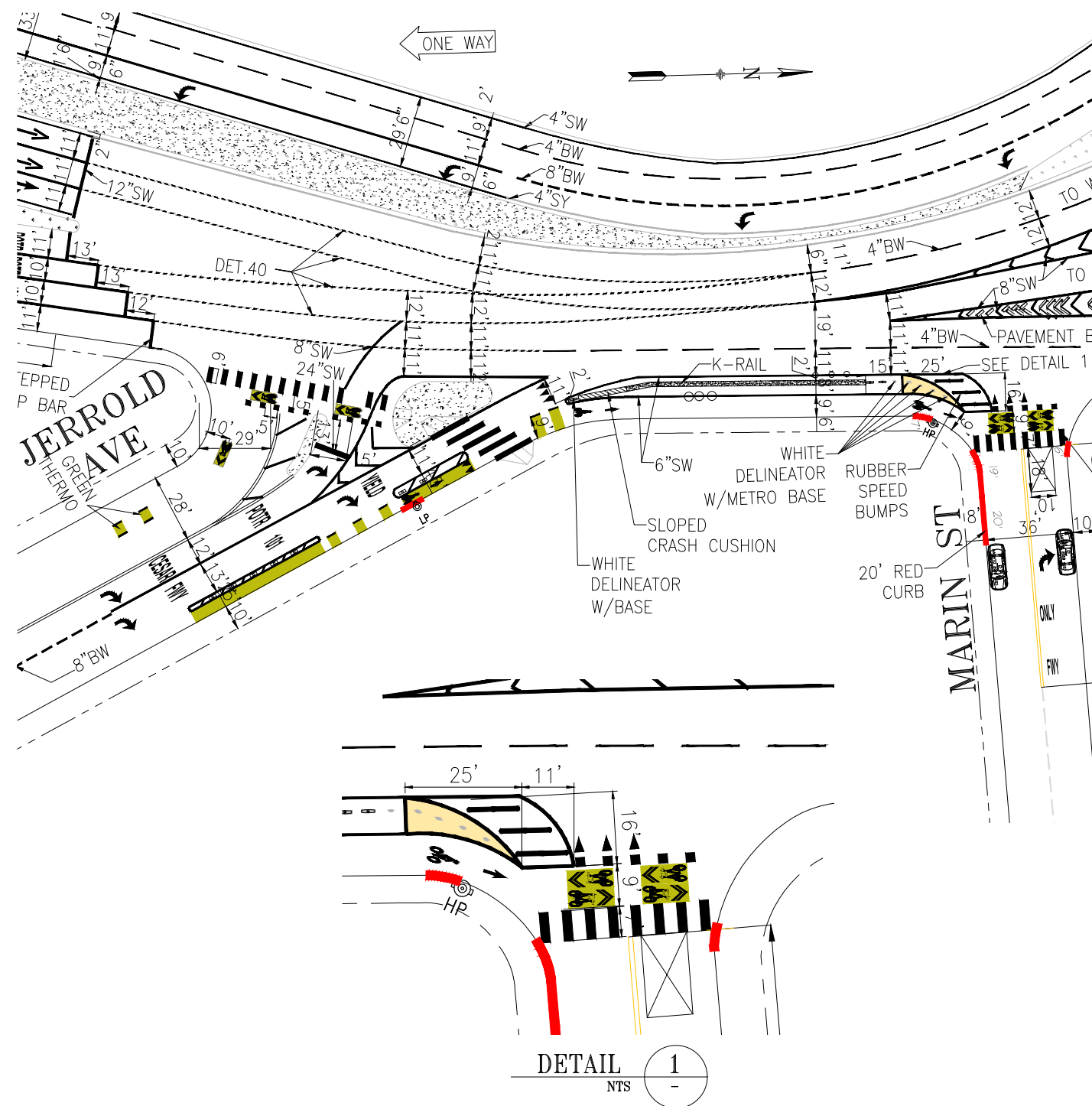


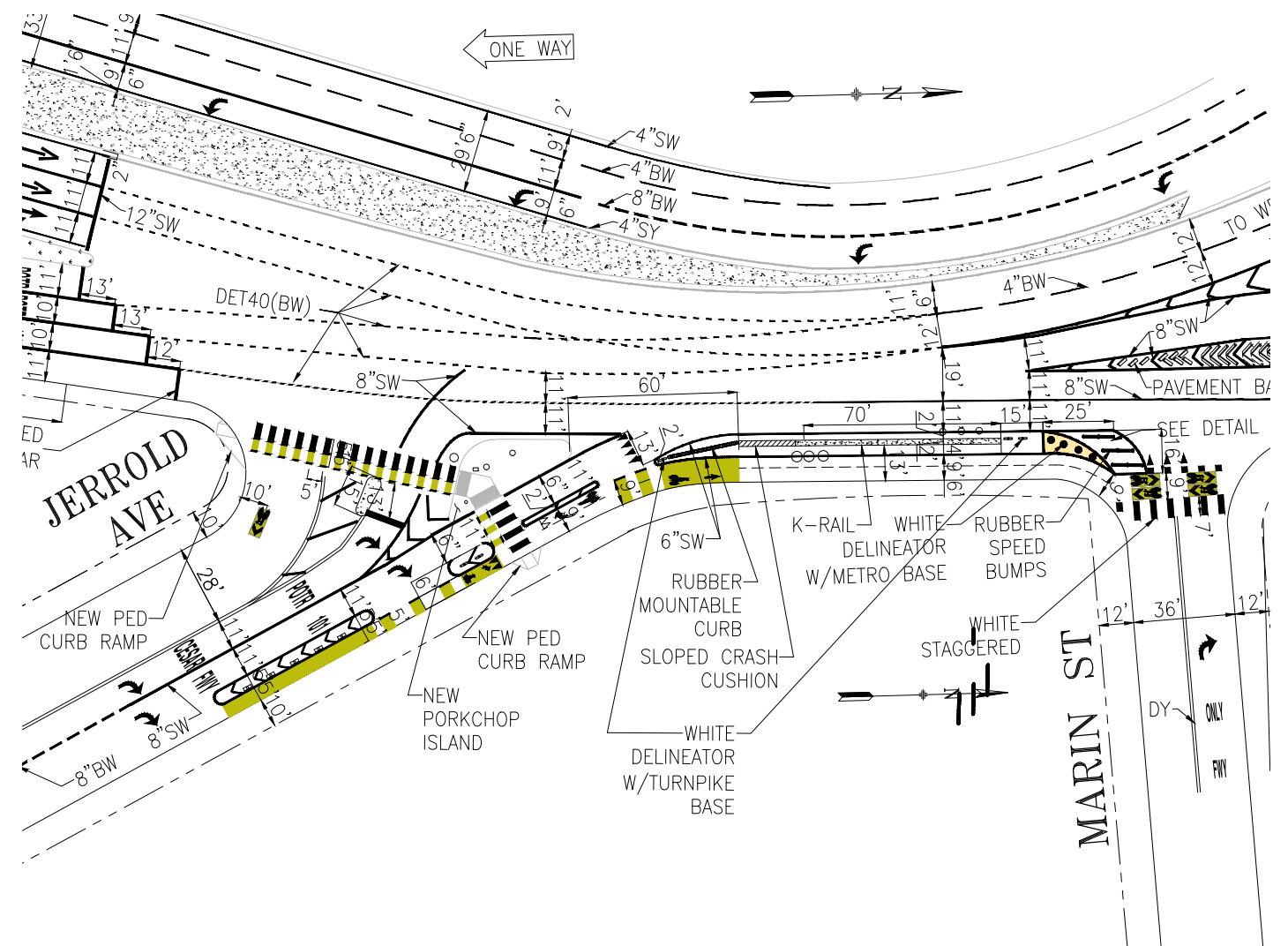
## SFMTA - TASC SUMMARY SHEET

<b>PreStaff_Date:</b> 9/16/2025 <b>Requested_by:</b> SFMTA <b>Handled:</b> Brian Donahoe <b>Section Head :</b> M.Sallaberry <i>MS</i>	<input type="checkbox"/> <b>Public Hearing Consent</b> <input checked="" type="checkbox"/> <b>Public Hearing Regular</b> <input type="checkbox"/> <b>Informational / Other</b> PH - Regular	<b>No objections:</b> _____ <b>Item Held:</b> _____ <b>Other:</b> _____
<b>Location:</b> Bayshore Boulevard between Jerrold Avenue and Marin Street		
<b>Subject:</b> Two-Way Class IV Bikeway		
<b>PROPOSAL / REQUEST:</b> ESTABLISH – CLASS IV BIKEWAY Bayshore Boulevard, southbound, east side, between Jerrold Avenue and Marin Street (two-way protected bikeway)  (Supervisor District 10)  Brian Donahoe, brian.donahoe@sfmta.com  Northbound Class IV bikeway was approved by the SFMTA Board in January 2024. This project would establish a two-way bikeway by legislating the southbound direction.		
