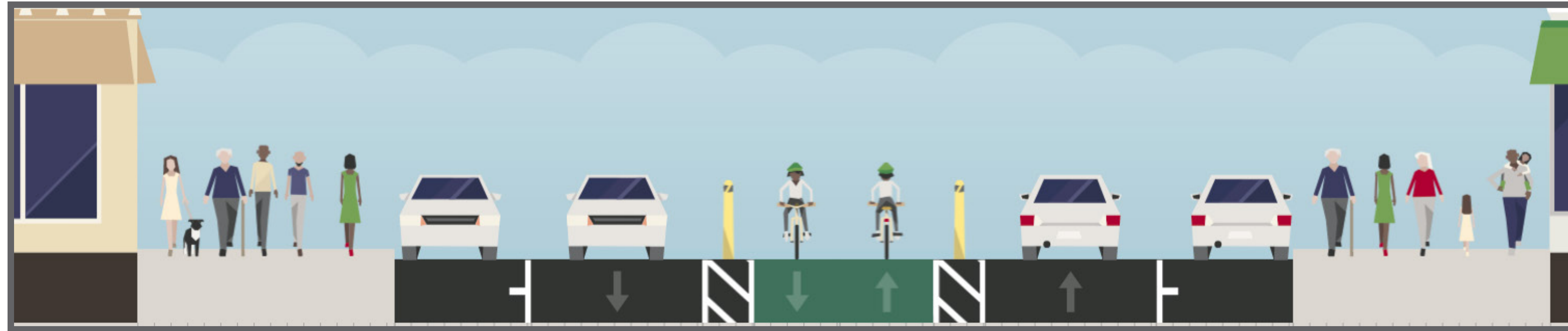
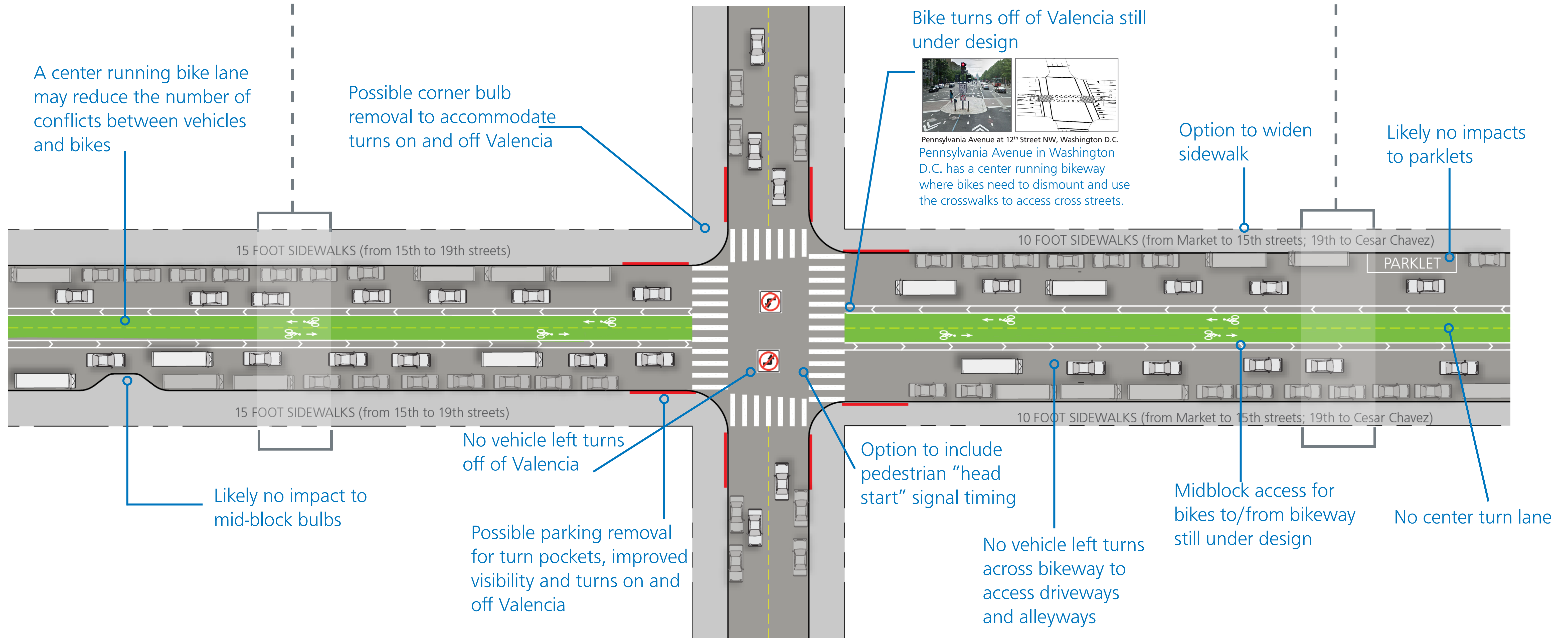
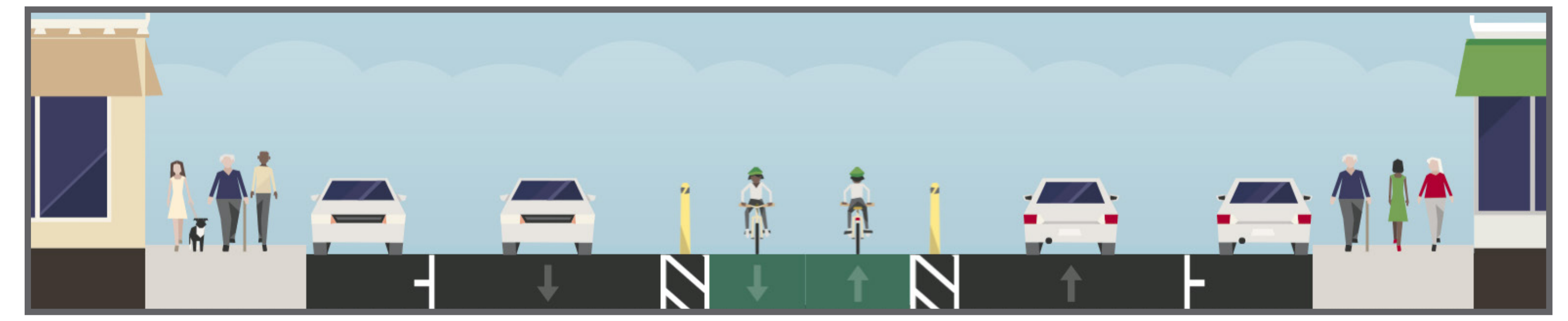


