

# GREENING LINCOLN WAY



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## Increasing Bike and Pedestrian Access to Golden Gate Park

Urban Studies 164: Sustainable Cities Service-Learning Course  
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In Partnership with The San Francisco Bicycle Coalition  
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# Greening Lincoln Way

INCREASING BIKE AND PEDESTRIAN ACCESS TO GOLDEN  
GATE PARK

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## Acknowledgments

We would first like to thank Professor Deland Chan and Teaching Assistant Carly Wais, without whom this Sustainable Cities course would not have been such a successful and enriching class this quarter. Professor Chan's admirable work introducing the class to prominent sustainability efforts in The Bay Area and California at large proved enlightening for informing our project, and placing it within the context of a growing and thriving San Francisco. Carly's unrelenting support and group workshops helped guide our community outreach efforts, encouraging our group to approach the individuals and organizations that contributed invaluable to our project with open ears and observant eyes.

District 4 Supervisor Katy Tang and her staff, notably Legislative Aide Dyanna Quizon, took the time to meet with us and share their support and suggestions for the project. Supervisor Tang's office provided us with a number of invaluable contacts in The Sunset District to further our outreach. Supervisor Tang's admirable commitment to The Sunset District and welcoming disposition immediately affirmed these recommendations' potential for positive impact along Lincoln Way and in The Panhandle.

Mr. Streepy and his 8<sup>th</sup> Grade Class at Lawton Middle School gave us insight on their ideas for Lincoln Way ameliorations in a fun, inviting atmosphere. Without the initiative and enthusiasm of Lisa Pereira, who very generously allowed us to include photos that she took, the workshop would not have occurred.

Our Interviewees and survey respondents – San Francisco Bicycle Coalition members, The Outer Sunset Merchant & Professional Organization, and 45<sup>th</sup> Avenue Neighbors - shared firsthand accounts and recommendations that strongly informed our final recommendations in this project.

Nicole Schneider of Walk SF provided us with websites full of statistics of injuries and collision reports, as well as a wealth of resources on bicycle and pedestrian safety. Steve Schweigerdt of the San Francisco Parks Alliance introduced us to a number of successful and anticipated projects and groups and organizations of interest. We thank them both for taking time from their schedules to meet with us

We would be remiss not to express our infinite gratitude to our community partner, Janice Li of The San Francisco Bicycle Coalition, who spent hours far beyond the scope of her responsibilities scheduling meetings and interviews that strengthened our project. With a vigor bordering on the supernatural, Janice led us through the biking experience in San Francisco and across Golden Gate Park. Janice and the rest of the San Francisco Bicycle Coalition team guided us towards information on Lincoln Way and The Panhandle that we could not have obtained otherwise, and we thank them for their dedication to improving safety and wellbeing for individuals who ride bicycles in San Francisco.

## Project Purpose

For over 40 years, The San Francisco Bicycle Coalition has been working to making San Francisco a safer, happier city for its bikers and pedestrians. Its membership of more than 12,000 makes it one of the largest and most effective bicycle advocacy groups in the country, lobbying for progressive policies and street improvements, and promoting bicycle and pedestrian education. We worked in cooperation with the SF Bicycle Coalition and our community partner Janice Li on the Coalition's recent project, improving access to Golden Gate Park.



Golden Gate Park is a monumental attraction of San Francisco and California, and is recognized around the world. It is roughly 120 years old and hosts 13 million visitors a year. Being such a beautiful natural landmark and experiencing so much pedestrian traffic, it requires a lot of upkeep and innovation to keep the park running up to standard. A master plan of improving accessibility, bike/pedestrian circulation, slowing vehicle speeds, and improving transit

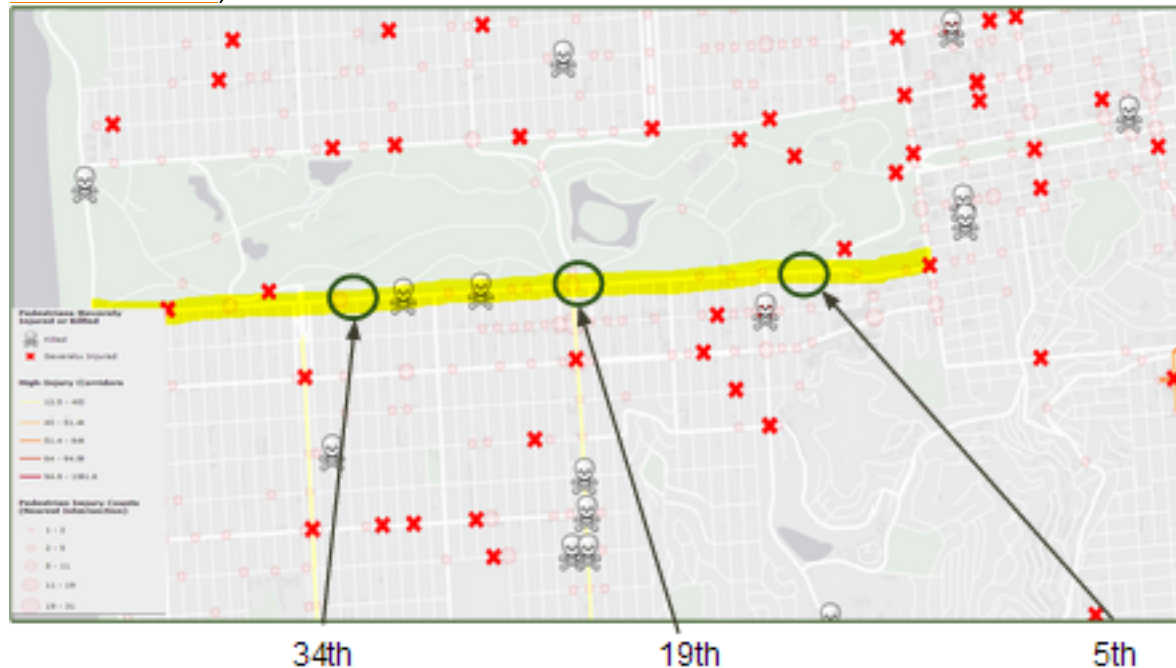
access was proposed by the Rec & Park Commission and with our project we looked to address bike/pedestrian circulation, and vehicle speeds.

Our project involved designing a visionary Golden Gate Park that emphasized the recreational aspect while also taking into account its use as a major commute path for pedestrians. Since Golden Gate Park is such a large area, we focused on one aspect of its borders, Lincoln Way. Specifically, we concentrated on the entrances on Lincoln Way at 34<sup>th</sup> Avenue, 19<sup>th</sup> Avenue, and 5<sup>th</sup> Avenue.



These entranceways allowed for an even distribution along Lincoln Way in which we could assess the necessities of each area and determine the innovation best suited for these areas. They were also the areas of greatest concern in the surveys we conducted because of a high number of pedestrian injuries at each. The entrance at 34<sup>th</sup> Ave. completely lacks a stop sign, 19<sup>th</sup> Ave. is a high injury corridor (high speeds, major intersections), and 5<sup>th</sup> Ave. shares common statistics with the other two in 5+ injuries at or near these entrances (Injury map found on the

([SFGov website](#)).



A common theme we looked to address with this project at each entrance way was the dearth of signage, low visibility when attempting to cross, high traffic speeds, lack of pedestrian refuge once across, and difficult navigation of the park. Golden Gate Park serves not only as a place of relaxation and recreation for pedestrians, but also as a major commuting pathway for those heading to and from work in the city.. With sub-par conditions at major entrance ways to the park there is an increased probability of pedestrian injuries.