<b>BACKGROUND INFORMATION / COMMENTS</b> The Hairball Improvement Project was approved at MTAB on January 16, 2024 and is intended to make key portions of the Hairball path safer and more comfortable to use for people walking and biking. While the approved project includes a northbound Class IV protected bikeway on Bayshore Boulevard, it was determined that a two-way bikeway was constructible within the same footprint. This legislation would establish a bikeway in the southbound direction, improving connections between the Hairball path and Jerrold Avenue. The concrete island where Jerrold Ave terminates at Bayshore Blvd will be reconfigured to accommodate ADA path of travel and bike crossing.  No parking changes. No travel lane changes. No signal changes. No bus stop or transit changes.		
<b>HEARING NOTIFICATION AND PROCESSING NOTES:</b>	<b>ENVIRONMENTAL CLEARANCE BY:</b> <input type="checkbox"/> SFMTA <input type="checkbox"/> Attached <input checked="" type="checkbox"/> Pending	
<b>CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:</b> <input type="checkbox"/>		

## CURRENT LEGISLATION



## PROPOSED LEGISLATION



NO.	DATE	DESCRIPTION	BY	APP
<p style="text-align: center;">TABLE OF REVISIONS</p> <p style="text-align: center;">CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION</p>				



		APPROVED	
DRAWN:	DATE:	SENIOR ENGINEER	DATE
M. MANALO	10/2022		
CHECKED:	DATE:		
X XXXX	X/XXXX	CITY TRAFFIC ENGINEER	DATE

SCALE:	
E:	1" = 30'
SHEET/SHEETS:	
E:	

HAIRBALL BICYCLE AND PEDESTRIAN  
SPOT IMPROVEMENTS  
PROPOSED TRAFFIC STRIPING

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BAYSHORE BOULEVARD  
JERROLD AVENUE TO MARIN STREET

CONTRACT NO.	
DRAWING NO.	DRAFT
FILE NO.	
REV. NO.	DRAFT

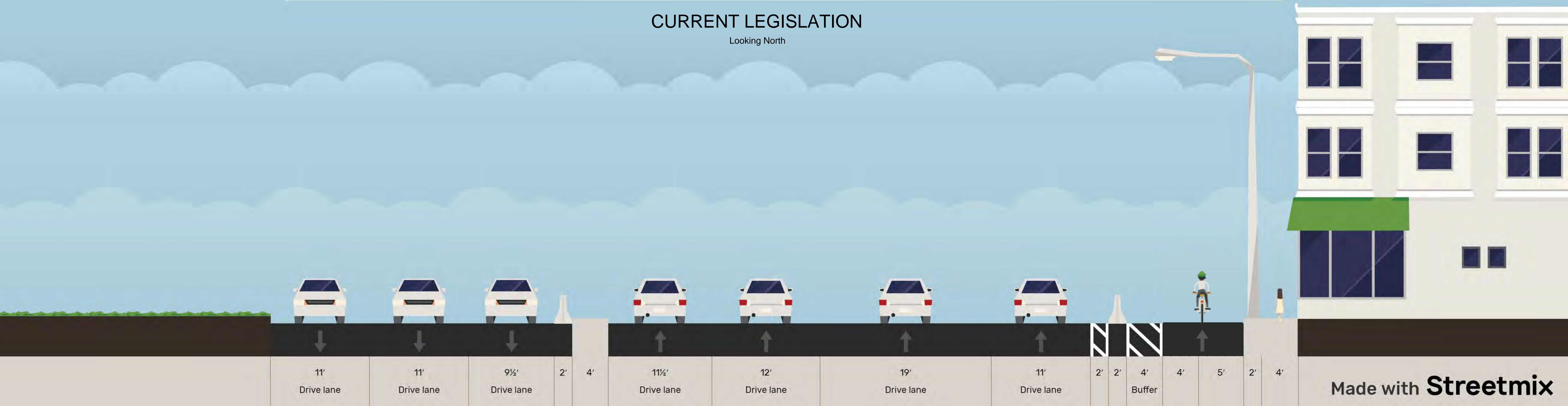
FILE NAME:  
DATE:  
ORIGIN:  
SCALE FACTOR:  
PLOT SCALE:  
EXTERNAL REFERENCES:  
FONTS USED:



# Bayshore Blvd (Jerrold Ave - Marin St)

CURRENT LEGISLATION

Looking North

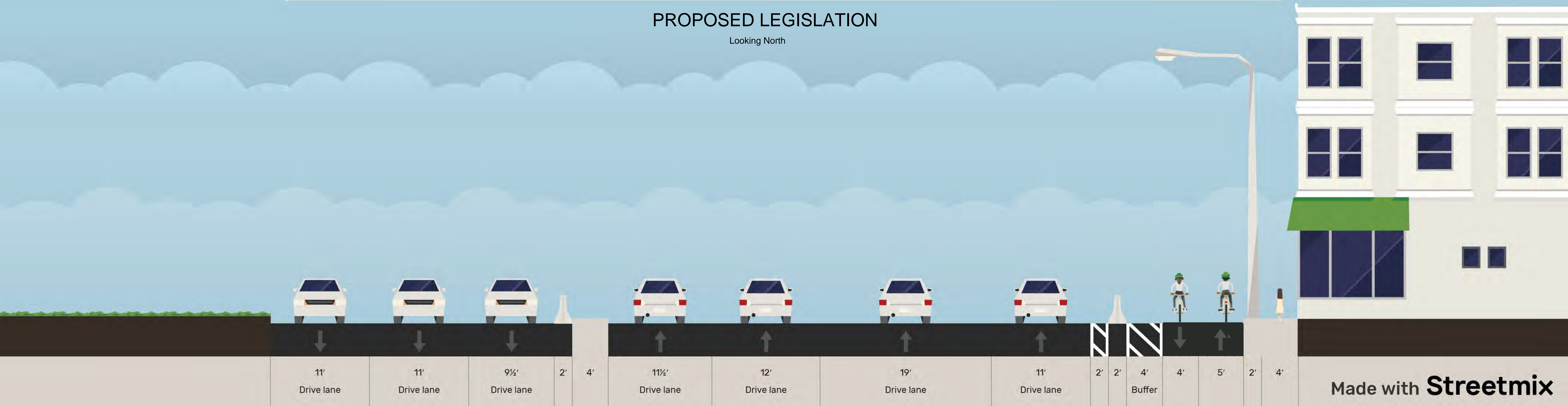




# Bayshore Blvd (Jerrold Ave - Marin St)

PROPOSED LEGISLATION

Looking North







# CESAR CHAVEZ EAST

COMMUNITY  
DESIGN PLAN

FINAL REPORT FEBRUARY 2012

# 5

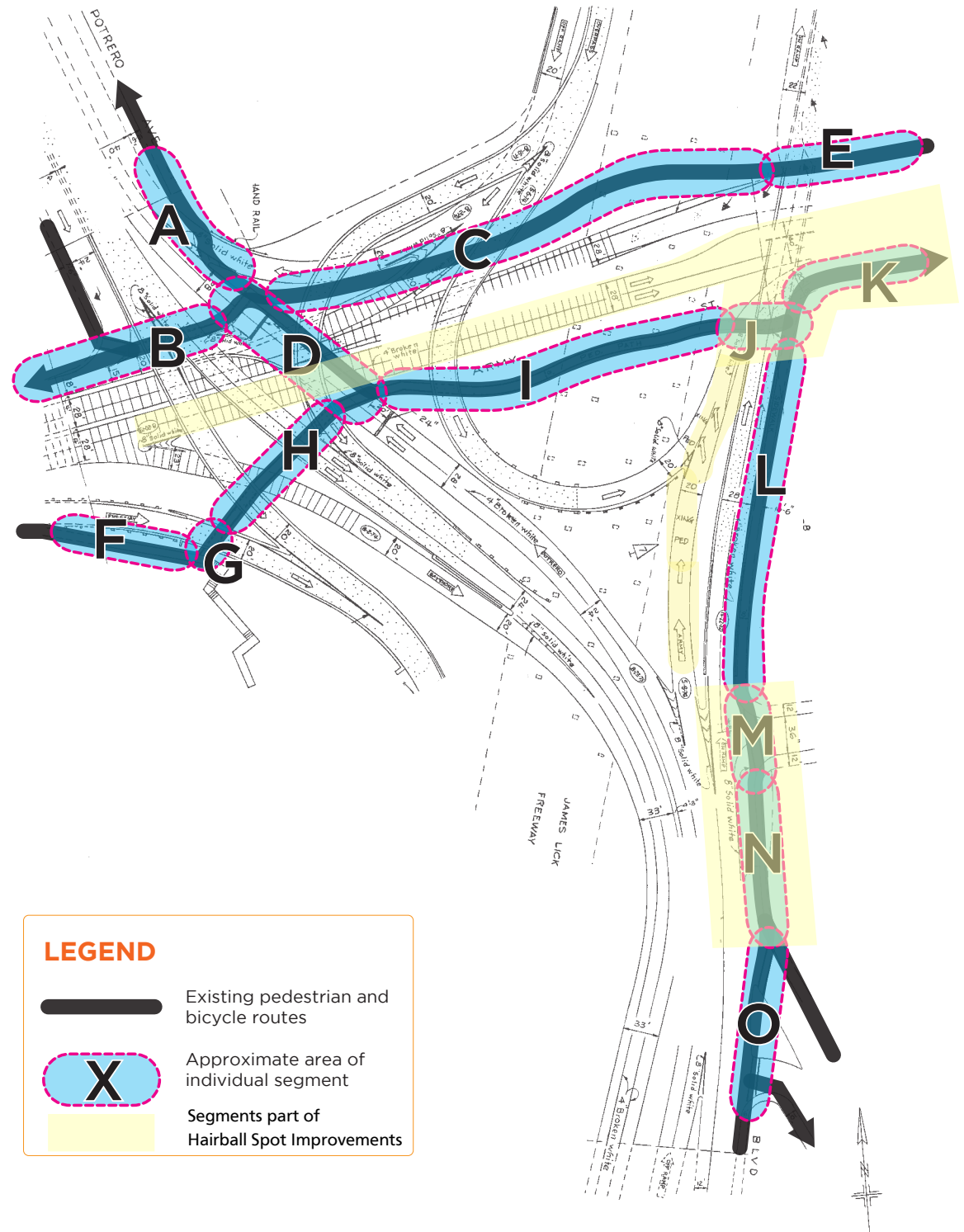
## **Recommendations: Cesar Chavez/ Bayshore/Potrero Intersection**





The Cesar Chavez/Bayshore/Potrero intersection area from the south.

In order to discuss the pedestrian and bicycle network at a level of specificity suitable for the exploration of localized problems and solutions, the network is divided into segments of more or less uniform character. After a brief overview of existing conditions, we recommend improvements but do not specify most design details, as the SFMTA is currently developing standards for multi-use paths and cycle tracks, including dimensions and intersection layouts. We identify space for widening segments of the existing network where excess right-of-way exists, within the context of the existing ramp structures and existing number of vehicle travel lanes.





## SEGMENT M

Segment M carries pedestrians and two-way bicycle traffic across Marin Street at an unsignalized crosswalk. This is particularly dangerous since motorists turning right from Marin Street onto the Highway 101 northbound on-ramp often travel at high speeds and do not expect two-way bicycle traffic on the crosswalk. There is little clear space for pedestrians and cyclists waiting to cross, and visibility is an issue.