CENTER RUNNING TWO-WAY BIKEWAY

PROPOSED CROSS SECTION FOR VALENCIA WITH 15 FT. SIDEWALKS VALENCIA STREET FROM 15TH TO 19TH STREETS



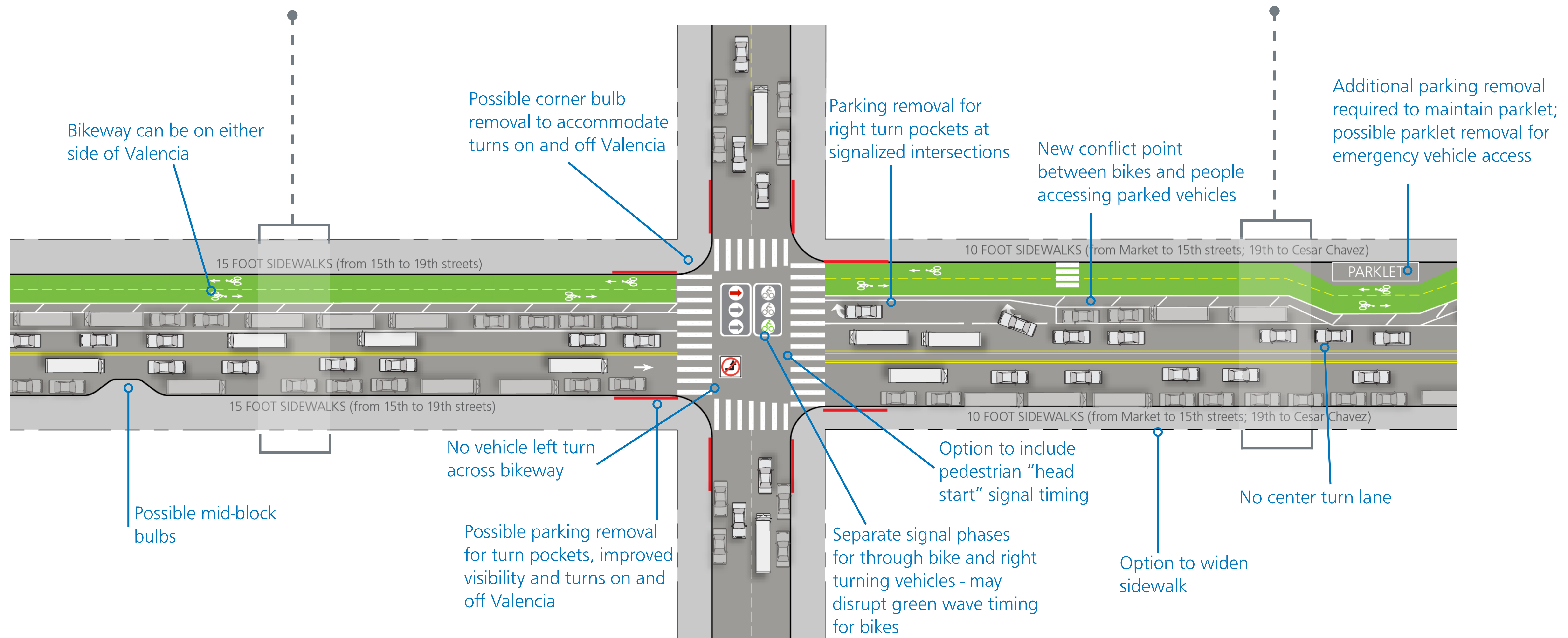
