

### **Project 1-1 Broadway Bicycle Lanes, Polk Street to Webster Street**

This project would involve the installation of Class II bicycle lanes in both directions on Broadway between Polk Street and Webster Street. This project is divided into three segments.

Segment I would extend on Broadway from Polk Street to Van Ness Avenue and would install Class II bicycle lanes in both directions. The proposal for Segment I would remove approximately 14 parking spaces on the south side of the street. Also, between Larkin Street and Van Ness Avenue, this proposal would change the existing Tow-Away No Stopping 4PM-6PM regulation along the north side of Broadway to a Tow-Away Lane Must Turn Right 4PM-6PM regulation.

Segment II would extend on Broadway from Van Ness Avenue to Franklin Street and would install Class II bicycle lanes in both directions. The proposal for Segment II would remove a travel lane in the westbound direction of Broadway from approximately 100 feet west of Van Ness Avenue to Franklin Street, remove a travel lane in the eastbound direction from Franklin Street to approximately 280 feet easterly, and add a two-way center left turn lane from Franklin Street to approximately 140 feet easterly. The proposal for Segment II would remove approximately 12 parking spaces on the south side of the street.

Segment III would extend on Broadway from Franklin Street to Webster Street and would install Class II bicycle lanes in both directions. The proposal for Segment III would remove one travel lane in each direction and add a two-way center left-turn lane. No parking removal would be required along this segment.

### **Project 1-2 Broadway Tunnel Signage Improvements**

This project would involve the installation of an electronic bicycle warning sign with lighted beacons at the eastbound approach of the Broadway Tunnel to alert motorists when bicyclists are present in the tunnel. Sharrows would be added to the existing Class III bicycle route within the tunnel. The proposed sign would be activated by a pushbutton and a loop detector, which would be located near the intersection of Larkin Street. The proposed sign would be mounted on the Hyde Street overpass approximately 400 feet east of Larkin Street.

This project would also involve the installation of a warning sign advising westbound bicyclists not to use the Broadway tunnel. The sign would route cyclists onto the Broadway Street frontage road, where sharrows would be added to the existing Class III bicycle route.

### **Project 1-3 North Point Street Bicycle Lanes, The Embarcadero to Van Ness Avenue**

This project would involve the installation of Class II bicycle lanes in both directions on North Point Street between The Embarcadero and Van Ness Avenue.

This project would remove one westbound travel lane on North Point Street between Stockton Street and Van Ness Avenue, and remove one eastbound travel lane between Stockton Street and The Embarcadero. This project would lengthen bus zones along North Point Street and would eliminate the bus zones in both directions at Larkin Street to minimize transit delays. Parking changes to accommodate bus zone changes would result in the net loss of one parking space.

### **Project 2-1 2<sup>nd</sup> Street Bicycle Lanes, King Street to Market Street**

This project would involve the installation of Class II and Class III bicycle facilities in both directions on 2<sup>nd</sup> Street between King and Market Streets. This project includes two design options:

#### **Option 1**

Option 1 would add Class II bicycle lanes on 2<sup>nd</sup> Street in both directions between King Street and Market Street, except in the following segments: Northbound approaching Market Street (mid-block between Mission Street and Market Street), northbound between Bryant Street and Harrison Street, and southbound approaching King Street (mid-block between Townsend Street and King Street). Sharrows would be added to the existing Class III bicycle route along these segments.

Option 1 would remove one southbound travel lane between Market Street and Mission Street, remove one travel lane in each direction between Mission Street and Harrison Street, remove one northbound travel lane between Townsend Street and Harrison Street, add a northbound right-turn pocket at Mission Street, add northbound left-turn pockets at Mission Street, Howard Street, and Harrison Street, add southbound right-turn pockets at Mission Street, Howard Street, and Harrison Street, and add southbound left-turn pockets at Mission Street, Folsom Street, and Harrison Street.

Option 1 would remove 64 parking spaces on the east side and 33 parking spaces on the west side of 2<sup>nd</sup> Street. The anticipated parking loss would include both metered and un-metered spaces, metered and un-metered commercial loading spaces, passenger loading spaces, accessible parking spaces, and metered motorcycle spaces.

#### **Option 2**

Option 2 would add Class II bicycle lanes on 2<sup>nd</sup> Street in both directions between King Street and Market Street, except in the following segments: Northbound approaching Market Street (mid-block between Mission Street and Market Street), northbound between Bryant Street and Harrison Street, and southbound approaching King Street (mid-block between Townsend Street and King Street). Sharrows would be added to the existing Class III bicycle route along these segments.

Option 2 would remove one southbound travel lane between Market Street and Mission Street, remove one travel lane in each direction between Mission Street and Harrison Street, remove one southbound travel lane between Harrison Street and Townsend Street, add a northbound right-turn pocket at Mission Street, add northbound left-turn pockets at

Mission Street, Howard Street, and Harrison Street, add southbound right-turn pockets at Mission Street, Howard Street, and Harrison Street, and add southbound left-turn pockets at Mission Street, Folsom Street, and Harrison Street.

Option 2 would remove 64 parking spaces on the east side and 24 parking spaces on the west side of 2<sup>nd</sup> Street. The anticipated parking loss would include both metered and un-metered spaces, metered and un-metered commercial loading spaces, passenger loading spaces, accessible parking spaces, and metered motorcycle spaces.

### **Project 2-2 5<sup>th</sup> Street Bicycle Lanes, Market Street to Townsend Street**

This project would involve the installation of Class II and Class III bicycle facilities in both directions on 5<sup>th</sup> Street between Market Street and Townsend Street. This project includes two design options:

#### **Option 1**

Option 1 would add Class II bicycle lanes on 5<sup>th</sup> Street in both directions between Market Street and Townsend Street, except in the following segments: both directions between Market Street and Mission Street and between Howard Street and Tehama Street. Sharrows would be added to the existing Class III bicycle route along these segments.

Option 1 would remove one northbound travel lane between Harrison Street and Howard Street and between Townsend Street and Bryant Street, add a northbound right-turn pocket at Folsom Street, add northbound left-turn pockets at Howard Street, Harrison Street, and Brannan Street, and add southbound right-turn pockets at Howard Street, Harrison Street, and Brannan Street.

Option 1 would remove 13 parking spaces on the east side and 27 parking spaces on the west side of 5<sup>th</sup> Street. The anticipated parking loss would include both metered and un-metered spaces, metered and un-metered commercial loading spaces, passenger loading spaces, accessible parking spaces, and metered motorcycle spaces.

#### **Option 2**

Option 2 would add Class II bicycle lanes on 5<sup>th</sup> Street in both directions between Market Street and Townsend Street, except in the following segments: both directions between Market Street and Mission Street, both directions between Folsom Street and approximately 100 feet northerly and northbound between Harrison Street and approximately 100 feet northerly. Sharrows would be added to the existing Class III bicycle route along these segments.

Option 2 would remove one northbound travel lane between Townsend Street and Brannan Street, remove one southbound travel lane between Natoma Street and Folsom Street, remove one southbound travel lane between Harrison Street and Bryant Street, add a northbound left-turn pocket at Brannan Street, add southbound right-turn pockets at Howard Street and Brannan Street, and add a southbound left-turn pocket at Folsom Street.

Option 2 would remove three parking spaces on the east side and 68 parking spaces on the west side of 5<sup>th</sup> Street. The anticipated parking loss would include both metered and un-metered spaces, metered and un-metered commercial loading spaces, passenger loading spaces, accessible parking spaces, and metered motorcycle spaces.

### **Project 2-3 14<sup>th</sup> Street Bicycle Lane, Dolores Street to Market Street**

This project was implemented prior to the Bicycle Plan injunction. This project involved adding a Class II bicycle lane on eastbound 14<sup>th</sup> Street between Market Street and Dolores Street and the conversion of 14<sup>th</sup> Street from two-way operation to one-way eastbound operation between Market Street and Dolores Street.

Although this project has already been implemented, a second design option is being evaluated in the Bicycle Plan EIR. This project includes two design options:

Option 1, implemented prior to the Bicycle Plan injunction, involved converting 14<sup>th</sup> Street from two-way operation to one-way eastbound operation between Market Street and Dolores Street, and installing an eastbound bicycle lane. Option 1 included minor modifications to the existing median island at the intersection of 14<sup>th</sup> Street and Market Street. Further modifications to this median island proposed under Option 1, but not yet implemented, include connecting it to the existing sidewalk on the southeast corner of the intersection, in order to prevent vehicles traveling westbound on 14<sup>th</sup> Street from accessing Market Street, and to reduce the crossing distance for pedestrians crossing the east side of 14<sup>th</sup> Street at Market Street.

Option 2 would involve restoring this block of 14<sup>th</sup> Street to two-way operation, removing one eastbound travel lane and installing an eastbound Class II bicycle lane between Market Street and Dolores Street.

### **Project 2-4 17<sup>th</sup> Street Bicycle Lanes, Corbett Avenue to Kansas Street, including connections to the 16<sup>th</sup> Street BART Station via Hoff Street or Valencia Street and 16<sup>th</sup> Street and to Division Street via Potrero Avenue**

This project would involve the installation of Class II and Class III bicycle facilities primarily on 17<sup>th</sup> Street between Corbett Avenue and Kansas Street, with several possible branches onto adjacent streets.

The primary component of this project is located on 17<sup>th</sup> Street and is divided into three sections: West End (Corbett Avenue to Church Street), Center Segment (Church Street to Potrero Avenue), and East End (Potrero Avenue to Kansas Street).

