

Fell Street East of Divisadero Street along Gas Station

Drafted Oct 2007, updated Nov 2009 - DRAFT

The Municipal Transportation Agency (MTA) has been working with various stakeholders to come up with some specific improvements for this area. Below are some options that have been developed. Keep in mind that nearly every width on that section of Fell St is at its minimum, so there is no space available from narrowing a travel lane, a parking lane, a bike lane, or a sidewalk. Long term we can try to encourage a different land use on that lot with a different (or no) driveway design. Some of these options will have to wait until after the injunction against the Bike Plan is lifted.



Option 1 – Add No Parking restriction to three (or more) spaces in front of driveway to create lane for Arco-users to wait to the left of the bike lane.

Pros:

- Motorists more likely to wait outside the bike lane and motor vehicle lane
- Spaces lost could be replaced
- Easy (infrastructure-wise) and cheap to install

Cons:

- Residents may oppose proposal
- Parking lane is pretty narrow (7' 3" vs usual 9'-10' minimum for turn lanes) so queued motorists likely to partially encroach into bike lane



Drivers using parking lane and leaving bike lane clear

Option 2 – Add KEEP CLEAR message to bike lane

Pros:

- Easy and cheap to do and unlikely to face any opposition

Cons:

- Would probably be ignored by motorists who feel pressure to get out of the way of other motor vehicle traffic

Option 3 – Install sign stating “no blocking of bike lane” during commute hours

Pros:

- Gives DPT and SFPD something to reference if they decide to cite

Cons:

- Effect of signage on adjusting behavior is limited

Option 4 – Move parked cars away from curb about 5' and build one-way cycle path between sidewalk and parked cars, or remove all parking and build two-way path along Fell St

Pros:

- Queuing cars block the motor vehicle lane and less likely to block bike path

- More timid cyclists may feel safer in this section, which is part of a much longer, key, continuous crosstown route
- Two-way bike path option also improves eastbound bikeway connection. Many cyclists now choose to ride down Oak Street.

Cons:

- These types of paths have design and safety challenges
- Parking change likely to be opposed, though there are possibilities for making up spaces on Baker and other areas nearby
- Motorists could still block bikeway at entrance to gas station

Option 5 – Work with gas station to redesign lot and minimize queue lengths.

Pros:

- Can be done in conjunction with other options
- Good way to get owner involved with project

Cons:

- Some took place with unnoticeable benefits; space constraints limit options
- Depends on goodwill of owner, ie out of city's control

Option 6 – Ask SFPD to cite motorists for blocking lanes

Pros:

- A way to educate motorists on the problems they are causing

Cons:

- SFPD may not have resources to do this; problem may return when SFPD not present

Option 7 – Relocate Bike Lane from southside of Fell Street

Pros:

- Cyclists not guided to problem area

Cons:

- Cyclists naturally drawn to this side of street due to route network design and topography of area; some/many will likely stay on the southside
- Other problems associated with routing cyclists to other side of street or other streets such as cyclists crossing 3 lanes of Fell St traffic twice: at Scott and at Baker
- Problem with queue still exists along sidewalk and roadway, and for cyclists who will ride on southside of street

Option 8 – Use barriers along bike lane

Pros:

- Physical separation helps keep motorists out of bike lane

Cons:

- Motorists can still block bike lane at driveway and barriers reduce cyclists ability to move right out of bike lane if needed

For more information about the Fell Street bike lane and why it is where it is, please go to: <http://www.sfmta.com/cms/rbikes/3172.html> and scroll down to December 2002, then March 2004 for follow up report