As mentioned above, we worked in collaboration with Supervisor Katy Tang (District 4, Outer Sunset) and Janice Li of the SF Bicycle Coalition throughout the entire project. These two project champions and the SF Bicycle Coalition were essential in our project's success. Supervisor Tang has jurisdiction over the Outer Sunset District which is home to the majority of 85,252 people, the most populous district in San Francisco, and borders part of Golden Gate Park via Lincoln Way. Janice Li, our community partner, is one of 15 staff members of the SF Bicycle Coalition and focuses on areas including the Waterfront, the Embarcadero, and the Panhandle, as well as regional advocacy issues.

In continuing the theme set by the Mission Statement of the SF Bicycle Coalition, we worked towards "transforming San Francisco's streets and neighborhoods into more livable and safe places by promoting the bicycle for everyday transportation." We looked to create a more sustainable commute path for pedestrians heading to and from work or simply looking to enjoy the beauty of the park. We learned that implementing new ideas into an area we are not from requires a lot of communication with community members as well as receiving feedback from individuals who possess the expertise we found essential in completing our project. Creating a safer commute path for these pedestrians will lead to further innovations around the parks other borders and ultimately to a safer commute throughout the entire city.



## Literary Review

The Golden Gate Park's Master Plan's goal is "to manage the current and future park and recreation demands while preserving the historic significance of the park." Conceived soon after the Park came into existence in the 19th century, the latest iteration of the Master Plan has long defined the park's loose development. Priorities of the Master Plan as it pertains to park circulation include accessibility improvement, pedestrian and bicycle circulation, slowing vehicle speed, and improving transit access to the park. The Master Plan's mission for a sustainable, accessible park align with and fall within Supervisor Katy Tang's Sunset District Blueprint vision, the first initiative in San Francisco for a district-wide blueprint. The District Blueprint project aims, through outreach to residents and experts, to create a vision under five areas: children & families, public safety, economic development, transportation and safety, and land use.

The Golden Gate Park Master Plan guided our initial list of design possibilities for the entrance ameliorations. Following the American Disabilities Act (ADA) of 1990, an ADA Task Force compiled a guide for the spending of funds to make the park more accessible to disabled visitors. The list included: adequate street parking, accessible park entrances, and coordinated sign systems, lending an added layer of necessity and urgency to the project at hand. Provisions made specifically under the 'Pedestrian Circulation Recommendations' and 'bicycle circulation' further informed our project, as they ranged from a call for night lighting to improve pedestrian safety to the recommendation that roads particularly good for cycling be designated as bike routes. Though general recommendations and guidelines were provided for the park at large, the Master Plan did not provide specifically for Golden Gate Park's overlooked southern entrances.

Our project on improving Golden Gate Park access for pedestrians and bicycles was informed by Project for Public Spaces' "Great Parks We Can Learn From" article, which provided case studies from successful designs across the United States. Jackson Square, New Orleans stood prominent for its mixture of uses and inner and outer park, the latter of which was lined with lively streets that drew visitors in. Jackson Square has little to no vehicular traffic in three of its four bordering streets, in stark contrast to Golden Gate Park which is both bordered and dissected by highly frequented thoroughfares. The article listed strategies for achieving great parks in the image of Central Park and the Boston Public Garden. Like Golden Gate Park, both stand as green hearts of their respective cities.

Professor Deland Chan's personal experience involved in the large redesign project of Chinatown-Broadway Street in San Francisco provided a close, informative precedent to guide our community outreach efforts over our quarter of work. In 2011, the San Francisco Planning Department partnered with the non-profit Chinatown Community Development Center to develop community-based design plans with a particular focus on pedestrians. The three goals - develop a community vision of Broadway, identify locations and opportunities for improvements, and a final street design of Broadway, reflected Supervisor Tang and the SF Bicycle Coalition's requests for our final deliverables. The three public workshops and a final open house for the Broadway redesign, though admirable in their success in their community outreach, reached beyond the scope of our powers within our very limited timespan. The resourcefulness of the project - using language and approaches tailored to Chinatown residents and involving all tiers of society, from large organizations to individual residents - inspired us to reach far and wide in our outreach efforts, all while keeping in mind limitations of a short-term design project.

## Methodology

A series of outreach opportunities allowed us to gain insight on a wide variety of perspectives on the biking and pedestrian experience accessing Golden Gate Park through Lincoln Way entrances and the Panhandle. Through the support and initiative of Janice Li and the rest of the San Francisco Bicycle Coalition office, as well as District 4 Supervisor Katy Tang and her pedestrian advocacy aide Dyanna Quizon, we were able to come into contact with different groups and organizations throughout the Sunset District and San Francisco at large. These community partners directly informed our final design recommendations.

Partner organizations with which we met directly included San Francisco Parks Alliance and Walk SF, who provided an overview of their organizations' work and the structure of their programs and outreach. Nicole Schneider of Walk SF directed us to key resources such as the MTA's traffic control data, the benefits of road diets, the pedbikesafe.org countermeasures site, and the Transit Effectiveness Program, and helped us brainstorm some creative design concepts. Steve Schweigerdt of SF Parks Alliance discussed the initiatives in which his organization was involved, such as Street Parks, Pavement to Parks, and Green Connections, outlining the potential for future partnerships for improving the park entrances and paths.



Individual community members' direct feedback proved invaluable, representing a diverse array of demographics with vested interests in the amelioration of pedestrian and bicycle access in the park. We met first with Alex Cain, resident of 34th & Lincoln and founder of the neighborhood group of the same name, who expressed a frustration with the use of Lincoln Way as a high speed corridor with a disregard for Sunset District residents making habitual use of the park intersections. Through interceptor surveys in Golden Gate Park, we interviewed a young male University of San Francisco student, longtime elderly residents who regularly walked their dogs

through the park, a middle aged woman taking a stroll with her son, and a pair of young parents who had once lived on the northern side of the park. In general, we found that Lincoln Way is avidly used by the residents of the Sunset District to access the park because it is the most convenient park entrance route.

Our design workshop at Lawton Middle School produced insights from a constituent base we would not have been able to communicate with if it wasn't for the assistance of Supervisor Tang's office and Lisa Pereira, an active PTA member at the school. We polled the students on their biking and pedestrian experiences in the city, especially in the Sunset District. We then introduced some design concepts that can be applied for traffic calming and street revitalization to give the students some background to basic street design principles. In the style of a charette, we split the class into groups of three and four, giving each student a blank map of the intersection at 34th and Lincoln and some colored pencils. The students came up with their own design

recommendations, some of which were very innovative (a raised bridge seemed to be the most popular idea!). Each group reported back, and we debriefed from the exercise.



Finally, our online survey to SF Bicycle Coalition members returned more than 100 responses, 80% of whom were current members. The survey supplemented our in-depth interviews with three SF Bicycle Coalition members - founder of Wheel Kids Tim Hurley, longtime member and Inner Sunset resident Martha Ehrenfeld, and urban designer Beaudry Kock. Janice also provided us with a former SF Bicycle Coalition intern's findings on bicycle and pedestrian safety in West Golden Gate Park.

## Deliverables



Intersections are critical crossroads of multiple modes of transportation that must be accessible, visible, and predictable to ensure safety and functionality. These attributes can be achieved through thoughtful design recommendations which consider the unique needs of the location as well as its users. Our project seeks to provide recommendations that meet these criteria and facilitate effective throughput into Golden Gate Park. We offer our ideas for three intersections along Lincoln Way—5<sup>th</sup>, 19<sup>th</sup>, and 34<sup>th</sup>—as well as the Panhandle, all of which stand out for their high volumes of traffic and low commuter amenities. Our recommendations are grouped in three tiers which rank by cost-effectiveness, time- and labor-intensiveness. We believe this organization of our recommendations is decipherable and versatile, as it provides future project developers with many realizable options.

### 5<sup>th</sup>, 19<sup>th</sup>, 34<sup>th</sup> & Lincoln



Above: renderings of the intersections at 19th & Lincoln (left) and 34th & Lincoln (right).