All options for this project would provide an enhanced connection to the 16<sup>th</sup> Street BART Station by adding a new Class III bicycle route and sharrows on Hoff Street between 16<sup>th</sup> Street and 17<sup>th</sup> Street and on 16<sup>th</sup> Street between Mission and Valencia Streets in both directions. All options for this project would also include minor striping and signage improvements on 17<sup>th</sup> Street between Corbett Avenue and Market Street. Additionally, all options for this project would add a new bicycle route and Class II

bicycle lanes on Potrero Avenue in both directions between 17<sup>th</sup> Street and Division Street by removing one travel lane in each direction between 17<sup>th</sup> Street and Division Street and adding a two-way center left turn lane between 17<sup>th</sup> Street and Alameda Street.

The West End section of 17<sup>th</sup> Street includes two design options:

Both West End options would add sharrows to the existing Class III bicycle route on eastbound 17<sup>th</sup> Street between Corbett Avenue and Eureka Street, and would add a Class II bicycle lane in the westbound direction on 17<sup>th</sup> Street between Castro Street and Corbett Avenue.

West end Option 1 would add sharrows to the existing Class III bicycle route in both directions on 17<sup>th</sup> Street between Castro and Hartford Streets and add Class II bicycle lanes in both directions on 17<sup>th</sup> Street between Hartford and Church Streets by narrowing travel lanes. West End Option 1 would remove approximately two parking spaces on each side of 17<sup>th</sup> Street near Church Street.

West End Option 2 would move the existing westbound segment of Route #40 on 17<sup>th</sup> Street from Sanchez to Market Streets onto a new proposed route in the northbound direction on Sanchez Street from 17<sup>th</sup> to 16<sup>th</sup> Streets, and in the westbound direction on 16<sup>th</sup> Street from Sanchez to Market Streets. West End Option 2 would add sharrows on these segments of Sanchez and 16<sup>th</sup> Streets. West End Option 2 would add a westbound Class II bicycle lane on 17<sup>th</sup> Street between Church and Sanchez Streets, and would add sharrows in the eastbound direction on the existing 17<sup>th</sup> Street Class III bicycle route between Sanchez Street and Church Street. West End Option 2 would remove approximately two parking spaces on the north side of 17<sup>th</sup> Street near Church Street.

The Center Segment of 17<sup>th</sup> Street includes two design options:

Center Segment Option 1 would add Class II bicycle lanes on 17<sup>th</sup> Street in both directions between Church Street and Potrero Avenue. Center Segment Option 1 would not involve removing any travel lanes or parking between Church Street and Harrison Street.

Center Segment Option 2 would add a Class II bicycle lane in the westbound direction between Harrison Street and Church Street, and add sharrows in the eastbound direction on the existing Class III bicycle route between Church Street and Harrison Street. Center Segment Option 2 would not involve removing any travel lanes or parking between Church Street and Harrison Street.

Both Center Segment Options 1 and 2 would add Class II bicycle lanes on 17<sup>th</sup> Street between Harrison Street and Potrero Avenue in both directions by narrowing travel lanes and by removing approximately 49 parking spaces on the north side of 17<sup>th</sup> Street. Some parking spaces would be added on adjacent streets by converting parallel parking to perpendicular parking.

The East End section of 17<sup>th</sup> Street includes two design options:

East End Option 1 would add Class II bicycle lanes on 17<sup>th</sup> Street in both directions between Kansas Street and Potrero Avenue by removing approximately 37 parking spaces on the south side of 17<sup>th</sup> Street. East End Option 1 would also add Class II bicycle lanes on Kansas Street in both directions between 16<sup>th</sup> and 17<sup>th</sup> Streets by narrowing travel lanes.

East End Option 2 would move the existing Bicycle Route #40 off of 17<sup>th</sup> Street between Kansas Street and Potrero Avenue onto Potrero Avenue between 16<sup>th</sup> Street and 17<sup>th</sup> Street, and onto 16<sup>th</sup> Street between Kansas Street and Potrero Avenue. East End Option 2 would add bicycle lanes on 16<sup>th</sup> Street in both directions between Kansas Street and Potrero Avenue by removing one westbound travel lane between San Bruno Avenue and Potrero Avenue. On the eastbound 16<sup>th</sup> Street approach to Potrero Avenue, East End Option 2 would establish a “Right Lane Must Turn Right Except for Muni” regulation.

### **Project 2-5 Beale Street Bicycle Lane, Bryant Street to Folsom Street**

This project would add a new route to the City's existing bicycle route network.

This project would involve the installation of a Class II bicycle lane in the southbound direction on Beale Street between Folsom Street and Bryant Street.

The reopening of Beale Street as a through street in 2006, after it was closed as a post-9/11 security measure for the Bay Bridge, involved converting the street from one-way southbound operation to two-way operation, with one travel lane in each direction. This conversion resulted in parking layout changes on both sides of the street with a net loss of 42 parking spaces. This project would add a southbound Class II bicycle lane between Folsom Street and Bryant Street and would not involve any travel lane or parking removal.

### **Project 2-6 Division Street Bicycle Lanes, 9<sup>th</sup> Street to 11<sup>th</sup> Street**

This project would involve the installation of Class II bicycle lanes in both directions on Division Street between 9<sup>th</sup> Street and 11<sup>th</sup> Street. This project includes two design options:

Option 1 would remove a travel lane in the eastbound direction from approximately 200 feet east off 11<sup>th</sup> Street to 10<sup>th</sup> Street, and in the westbound direction, from approximately 200 feet west of 10<sup>th</sup> Street to 11<sup>th</sup> Street and remove approximately 20 total parking spaces between 10<sup>th</sup> and 11<sup>th</sup> Streets. This project would also narrow travel lanes between 9<sup>th</sup> and 10<sup>th</sup> Streets, and add Class II bicycle lanes in both directions between 9<sup>th</sup> and 11<sup>th</sup> Streets.

Option 2 would remove approximately 65 total parking spaces between 10<sup>th</sup> and 11<sup>th</sup> Streets, narrow travel lanes between 9<sup>th</sup> and 10<sup>th</sup> Streets, and add Class II bicycle lanes in both directions between 9<sup>th</sup> Street and 11<sup>th</sup> Street.

### **Project 2-7 Fremont Street Bicycle Lane, Folsom Street to Harrison Street**

This project would add a new route to the City's existing bicycle route network.

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Fremont Street between Folsom Street and Harrison Street.

This project would add a new Class III bicycle route, including sharrows, on northbound Fremont Street between Harrison Street and Howard Street, and would add a Class II bicycle lane on southbound Fremont Street between Folsom Street and Harrison Street by narrowing northbound travel lanes and removing one southbound travel lane. Sidewalks on both sides of Fremont Street are proposed to be widened to 15' in accordance with the already approved Rincon Hill Area Plan, an area plan of the San Francisco General Plan.

### **Project 2-8 Howard Street Bicycle Lane, Extension at 9<sup>th</sup> Street**

This project would involve the installation of a Class II bicycle lane in the westbound direction on Howard Street for approximately 200 feet approaching 9<sup>th</sup> Street.

This project would change one shared thru/right-turn lane on westbound Howard Street approaching 9<sup>th</sup> Street into a thru-only lane, and would change an existing 200-foot tow-away 4PM-6PM zone along the north side of Howard Street to a permanent tow-away zone (creating a full-time right-turn only lane in place of the existing 4PM-6PM right-turn only lane). This project would add a westbound Class II bicycle lane for approximately 200 feet east of 9<sup>th</sup> Street between a thru-lane and a right-turn only lane. This project would remove three metered parking spaces on the north side of Howard Street.

### **Project 2-9 Howard Street Bicycle Lane, The Embarcadero to Fremont Street**

This project would involve the installation of a Class II bicycle lane in the westbound direction on Howard Street between The Embarcadero and Fremont Street.

This project would add a westbound Class II bicycle lane between The Embarcadero and Fremont Street by narrowing travel lanes in both directions on Howard Street from The Embarcadero to Steuart Street, removing one eastbound travel lane between Spear Street and Steuart Street, converting one of the two eastbound travel lanes between Main Street and Spear Street to a right-turn only lane (excepting Muni), and removing one westbound travel lane between Main Street and Fremont Street during the AM and PM peak hours. This project would result in a gain of 17 parking spaces on the north side of Howard Street during the afternoon peak hours and a gain of 10 parking spaces during the morning peak hours. This project also would establish a part-time bus zone on the southeast corner of Howard Street and Spear Street, which would result in a loss of four parking spaces from 6AM to 10 AM.

### **Project 2-10 Market Street and Valencia Street Intersection Improvements**

This project would involve traffic signal modifications and installing a Class II left-turn bicycle lane on the westbound Market Street approach to the intersection.

This project would facilitate bicycle left turns from westbound Market Street to southbound Valencia Street by adding a westbound Class II left-turn bicycle lane from Gough Street to Valencia Street and by installing a bicycle traffic signal head at the intersection of Market Street and Valencia Street.

This project would reduce the width of a 40-foot section of the sidewalk along the north side of Market Street by five feet to create a queuing area for westbound bicyclists waiting for the signal to cross Market Street and continue onto southbound Valencia Street. The sidewalk width in this affected area would be reduced to 10 feet.

### **Project 2-11 Market Street Bicycle Lanes, 17th Street to Octavia Boulevard**

This project would involve the installation of short segments of Class II bicycle lanes in both directions on Market Street between 17<sup>th</sup> Street and Octavia Boulevard to close gaps in otherwise continuous Class II bicycle lanes. This project includes two design options:

Option 1 would add Class II bicycle lanes by removing right-turn lanes in the eastbound direction approaching Noe Street, Sanchez Street, and Dolores Street, and in the westbound direction approaching Church Street and Sanchez Street. In the eastbound direction, Option 1 would remove five parking spaces approaching Noe Street, five parking spaces approaching Sanchez Street, two parking spaces approaching Dolores Street, and eight parking spaces approaching Guerrero Street. In the westbound direction, Option 1 would remove seven parking spaces approaching Laguna Street, seven parking spaces approaching Buchanan Street, three parking spaces approaching Church Street, three parking spaces approaching Sanchez Street, and nine parking spaces approaching Noe Street. Option 1 would reduce the width of the sidewalk bulb-outs by five feet at the intersections of Market Street with Laguna Street, Buchanan Street, Noe Street and Guerrero Street.

