



SFMTA

Municipal
Transportation
Agency

Bosworth Uphill Bike Lane

(between the O'Shaughnessy Path and
Chilton/Hamerton Ave.)

Glen Park Association

11/30/2016

Background & Scope

- Proposal for a bicycle safety project on Bosworth between the **O'Shaughnessy Path and Chilton/Hamerton Avenue**
- Part of SFMTA's **Bike Spot Improvement** program. The SFMTA gets numerous requests from the public to make improvements to our roadways through a variety of channels



Relevant Data

Average Daily Traffic (2010-2013)

Approx. 11,000 vehicles per day
(WB Bosworth)

Bike Count (2016)

4:30- 6:30PM – 2hr peak= 14 bikes
(count taken on 9/14/16 from annual count report)

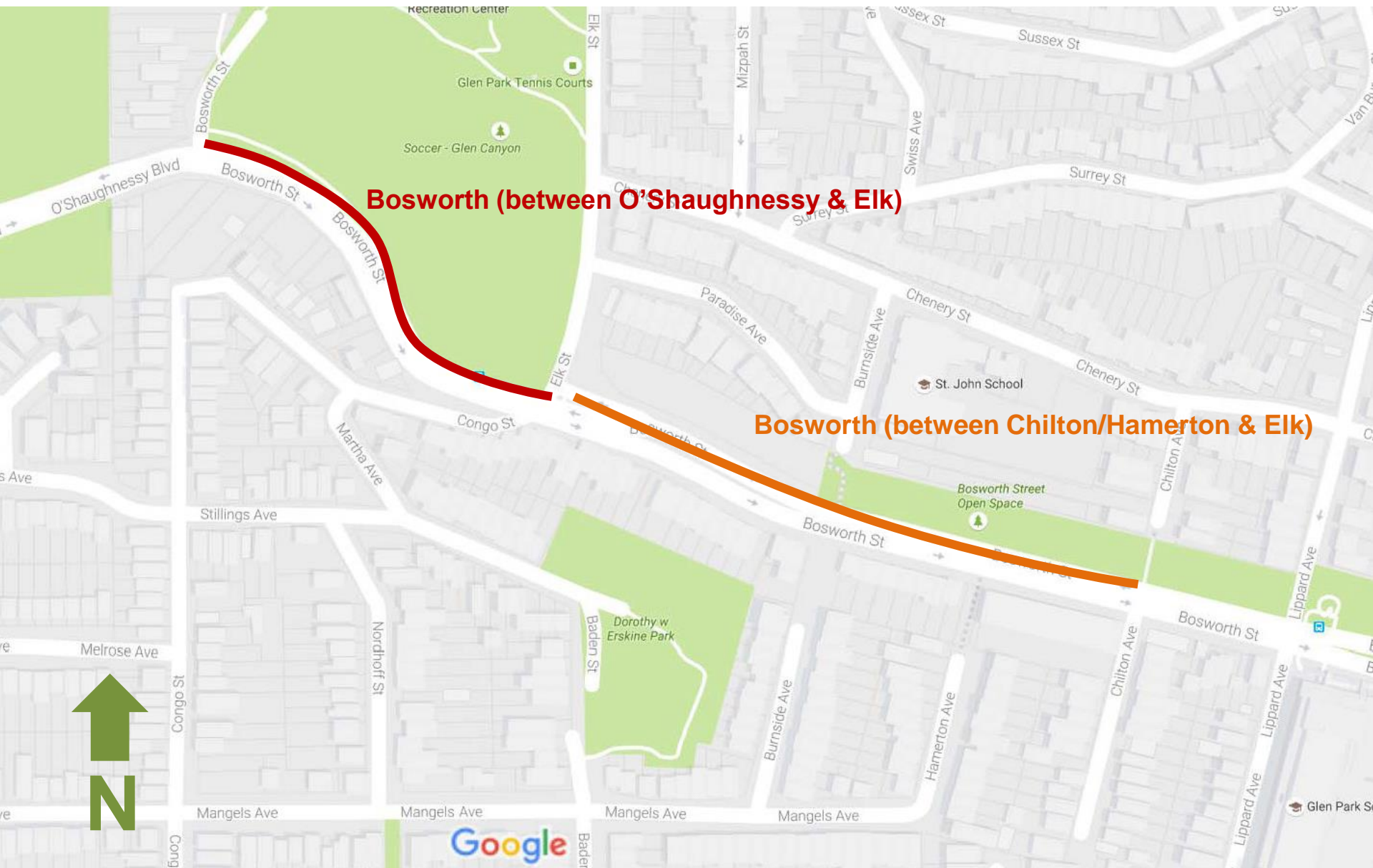
85th Percentile Speeds (2013)

- Speed Limit is 25 mph
- Eastbound- 30.7 mph
- Westbound- 31 mph

Reported Collisions between O'Shaughnessy and Elk (2010-2015)

- 2 bicycle collisions on WB Bosworth
(broadside at Brompton, and rear-end at Elk)
- 9 pedestrian collisions (WB and EB Bosworth)
- 32 total collisions (WB and EB Bosworth)

