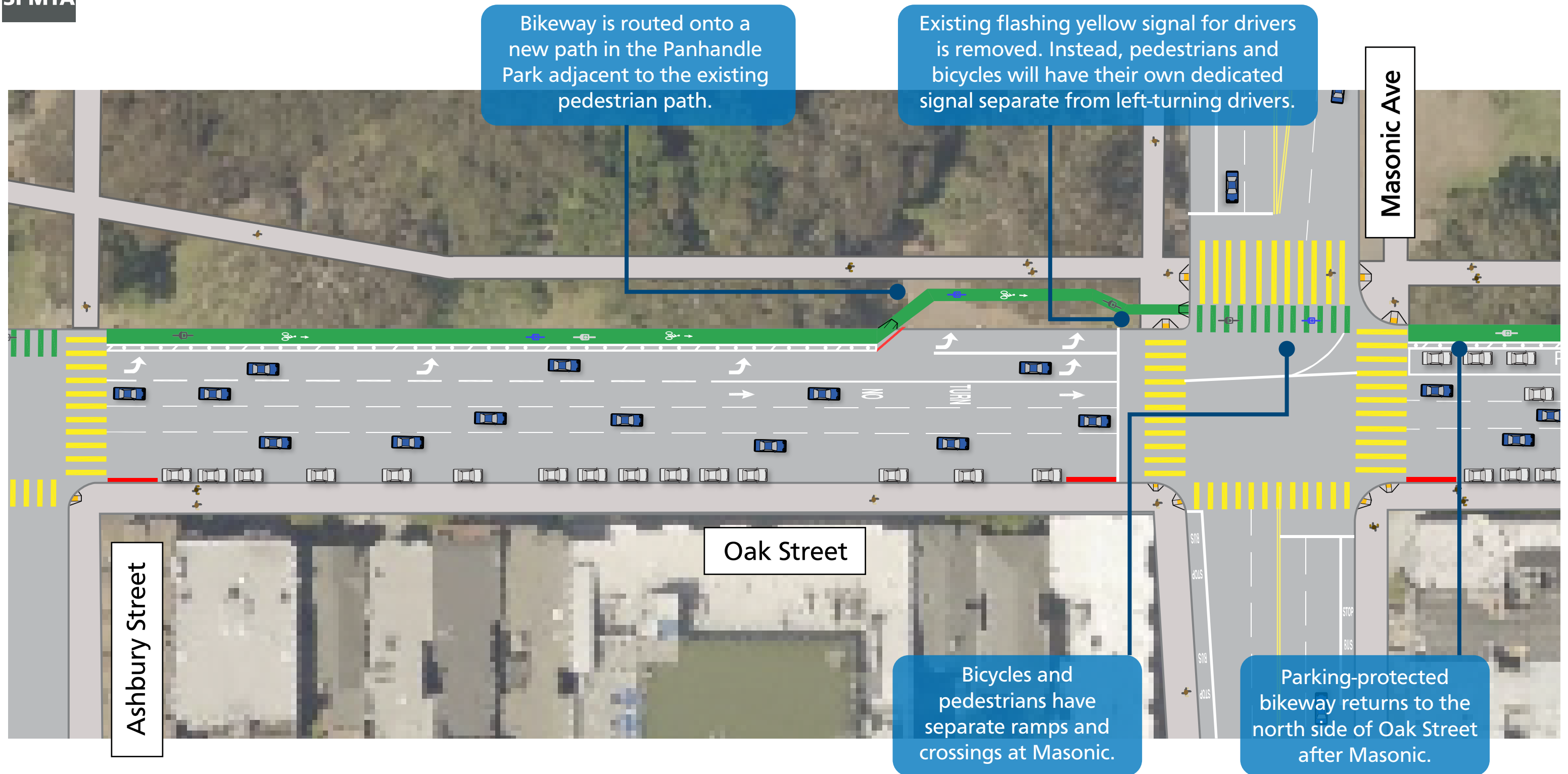
Paid parking is a tool to maintain parking availability in high-demand areas. By setting a price for parking, people are encouraged to only park for as long as they need, opening up space for others to access the area.

Installing parking meters on the Ashbury-Masonic block is not feasible due to the site's physical and accessibility challenges. Placing meters on concrete pads in the grass would require altering park land and ensuring accessible user space, which is complex and disruptive. Alternatively, mounting meters on islands in the street raises safety concerns, as users would need to interact with the meter in or near traffic, and additional infrastructure like ramps or railings would be required to meet accessibility standards. Given these challenges, neither option is workable at this time.



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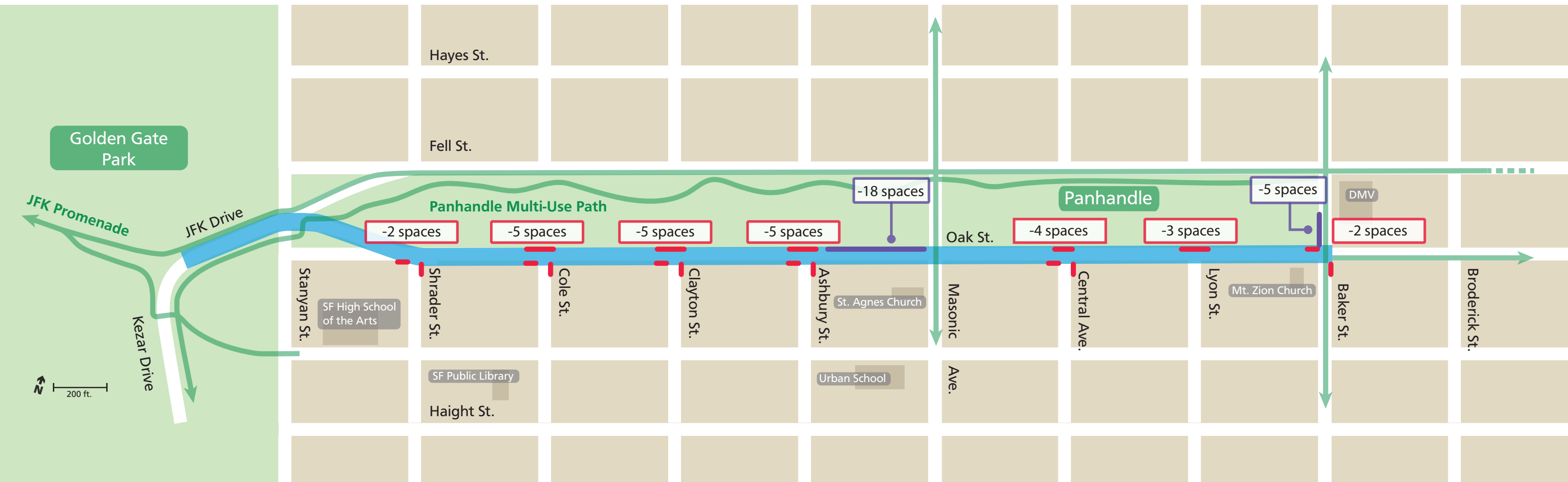
Figure 1: Oak Street and Masonic Avenue Proposed Design





# Oak Street Quick-Build Project

## Figure 2: Parking Map



### Legend:

- █ Quick-build project extents
- █ Existing bikeway connection
- █ Parking Spaces removed for daylighting (26 total)
- █ Parking spaces repurposed for bike lane (23 total)