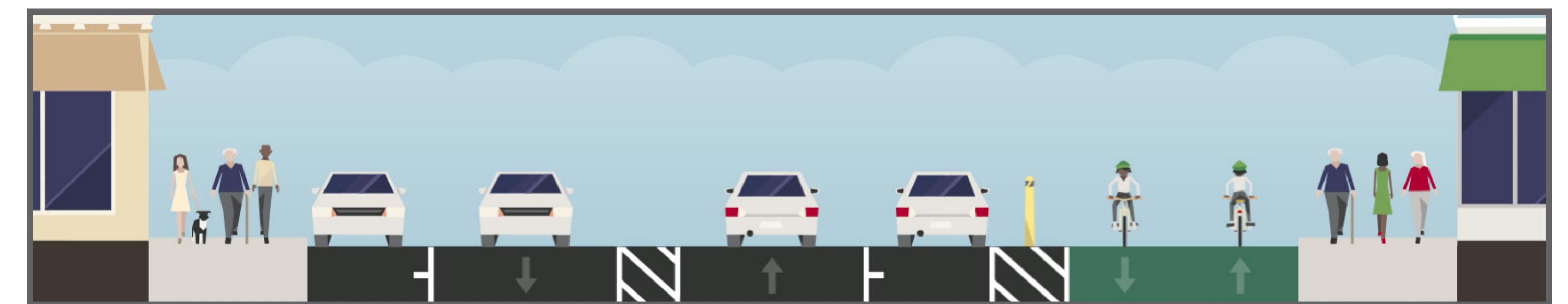
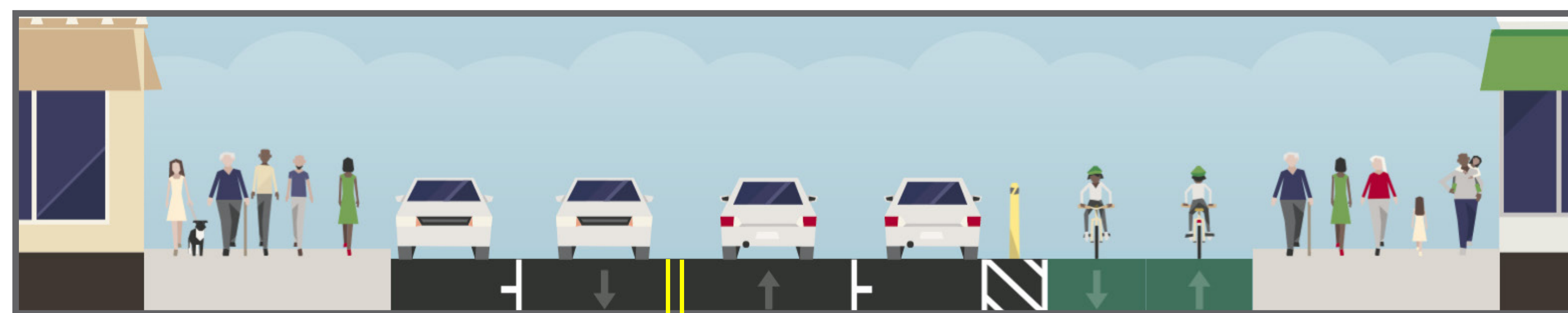
PROPOSED CROSS SECTION FOR VALENCIA WITH 10 FT. SIDEWALKS VALENCIA STREET FROM MARKET TO 15TH STREETS; 19TH TO CESAR CHAVEZ