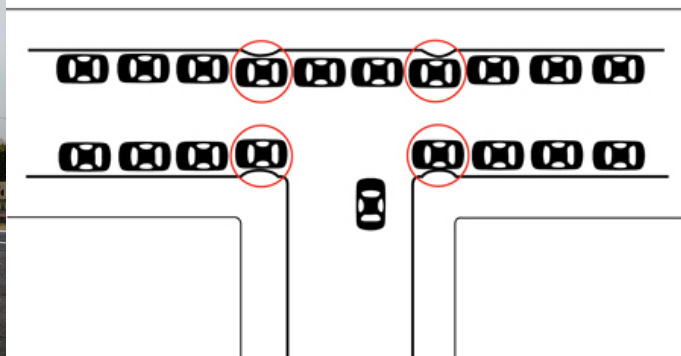


Despite minor dissimilarities, the intersections at 5<sup>th</sup>, 19<sup>th</sup>, and 34<sup>th</sup> Avenues and Lincoln Way reflect many of the same properties. They form the porous network of Golden Gate Park's southern boundaries and thus serve as key entranceways into the park. Although 5<sup>th</sup> Avenue has a small pedestrian crosswalk and the busy intersection at 19<sup>th</sup> Avenue is equipped with a four-way traffic light and pedestrian crossing system, both remain dangerous for parkgoers on foot or by bike. 34<sup>th</sup> Avenue has no pedestrian crossing assistance save a painted crosswalk, and all three entrances lack distinct park signifiers. We thus propose the following "lighter, quicker, cheaper"[1] design approach to these three intersections to increase short-term visibility and legibility. Wayfinding and navigation should be enhanced through signage and street painting. Bike sharrows, a high-visibility crosswalk, and more frequent "Yield to Pedestrian" signs signify that the road is to be shared among multiple uses, while bike routes are

marked with clear posts. The park entrances should be denoted with Welcome signs and navigational maps, and the entrances, medians, and sidewalks alike should be landscaped. These simple but priority measures seek to calm auto traffic and create a more distinct and prideful streetscape.



T-intersection



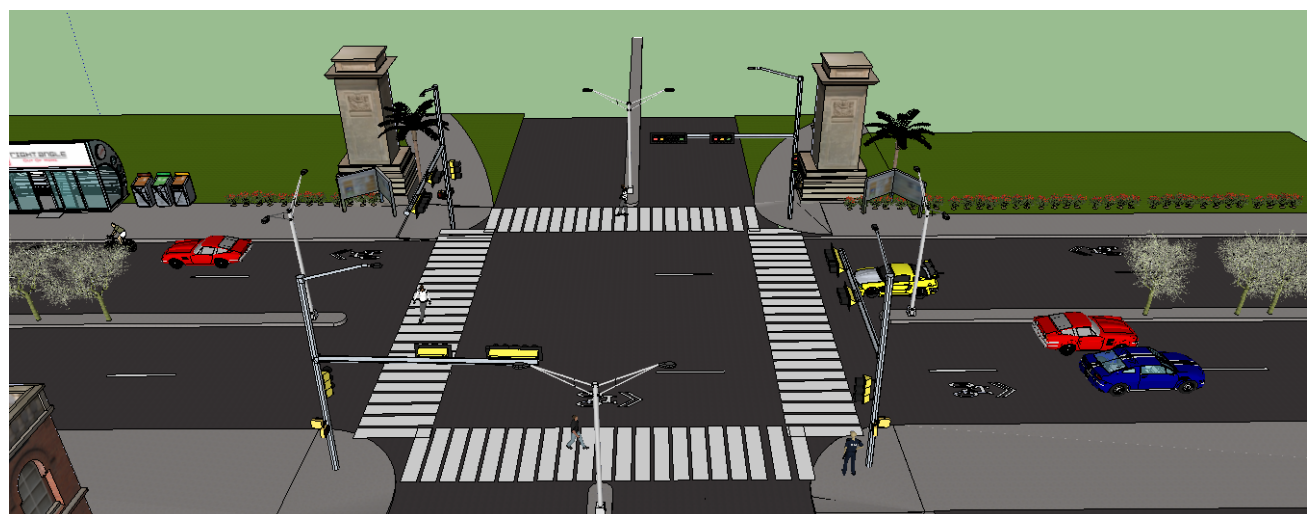
A second, more labor-intensive—but still highly important—round of priority measures includes removing the four innermost parking spots in the intersections to increase pedestrian visibility. Bus stop amenities such as shelters, schedules, and live timetables should also be added. This suite of recommendations can mostly be achieved with signs and paint, but their simplicity and user-friendly intuitiveness could make an immediate difference on the street conditions.



The next tier of recommendations involves small-scale construction and implementation that would proportionately increase intersection safety. A rectangular rapid flashing beacon is a pedestrian-activated, solar-powered flashing light which announces pedestrian crossings to motorists without constantly disturbing the flow of traffic. Recommendations which reduce pedestrian and bike street crossing distances include pedestrian median refuge islands and curb bulb-outs. These features comply with ADA regulations and would help parkgoers cross the street with ease without fighting against the traffic.



Our final recommendation is a complete street road diet which reduces traffic along Lincoln Way from four to three lanes while repurposing the cut lane into a designated bike or bus lane, sidewalk space, or parking. This measure is the most effective for pedestrian safety since it drastically shifts the street focus away from cars and towards pedestrians and bikers. However, a road diet on Lincoln Way may not be the most practical seeing that Lincoln Way is one of two major East-West corridors in the Sunset District, and efficient traffic throughput



The Panhandle presents a panoply of design challenges separate from the Lincoln Way intersections since it is such an intense node in the city. As one SF Bicycle Coalition member

responded in our online survey, “The Panhandle is the most dangerous part of my route due to the multitude of different groups using the northern bicycle path...pedestrians, tourists (walking and cycling), children, runners, unsafe/fast bicycle riders, etc.” This was a similar sentiment among respondents and we thus prioritize the need to differentiate routes based on use. Those who choose to bike and those who choose to walk should not share an overcrowded path, as this will inevitably lead to accidents. We recommend separating the bike and pedestrian entranceways and improving signage and wayfinding devices to facilitate this separation. We propose landscaping, improved evening and night lighting, and bike sharrows as further countermeasures. Additionally, respondents repeatedly complained about the quality of the pavement at the Panhandle as an impediment to safe biking. Our most robust recommendation, therefore, is a complete redesign of the Panhandle which includes widening the intersection to account for designated bike lanes and repaving the street. While costly and time-intensive, we believe that this final recommendation would highly enhance the pedestrian and bike experience when entering Golden Gate Park from the Panhandle.





## Conclusion

We hope to see the ideas and innovations we presented implemented in the coming future. We believe that in cooperation with our partners and our original ideas we have allowed for a good base for other innovations around the city and park to begin. Park Circulation, safety, and accessibility need to be the focus for Golden Gate Park and the city alike, with five key visions in mind: children and families, public safety, economic development, transportation and pedestrian safety, and land use. With the support of the San Francisco Bicycle Coalition and potential funding sources such as Parks Alliance Parks Partners program, MTA, and grants, San Francisco as whole will become a safer place for pedestrian commute.

With an increased amount of time and funding, similar projects in the future can allow for San Francisco to become completely pedestrian- and commuter- friendly. We believe that with ideas similar to ours we can greatly reduce the number of pedestrian injuries and effectively promote biking and walking in the city.

As for a more immediate impact, it would be great to see the SF Bicycle Coalition continue their goal of educating the public on safe commute for both cars and pedestrians. Hosting community events that bring the Sunset District and surrounding neighborhoods into the park more could be a great way to promote biking and walking as well as provide a fun outlet for the community itself.