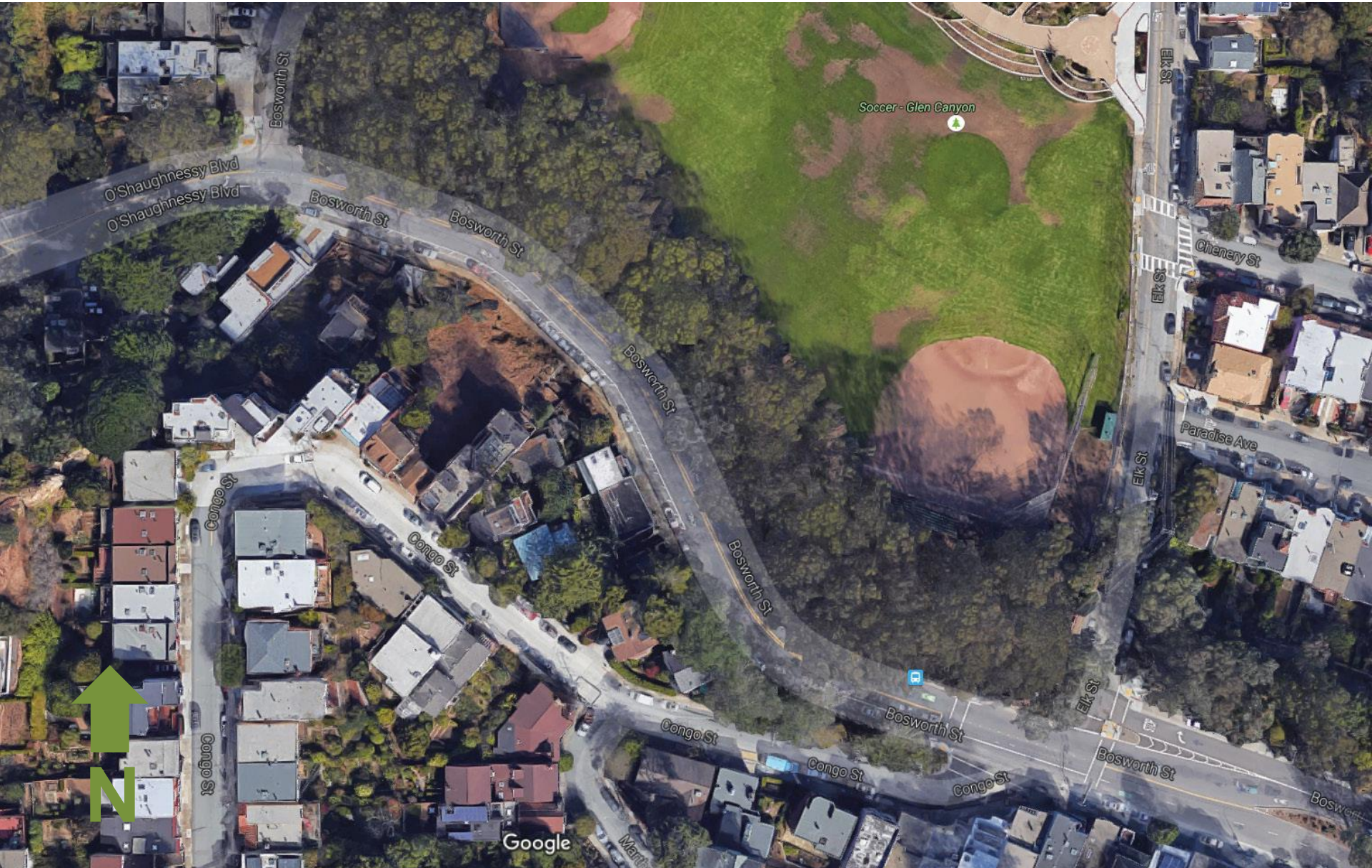




Bosworth (between O'Shaughnessy & Elk)

Bosworth (between Chilton/Hamerton & Elk)

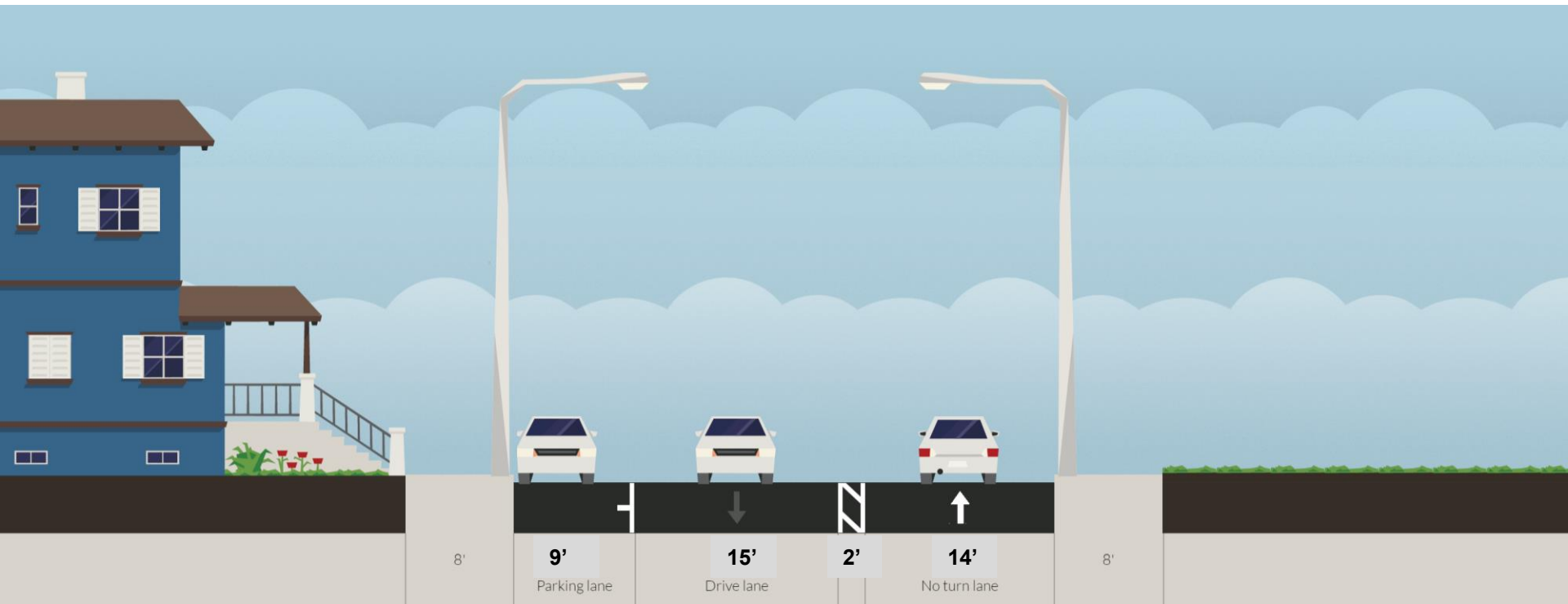
Bosworth (between O'Shaughnessy & Elk)



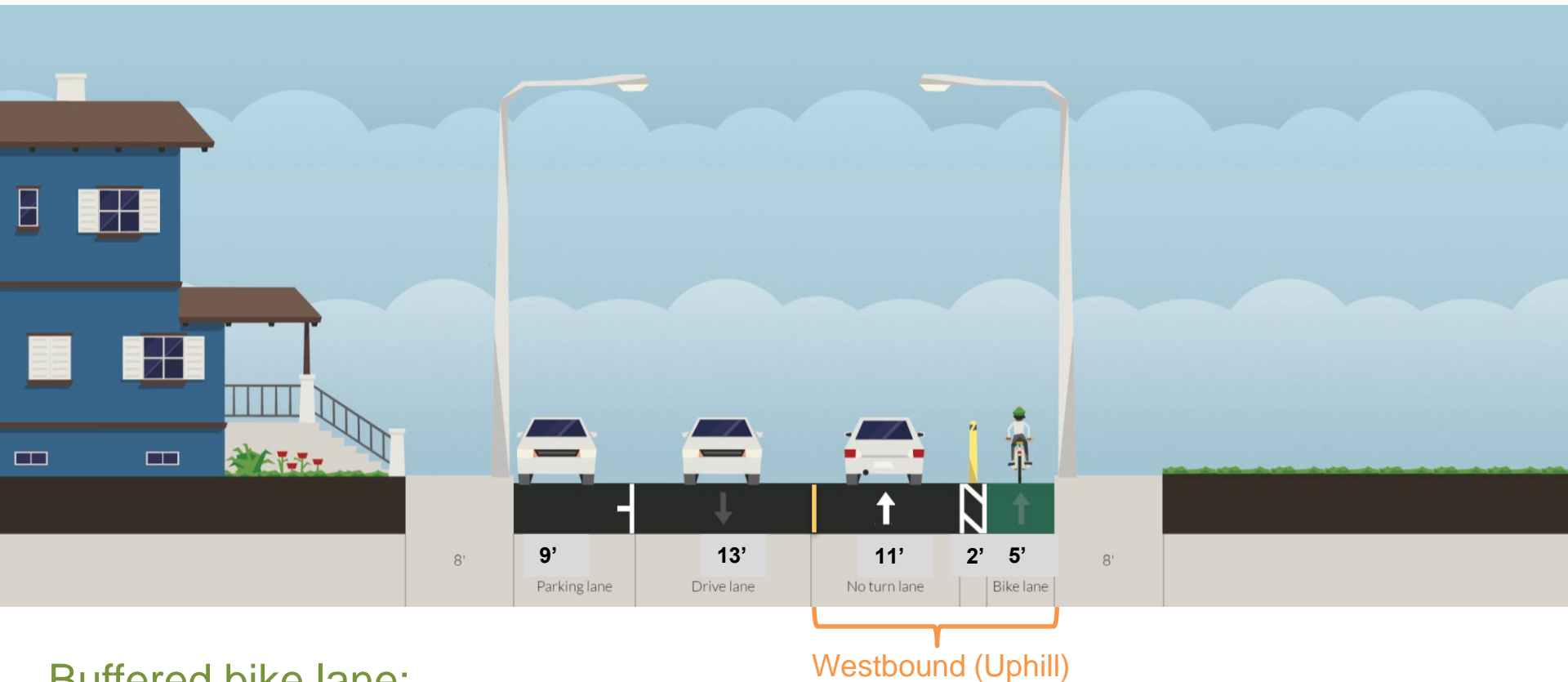
Bosworth (between Chilton & Elk)