Option 2 would reduce the sidewalk widths approaching all of the intersections in both directions by five feet to add Class II bicycle lanes. Option 2 would narrow the sidewalk at certain areas from 15 feet to 10 feet, and would relocate traffic signal hardware and other sidewalk fixtures. Option 2 would remove approximately four parking spaces on the south side of Market Street near Guerrero Street.

### **Project 2-12 Market Street Bicycle Lanes, Octavia Boulevard to Van Ness Avenue**

This project was implemented prior to the Bicycle Plan injunction. This project involved the installation of Class II and Class III bicycle facilities in both directions on Market Street between Octavia Boulevard and Van Ness Avenue.

A Class II bicycle lane was added in the westbound direction on Market Street between Van Ness Avenue and Octavia Boulevard and in the eastbound direction on Market Street between Gough Street and 12th Street. Class II bicycle lanes existed on eastbound Market Street between Octavia Boulevard and Valencia Street and between 12th Street and Van Ness Avenue prior to the implementation of this project. This project involved adding sharrows to the existing Class III bicycle route on eastbound Market Street between Valencia Street and Gough Street. One westbound travel lane was removed

between Van Ness Avenue and Rose Street to add a Class II bicycle lane in the westbound direction. Thirty metered parking spaces and six metered motorcycle spaces were removed from Market Street between 12th Street and Octavia Boulevard as part of this project. Six metered parking spaces were added to the north side of Market Street between Franklin Street and Rose Street. Twenty metered parking spaces were added on 12th Street between Market Street and Van Ness Avenue by converting parallel parking spaces to perpendicular parking spaces. Four metered parking spaces were added to the east side of Gough Street between Market Street and Colton Street by converting parallel parking spaces to angle parking spaces and by removing one northbound travel lane on Gough Street approaching Market Street.

### **Project 2-13 McCoppin Street Bicycle Path, Market Street to Valencia Street**

This project would involve the addition of a bi-directional Class I bicycle path connecting the intersection of Market Street and Octavia Boulevard to the western terminus of McCoppin Street, and the addition of Class II bicycle lanes on McCoppin Street in both directions between Valencia Street and the western terminus of McCoppin Street.

The construction of the Class I bicycle path was completed as part of the Central Freeway Project. Approximately four parking spaces would be removed from the north side of McCoppin Street between Valencia Street and the western terminus of McCoppin Street to accommodate the Class II bicycle lanes.

### **Project 2-14 McCoppin Street Bicycle Lane, Gough Street to Valencia Street**

This project would involve the installation of a Class II bicycle lane in the westbound direction on McCoppin Street between Gough Street and Valencia Streets.

This project would remove one westbound travel lane on McCoppin Street from Gough Street to 125' east of Valencia Street and remove approximately seven parking spaces on the north side of McCoppin Street near Valencia Street. Three parking spaces would be added on the south side of McCoppin Street between Jessie Street and Stevenson Streets by converting parallel parking to perpendicular parking. This project would result in a net loss of approximately four parking spaces.

### **Project 2-15 Otis Street Bicycle Lane, Gough Street to South Van Ness Avenue**

This project would involve the installation of a Class II bicycle lane in the westbound direction on Otis Street between South Van Ness Avenue and Gough Street.

The proposed project would not involve removal of travel lanes or parking, but would narrow existing travel lanes.

### **Project 2-16 Townsend Street Bicycle Lanes, 8<sup>th</sup> Street to The Embarcadero**

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Townsend Street between 8<sup>th</sup> Street and The Embarcadero.

Sharrows would be added in both directions on Townsend Street between 2<sup>nd</sup> Street and The Embarcadero, which is an existing Class III bicycle route. The existing front-in-angled parking spaces on both sides of the street would be converted to back-in-angled parking.

This project would add Class II bicycle lanes on Townsend Street in both directions between 2<sup>nd</sup> Street and 4<sup>th</sup> Street. This project would remove one travel lane in each direction between 2<sup>nd</sup> Street and 4<sup>th</sup> Street and add a two-way center left-turn lane between 2<sup>nd</sup> Street and 4<sup>th</sup> Street, including left-turn pockets eastbound at 2<sup>nd</sup> Street and 3<sup>rd</sup> Street and westbound at 4<sup>th</sup> Street. This project would add parking along a portion of the south side of Townsend Street between 3<sup>rd</sup> Street and Lusk Street.

This project would add Class II bicycle lanes on Townsend Street in both directions between 7<sup>th</sup> Street and 8<sup>th</sup> Street by narrowing travel lanes and adding a right-turn pocket on eastbound Townsend Street approaching 7<sup>th</sup> Street. No travel lane or parking removals would be required along this segment.

The segment of this project between 4<sup>th</sup> Street and 7<sup>th</sup> Street includes two design options:

Both options would add Class II bicycle lanes on Townsend Street in both directions between 4<sup>th</sup> Street and 7<sup>th</sup> Street by narrowing travel lanes and reconfiguring existing parking. Both options would provide space for the construction of continuous sidewalks on both sides of Townsend Street between 4<sup>th</sup> and 7<sup>th</sup> Streets, and would require travel lane configuration changes on 4<sup>th</sup> Street approaching Townsend Street, including the removal of one northbound right-turn lane, the conversion of one southbound left-turn lane into a thru-lane, and the conversion of one southbound thru-lane into a right-turn lane.

Option 1 one would convert the existing front-in-angled parking on the south side of Townsend Street to back-in-angled parking between 4<sup>th</sup> Street and 7<sup>th</sup> Street and would convert the existing perpendicular parking on the north side of Townsend Street to parallel parking between 4<sup>th</sup> Street and 7<sup>th</sup> Street. Option 1 would result in a loss of approximately 80 parking spaces and six part-time parking spaces that are currently restricted to truck loading during certain hours.

Option 2 would convert the existing angled parking on the south side of Townsend Street to parallel parking between 4<sup>th</sup> Street and 7<sup>th</sup> Street and would convert the existing parallel and perpendicular parking on the north side of Townsend Street to back-in-perpendicular parking between 4<sup>th</sup> Street and Townsend Street, except for approximately 200 feet east of 7<sup>th</sup> Street, which would remain parallel parking. Option 2 would result in a loss of approximately 26 parking spaces and a gain of 16 part-time parking spaces that are currently restricted to truck loading during certain hours.

### **Project 3-1 Fell Street and Masonic Avenue Intersection Improvements**

This project would involve installation of bicycle improvements at the intersection of Fell Street and Masonic Avenue. This project would add an exclusive bicycle and pedestrian signal phase for the Panhandle Pathway crossing of Masonic Avenue at Fell Street. It

would include modification of the signal timing at this intersection to incorporate an exclusive left-turn phase for westbound Fell Street traffic turning left onto southbound Masonic Avenue, and it would add an exclusive left-turn lane to westbound Fell Street approaching Masonic Avenue. In exchange for a reduction in the overall crossing time on Masonic Avenue for bicyclists and pedestrians, this project would provide an exclusive signal phase for this crossing and remove conflicts between crossing bicycles/pedestrians and traffic turning left from westbound Fell Street onto southbound Masonic Avenue. This project would also remove four parking spaces on the south side of Fell Street near Masonic Avenue by extending the existing tow-away zone an additional 90 feet to create space for the exclusive left-turn lane.

### **Project 3-2 Masonic Avenue Bicycle Lanes, Fell Street to Geary Boulevard**

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Masonic Avenue between Fell Street and Geary Boulevard. This project is divided into four segments.

Segment I would extend from Fell Street to Hayes Street and includes two design options:

Segment I Option 1 would install a Class II bicycle lane in both directions by removing one travel lane in the northbound direction, and two travel lanes in the southbound direction. PM tow-away would be rescinded on the west side of the street, resulting in the increase of eight parking spaces during the PM peak. A two-way center turn lane would also be installed.

Segment I Option 2 would install Class II bicycle lanes in both directions by removing a travel lane in each direction, removing approximately six parking spaces, and rescinding the afternoon tow-away zone. This option would result in a gain of approximately five parking spaces during afternoon hours.

Segment II would extend from Hayes Street to Grove Street and includes two design options:

Segment II Option 1 would install a center turn lane with floating bicycle lanes in each direction. During off-peak hours, there would be one travel lane in each direction. During the AM peak, there would be two travel lanes in the northbound direction, and one travel lane in the southbound direction. During the PM peak, there would be two travel lanes in the southbound direction, and one travel lane in the northbound direction. Existing tow-away restrictions would remain.

Segment II Option 2 would convert one travel lane in each direction into a transit/bicycle-only lane from 7AM to 6PM, Monday through Friday, by removing approximately 14 parking during this time period. Segment II Option 2 would add sharrows to the existing Class III bicycle route that would be in effect at all other times. Segment II Option 2 reduces the travel lanes and parking from 7AM to 6PM, Monday through Friday only.

Segment III would extend from Grove Street to Anza/O'Farrell Streets and includes two design options:

Segment III Option 1 would be similar to Segment II Option 1.

Segment III Option 2 would be similar to Segment II Option 2, but would remove 107 parking spaces on both sides of the street.

Segment IV would extend from Anza/O'Farrell Streets to Geary Boulevard and includes two design options:

Segment IV Option 1 would install Class II bicycle lanes in both directions by removing a travel lane in one direction and approximately 15 parking spaces. This option would establish a "Tow-Away Lane Must Turn Right" regulation from 4PM to 7PM, Monday through Friday.