We are extremely grateful for the opportunity we had to work with the SF Bicycle Coalition on this important project. We each took away so much from the experience of service learning and the real-world applicability of our project. We would like to thank every community partner who contributed to the success of our project, especially Janice Li and the SF Bicycle Coalition as well as Supervisor Katy Tang. We hope our project helped form a lasting connection with these venerable community partners.

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## Appendix

### SF Bicycle Coalition Member Online Survey Relevant Statistics

#### *Membership Status*

Question: Are you currently a member of the SF Bicycle Coalition?

Response	Results	Percentage
Yes	95	81.2%
No	20	17.1%

#### *Frequency of park visit*

Question: How often do you visit Golden Gate Park?

Response	Results	Percentage
Rarely	0	0%
2-3 times per year	2	1.7%
Once a month	21	17.9%
Once a week	30	25.6%
2+ times per week	64	54.7%

#### *Most Frequent Mode of Transportation*

Response	Results	Percentage
Walking	23	19.7%
Biking	95	81.2%
Public Transit	3	2.6%
Car	25	3.4%

## Greening Lincoln Way

### Regular Routes for Entering Golden Gate Park while Walking or Biking

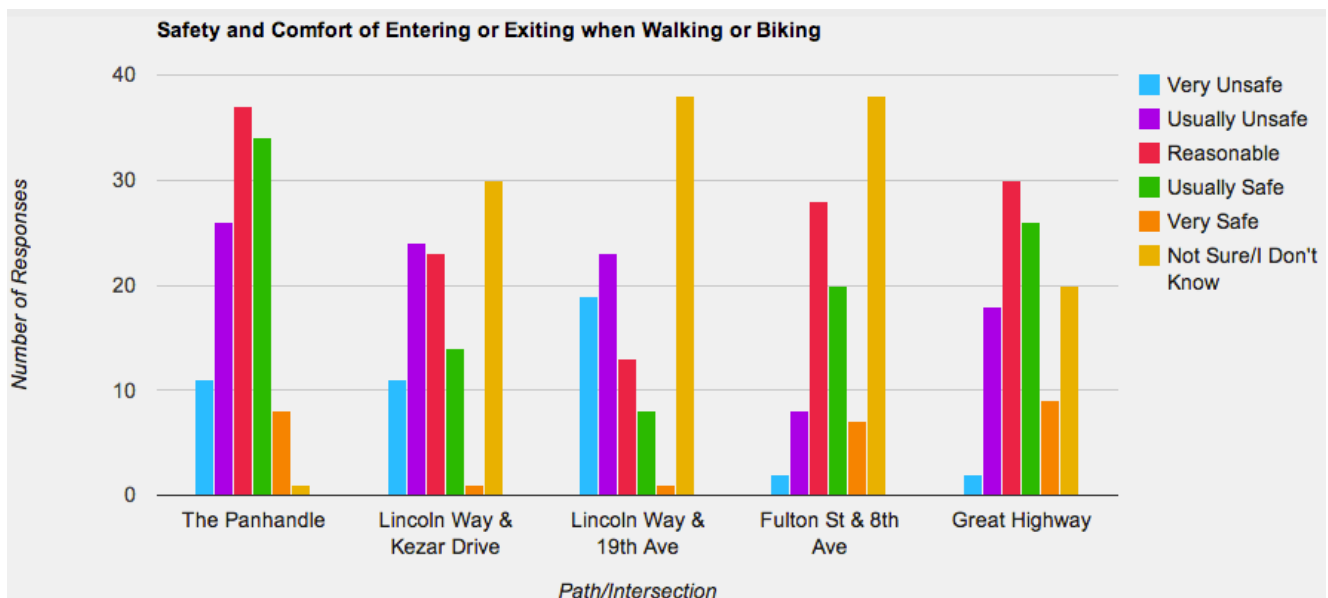
Question: What routes do you regularly take to enter Golden Gate Park when walking or biking?

Response	Results	Percentage
Panhandle to JFK Drive (at Stanyan St)	101	86.3%
Fulton St & Arguello Blvd	37	31.6%
Lincoln Way & 9th Ave	28	23.4%
Lincoln Way & Kezar Drive	27	23.1%
Lincoln Way & 25th Ave	10	8.5%
Lincoln Way & Sunset Blvd	9	7.7%
Fulton St & 25th Ave	9	7.7%
Lincoln Way & 19th Ave	7	6.0%
Fulton St & 36th Ave	5	4.3%
Other	49	57.3%

### Regular Routes for Exiting Golden Gate Park while Walking or Biking

Question: What routes do you regularly take to exit Golden Gate Park when walking or biking?

Response	Results	Percentage
Panhandle to JFK Drive (at Stanyan St)	102	87.2%
Fulton St & Arguello Blvd	50	42.7%
Lincoln Way & 9th Ave	32	26.5%
Lincoln Way & Kezar Drive	26	22.2%
Fulton St & 25th Ave	11	9.4%
Lincoln Way & 19th Ave	9	7.7%
Lincoln Way & 25th Ave	9	7.7%
Lincoln Way & Sunset Blvd	8	6.8%
Fulton St & 36th Ave	6	5.1%
Other	44	37.6%



## 45th Avenue Neighbors Online Survey

#	How long have you been involved with 45th Avenue Neighbors?	How long have you been a resident of the Sunset District?	How often do you visit Golden Gate Park?	When you visit Golden Gate Park, what is your preferred means of transportation?	If you bike in the park, please describe your overall biking experience:	Have you ever accessed Golden Gate Park via Lincoln Way?	If you answered Yes to Question 7, please rate the accessibility of Golden Gate Park via Lincoln Way:	Elaborate on your rating to Question 8:
1	10 years	17 years	Run in the park 4-5x/week	Running or walking	n/a	Yes	5 (very accessible)	We are just a half block from the Boat Playground in Golden Gate Park. There is a stop sign for cars there, but you have to be careful crossing.
2	At least 10 years	20 years	Once a week	Walking	n/a	Yes	3 (moderately accessible)	There are only 2 auto entrances in the near vicinity which is usually enough. But with special events (concerts, races, etc) traffic to the other side of the park is incredibly difficult. The bottleneck, illegal parking and LA

## Greening Lincoln Way

								freeway-like traffic jams near the beach, where we are, are colossal.
3	2 years	10 years	Once a week	Walking	n/a	Yes	2	Car traffic is very fast and not yielding. On weekend, cars parked everywhere and obstructed the view of pedestrian and cyclist, esp. jaywalkers. I have personally seen car hit cyclist and it is very sad.
4	9 years	9 years	Once a month	Walking	n/a	Yes	2	Entrance at 45th ave is dangerous. Cars often run stop sign.
5	2 months	2 months	2 or more x/week	Biking	I commute to work via bike most days. It's generally a good ride, though pavement conditions along Chain of Lakes drive between MLK and JFK are awful,	Yes	3 (moderately accessible)	The crosswalk at 45th is fine, being at a stop sign and far west enough to not have significant traffic at most times.

					and MLK's not great between 45th and 25th.			
6	3 years	6 years	2 or more x/week	Walking	n/a	Yes	1 (unsafe & inaccessible)	stop sign that motorists don't heed
7	2 years	2 years in current house	2 or more x/week	Walking	n/a	Yes	3 (moderately accessible)	The cross walk is tricky....yo u need to make sure cars are going to stop at stop sign....we have had accidents here.

