

Are YOU SAFE?

1

Without a helmet when riding, you are risking your life, for failure to spend \$35. Is your life worth more than \$35?

SAFE

Bikes should travel on lightly traveled roads for maximum safety. For eastbound bikes exiting the Panhandle, HAIA's plan uses Baker, Hayes and Scott rather than Oak, where cars travel about 4 times faster than bikes. Traffic lights and right hand turns make it safer for cyclists to cross traffic on the perpendicular. Hayes is just as flat as Oak, too. When you separate dramatically different speeds of traffic, you maximize safety for all.

2

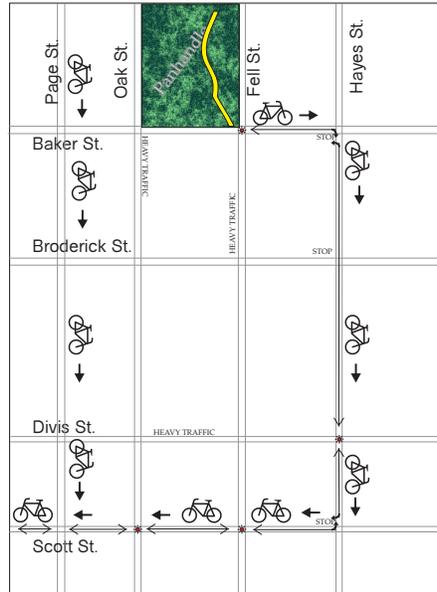
Low Cost

Implementing a separated bike lane on Oak St. will cost the City tens of thousands of dollars. Stripping of pavement, installation of bollards, finding additional places to put displaced parking and even re-paving the new bike lane will be needed. Current sharrows on Hayes, Baker and Scott already define the best path to the Wiggle. Too, lower speed and traffic density mean that exclusive use bike lanes on Hayes are not needed.

3

Less Disruption

By using Hayes St., there will be less disruption to traffic on Oak St. Already a busy commuter corridor, those who use cars for getting to work will not be in conflict with cyclists. Existing parking will be preserved and accidents due to back-ups and increases in traffic density moving slowly will keep everyone more safe.



HAIA's idea is to keep slow bike traffic away from 40 MPH car traffic, by using Hayes and Page Sts. Only 2 blocks longer and just as flat, eastbound cyclists will have right hand turns and traffic lights for safety. Residents south of the Panhandle should use Page St. to get to the Wiggle going east. Westbound, left turns at STOP signs (Hayes & Scott, and Hayes & Baker) are required. Left turns are much safer on streets with low traffic density, like Hayes. Crossing heavy traffic perpendicularly under the guidance of a traffic light is better than being in the mix of heavy traffic when it attempts right turns off Oak St. This plan keeps bike riders safe while not disrupting car traffic on Oak St., as well as not removing any resident parking along Oak. **SHARE THE ROADS. RIDE SMART. DRIVE SAFELY.**

Send you ideas on bike lanes to haia_sf@yahoo.com



Focus on
Cycling
Safety

Hayes St. Alternative

- Get to work more safely
- Lower cost to build
- Less Impact to existing traffic & parking



HAIA-SF.COM

San Francisco Bicycle Lanes

Helmets

About half of San Francisco cyclists don't wear helmets. Day or night, a serious accident can happen any time without warning. In falling off a bike, there is about a 70% chance that the head will hit the ground. Protect this valuable real estate. Wear a helmet!



Cycling Safety

There is nothing more important than safety when we are mobile, in vehicles, on foot or on bikes. That means the drivers, walkers and riders must be constantly aware of what is going on around them, and not be distracted by electronic devices, intense conversations or anything else. Everyone must anticipate what will happen next when they are on the move. We all depend on one another to keep safe, an achievable goal when we all respect the rights of others. It is always best to defer to "the other guy" when in doubt rather than take unnecessary risks. Our roads will be safer if we all cut each other a little slack.

Safety is as Safety does.

Pavement

Cyclists, more than cars, depend upon high quality pavement. Bike lanes should be re-paved to ensure a good, uniform surface that will also drain. Rough and irregular pavement causes cyclists to swerve to avoid falling due to bad asphalt. The maneuver can suddenly place them in the path of motorized traffic, with awful results.

Clear Lanes

Allowing vehicles to stop in bike lanes is just as bad for cyclists as any other form of traffic obstruction. The City must engage in educational outreach to all drivers about the rules surrounding bike lanes and bike riders on the roads.

Placement

Putting bike lanes all over the city does not mean that they are suitable for riding. Careful consideration of traffic volumes, road widths, parking arrangements and many other factors should be considered when defining bike lanes. The objective is to provide safe lanes of travel to all forms of mobility, and not to reduce the options of any constituency.

Traffic Engineering

With more than 100 years of practice, traffic engineering has developed into a science as sound principles have evolved. Violating sound traffic engineering principles usually results in death and injury, such as witnessed at Market and Octavia. Best practices should determine the configuration of traffic patterns, and not political considerations of special interests.