Segment IV Option 2 would install Class II bicycle lanes in both directions by removing approximately 25 parking spaces. This option does not remove any travel lanes.

### **Project 3-3 McAllister Street Bicycle Lane, Market Street to Masonic Avenue**

This project would involve the installation of Class II and Class III bicycle facilities in the westbound direction on McAllister Street between Market Street and Masonic Avenue. This project is divided into three segments.

Segment I would extend from Market Street to Franklin Street and would add sharrows to the existing Class III bicycle route in the westbound direction. The proposal for Segment I would not involve travel lane or parking removal.

Segment II would extend from Franklin Street to Fillmore Street and would install a Class II bicycle lane in the westbound direction. The proposal for Segment II would not involve travel lane or parking removal. The project would shift the existing centerline south by approximately two and one-half feet.

Segment III would extend from Fillmore Street to Masonic Avenue and would add sharrows to the existing Class III bicycle route in the westbound direction. The proposal for Segment III would not involve travel lane or parking removal.

In addition, sharrows would be added to northbound Charles J. Brenham Place from Market Street to McAllister Street, and this block would be added to existing Bicycle Route #20. This block would aid in the connection from existing Bicycle Route #23 on 7<sup>th</sup> Street to the proposed improvements on McAllister Street.

### **Project 3-4 Polk Street Bicycle Lane, Market Street to McAllister Street**

This project would involve moving a portion of the existing northbound Bicycle Route #25 from Market Street, Larkin Street, and McAllister Street onto Polk Street.

This project would involve the installation of a Class II bicycle lane in the northbound direction on Polk Street between Market Street and McAllister Street. A segment of this Class II bicycle lane would be contra-flow (it would allow northbound bicycle travel on an otherwise one-way southbound street). Polk Street is a one-way southbound street between Grove Street and Market Street. Polk Street (Dr. Carlton B. Goodlett Place) is a two-way street between Grove Street and McAllister Street.

This project would install a northbound Class II bicycle lane between McAllister Street and Grove Street by narrowing travel lanes. The existing angled parking on the east side of Polk Street would be converted from front pull-in to back-in.

The segment between Grove Street and Market Street includes two design options:

Option 1 would establish a northbound contra-flow Class II bicycle lane on the east side of Polk Street from Market Street to Grove Street. This bicycle lane would be separated from traffic by a concrete median. The concreted median would have openings where truck loading docks currently exist on the east side of Polk Street north and south of Hayes Street. Option 1 would narrow travel lanes, narrow sidewalk and median widths on Polk Street near Market Street, remove 11 metered parking spaces, and remove one metered loading space. The existing white zone on the east side of Polk Street between Market Street and Hayes Street would be moved from the curb to the west side of the proposed median. Option 1 would remove approximately 12 parking spaces.

Option 2 would convert the segment of Polk Street from Market Street to Hayes Street to two-way operation, narrow travel lanes, narrow sidewalk and median widths, and add a northbound travel lane on Polk Street between Market Street and Hayes Street. Northbound Polk Street traffic would be forced to turn left onto westbound Hayes Street, except for bicycle traffic. Option 2 would add sharrows to the new northbound travel lane between Market Street and Hayes Street, and add a northbound Class II bicycle lane approaching Hayes Street. One metered loading space would be removed. The design for Option 2 between Hayes Street and Grove Street would be the same as for Option 1, including the removal of 11 metered parking spaces. Option 2 would remove approximately 12 parking spaces.

### **Project 3-5 Scott Street Bicycle Lane, Fell Street to Oak Street**

This project would involve the installation of a Class II left-turn bicycle lane in the northbound direction on Scott Street between Oak Street and Fell Street. This project includes two design options:

Option 1 would add a northbound Class II left-turn bicycle lane by removing the left-turn lanes on northbound Scott Street approaching Fell Street and on southbound Scott Street approaching Oak Street. No parking spaces would be removed under Option 1.

Option 2 would add a northbound Class II left-turn bicycle lane by narrowing travel lanes and removing approximately three parking spaces from the west side of Scott Street between Fell Street and Oak Street. The existing left-turn lanes approaching Fell Street and Oak Street would not change under Option 2.

**Project 3-6 The “Wiggle” Improvements, Duboce Avenue between Market and Steiner Streets, Steiner Street between Duboce Avenue and Waller Street, Waller Street between Steiner and Pierce Streets, Pierce Street between Waller and Haight Streets, Haight Street between Pierce and Scott Streets, and Scott Street between Haight and Fell Streets.)**

This project was implemented prior to the Bicycle Plan injunction. This project added sharrows in both directions to portions of existing Bicycle Route #30 in the following locations: Duboce Avenue between Market Street and Steiner Street, Steiner Street between Duboce Avenue and Waller Street, Waller Street between Steiner Street and Pierce Street, Pierce Street between Waller Street and Haight Street, and Haight Street between Pierce Street and Scott Street. On Haight Street between Pierce Street and Scott Street, travel lane widths were also modified. On Scott Street between Haight Street and Fell Street, sharrows were added to the existing Class III bicycle route in the southbound direction. On northbound Scott Street between Haight Street and Oak Street, a Class II bicycle lane was added to the existing Class III bicycle route. On northbound Scott Street at Oak Street, a bicycle box was added, and a “No Turn On Red” restriction was added. No travel lane or parking removals were required to implement this project.

**Project 4-1 16<sup>th</sup> Street Bicycle Lanes, 3<sup>rd</sup> Street to Terry Francois Boulevard**

This project would add a new route to the City's existing bicycle route network on 16<sup>th</sup> Street between Illinois Street and Terry Francois Boulevard.

This project would involve the installation of Class II bicycle lanes in both directions on 16<sup>th</sup> Street between 3<sup>rd</sup> Street and Illinois Street by narrowing travel lanes. Class II bicycle lanes would be added in both directions on 16<sup>th</sup> Street between Illinois Street and Terry Francois Boulevard when that segment of 16<sup>th</sup> Street is constructed.

This project would not involve travel lane or parking removal.

**Project 4-2 Cargo Way Bicycle Lanes, 3<sup>rd</sup> Street to Jennings Street**

This project would add a new route to the City’s existing bicycle route network.

This project would involve the installation of Class I or Class II bicycle facilities on Cargo Way between 3<sup>rd</sup> Street and Jennings Street. The resulting bicycle facilities would connect to the existing Bay Trail at the eastern terminus of Cargo Way at Heron’s Head Park. This project includes two design options:

Option 1 would install Class II bicycle lanes in both directions by removing approximately 160 under-utilized parking spaces on the south side of Cargo Way. Option 1 would not involve travel lane removal.

Option 2 would involve the installation of a Class I two-way bicycle path on the south side of Cargo Way between Illinois Street and Jennings Street. Option 2 would not involve travel lane or parking removal.

Both Options 1 and 2 would install a Class II left-turn bicycle lane on eastbound Cargo Way approaching Illinois Street and Amador Street.

#### **Project 4-3 Illinois Street Bicycle Lanes, 16<sup>th</sup> Street to Cargo Way**

This project would involve the installation of Class II bicycle lanes in both directions on Illinois Street between 16<sup>th</sup> Street and Cargo Way.

This project would install Class II bicycle lanes in both directions on Illinois Street from 16th Street to Cargo Way, including a floating bike lane in the southbound direction between 18<sup>th</sup> and 19<sup>th</sup> Streets, by changing parking configurations. The existing perpendicular parking, mainly on the east side of the street, would be reconfigured to either back-in-angled parking or parallel parking. This project would result in the loss of approximately 45 parking spaces on Illinois Street. Additional parking spaces would be provided on Tennessee Street, 22<sup>nd</sup> Street, and 24<sup>th</sup> Street, resulting in a net gain of approximately 105 parking spaces near the project area. One travel lane would be removed in each direction from 25<sup>th</sup> to Marin Streets. The proposed Class II bicycle lanes on Illinois Street would connect to the proposed bicycle facilities on Cargo Way via the recently completed Islais Creek Bridge.

#### **Project 4-4 Innes Avenue Bicycle Lanes, Donahue Street to Hunters Point Boulevard**

This project would involve the installation of Class II or Class III bicycle facilities in both directions on Innes Avenue between Donahue Street and Hunters Point Boulevard. This project includes two design options:

Option 1 would remove approximately 75 parking spaces on the south side of Innes Avenue from Hunters Point Boulevard to Earl Street, and install Class II bicycle lanes in both directions. From Earl Street to Donahue Street, Class II bicycle lanes would be installed by removing approximately 60 parking spaces and adding a planted median in the center of the roadway. There would be no travel lane removals associated with Option 1.

Option 2 would be similar to Option 1, except for the segment from Hunters Point Boulevard to Earl Street, where sharrows would be added to the existing Class III bicycle route in both directions. There would be no parking or travel lane removals associated with Option 2 between Hunters Point Boulevard and Earl Street.

The two options described above are consistent with Department of Public Works led Bayview Transportation Improvement Project (BTIP). The future lane configuration on Innes Avenue depends on whether a new football stadium for the San Francisco 49ers is built. If a new stadium is built, Innes Avenue could serve as an important access/egress route, and the Class II bicycle lanes proposed on Innes Avenue could be re-routed as either Class I or Class II bicycle facilities on a proposed new roadway (Hudson Street).

#### **Project 4-5 Mississippi Street Bicycle Lanes, 16<sup>th</sup> Street to Mariposa Street**

This project would involve the installation of Class II bicycle lanes in both directions on Mississippi Street between 16<sup>th</sup> Street and Mariposa Street.

Class II bicycle lanes would be added by narrowing travel lanes. This project would not require travel lane or parking removal.