## Outer Sunset Merchant &amp; Professional Association Online Survey

Participant	For how long have you been a member of the Outer Sunset Merchant & Professional Association?	For how long have you been a resident of the Sunset District?	How often do you visit Golden Gate Park?	When you visit Golden Gate Park, what is your preferred means of transportation?	If you bike in the park, please describe your overall biking experience:	Have you ever accessed Golden Gate Park via Lincoln Way?	If you answered Yes to Question 7, please rate the accessibility of Golden Gate Park via Lincoln Way:	Elaborate on your rating to Question 8:	If you answered No to Question 7, which route do you typically take into Golden Gate Park?
1	2 years	10 years	2-3 x/year	Driving	n/a	Yes	3 (moderately accessible)	there are only a few driving entrances to the park from Lincoln so this is moderately accessible by car	n/a
2	5 years	19 years	2 or more x/week	Driving	n/a	Yes	4	Therer is a turn- controlled intersection, crosswalk and pedestrian path, bikes have full use of the traffic lanes	n/a



## Golden Gate Park Interceptor Interviews

Subject Description	Are you a resident of the Sunset District?	Where do you live?	For how long have you lived in the Sunset District?	How often do you visit Golden Gate Park?	Which entrances do you use when you visit the park?	Which means of transportation do you use when you visit the park?	Please describe your experience on Lincoln Way	Do you have any recommendations for how to improve Lincoln Way for pedestrians?	Other
Male, student at SF State	Yes	25th Ave	Few years	3-4x/week	19th Ave	Walking/jogging	Safe, not as many entrances as he would like, bad bus stops	n/a	n/a
Male, mid-sixties, walking dog	Yes	34th Ave	Whole life	Every day	34th & Lincoln	Walking dog	Mostly controlled except 34th & Lincoln, biking is better than walking	Improve pedestrian access at 34th & Lincoln	Used to be a stop sign at 34th & Lincoln; emailed mayor's office about dangerous conditions but no response
Middle-aged woman and teenage son	Yes	31st Ave	1 year	2-3x/week	30th & Lincoln	Walking	Generally fine except crossing the street; trails are well-maintained (son)	As a driver, "hate" to see more traffic lights and stop signs	
Two middle-aged males	Yes	36th & Arrillaga	40 years	Almost daily	Sunset & MLK	Walking	Travel to Sunset & MLK, which is the safest way in	n/a	n/a
Young parents with baby & dog	Yes	34th Ave	2 years	Multiple times/week	34th & Lincoln	Walking	Easier to access the Southern side of the park than the Northern side	n/a	Lived for 10 years on the Northern side of the park; Northern side has more traffic and fewer designated entrances than the Southern side

## SF Bicycle Coalition In-Depth Member Interviews

February 21, 2014

3-6 p.m.

SF Bicycle Coalition Headquarters, San Francisco

## Respondent 1

Amy Describes projects

That would be pretty great, a complete street diet. Do you have background data like traffic counts that you can bolster your argument about what the impacts might be or will you be getting them?

Amy- How long have you been a member of the Coalition?

Probably about 10 years or so I would guess.

Janice- I think everyone that has been here have been members for quite a bit.

Amy- so I'm assuming that you are pretty well involved in the Bicycle Coalition?

R1- not as much as they would like me to be (laughter). But somewhat.

Amy-Is biking your primary mode of transportation?

R1- it's about equal depending on what I'm doing.

Amy-So equal to driving?

R1-Unfortunatley yeah, I do a lot of cross town trips that I have to make with my kids for school and unfortunately it doesn't work for the bike, so unfortunately we are in the car, more than I would like.

Amy- Do you bike with your children around the city?

R1- I do

Amy- How is that, is that safe?

R1- Haha... that is a huge topic umm.. yes I do feel comfortable with my kids riding and they feel comfortable, BUT THAT IS A RESULT OF THIS ORGANIZATION CALLED WHEEL KIDS. If it weren't for that and the things the Bicycle Coalition does I would say no, I am not comfortable. So.. yeah now it really is a result of a lot of education and practice not certainly not intuitive understanding of how to ride in the city.

Amy- So probably lessons you've imported on your children, being an avid biker here too?

R1- Right

Amy- So it probably is a unique situation

R1- IT is and I am an LCI lead cycling instructor for the league of American bicyclists so I guess my technical knowledge of cycling will be a lot more than most peoples of riding in the city. So everything gets skewed in that direction. And I am also an urban designer architect so.. so I guess my background on this is more than others. Um but I don't know if I can represent the average answer, but we will see.

Amy- what are some of the big initiatives you've had with that? Maybe what has worked in terms of increasing bike safety?

R1- Well.. Wheel kids is basically or primarily a summer camp for kids so what we are doing is getting kids to come ride with us for a week at a time, mostly in the summer as a means of exposing them to the city and to the Bay Area, but by virtue of being out on their bikes and so we are doing a couple of things one is just riding with them messing around like kids on bikes do. You know, having fun but then as a part of that, a somewhat covert part of that instructing them in safe/ effective cycling skills so for us it depends a lot on the age group we have in any particular week so a lot of it is just familiarity with the city, with riding in general, because we AS A SMALL BUSINESS CANT REALLY INFLUENCE THE DESING OF BICYCLE FACILITIES OUR POLICIES. We really emphasize environmental awareness on the part of the kids and basically that means paying attention to what is going on around them because no matter how good your bike facilities you might be riding in Copenhagen or you might be riding somewhere in SF, IF YOU ARE NOT AWARE OF WHAT IS GOING ON AROUND YOU, THE LIKELIHOOD OF DANGER IS GREATER. So that's what we really try to emphasize with them, and you know in terms of big issues for us it has been more from the business perspective than a bicycling perspective. We really concentrate on areas where we can ride adequately and safely with our kids. We are hoping to move our location closer to Golden Gate Park, so we might be using the Park much more and the neighborhood, so.. uh.. the Richmond and maybe a little bit of the Sunset more than we have in the past, so it will be interesting to see what kind of conclusions you come to, we will probably be in the North side of the park, but I think Fulton is very similar to Lincoln.

Amy- What you are saying makes me think workshops would be of more value.

**R1- Right, so from your perspective, if people are not aware of how to use new facilities it is still going to be a struggle so, for instance Janice.. with the counter flow lanes on Polk. I am just fascinated by that, but my wife who is not a avid cyclist would say "How are people going to know how to use that?" So is there going to be an education component on both sides of how to use that? I mean same thing for something that would happen around the park.**

**Janice- So this is what happened with JFK the first I don't know maybe month after it went in was people were like "WHERE DO I PARK?"**

**R1: Yeah and people were denigrating it because they didn't understand it.**

**Janice- and there were a lot of complaints that there was not enough education or MTA publicizing of clearer street way funding, bike land indicators, etc.**

R1- Yeah so for instance with Lincoln any sort of improvements there could really be augmented by clear signage up toward Erving directing people to the good, hopefully safe, crossings.

Amy- Is there a set curriculum with the kids during the workshops?

Games so yes every Monday during our summer camp we do a bike circus, others do a bike rodeo, but we found clowns are more fun than cowboys that's my term I created that, so we do bike skills training and again it depends on the skill level of the kid when they come in it'll be everything from how do you just handle your bike how do you keep it up right and if we find that some kids do well with that, then we will do things like um... uh... scanning, observing, over the shoulder ya know? Signaling awareness of other users, one of the things I love to do which is very hazardous is I will just walk in the middle of all these kids riding their bikes, because that is what tourists do, sometimes Ill stand there with my phone and the kids will be completely oblivious and

the kids have to deal with that and at first they don't know what I'm doing and they just think its crazy and eventually they catch on and go oh not only do I have to pay attention to riding my bike and all the rules of the road, but I also have to pay attention to this idiot who is not paying attention, so we will just use a variety of techniques like that to make sure that they're really just being aware of everything around them to um and what else.... Again depending on the skill level or maturity we will also do some direct on street riding skills with them, maybe on a quiet residential street, or Richmond, and we will talk about matching intersections uh... parked cars.. lane placement you know all those things that we can try to make sense of for kids.