Existing Cross Section: Bosworth between O'Shaughnessy and Elk



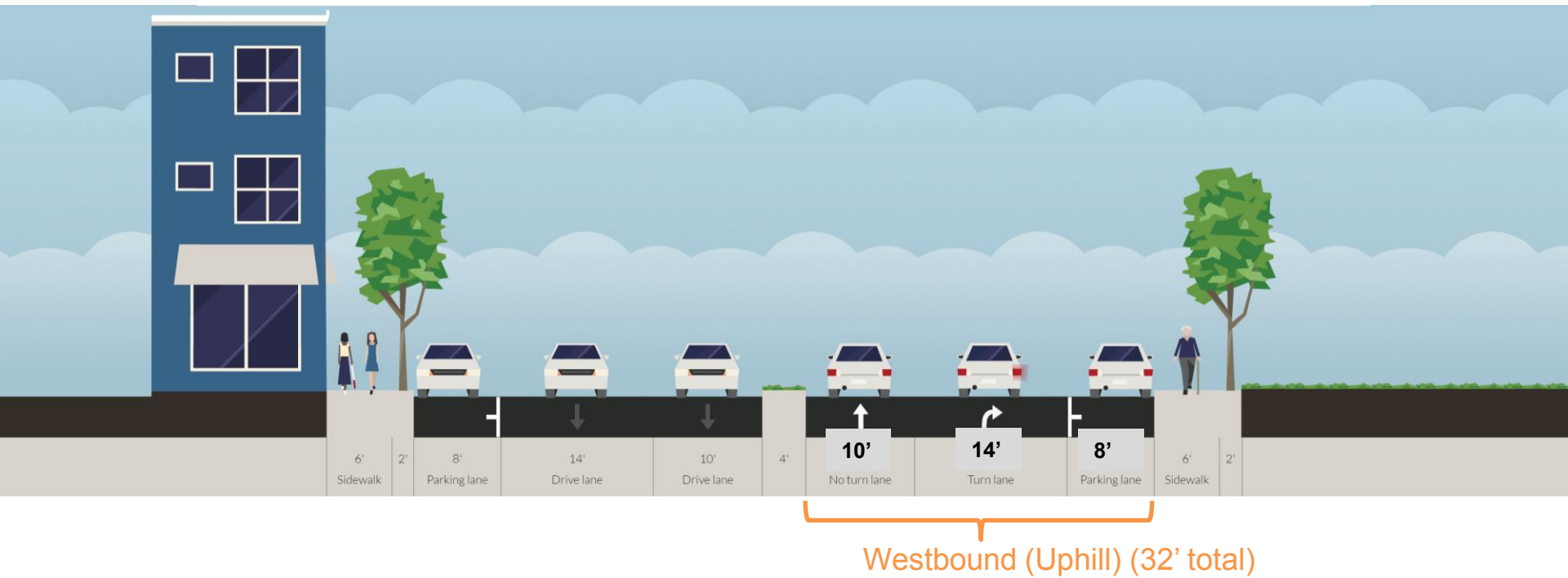
Proposed Design : Bosworth between Elk & O'Shaughnessy



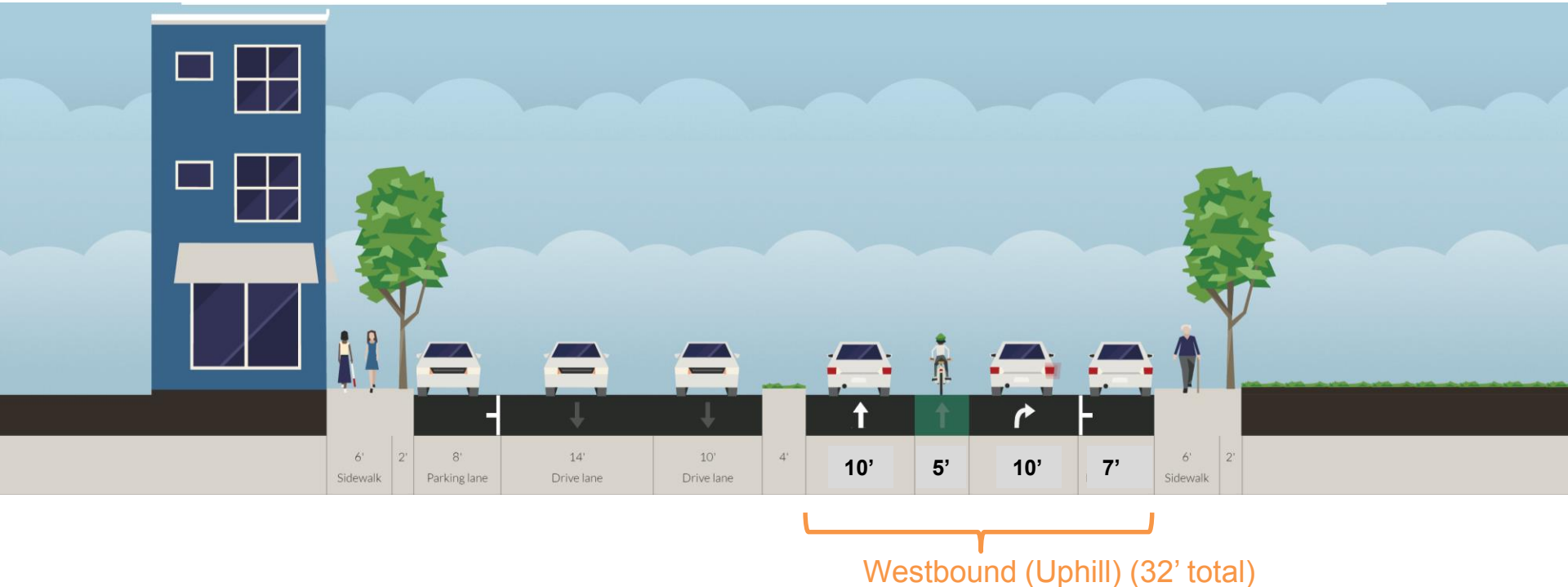
Buffered bike lane:

- Cyclists in separated/buffered bike lane
- Narrows traffic lanes to standard lane widths or wider

Existing Cross Section: Bosworth between Chilton & Elk

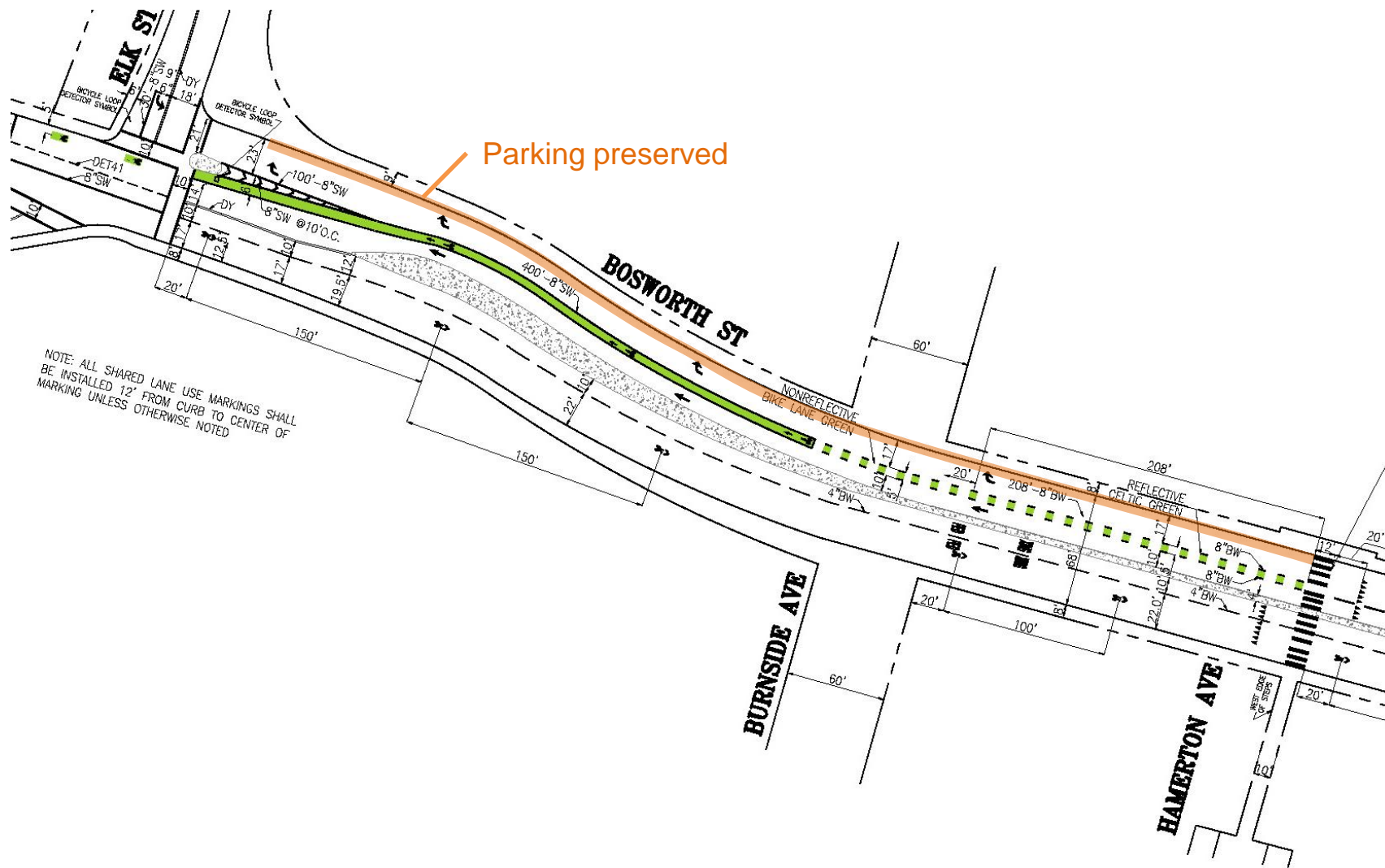


Initial Proposal (Option A): Bosworth between Hamerton & Elk



Bike lane and mixing zone:

- Cyclists in separate zone from faster moving vehicles
- Cyclists avoid conflict with right turning vehicles at steepest transition point
- Preserves parking
- No impacts to traffic flow



Similar Treatment



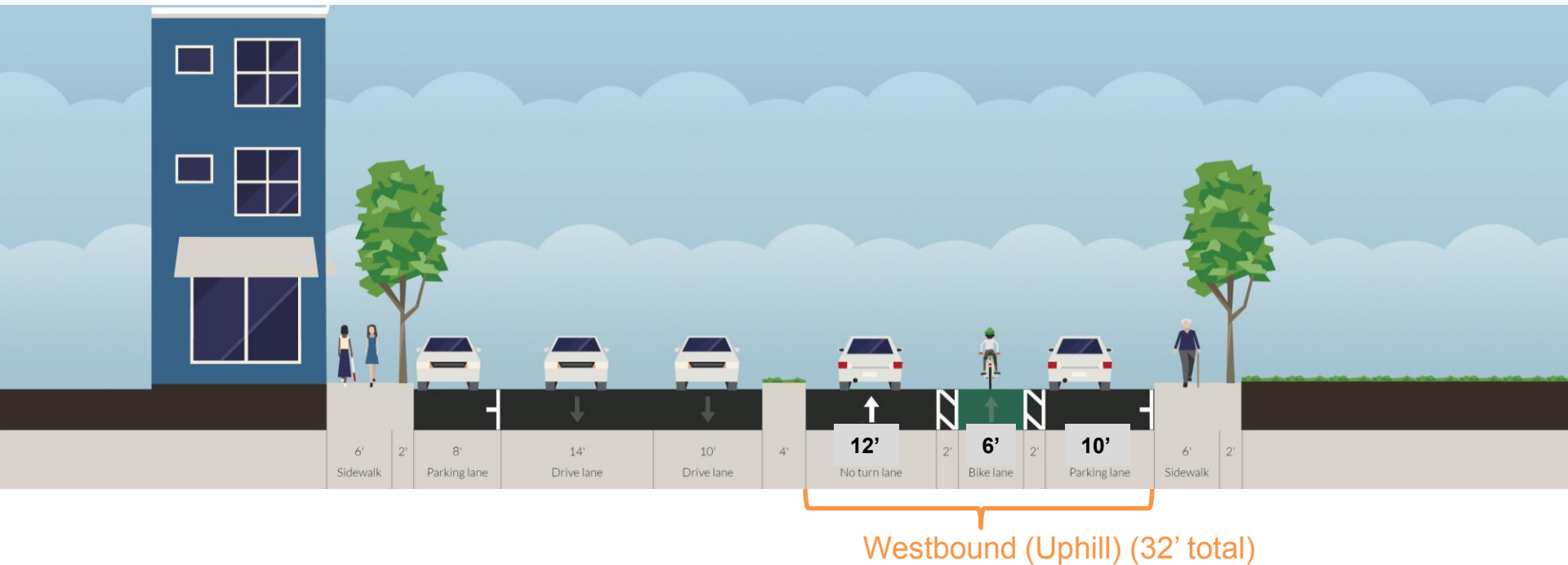
SB 8th Street approaching Brannan

Similar Treatment



NB Laguna Honda approaching Clarendon

Recommended Design (Option B): Bosworth btwn Chilton & Elk



Turn lane reduction at Lippard and bike lane at Chilton:

- Cyclists in separate zone from faster moving vehicles
- Preserves parking
- Reduces points of conflict
- Limited impacts to traffic flow

Recommended Design (Option B): Bosworth btwn Chilton & Elk



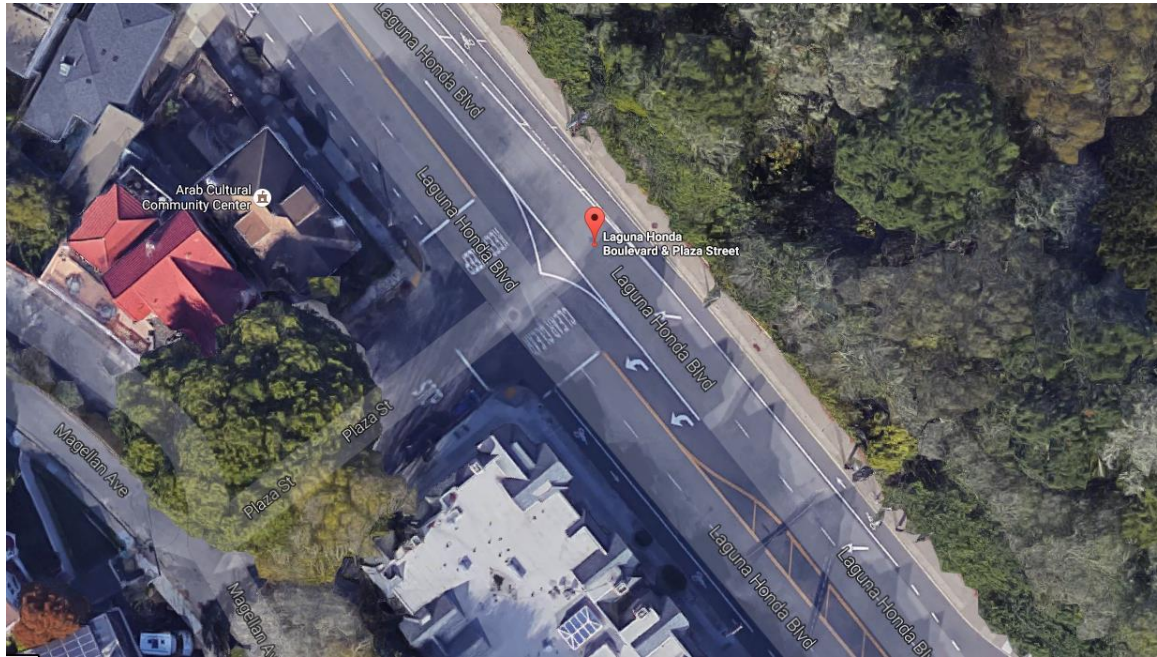
WB Bosworth at Elk Through
Vehicles (AM Peak Hr)