CURBSIDE TWO-WAY BIKEWAY

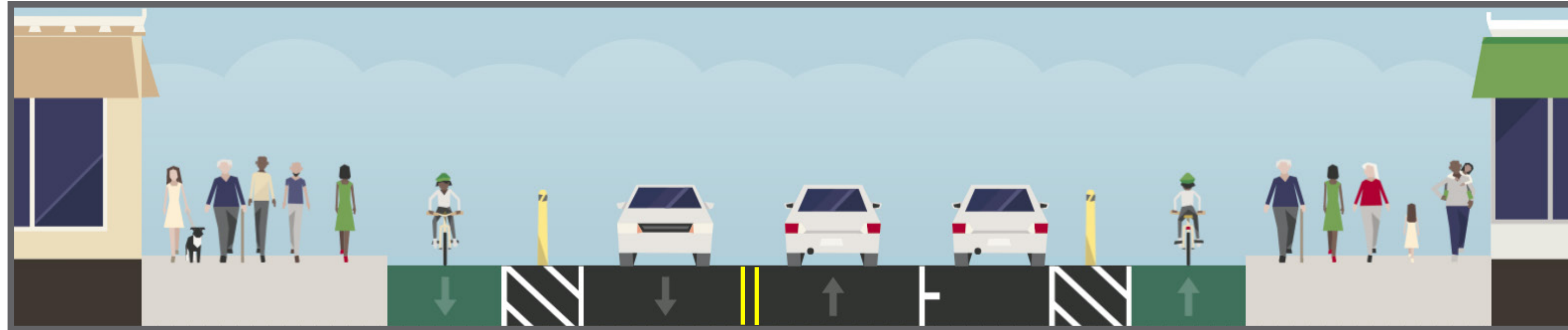
PROPOSED CROSS SECTION FOR VALENCIA WITH 15 FT. SIDEWALKS VALENCIA STREET FROM 15TH TO 19TH STREETS

PROPOSED CROSS SECTION FOR VALENCIA WITH 10 FT. SIDEWALKS VALENCIA STREET FROM MARKET TO 15TH STREETS; 19TH TO CESAR CHAVEZ