Amy asks question at 10:20

For sure and in the case of your project with Lincoln being a one sided street with t intersection it kind of lends itself to higher traffic speeds, 35? But that is not followed. And in some blocks there is parking and some blocks there is not, you know parking usually slows things down, parking along there is hazardous, riding along there is hazardous, there's no sidewalks on the park side so its really a speed corridor. For motorists, which I've always found ironic, being right up against this beautiful, pretty much pedestrian oriented place and pan handle

Janice- and also the park is used as a major commuting way to down the line this is sort of the first step to getting solid walking into the park

R1- right, so do you know the history of the freeway system in this city,

Amy-somewhat

R1- So there was a plan for parallel freeways on both sides of the park, so at least we don't have that.. ha ha but I mean we still have a very high speed corridor on both streets and the city is not bisected by high speed express ways like you find down in the peninsula, so people do tend to use routes like that for their commutes, which ya know I can understand, um.. so its tough, from a complete streets perspective it is really hard because you have super competing interests and I guess Irving for part of it it's a commercial corridor, so its not appropriate for a commute situation, so it's a tough design project, its really hard.

Amy- so when you visit the park what means of transportation do you normally take

R1- um.. bike I guess, yeah, with a few exceptions, if my kid has a soccer game at the goal field we will maybe drive, but ordinarily I go in on bike.

Amy- and how often do you go to the park

R1- Not a lot right now, maybe once a month, I think that'll hopefully that will change into daily, and I do I'm coming in from downtown so I am using the panhandle route

Amy- and where do you live the city?

R1- Right right down here

Amy- when you are going to the park it is actually kind of a trek to get there on bike

R1-there really are some decent routes to get there, its not bad for me, as a seasoned city rider, I think others might find it fairly long route

Amy- talks about bike tour

Janice- describes route we took

Amy- I guess just a general question for someone who has biked a lot, what do you find works best for cyclists, and what works worse, ya know different corridors?

R1- um... I think I want to say, that dedicated bike facilities work best, but we don't have too many of those in SF, um.. we do on the Embarcadero, we do on JFK, we are getting a few more, so that is not really a fair thing to say, because we cant really model it, I would say clear route finding, I think it is really important to have good navigational tools, so things like the wiggle are outstanding for getting around the hump I hardly ever go on the wiggle so I cant say much about it, I come in from downtown and ill have to go along, oh gosh what the street name, Mccalester kind of wiggle, so the better the signage the better it is for all cyclists, because you don't have to think about missing the steep hills or you can focus on the quieter streets or just more appropriate ways of

getting around so maybe I think that's critical one thing they have focused on Valencia is the timing of say traffic signals and doing a green wave, for a lot of routes like again my route from downtown to golden gate park there aren't that many signals, so its such a cyclical kind of experience and I am manual good at following the traffic rules because I kind of have to as an lci, it would be bad if I didn't.

But when I'm riding with others, they just hate it because I am stopping at every stop sign, that constant starting and stopping is very tough, so if there could be some bike boulevard. that are really dedicated toward continuous easy flow for cyclist, but also traffic coming structures so there isn't free flow for motors. If there were ways of putting in small roundabouts bulb outs all those things that kind of create friction for motorists, but let cyclist go efficiently. I think its clarity and kind of street design provisions for cyclists that make it an easier process, and I think that would work, not only for seasoned riders, but kids, families, anything you can do to make that experience easier for them and feel safer for them is critical and will make them go out. That's a lot of the reason why people don't go out per se.

Amy- talks about Lawton Middle school and the ideas the kids had

Yeah its always fun when people are coming at it from an intuitive perspective and are talking about the same things in a different light.

Are there particular, you mentioned 34<sup>th</sup> Ave. and I am trying to think of some other, 25<sup>th</sup> I know has a vehicle entrance, and there is a pedestrian entrance 1 or 2 blocks away from there. Which maybe like 34<sup>th</sup> is very unmarked. There is another one at 22<sup>nd</sup> that I think 22<sup>nd</sup> does not have the entrance, but there is another one. I know that there are a few of those, they are kind of like little stealth entrance points. This map doesn't help, because it is triple a, I haven't found a good map of Golden Gate Park, it might be good for your presentation to have a map of the park, for contextual. Something that maps out those pedestrian entrance zones, will help the people you talk with and the community, and say you know say what's going on at this point here and how can we work with that. I think something interesting for you would be to ask, why are pedestrians crossing at these points, you know where are they going. What kind of connections are made through where these people are entering? There are places along the park, for instance where the armoureden is, where there is no sense having a crossing because you cant get into the park. Similarly west of 19<sup>th</sup> it is mostly porous, but there are only a few places were you can actually get in on a path. I think knowing that hierarchy of typology of access would inform your decision making because then you could really own in on higher priority of crossings.

Amy- talks about stop light system on 19<sup>th</sup> and where to start

I mentioned traffic counts, but I don't know who would have it, but if there is data on pedestrian. And traffic counts that would be useful, you could see stratification and study why there is a cluster of activity at a particular place.

Amy-Talks about interceptor interviews and what we found (walking into access areas by where they live) and danger involved.

Its almost like a neighborhood park, despite being a city wide or regional attraction, which I can understand if you live near the park.

Well good luck, it's a great topic

Amy-Thanks and we will send you a follow up email about presentation.

Janice- Talks about enormity of project

Janice- thanks and talks about wheel kids

R1- it's improving, I am working with a lot of people to try and lease Fulton playground, which would be super cool.

So I wanted to ask you two, do you live down here in the city or in Palo Alto

Amy- gives detail of both her and Laetitia.

R1 asks about summer arrangements

## Respondent 2

- Lives on 6th and N. Judah - Inner Sunset
- Inner Sunset Neighborhood Group - wanted to place a plaza, meeting didn't go well, got notice that 30 parking spaces would be removed on Irving - end of plaza idea
- Person killed on N. Judah - wanted to move stop onto the other side so ~~~~~
- Supervisors Tang, Yi, Breed all cover Sunset
- Moving the N. Judah would move the parklet?
- Entrances are neighborhood pet peeve
- Bikes in at 5th Ave, from all directions
- Sometimes jogs in
- Sometimes leaves through 7th - running, never biking
- No sidewalks - people ride their bikes in on sidewalk, south of Lincoln to cut in
- Bus drop offs are super dangerous - #29 bus is horrible
- Sometimes goes in on 9th if going to the Botanical garden
- Along Park (3rd) or panhandle
- Plays tennis - go to tennis courts, too
- 40% bike, 40% transit, 20% car
- Only recently noticed bike light and transition into the panhandle (detour, while most bikers just go straight)
  - Bike signs are very sophisticated
  - Looks at map every time before going into a new place
- Bike lanes sometimes just stop
- SF biking vs others - less stressful than NY



- No one is racing through, better bike lane marks (goes flattest, not shortest way), four-way lanes means more stopping
- Bike share system in NY a little friendly
- Ideal place to bike in SF - Fisherman's wharf, Christy field, GGBridge, ferry & back → the ultimate
- Opening other side of the bridge just for bikes would be nice
- Specific design features
- Light in Masonic (delay light), where panhandle is hit
- Being used to cars looking for you
- Some cyclists on the Wiggle won't stop for pedestrians
- No redesign, but partly wayfinding on panhandle
- No biking at night - safety in numbers
- Entrances - placemaking - unique signifiers/maps for design
- Permanent tracks along sidewalk - cute paw prints?
- Bus shelter at 9th & Irving - Cal Academy alligator never came to be
- Entrance is dangerous - prefer pedestrian sidewalk to bikeway
- Back entrance to Botanical Gardens - allow more than just employees