**Project 5-1 23<sup>rd</sup> Street Bicycle Lanes, Kansas Street to Potrero Avenue**

This project would involve the installation of Class II and Class III bicycle facilities on 23<sup>rd</sup> Street between Kansas Street and Potrero Avenue adjacent to San Francisco General Hospital.

This project would involve the installation of a Class II bicycle lane in the eastbound direction and the addition of sharrows to the existing Class III bicycle route in the westbound direction. This project would not involve travel lane or parking removal. However, travel lanes would be narrowed to create space for the eastbound bicycle lane.

**Project 5-2 Alemany Boulevard Bicycle Lanes, Bayshore Boulevard to Rousseau Street**

This project would add a new route to the City's existing bicycle route network.

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Alemany Boulevard between Bayshore Boulevard and Rousseau Street.

This project would involve the installation of Class II bicycle lanes in both directions on Alemany Boulevard between Putnam and Rousseau Streets by removing one eastbound travel lane between Rousseau and Trumbull Streets, removing one westbound travel lane between Putnam Street and Ellsworth Street, removing parking on the north side of Alemany Boulevard between Ellsworth Street and Rousseau Street, and removing parking on the south side of Alemany Boulevard between Rousseau Street and Putnam Street. A total of approximately 375 under-utilized parking spaces would be removed. This project would add sharrows in both directions on Alemany Boulevard between Bayshore Boulevard and Putnam Street. This project would add a left-turn Class II bicycle lane on eastbound Alemany Boulevard approaching Bayshore Boulevard.

**Project 5-3 Alemany Boulevard Bicycle Lanes, Rousseau Street to San Jose Avenue**

This project was implemented prior to the Bicycle Plan injunction. This project involved the installation of a mixed Class II and Class III bicycle facility on Alemany Boulevard between Rousseau Street and San Jose Avenue.

This project involved adding bicycle lanes on Alemany Boulevard in both directions between Rousseau Street and San Jose Avenue by removing a travel lane in each direction, except for the following segments: Northbound Alemany Boulevard between Niagara Avenue and Geneva Avenue, and southbound Alemany Boulevard between

Seneca Avenue and Geneva Avenue. No travel lanes were removed along these segments, and sharrows were added to the existing Class III bicycle route along these segments. On westbound Alemany Boulevard approaching San Jose Avenue, travel lanes were narrowed to install a bicycle lane, but no westbound travel lanes were removed. On eastbound Alemany Boulevard approaching San Jose Avenue, travel lanes were narrowed to install a bicycle lane and one travel lane was converted to a right-turn only lane. Approximately two parking spaces were removed on southbound Alemany Boulevard at Ocean Avenue to create a southbound right-turn only lane.

#### **Project 5-4 Bayshore Boulevard Bicycle Lanes, Cesar Chavez Street to Silver Avenue**

This project would involve the installation of Class II bicycle lanes in both directions on Bayshore Boulevard between Cesar Chavez Street and Silver Avenue. This project would involve moving portions of existing southbound Bicycle Route #25 from Jerrold Avenue, Barneveld Avenue, Loomis Street, and Industrial Street onto Bayshore Boulevard.

The project is divided into two segments:

Segment I would extend between Cesar Chavez Street and Industrial Street, and has two design options:

Segment I Option 1 would install Class II bicycle lanes in both directions on Bayshore Boulevard by removing a travel lane in each direction.

Segment I Option 2 would install Class II bicycle lanes in both directions on Bayshore Boulevard by removing parking on both sides of the street. This option would remove a total of approximately 220 parking spaces.

Segment II would extend between Industrial Street and Silver Avenue, and has two design options:

Segment II Option 1 would install Class II bicycle lanes in both directions on Bayshore Boulevard by removing a northbound travel lane from approximately 150 feet north of Silver Avenue to Industrial Street and by removing approximately 15 parking spaces on the east side of Bayshore Boulevard between Silver Avenue and Boutwell Street.

Segment II Option 2 would install Class II bicycle lanes in both directions on Bayshore Boulevard by removing a northbound travel lane from Helena Street to approximately 320 feet northerly and by establishing a northbound right-turn lane from 320 feet north of Helena Street to Industrial Street. This option would remove approximately 40 parking spaces on the east side of Bayshore Boulevard between Silver Avenue and Helena Street.

Both Segment II options above would remove approximately 70 under-utilized parking spaces on the west side of Bayshore Boulevard between Industrial Street and Silver Avenue.

### **Project 5-5 Cesar Chavez Street Bicycle Lanes, I-280 to US 101 Freeways**

This project would involve the installation of Class II bicycle lanes in both directions on Cesar Chavez Street between Kansas Street (near US 101 Freeway) and Mississippi Street (near I-280 Freeway). This project includes two design options:

Option 1 would remove a travel lane in either the eastbound **or** the westbound direction and install Class II bicycle lanes in both directions. The eastbound and westbound lane removals would be analyzed separately and the least impactful scenario would be carried forward and be included in the plan. Depending on which direction is chosen for the travel lane removal the resulting lane configuration would be: a) two lanes eastbound and one lane westbound, plus the turn lanes approaching Evans Avenue; or b) one lane eastbound and two lanes westbound, plus the turn lanes approaching Evans Avenue. Option 1 would not involve parking removal.

Option 2 would involve the installation of Class II bicycle lanes in both directions by removing approximately 94 parking spaces on the north side of Cesar Chavez Street. The estimated parking loss does not account for existing curb cuts or red zones, therefore the actual number of parking spaces removed would likely be lower. This option would not involve travel lane removal.

### **Project 5-6 Cesar Chavez Street/26<sup>th</sup> Street Bicycle Lanes, Sanchez Street to US-101**

The Cesar Chavez Street section of this project would involve the installation of Class II and Class III bicycle facilities in both directions between Hampshire Street (near US 101 Freeway) and Sanchez Street.

The Cesar Chavez Street section of this project would be divided into three segments.

Segment I of the Cesar Chavez Street section of this project would extend between Hampshire Street and Valencia Street and includes two design options:

Segment I Option 1 would remove one travel lane in each direction, maintain or widen the existing median, and install Class II bicycle lanes in both directions. This option would not involve parking removal.

Segment I Option 2 would remove one travel lane in each direction, remove the existing median, and install Class II bicycle lanes in both directions and a center two-way left-turn lane. This option would not involve parking removal.

Segment II of the Cesar Chavez Street section of this project would extend between Valencia Street and Guerrero Street and includes two design options:

Segment II Option 1 would remove one through travel lane in the eastbound direction and a left turn lane in the westbound direction, maintain or widen the existing median, and install Class II bicycle lanes in both directions. This option would also install a Class II

bicycle left turn lane in the eastbound intersection approach to Valencia Street. This option would not involve parking removal.

Segment II Option 2 would remove one through travel lane in the westbound direction, remove the existing median, and install Class II bicycle lanes in both directions. This option would also install a Class II bicycle left turn lane in the eastbound intersection approach to Valencia Street. This option would not involve parking removal.

Segment III of the Cesar Chavez Street section of this project would extend from Guerrero Street to Sanchez Street, and has two design options.

Segment III Option 1 would install Sharrows in both directions to the existing Class III bicycle route along Segment III. This option would change the lane configuration in the eastbound intersection approach to Guerrero Street to a left turn lane and a through-right turn lane. This option would not involve travel lane or parking removal.

Segment III Option 2 would install Sharrows in both directions to the existing Class III bicycle route along Segment III. This option would not change the lane configuration and would not involve travel lane or parking removal.

The 26<sup>th</sup> Street section of this project would establish a new Class III bicycle route with sharrows in both directions on 26<sup>th</sup> Street between Hampshire Street and Sanchez Street. This project would result in the loss of approximately four parking spaces per block (approximately 76 total spaces), typically at the corners, where bulb-outs and chokers would be installed to calm traffic. This option would not involve travel lane removal.

**Project 5-7 Glen Park Area Bicycle Lanes, a. Connection between Alemany Boulevard and San Jose Avenue and b. Connection between Monterey Boulevard and San Jose Avenue**

**a. Connection between Alemany Boulevard and San Jose Avenue via Arlington Street, Bosworth Street, Lyell Street, Milton Street, Rousseau Street, and Still Street**

This project would add a new route to the City's existing bicycle route network on northbound Milton Street between Bosworth Street and San Jose Avenue.

This project would involve the installation of Class II and Class III bicycle facilities along portions of Bicycle Route #45 and #55 to close a gap between the existing bicycle lanes on San Jose Avenue and Alemany Boulevard on both sides of the I-280 Freeway and to provide a better connection for bicyclists to the Glen Park BART Station. This project includes two design options:

Both options would add a southbound Class II bicycle lane on Arlington Street between Wilder Street and Bosworth Street by removing approximately 11 parking spaces on the east side of the street, add sharrows on eastbound Bosworth Street between Diamond Street and the I-280 on-ramp, add an eastbound Class II bicycle lane on Bosworth Street between the I-280 on-ramp and Lyell Street by removing approximately 36 parking spaces on the west side of the street, add a westbound Class II bicycle lane on Bosworth

Street between Lyell Street and Arlington Street by narrowing the travel lanes, add a westbound Class II bicycle lane on Bosworth Street between Arlington Street and Diamond Street by removing nine metered parking spaces, add sharrows on westbound Bosworth Street approaching Diamond Street, add a northbound Class II bicycle lane on Lyell Street between Still Street and Bosworth Street by narrowing the travel lanes and the medians as needed, add an eastbound Class II bicycle lane on Bosworth Street between Lyell Street and Milton Street, including a left-turn bicycle lane approaching Milton Street, by narrowing the travel lanes, and add sharrows on northbound Milton Street between Bosworth Street and San Jose Avenue.

