Notes

Protected Bike Lane Considerations and Vermont/ San Bruno Intersections

1. SF Bike Coalition Input - Peter reported that they are too busy right now to engage with our project
2. Plan: No parking on 17th between Vermont and San Bruno
3. Plan: Mixing zones
   - Corner Wedge at 17th and Vermont NE corner
     o Will consider but disinclined because 1) low accident rate, 2) new idea, design not tried, 3) delivery truck turning radius
     o MTA should Make parking on 300 block Vermont perpendicular.
     o Move EW North crosswalk north was suggested but not agreed to
     o Other Features? Mike will continue thinking about this
4. Plan: Don’t make the SW corner -17th/ Vermont taper - make bike lane 7 ft all the way through
5. Plan: Don’t taper the NW corner -17th/ Vermont median - use green paint
6. Plan: Review with the Fire Dept, good that there are no buildings
7. Plan: Bike lane size - 7ft is good
8. Plan: Median width - 2 ft is good
9. Note: that the autoshop on Vermont NE corner has a curb cut in the mixing zone. That is a reason for more protection
10. Cars exiting Vermont going left towards Potrero often think Vermont is a One Way Street.
11. Plan: Solution is a double yellow line from Vermont to Potrero
12. Note: San Bruno 17th Intersection doesn’t have many accidents.
13. Note: Median on Vermont affecting the left turn from Vermont should be considered

Mixing Zone heading west on 17th before Vermont poses a problem because of the Auto Shop driveway
Attendees: