

## **Group 1—**

Lane Width—Too narrow for comm. vehicles

Two-way—difficult to turn/cross Embarcadero

Bikeway—elevated?

Promenade—slow pedestrians

Muni side—impractical for short trips

—bikes likely to end up on sidewalk

Parking—**replace** off-street

Tours—drop offs very important

    Dedicated spots—Water Bar

    —Views! Bay lights

    —SV bus drop off

    —Exploratorium

    —Ferry building!!

How do bikes go left with raised curbs

Raised and sloped cycle track

Out of the Box—go bold

—Bikeway over the water (cantilever)

    —separate

    —under water!

    —protect views

    —tourist attraction (Fort Mason)

—Elevated

—Vehicle lanes 10.5 to 11+?

—If not fully elevated, bikes will still use lanes/sidewalk

### **Table 2—Brannan**

Two-way on water side—people love water

—nice but how do you cross the Embarcadero?

—need separation of bikes

—bikes on sidewalk because no signal

—need for lane on inlet

—commuters' needs are different than tourists'

**Eliminate** parking on Embarcadero

Keep lanes 10'6

Physical barrier for cyclists important

Slow | fastest

Problem: deliveries | limos | buses

Keep trees on land side

Need for bike signals—especially on city side where right-hook are an issue

Bike lane on city side needs to be contiguous

### **Table 3—Folsom**

“Experienced (and some not so) cyclists”

Pedicabs—need access to customers

—need flexibility to get around obstacles

—low (pedicabs) demand on game days

Others—two-way feels safer due to lack of intersections

—vehicle behaviors poor: passing in bike lane

—35 mph does not make sense: too fast ★ ★

—peak/off peak travel and bike lanes **confusing**

Cycling for leisure prefers 2-way to be near attractions

Waterbar / Epic—frequently blocks bike/travel lane with valet parking

—2 blocks of 'ambiguous bike lane'

Section Game

—can we send pedestrians behind restaurants?

—take away 3<sup>rd</sup> travel lane (unanimous)

—regular meter parking not a highest and best use

—can valet be at curb? Needs going in/out of \_\_\_\_\_

—some concern that two-way is just too difficult here (due to valet parking)

—removing left-hand turn lane has some disadvantage for cars

**[insert Pier 26 valet/parking graphic]**

Biking conflicts with car doors

Lack of space for pedicabs

Frictions between walking and biking on promenade

Uncomfortable riding in traffic

**Table #4 - Folsom Cross-Section (notes taken on laptop)**

**General discussion of the bikeway options**

**Two-way**

- + continuity for the whole length of Embarcadero
- + better for SB riders as everyone wants to be on the water side
- + T-intersections, fewer conflicts
- + gives room for error (what does this mean?)
- + room to pass using the opposite direction bikeway
- it may take too much existing promenade space needed for high ped volumes during games, busy Saturdays
- wide bikeway may attract joggers to use it too; would be hectic with pedicabs and other cyclists
- ? possible to keep existing SB bike lane?

**One-way – curbside**

- + fewer compromises to the promenade
- might be hard for cyclists to pass pedicabs (50" wide)
- more complicated / less comfortable at intersections for SB cyclists

**One-way – trackside**

- feel trapped between a rock and a hard place (Muni trains and moving traffic)
- might be confusing to use, especially for tourists
- harder for pedicabs to load and unload since no access to sidewalk

**Other notes:**

General parking not a high priority  
How will we safely accommodate passenger and freight loading adjacent to the bikeway?  
Exploratorium car passenger drop-off works very well

**Preferred Bikeway and Cross-section**

**Two-way bikeway – preferred**

west side - widen sidewalk and eliminate bike lane or leave as existing conditions  
east side at intersection - left turn lane, two through lanes, and two way bikeway (as wide as possible).  
east side at Water Bar – no left turn lane but need to accommodate car passenger loading somehow  
east sidewalk is very low priority since space behind Rincon Park is available

**One-way bikeway – second choice**

fits, but harder to pass pedicabs, less comfortable riding SB having to contend with right-turning drivers  
would want a wider bikeway NB as there's more bike traffic on that side

**Table 5**

Regulated Bike Signals—2 | ★ one way | most traffic going north | wider

—existing works well

No center ★ ★ left turn no good

Ban from promenade?

★ Wider the better

★ Parking removal seems OK

—only during games

—lots of surface garages

—signage

Regulated bike signals—substantial barrier

★ Median—width important

—trees iconic