Option 1 would add a southbound Class II bicycle lane on Lyell Street between Still Street and Cayuga Avenue by narrowing travel lanes, and add southbound Class II bicycle lanes on Lyell Street between Cayuga Avenue and Alemany Boulevard by removing one of the two southbound left-turn lanes approaching Alemany Boulevard.

Option 1 would also add a northbound Class II bicycle lane on Rousseau Street between Alemany Boulevard and Cayuga Avenue by narrowing travel lanes, add a northbound Class II bicycle lane on Rousseau Street between Cayuga Avenue and Still Street by removing approximately three parking spaces on the east side of Rousseau Street, and add a westbound Class II bicycle lane on Still Street between Rousseau Street and Lyell Street by narrowing travel lanes. Option 1 would remove a total of approximately 59 parking spaces.

Option 2 would move northbound Bicycle Route #45 from Alemany Boulevard between Lyell Street and Rousseau Street, Rousseau Street between Alemany Boulevard and Still Street, and Still Street between Rousseau Street and Lyell Street to northbound Lyell Street between Alemany Boulevard and Still Street. Option 2 would add a southbound Class II bicycle lane on Lyell Street between Still Street and Cayuga Avenue by removing approximately seven parking spaces on the west side of Lyell Street, and add sharrows on southbound Lyell Street between Cayuga Avenue and Alemany Boulevard.

Option 2 would also add a left-turn bicycle lane on eastbound Alemany Boulevard approaching Lyell Street by narrowing the median and changing the existing left-turn restriction to allow bicycle left-turns, remove the existing left-turn bicycle lane on eastbound Alemany Boulevard approaching Rousseau Street and add approximately seven parking spaces along the south side of Alemany Boulevard, add a northbound contra-flow Class II bicycle lane on Lyell Street between Alemany Boulevard and Still Street by removing one of the two southbound left-turn lanes approaching Alemany Boulevard, and create a channel in the median island at the intersection of Lyell and Still Streets to allow northbound bicycle travel. Option 2 would add stop controls on eastbound Still Street approaching Lyell Street. Option 2 would remove a total of approximately 56 parking spaces.

**b. Connection between Monterey Boulevard and San Jose Avenue via Monterey Boulevard and San Jose Avenue ramps**

This project would add a new route to the City's existing bicycle route network.

This project would involve the installation of Class I, Class II, and Class III bicycle facilities to close a gap between the existing bicycle lanes on San Jose Avenue, Route #45, and the existing Class III bicycle Route #70 on Circular Avenue.

In the southbound direction, this project would extend the existing Class II bicycle lane on San Jose Avenue approaching the Arlington Street off-ramp to Diamond Street by installing a Class II bicycle lane along the Arlington Street off-ramp, installing a Class I bike path across the median island of San Jose Avenue to connect the Arlington Street and Monterey Boulevard off-ramps, and installing a Class II bicycle lane along the Monterey Boulevard off-ramp approaching Diamond Street. Sharrows would be added to the existing Class III bicycle route on Monterey Boulevard from Diamond Street to Circular Avenue.

In the northbound direction, this project would install Class II bicycle lanes on Monterey Boulevard and San Jose Avenue from Circular Avenue to Milton Street by removing one travel lane from Circular Avenue to the San Jose Avenue freeway overpass. There would be no parking removal associated with this project.

#### **Project 5-8 Kansas Street Bicycle Lanes, 23<sup>rd</sup> Street to 26<sup>th</sup> Street**

This project would involve the installation of Class II bicycle lanes in both directions on Kansas Street between 23<sup>rd</sup> Street and 26<sup>th</sup> Street.

This project would install Class II bicycle lanes in both directions, with painted or raised pedestrian refuges added at the intersections. This project would not involve travel lane or parking removal. However, the travel lanes would be narrowed at the intersections to create the pedestrian refuge areas.

#### **Project 5-9 Ocean Avenue Bicycle Lanes, Alemany Boulevard to Lee Avenue**

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Ocean Avenue between Alemany Boulevard and Lee Avenue.

The project is divided into two segments.

Segment I would extend from Alemany Boulevard to San Jose Avenue. This project would install Class II bicycle lanes in both directions without parking or lane removals along Segment I.

Segment II would extend from San Jose Avenue to Lee Avenue. Segment II includes two design options:

Segment II Option 1 would add a Class II bicycle lane in the westbound direction from San Jose Avenue to Phelan Avenue by removing approximately 24 parking spaces on the north side of the street and removing one of the westbound travel lanes from the I-280 Freeway southbound off-ramp to Phelan Avenue.

Segment II Option 1 would add a Class II bicycle lane in the eastbound direction from Lee Avenue to the I-280 Freeway southbound on-ramp by removing approximately 25 parking spaces on portions of the south side of the street and removing one of the eastbound travel lanes from Geneva Avenue to 330 feet west of the I-280 Freeway northbound on-ramp. This option also would reconfigure the optional eastbound through/right turn lane approaching Geneva Avenue to a dedicated right-turn lane.

Segment II Option 2 would add a Class II bicycle lane in the westbound direction from San Jose Avenue to the I-280 Freeway southbound off-ramp by removing approximately 20 parking spaces on the north side of the street. From the I-280 Freeway southbound off-ramp to Lee Avenue sharrows would be added in the westbound direction to the existing Class III bicycle route.

Segment II Option 2 would add a Class II bicycle lane in the eastbound direction by removing approximately 70 parking spaces from Lee Avenue to the I-280 northbound on-ramp. No travel lanes would be removed under Segment II Option 2.

#### **Project 5-10 Phelan Avenue Bicycle Lanes, Judson Avenue to Ocean Avenue**

This project would involve the installation of Class II bicycle lanes in both directions on Phelan Avenue between Judson Avenue and Ocean Avenue. This project would include installation of traffic signals at the intersections of Phelan Avenue and South Cloud Circle, Phelan Avenue and North Cloud Circle, and the new intersection of Phelan Avenue and Lee Avenue. This project also would include adding bulb-outs and raised crosswalks along Phelan Avenue. This project includes two design options:

Option 1 would remove a travel lane in each direction and install Class II bicycle lanes in both directions and build raised median islands with left-turn pockets at intersections from Ocean Avenue to Judson Avenue. This design option is consistent with the Balboa Park Station Area Plan Draft EIR, which was released in October 2007.

Option 2 would remove approximately 140 parking spaces and approximately 30 motorcycle parking spaces on Phelan Avenue to install Class II bicycle lanes in both directions. This option would not provide sidewalk bulb-outs at crosswalks. There would be no travel lane removal under Option 2.

#### **Project 5-11 Potrero Avenue and Bayshore Boulevard Bicycle Lanes, 25<sup>th</sup> to Cesar Chavez Streets**

This project would involve the installation of Class II bicycle lanes in both directions on Potrero Avenue and Bayshore Boulevard between 25<sup>th</sup> Street and Cesar Chavez Street.

In the northbound direction, travel lanes would be narrowed to add a curbside Class II bicycle lane along Bayshore Boulevard from approximately 200 feet south of the intersection of Potrero Avenue and the US-101 off-ramp to this intersection. A northbound Class II bicycle lane exists on Potrero Avenue, beginning approximately 300 feet south of 25<sup>th</sup> Street. This Class II bicycle lane would be extended southerly to the intersection of Potrero Avenue and the US-101 off-ramp by removing approximately 20

parking spaces. In the southbound direction, a Class II bicycle lane exists on Potrero Avenue, but ends approximately 120 feet south of 25<sup>th</sup> Street. This Class II bicycle lane would be extended southerly to Cesar Chavez Street by narrowing travel lanes. No parking removal would be required to extend the southbound Class II bicycle lane.

### **Project 5-12 Sagamore Street and Sickles Avenue Bicycle Lanes, Alemany Boulevard to Brotherhood Way**

This project would involve the installation of Class II bicycle lanes in both directions on Sagamore Street and Sickles Avenue, between Alemany Boulevard and Brotherhood Way. This project includes two design options:

Option 1 would add a Class II bicycle lane in the westbound direction on Sagamore Street from Plymouth Avenue to Orizaba Avenue by narrowing the travel lanes from Plymouth Avenue to Capitol Avenue and removing one westbound travel lane from 250 feet west of Capitol Avenue to Orizaba Avenue. The westbound lane configuration approaching Orizaba Avenue would change to include a dedicated right turn lane onto Orizaba Avenue, a westbound lane approaching Brotherhood Way, and a westbound lane approaching Alemany Boulevard. The angled parking on the north side of Sagamore Street between Capitol Avenue and Orizaba Avenue would be converted to back-in-angled parking and would not result in parking loss.

Option 1 would add a Class II bicycle lane in the eastbound direction on Sagamore Street from Orizaba Avenue to Capitol Avenue by removing eight parking spaces just west of Capitol Avenue. There is an existing Class II bicycle lane on Sagamore Street in the eastbound direction from Capitol Avenue to 130 feet west of Plymouth Avenue. A Class II bicycle lane would be added on Sagamore Street from 130 feet west of Plymouth Avenue to Plymouth Avenue by removing an eastbound travel lane along that segment. In addition, a Class II bicycle lane would be added in the eastbound direction along Sickles Avenue from Plymouth Avenue to Alemany Boulevard by narrowing the traffic lane.

Option 2 would add a Class II bicycle lane in the westbound direction from Plymouth Avenue to Capitol Avenue, similar to Option 1. From Capitol Avenue to Orizaba Avenue, a westbound Class II bicycle lane would be added by changing the parking layout and removing 15 parking spaces on the north side of Sagamore Street and creating a westbound right-turn pocket approaching Orizaba Avenue. In the eastbound direction from Orizaba Avenue to Alemany Boulevard a Class II bicycle lane would be added by removing 15 parking spaces on the south side of Sagamore Street. In addition, a Class II bicycle lane would be added in the eastbound direction along Sickles Avenue from Plymouth Avenue to Alemany Boulevard by narrowing the traffic lane.