**Respondent 3**

- 3:00 pm interview
- Entrance to corridor is 'sketchy'
- Member since October & increasingly involved, in SF now 1 yr, lives in Richmond
- Usually accesses through Botanic garden, rarely Lincoln Way
- 'Diabolical' experience
- Usually biking or walking
- Northern entrances/Kezar Drive/Panhandle all horrible, difficult to get in, car heavy
  - Asphalt's broken up, entrances steep
- Lagoya - getting to the park is fine, getting through the entrances is hard - half-assed
  - Car heavy
- Biking/wayfinding
  - Poorly mapped, too many cars (thoroughfare), doesn't feel like a park
  - Restricted to lodge areas if trying to escape cars
  - Why are there 2 major highways on both sides?
- Sunday - park car free, but bikes are still there
  - Big weekend riders zip through
- Light at Fulton (northeast corners) - take forever to allow pedestrians
- Bikes around the city for everything - no car, hates Muni
  - Efficient route, minus the hills
- Works best - on market, divert cars off the street (pleasant for bikers)
  - Sharrows/separate parking not as good as just having fewer cars
- Works worst - many vehicles on road
- Market should be completely (or at least 50%) car free
- East-west streets need better attention to bikers - fewer stops/lights
- Increase priority for travelers
- Lived in UK - London & Oxford for 2 yrs; Boston

- Boston same as SF in terms of bike development
- London & Oxford have no bike facilities
- PhD urban planning
- Works on electric vehicles

**Respondent 3, 4 p.m. - 5 p.m.**

i'm amy, i'm a sophomore at stanford and an urban studies major

i'm laetitia i'm a junior and also an urban studies major

and we're in a course called sustainable cities and it's a service learning course so there's um four projects and the idea of the course is that students are involved in different projects so ours is the bicycle coalition um and we're working to improve pedestrian and bike access to golden gate park especially along lincoln way and also the panhandle

cool

so our other projects include increasing caltrain ridership creating a farmers market and working with the anti eviction project

cool

and so that just gets you an overview. and so so far for our project. and there's also another member of our group he's just not here today. so we 've been in this lincoln way corridor it's very dangerous yeah very four lanes very trafficked pedestrians don't really have a choice but to stand and wait for cars

mmhm

and then once they get across the street there isn't a sidewalk and the entrances into the park are basically nonexistent

yeah tell me about it

yeah it's little bit

sketchy

yeah that's the perfect word. so um our project is two fold: coming up with design

recommendations for the corridor and like also the entrances into the park and likely maybe giving directions to people once they get there of like where to go from there

cool

um

so that is that's about what we've been doing so far we've been doing interviews like in the park intercepting park goers ahh surveys to members of the sunset district we ummm went to a middle school in the sunset district this morning did a workshop with the eighth graders there so lots of different ah venues for community outreach just to get the most comprehensive feedback as possible so with that um how familiar are you with uh this area that we're our study area um i mean i live just in the area up here so reasonable familiar with golden gate park but also i i mean i've come down uh i don't usually come into golden gate park from that side and if i come it'll be from the side of the botanic garden um i mean i've spent enough time in this area so i'm familiar so

okay

i'll often come down in the park and um i rarely cross into this

okay so when you're in this area is it just for recreation or for work or

yeah it's for recreation

okay so when you come into the park are you normally biking walking driving

uh biking or walking

okay and so what is that experience like

pretty diabolical \*laughter\* not really i mean i really only use these northern entrances where i'm

really uh they're car dominated and this one's terrible and kezar drive is terrible

right

um and coming from the panhandle here is just like a suicide mission cuz no one has any clue

what to do and a lot of entrances on that side are just very difficult to get in as a pedestrian or a

cyclist cuz the asphalt's all broken up the arguello drive entrances like very very steep and that's

no one's fault in particular but it's also been uh traffic so you know it's not good all around

right so not only like getting to the park but once you get in there

well getting i mean arguello's fine i mean actually getting to the park that's not the problem it's like

those entrances on this top corner that just terrible and they're kind of half assed ya know

\*laughter\* it's a beautiful park but you wouldn't know it

exactly. really similar thing going on along lincoln way is that you can get this is like 34th like right

over here tis is one entrance we've been focusing on so you can get and like there's a little post

and then uh it kind of just falls into this like dirt ravine \*laughter\* and it's like okay so what does a

biker do now and even a pedestrian

yeah really

so is that kind of a similar thing?

yeah pretty much yeah

okay yeah that's what we've seen along um lincoln way and then once you're in the park like would

you say that biking is like not even biking but like wayfinding and um signage would you say it's

relatively clear

i mean on the main road wayfinding is okay just the paths are terribly signposted and poorly

mapped as well and there's too many cars and there's this whole jfk is you know a thoroughfare

and all these i mean it's not that they're moving fast but there's always somebody pulling out or

yeah it's never you can never relax it doesn't feel like a park it's like three strips of park with roads

in between

so basically you want to get like the nice park-going experience you have to park your bike and

then

yeah i just to into \*something indiscernible at 4:37\* some large areas that don't have any roads in

there you know

mhmm

it's very ... if we could get close to that

right, yeah i mean one thing we've really noticed is um that the park serves as a thoroughfare for

San francisco and that's how it is

right

so definitely try to mitigate that eventually

yeah i just feel like see why a park needs two major highways on both sides i mean this one and jfk

\*laughter\*

janice: great questions

\*laughter\*

amy: yeah that's definitely true

janice: just quickly i know that their focus is really on the sunset side but on the richmond side of things i'm leading the arguello project it's getting repaved a couple of years down the line uh i mean i'll let you know a little bit more but basically just like this we're just having committee meetings we're just bringing our members in, supervisor's office has been really good on that, supervisor mara over there, and mta is also pretty interested

beaudry: great

j: particularly on how we can improve that fulton street exit um one thing that was mentioned and this might be worth mentioning that sunday the park is car free doesn't mean that bikes can't go through

b: right

j: so even though sunday is closed people don't expect cars to be coming down here because they're not, but they're also not thinking about bikes who are coming out of here and who are going to be very tricky this is uh, arguello's a major route connecting the park to the city and rec riders, big weekend riders, bike tourists

b: well also there's i mean there's fulton/\*standing? some street name? 6:08\* intersection and if you happen to be on like the north west corner of that intersection it can take you like 45 min to get to the southeast corner of that intersection if you try to get to the bus stop. the number of times i've tried to get a bus from there and missed it because i was waiting for like a ten minute light. i mean there's lights on both sides but the timing because they have like a left turn and then that lane is a right turn you definitely do not feel like you're a priority

amy: yeah like definitely same on lincoln even on like 19th avenue it's like a major corridor

b: right

a: um there's a light there - still unsafe. and quite unclear where to go, and then 34th there's no light but it's the same, you can, pedestrians wait for a very long time and don't cross, they're just kind of left to their own devices

b: mhmm

a: yeah so do you bike um so kind of extending out of the park do you bike around the city a lot, for what purposes do you bike around the city?

i mean everywhere cuz i don't have a car and i mean i hate riding on the muni if i can avoid it so \*laugh\*

us too

b: i mean in principle it's a great system but you know i mean the number of times i've taken the bus downtown and like stopped halfway to change bus drivers and ten minutes later i was sitting there so after enough experiences yeah i bike pretty much everywhere

mhm and is that an efficient way to get around do you think

b: oh yeah i mean the hills are pretty hard but

a: \*laughter\* yes, yeah we took our first bike tour a few weeks ago and we had never ridden a bike in the city so

b: ah yeah? it should it should i mean it should be a fun adventure not like a scary one but

l: it was mostly fun, it had its very scary moments as well

b: ah yeah

a: yeah we went down one hill, took the left hand on octavia boulevard \*laughter\*

b: oof, yeah

l: janice wanted to show us

janice: i just wanted them to feel it for themselves and then it was pretty terrible, after i turned around i was like hmm it was pretty bad \*laughter\* yeah

b: i don't even go near \*page(?)\* octavia \*laughter\*

a: \*something unintelligible at 7:53\* so as a person who bike- cycles a lot um around the city what do you think works the best in terms of bike infrastructure and then the worst



b: in terms of what exists already or what?