616

WB Bosworth at Elk Right
Turning Vehicles (AM Peak Hr)

61

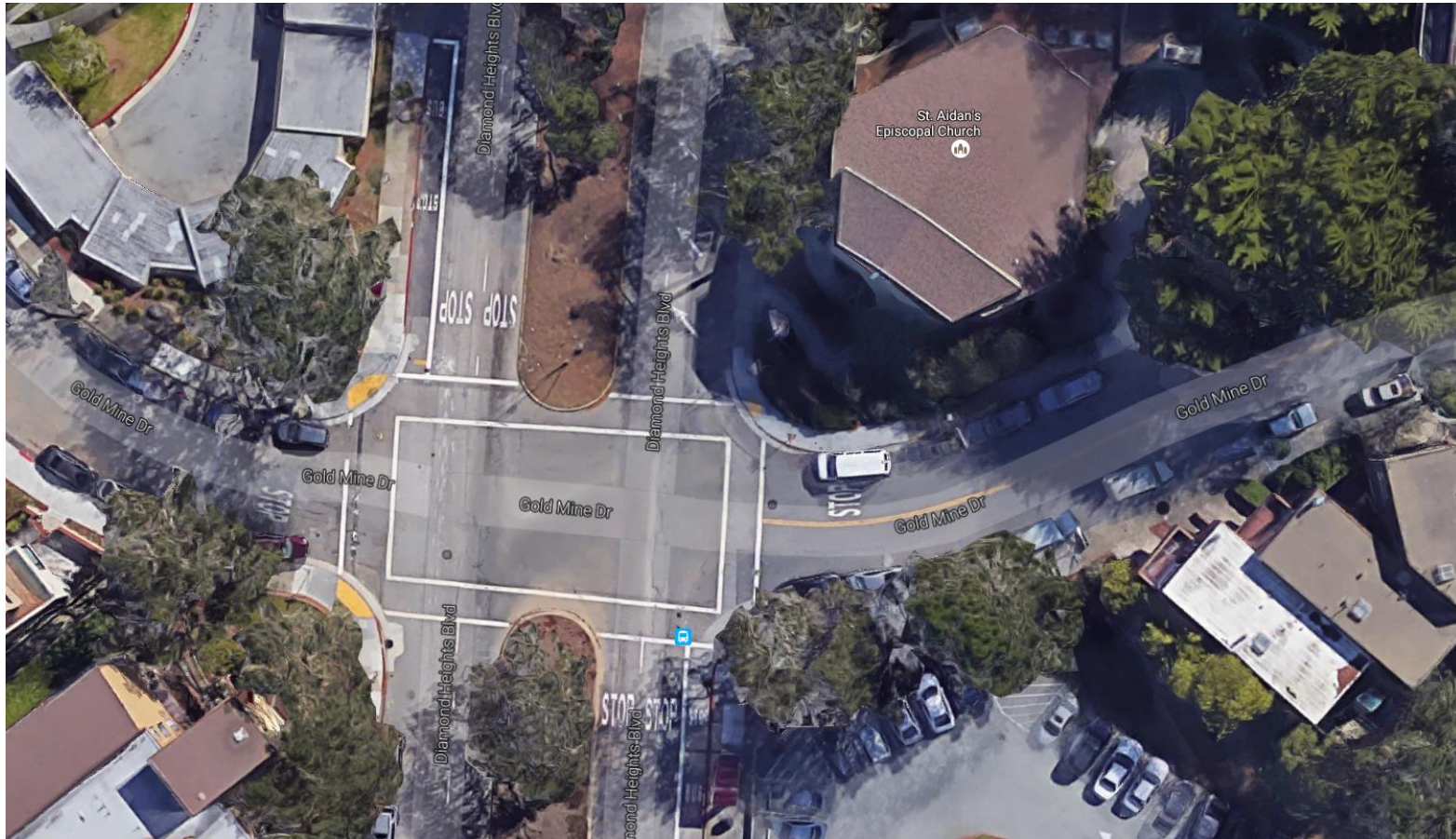
Similar Treatment



NB Laguna Honda and Plaza:

	Laguna Honda NB south of Clarendon	Bosworth WB (east of Lippard)	O Shaughnessy St/Bosworth NB (from Portola Dr to Elk St)
AM Peak Hour Counts	1437	937	655
PM Peak Hour Counts	1237	984	687
Average Daily Traffic	16287	11236	9467

Similar Treatment



Merge after stop sign at Diamond Heights Blvd and Gold Mine Dr.

Similar Treatment- buffered bike lane and merge zone



Howard St. between 6th and 9th Street

Option A – Initial Proposal

Benefits

Places slower uphill cyclists in separate zone from faster moving vehicles

Cyclists avoid conflict with right turning vehicles at steepest transition point (Elk)

Preserves parking

Impacts

Cyclists travel between two lanes between Burnside and Elk

Transit may have issues with 10' lane adjacent to the bike lane

Option B – Recommended Design

Benefits

Places slower uphill cyclists in separate zone from faster moving vehicles

Limits conflict areas/mixing zones

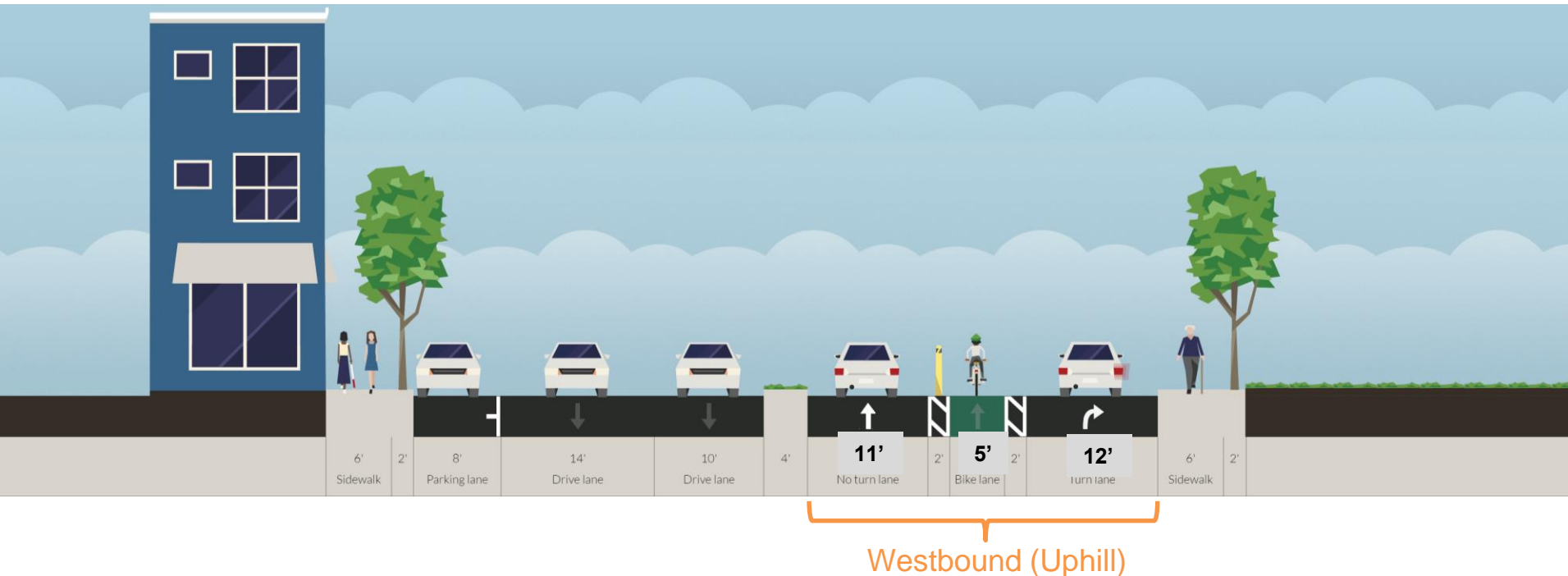
Preserves parking

Improves 2 pedestrian crossings-reduces multiple threats

Impacts

Turn lane reduction may have some traffic impacts, but limited

Other Option Considered: Bosworth between Hamerton & Elk



Buffered bike lane and mixing zone:

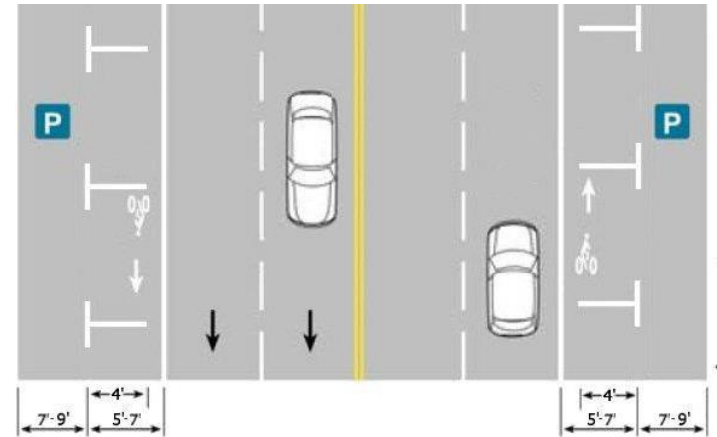
- Cyclists in separate buffered zone from faster moving vehicles
- Cyclists avoid conflict with right turning vehicles at steepest transition point
- No impacts to traffic flow
- Reduces parking

Design Constraints

Unable to locate bike lane adjacent to parking lane due to:

- Door zone issues
- Requires cyclists to transition to through lane near Elk, at very steep area

Westbound roadway not wide enough to allow for parking protected bike lane



Next Steps

- Determine and finalize preferred alternative (also working with transit and other interagency staff)
- Legislation and approvals
- Implementation by Spring 2017
- Feedback for longer-term changes: CIP (Capital Improvement Plan) planning process