### **Project 5-13 San Bruno Avenue Bicycles Lanes, Paul Avenue to Silver Avenue**

This project would involve moving a portion of the existing Bicycle Route #25 from Bayshore Boulevard onto San Bruno Avenue.

This project would involve the installation of Class II bicycle lanes in both directions on San Bruno Avenue between Paul Avenue and Silver Avenue. This project is divided into two segments.

Segment I would extend from Paul Avenue to Silliman Street and includes two design options:

Segment I Option 1 would install Class II bicycle lanes in both directions between Paul Avenue and Silliman Street. The bicycle lanes would be provided between eight-foot wide parking and ten-foot wide travel lanes.

Segment I Option 2 would install Class II bicycle lanes in both direction between Paul Avenue and Silliman Street. The bicycle lanes would be provided between seven-foot wide parking and eleven-foot wide travel lanes.

Segment II would extend from Silliman Street to Silver Avenue and includes one design option:

Class II bicycle lanes would be installed in both directions along Segment II by removing 22 parking spaces.

### **Project 6-1 Claremont Boulevard Bicycle Lanes, Dewey Boulevard to Portola Drive**

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Claremont Boulevard between Dewey Boulevard and Portola Drive.

This project would install a Class II bicycle lane in the northbound direction from Portola Drive to Dewey Boulevard. In the southbound direction, this project would add sharrows to the existing Class III bicycle route from Dewey Boulevard to Ulloa Street and add a Class II bicycle lane from Ulloa Street to Portola Drive. This project would not involve travel lane or parking removal.

### **Project 6-2 Clipper Street Bicycle Lanes, Douglass Street to Portola Drive**

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Clipper Street between Douglass Street and Portola Drive. This project is divided into two segments.

Segment I would extend between Diamond Heights Boulevard and Douglass Street and includes one design option:

This project would install Class II bicycle lanes in both directions along Segment I by removing one travel lane in each direction and establishing a center two-way left-turn lane.

Segment II would extend between Diamond Heights Boulevard and Portola Drive and includes two design options:

Segment II Option 1 would replace one westbound left-turn lane on Clipper Street approaching Portola Drive with a Class II left-turn bicycle lane. This option would also install a westbound Class II bicycle lane along the north curb on Clipper Street approaching Portola Drive. Sharrows would be added to the existing Class III bicycle route in the eastbound direction. This option would not involve parking removal.

Segment II Option 2 would add sharrows in both directions to the existing Class III bicycle route. This option would not involve travel lane or parking removal.

### **Project 6-3 Laguna Honda Boulevard Bicycle Lanes, Plaza Street to Woodside Avenue**

This project would involve the installation of Class II bicycle lanes in both directions on Laguna Honda Boulevard between Plaza Street and Woodside Avenue. This project includes two design options:

Option 1 would install a Class II bicycle lane on Laguna Honda Boulevard in the northbound direction by removing one northbound travel lane from Woodside Avenue to approximately 320 feet north of Plaza Street. Option 1 would install a Class II bicycle lane in the southbound direction on Laguna Honda Boulevard by removing one southbound travel lane from 115 feet south of Plaza Street to Dewey Boulevard. Option 1 would also install a Class II left-turn bicycle lane on southbound Laguna Honda Boulevard approaching the Laguna Honda Boulevard/Dewey Boulevard intersection. Option 1 does not involve parking removal.

Option 2 would install Class II bicycle lanes in both directions on Laguna Honda Boulevard by widening the roadway and narrowing portions of the median. Option 2 does not involve travel lane or parking removal.

### **Project 6-4 Laguna Honda Boulevard Bicycle Lanes, Portola Drive to Woodside Avenue**

This project would add a new route to the City's existing bicycle route network on northbound Laguna Honda Boulevard from Portola Drive to Woodside Avenue.

This project would involve creating a new bicycle route with a Class II bicycle lane in the northbound direction on Laguna Honda Boulevard from Portola Drive to Woodside Avenue and adding a Class II bicycle lane to the existing Class III bicycle route in the southbound direction.

This project would narrow travel lanes and establish Class II bicycle lanes in both directions by removing approximately five parking spaces. This project would also involve consolidation of three Muni bus stops on Laguna Honda Boulevard at Idora Avenue, Balceta Avenue, and Hernandez Avenue into one 80-foot bus zone in each direction. The proposed bus stop modification would remove approximately eight parking spaces.

### **Project 6-5 Portola Drive Bicycle Lanes, Corbett Avenue to O’Shaughnessy Boulevard**

This project would involve the installation of Class II bicycle lanes in both directions on Portola Drive between Corbett Avenue and the intersection of O’Shaughnessy Boulevard and Woodside Avenue.

In the eastbound direction, a Class II bicycle lane would be added to Portola Drive by removing a travel lane from O’Shaughnessy Boulevard to 300 feet easterly and by narrowing travel lanes from 300 feet east of O’Shaughnessy Boulevard to 215 feet west of Corbett Avenue.

In the westbound direction, a Class II bicycle lane would be added to Portola Drive by removing approximately four parking spaces and narrowing travel lanes from Corbett Avenue to Burnett Avenue. This project would remove one westbound lane approaching Clipper Street and would add approximately 15 parking spaces. From Burnett Avenue to Twin Peaks Boulevard, a Class II bicycle lane would be added by narrowing travel lanes. From Twin Peaks Boulevard to Woodside Avenue, a Class II bicycle lane would be added by removing one westbound left-turn lane approaching O’Shaughnessy Boulevard.

### **Project 6-6 Portola Drive Bicycle Lanes, O’Shaughnessy Boulevard/Woodside Avenue to Sloat Boulevard/St. Francis Boulevard**

This project would involve the installation of Class II and Class III bicycle facilities in both directions between the intersections of O’Shaughnessy Boulevard/Woodside Avenue and Sloat Boulevard/St. Francis Boulevard. This project includes two design options:

#### **Option 1**

Option 1 would install a Class II bicycle lane in the eastbound direction on Portola Drive as follows: from St. Francis Boulevard to Evelyn Way by removing approximately 240 parking spaces and from Evelyn Way to O’Shaughnessy Boulevard by removing one eastbound travel lane.

Option 1 would install a Class II bicycle lane in the westbound direction on Portola Drive as follows: from Woodside Avenue to Sydney Way/Fowler Avenue by removing one left-turn lane approaching Fowler Avenue from Sydney Way to Evelyn Way by narrowing travel lanes; and from Laguna Honda Boulevard to Waitham Way by narrowing travel lanes.

Option 1 would add sharrows to the existing Class III bicycle route on Portola Drive in the westbound direction as follows: from Evelyn Way to Laguna Honda Boulevard and from Waitham Way to Sloat Boulevard.

#### **Option 2**

Option 2 would install a Class II bicycle lane in the eastbound direction on Portola Drive from St. Francis Boulevard to Evelyn Way by narrowing travel lanes.

Option 2 would install sharrows on the existing Class III bicycle route in the eastbound direction on Portola Drive from Evelyn Way to Woodside Avenue.

Option 2 would install sharrows on the existing Class III bicycle route in the westbound direction on Portola Drive as follows: from Woodside Avenue to Laguna Honda Boulevard and from Waitham Way to Sloat Boulevard.

Option 2 would install a Class II bicycle lane in the westbound direction by narrowing travel lanes from Laguna Honda Boulevard to Waitham Way.

### **Project 7-1 Intersection Improvements at 7<sup>th</sup> Avenue and Lincoln Way**

This project was partially implemented prior to the Bicycle Plan injunction. The implemented portion of this project involved the modification of the west side of the raised median at the intersection of 7<sup>th</sup> Avenue and Lincoln Way by cutting back the median from the west crosswalk to five feet easterly to allow southbound bicyclists to cross Lincoln Way without riding in the crosswalk.

This project would involve further modifications at the intersection of 7<sup>th</sup> Avenue and Lincoln Way to allow northbound bicyclists to cross Lincoln Way. These modifications would involve installing a cut-through in the center of the raised median for northbound bicyclists, and installing a bicycle loop detector and a bicycle traffic signal for northbound bicyclists. There are no travel lane removals or parking changes associated with this project.

### **Project 7-2 7<sup>th</sup> Avenue Bicycle Lanes, Lawton Street to Lincoln Way**

This project would add a new route to the City's existing bicycle route network.

The project would involve the installation of Class II and Class III bicycle facilities in both directions on 7<sup>th</sup> Avenue between Lawton Street and Lincoln Way.

This project would install Class II bicycle lanes in both directions on 7<sup>th</sup> Avenue between Lawton Street and Judah Street by removing one southbound travel lane. From Lincoln Way to Judah Street, one travel lane would be converted to a center two-way left turn lane and sharrows would be added in both directions.

### **Project 7-3 Great Highway and Point Lobos Avenue Bicycle Lanes, El Camino Del Mar to Cabrillo Street**

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Great Highway and Point Lobos Avenue between Cabrillo Street and El Camino Del Mar.

This project is divided into two segments.

Segment I would extend along Point Lobos Avenue to Great Highway from 48<sup>th</sup> Avenue/El Camino Del Mar to Balboa Street. This project would install Class II bicycle lanes in both directions by removing one travel lane in each direction along Segment I. The southbound Class II bicycle lane would be discontinued approaching the downhill section of Point Lobos Avenue from approximately the Sutro Heights Parking lot to approximately 600 feet north of Balboa Street. The Class II southbound bicycle lane would continue on Great Highway from approximately 600 feet north of Balboa Street to Balboa Street. Sharrows will be added on the travel lane at this downhill section of the road. This project would remove approximately ten parking spaces along Segment I.