a: right, exactly

uhmmm i probably i mean like on market like a lot of the i know some of the streets after you come on they divert cars off so that makes market a very pleasant experience, i'm often going down um golden gate uh to um along the caltrain so yeah it's um very nice to have it just uh it doesn't really matter whether a sharrow is on the road or separated bike parking just having um fewer cars makes it such a different experience i mean i'll take i'll take over m- uh mccaulester over golden gate even though it's a bit further for me cuz it's quieter and it's more pleasant i mean i don't have to worry about any vehicles

a: right:

b: i think that uh that just to reduce the number of vehicles is great

and so that sort of answers the worst question two like having a lot of vehicles on the road is an impediment to biking

oh yeah absolutely

yeah? so in terms of like if you could envision like a better bike corridor what would it include for you?

uh for my personal needs or for in general in the city?

um, either or

ummm market street should be car-free and the huge i mean from as far down from the castro down ideally right but it would you know at least half of it should be car free uhmmm there should be better attention to priority for bikes on some of these east-west streets right now for like mccaulester like every other block has a stop sign or a light so if you're going up hill doesn't matter so much cuz you're going slowly but if you're going downhill and like particularly where it gets pretty steep around alamo square i mean you're stopping like every two minutes when you should be able to really get up into the speed or actually get somewhere so it kind of removes the benefit of being on a bike um

definitely

yeah

cool and then, so that's sort of for the city in general, and then for personal it's also car free

b: yeah yeah just fewer cars and more attention to people who are moving on bikes and walking you know increase the priority for those travellers

mmhm, cool, and in terms of your involvement with the Bicycle Coalition, you're a relatively recent member? uhm

yeah

a: and so, how involved are you, what's your experience been like so far

b: i mean, they do great work, uhm i haven't been as involved as i want to be, i saw the notification for the villa rouge chat around la goya

j: oh yeah

b: i just couldn't make it . i'd love to get more involved, i just, this is the first time i've had a chance to, to be more involved

a: mhmm are you a recent resident of san francisco?

b: yeah, been here a year

a: okay, and so from where you moved from was there good biking situation there

b: um so i was in the uk for a couple years before moving here, and i was in london and oxford, and london has pretty diabolical bike facilities, oxford has no bike facilities but everyone rides, so it's an experience \*laughter\* um i was in boston before that and uh it's about the same as san francisco now uh in terms of facilities

a: okay, so what's like, oh it wasn't coming from a great planning place and to like, here no no no, i didn't come from amsterdam or something, no

awesome, cool. do you have any other questions?

j: no, but i do want to talk about market street

b: yeah

j: so it's been really touch, you guys just met paolo, he's the one leading that, he's our business and community program manager, market being the business corridor, uh he's the lead there, but we're all helping out, we're really pushing for at least increasing the car restrictions and the car free pilot at the very least

b: right:

j: the issue has really been that the mta has been very slow on project delivery, we just don't know why, we just had a meeting with the mta board, uh it was like this full day retreat that they're doing, you might have heard about it where the mta board said directly to ed riskin, uh the director of the mta, and was like we've come to you year after year asking you to do something about market street and you come back to us year after year with the same exact proposal, what's going on? um so now we're really elevating it up to the supervisor's level

cool

difficulty is that market hits multiple supervisor districts, but if this is something that you're really interested in pushing, um i would really welcome you to join in one of the supervisor meetings i could have paolo reach out to you

b: hm that'd be great

i mean that's really elevating it you know like not just talking to the projects manager not just talking to this one person but getting really the political support and have them say, hey, we need to see this happen. um the things that they're doing are really pitiful um and they're still delay they're doing a don't block the box campaign

kay

which means no gridlock, the box is the intersection um, and then, they're also doing red transit lanes

mhmm

um they're painting them red almost like how the bike lanes are green, they're painting them red to indicate transit only. don't know how effective that will be, i mean i honestly think from here to embarcadero market is a harrowing experience

oh exactly

further up on market i think it's fine um especially where the bike lanes start, but down here on market i am weaving everywhere

oh yeah, no you have to be a real adventurer

um so uh yeah that's what we've got we're actively working on and we're trying to push um and we're doing a series of workshops uh at the mid market level so like more tenderloin-ish, civic center um with merchants to try to push them to be more bike friendly and think of more creative ways that we can link up bikes with business

b: cool yeah any way i can help let me know

j: yeah awesome

a: yeah, well that really covers our questions um do you have any more comments or observations uh

b: uh huh i mean it's great that you guys are working on it, needs all the help it can get

a: thanks

J: what's your background by the way, seems like you're pretty well versed in this stuff

b: uh well i have a phd in urban planning so like that helps \*laughter\*

l: yep, i guess so

b: but actually i work on electric vehicles, so i don't, but this is i i love this stuff it's fascinating

a: wow. that's awesome ! \*laughter\*

j: i was thinking maybe, well hey beaudry thanks so much  
b: no, thank you

## Lawton Middle School Online Survey and Design Workshop

### Greening Lincoln Way

We are three Stanford students in Professor Deland Chen's Sustainable Cities course, a service-learning class in which we are working with the SF Bike Coalition to improve pedestrian and bike accessibility to Golden Gate Park along Lincoln Way. We are gathering Sunset District residents' input on the Lincoln Way corridor and were hoping you could help us by completing this short online survey and design exercise. Thank you for your help!

*\*Obligatoire*

Name (optional)

Age \*

☐ 12

☐ 13

☐ 14

Do you live in the Sunset District? If so, where do you live relative to Lincoln Way? \*

If you answered yes to the last question, how long have you lived in the Sunset District? \*

How often do you visit Golden Gate Park? \*

☐ Never

☐ 2-3 times a year

☐ Once a month

☐ 2 or more times a week

☐

☐ Autre :

When you visit Golden Gate Park, what is your preferred means of transportation? \*

If you bike to or within the park, please describe your overall biking experience.

Have you ever accessed Golden Gate Park via Lincoln Way? \*

☐ Yes

☐ No

If you answered Yes to Question 7, please rate the accessibility of Golden Gate Park via Lincoln Way:

☐ 1 (unsafe & inaccessible)

☐ 2

☐ 3

☐ 4

☐ 5 (very accessible)

If you answered No to Question 7, which route do you typically take into Golden Gate Park? Why do you prefer that route?

## Greening Lincoln Way

### Design Exercise : Design 1

Learn about and discuss the different types of design options for the Lincoln Way intersections. Feel free to google any design ideas you're not yet familiar with!

**Baseline designs for Lincoln Way cost the least and are the easiest to place. Please discuss with your neighbors some baseline ideas you may have, and think of some advantages and disadvantages for pedestrians, cyclists, and drivers.**



## Greening Lincoln Way

### Design Exercise : Design 2

Learn about and discuss the different types of design options for the Lincoln Way intersections. Feel free to google any design ideas you're not yet familiar with!

**Baseline, greening, and minimal construction projects are more costly but provide added protection for pedestrians. Please discuss some ideas with your neighbors, pointing out some advantages and disadvantages for pedestrians, cyclists, and drivers.**



## Greening Lincoln Way

### Design Exercise : Design 3

Learn about and discuss the different types of design options for the Lincoln Way intersections. Feel free to google any design ideas you're not yet familiar with!

**A complete street redesign would be most costly, but would allow for a complete integration of pedestrian, cyclist, and driver access to Lincoln Way and Golden Gate Park. Please discuss some ideas with your neighbors, pointing out some advantages and disadvantages for pedestrians, cyclists, and drivers.**