### *Recommendations:*

- M1 Install pedestrian and cyclist-activated signal at the existing crosswalk.
- M2 Install corner sidewalk extensions (bulb-outs) on both sides of Marin Street to shorten the crossing, provide waiting space for pedestrians and cyclists, and discourage speeding by tightening turn radii.



*Existing conditions, segment M looking north toward the entrance to segment L at the center of the photograph. The car blocking the crosswalk is turning right from Marin Street onto the Highway 101 on-ramp.*

## SEGMENT N

Segment N carries pedestrians and two-way bicycle traffic between Marin Street and Jerrold Avenue. Southbound cyclists currently share the 6-foot-wide sidewalk with pedestrians, while northbound cyclists use the 25-foot-wide curbside combined vehicle parking and travel lane of northbound Bayshore Boulevard. The sidewalk is obstructed by street light poles, utility poles and a fire hydrant.

### *Recommendations:*

- N1 Move poles and other obstructions to provide adequate clearance on the existing sidewalk. Alternatively, expand the sidewalk into the extremely wide curbside lane.
- N2 Construct a two-way cycle track parallel to the sidewalk by removing curbside parking and reducing the width of the curbside lane from 25 feet to 11 feet.



*Existing conditions, segment N looking north. Note the obstructed sidewalk and pedestrian and cyclist using the extremely wide vehicle travel lane, which leads to the Highway 101 on-ramp.*