Segment II would extend on Great Highway from Balboa Street to Cabrillo Street. This project would install Class II bicycle lanes in both directions by narrowing the northbound travel lanes along Segment II. This project would convert the painted buffer area between the southbound travel lanes and the parking area into a southbound Class II bicycle lane. This project would provide a connection to the existing Class II bicycle lanes on Cabrillo Street through the Cabrillo Plaza. There would be no travel lane or parking removals along Segment II.

#### **Project 7-4 John F. Kennedy Drive and Kezar Drive Bicycle Lanes, Stanyan Street to Transverse Drive**

This project would involve the installation of Class II bicycle lanes in both directions on John F. Kennedy Drive from Kezar Drive to Transverse Drive and on eastbound Kezar Drive between John F. Kennedy Drive and Stanyan Street in Golden Gate Park.

This project would add Class II bicycle lanes in both directions on John F. Kennedy Drive by narrowing existing travel lanes. A limited number of parking spaces would be removed along portions of John F. Kennedy Drive where the narrowing of travel lanes would not provide sufficient space to add Class II bicycle lanes.

This project would convert the existing left-side shoulder next to the median on eastbound John F. Kennedy Drive approaching Kezar Drive to a left-side Class II bicycle lane. This project would also convert the existing left-side shoulder next to the median on eastbound Kezar Drive between John F. Kennedy Drive and Stanyan Street to a left-side Class II bicycle lane.

#### **Project 7-5 Kirkham Street Bicycle Lanes, 9th Avenue to Great Highway**

This project would involve the installation of Class II bicycle lanes in both directions on Kirkham Street between 9<sup>th</sup> Avenue and Great Highway. This project would be divided into six segments.

Segment I would include Kirkham Street between 9<sup>th</sup> Avenue and Funston Avenue, Kirkham Street between 17<sup>th</sup> Avenue and 18<sup>th</sup> Avenue, Kirkham Street between 20<sup>th</sup> Avenue and 36<sup>th</sup> Avenue, and Kirkham Street between 37<sup>th</sup> Avenue and Great Highway. The proposed option for this segment would involve installation of Class II bicycle lanes

in both directions. The proposed option would not involve travel lane or parking removal.

Segment II would include Kirkham Street between Funston Avenue and 17<sup>th</sup> Avenue. The proposed option for this segment would involve installation of Class II bicycle lanes in both directions, with painted or raised pedestrian refuges added at the intersections. The proposal for this segment would not involve travel lane or parking removal. However, the travel lanes would be narrowed at the intersections to create the pedestrian refuge areas.

Segment III would include Kirkham Street between 18<sup>th</sup> Avenue and 19<sup>th</sup> Avenue. There are two design options for this segment:

Segment III Option 1 would involve removal of approximately 10 parking spaces on the north side of Kirkham Street and installation of Class II bicycle lanes in both directions. This option would not involve travel lane removal.

Segment III Option 2 would involve installation of a Class II bicycle lane in the eastbound direction and installation of sharrows along the existing Class III bicycle route in the westbound direction on Kirkham Street. This option would not involve travel lane or parking removal.

Segment IV would include Kirkham Street between 19<sup>th</sup> Avenue and 20<sup>th</sup> Avenue. There are two design options for this segment:

Segment IV Option 1 would involve removal of approximately 12 parking spaces on the south side of Kirkham Street and installation of Class II bicycle lanes in both directions. This option would not involve travel lane removal.

Segment IV Option 2 would involve installation of a Class II bicycle lane in the westbound direction and installation of sharrows along the existing Class III bicycle route in the eastbound direction on Kirkham Street. This option would not involve travel lane or parking removal.

Segment V would include Kirkham Street between 36<sup>th</sup> Avenue and Sunset Boulevard. There are two design options for this segment:

Segment V Option 1 would involve removal of approximately four parking spaces on the north side of Kirkham Street and installation of Class II bicycle lanes in both directions. This option would not involve travel lane removal.

Segment V Option 2 would involve installation of a Class II bicycle lane in the eastbound direction and installation of sharrows along the existing Class III bicycle route in the westbound direction on Kirkham Street. This option would not involve travel lane or parking removal.

Segment VI would be Kirkham Street between 37<sup>th</sup> Avenue and Sunset Boulevard. There are two design options for this segment:

Segment VI Option 1 would involve removal of approximately four parking spaces on the south side of Kirkham Street and installation of Class II bicycle lanes in both directions. This option would not involve travel lane removal.

Segment VI Option 2 would involve installation of a Class II bicycle lane in the westbound direction and installation of sharrows along the existing Class III bicycle facility route in the eastbound direction of Kirkham Street. This option would not involve travel lane or parking removal.

#### **Project 7-6 Page and Stanyan Streets Intersection Traffic Signal Improvements**

This project would involve signalization of the intersection of Page and Stanyan Streets and would include other improvements, as described below.

The proposed signal at this intersection would facilitate pedestrian and bicycle access to the existing Class I pedestrian and bicycle multi-use path in Golden Gate Park, west of Stanyan Street. Improvements would include new traffic signals and improved curb ramps. This project would not remove any travel lanes or parking.

#### **Project 8-1 19<sup>th</sup> Avenue Mixed-Use Path, Buckingham Way to Holloway Avenue**

This project would add a new route to the City's existing bicycle route network.

This project would involve the installation of a two-way Class I bicycle path between Buckingham Way and Holloway Avenue either along the west side of 19<sup>th</sup> Avenue or through the San Francisco State University (SFSU) campus. This project includes two design options:

Option 1 would add a two-way Class I bicycle path along the west side of 19<sup>th</sup> Avenue between Buckingham Way and Holloway Avenue by removing approximately 45 vehicle and 35 motorcycle parking spaces and by shifting the existing sidewalk westerly into the SFSU campus right-of-way. Approximately 300 feet north of Holloway Avenue, the path would shift westerly into the campus to avoid conflicts with the existing transit stop and main pedestrian entrance to campus, and would terminate at Holloway Avenue near Cardenas Avenue.

Option 2 would add a two-way Class I bicycle path through the SFSU campus between Buckingham Way and Holloway Avenue, as called for in the SFSU Campus Master Plan. Long-term SFSU plans include building a new bicycle and pedestrian bridge with a 32-foot wide deck through SFSU. The proposed bridge would connect the student housing complex University Park North, with the north side of Thornton Hall. The proposed bridge would provide two 10-foot sidewalks for pedestrians and two 6-foot Class I unidirectional bicycle paths for bicyclists.

#### **Project 8-2 Buckingham Way Bicycle Lanes, 19<sup>th</sup> Avenue to 20<sup>th</sup> Avenue**

This project would involve the installation of Class II bicycle lanes in both directions on Buckingham Way between 19<sup>th</sup> Avenue and 20<sup>th</sup> Avenue. Class II bicycle lanes would be

added in both directions on Buckingham Way by narrowing travel lanes and removing approximately 10 parking spaces on the north side of Buckingham Way.

**Project 8-3 Holloway Avenue Bicycle Lanes, Junipero Serra Boulevard to Varela Avenue**

This project would involve the installation of Class II bicycle lanes in both directions on Holloway Avenue between Junipero Serra Boulevard and Varela Avenues. This project includes two design options:

Option 1 would remove one travel lane in each direction and install Class II bicycle lanes in both directions on Holloway Avenue.

Option 2 would install Class II bicycle lanes in both directions by removing approximately 50 parking spaces on Holloway Avenue between Junipero Serra Boulevard and 19<sup>th</sup> Avenue and removing approximately seven parking spaces on the south side of Holloway Avenue between 19<sup>th</sup> and Varela Avenues. The eastbound Holloway Avenue approach to 19<sup>th</sup> Avenue would be striped with a Class II bicycle lane, one shared through and right traffic lane, and one left-turn only lane.

**Project 8-4 John Muir Drive Bicycle Lanes, Lake Merced Boulevard to Skyline Boulevard**

This project would involve the installation of Class II bicycle lanes in both directions on John Muir Drive between Lake Merced Boulevard and Skyline Boulevard.

This project would add continuous Class II bicycle lanes in both directions. This project would involve modifying the existing parking on the south side of John Muir Drive by implementing back-in angled parking. This project would not involve travel lane or parking removals.

**Project 8-5 Sloat Boulevard Bicycle Lanes, Great Highway to Skyline Boulevard**

This project would involve the installation of Class II bicycle lanes in both directions on Sloat Boulevard between Great Highway and Skyline Boulevard.

This project would remove one travel lane in the westbound direction between Skyline Boulevard and Lower Great Highway and remove one travel lane in the eastbound direction from Lower Great Highway to 41<sup>st</sup> Avenue. There would be no parking loss associated with this project.

This project would include the installation of a bicycle box at the intersection of Sloat Boulevard at Great Highway in the westbound direction. A bicycle box is a striping treatment that includes a Class II bicycle lane leading to a box situated in advance of a crosswalk, with an advance stop limit bar for motor vehicles to allow bicyclists to move in front of a queue of motor vehicle traffic and position themselves for a through or left-turn movement during a red signal.

On the eastbound approach to Skyline Boulevard, this project would establish a “Right Lane Must Turn Right Except for Muni” regulation on Sloat Boulevard from 350 feet west of Skyline Boulevard to Skyline Boulevard. This project would convert a Muni bus stop on eastbound Sloat Boulevard at Skyline Boulevard into a bus zone and would relocate the westbound mid-block bus zone at Sloat Boulevard and Lower Great Highway to 47<sup>th</sup> Avenue.

This project would establish a “Right Lane Must Turn Right Except for Muni” regulation for westbound Sloat Boulevard between 37<sup>th</sup> Avenue and 39<sup>th</sup> Avenue, reducing the through movement to one travel lane. This would allow the addition of a westbound bicycle lane on Sloat Boulevard beginning at 37<sup>th</sup> Avenue.