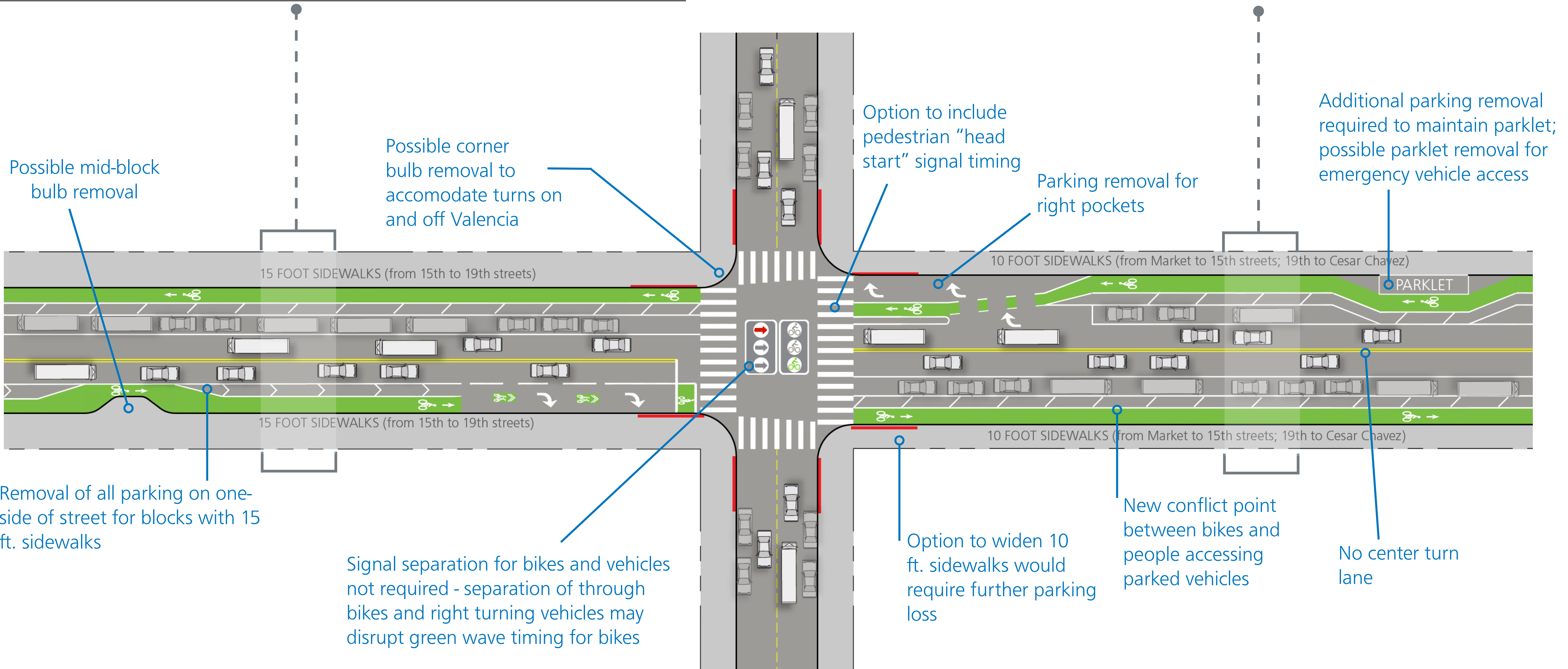
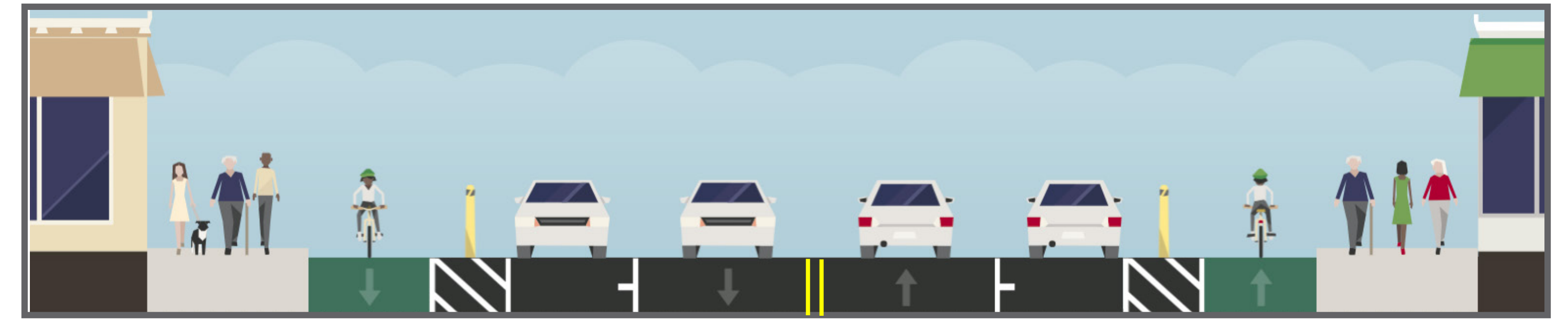


PARKING PROTECTED BIKEWAY

PROPOSED CROSS SECTION FOR VALENCIA WITH 15 FT. SIDEWALKS VALENCIA STREET FROM 15TH TO 19TH STREETS



PROPOSED CROSS SECTION FOR VALENCIA WITH 10 FT. SIDEWALKS VALENCIA STREET FROM MARKET TO 15TH STREETS; 19TH TO CESAR CHAVEZ



Possible mid-block bulb removal

Possible corner bulb removal to accommodate turns on and off Valencia

Option to include pedestrian "head start" signal timing

Parking removal for right pockets

Additional parking removal required to maintain parklet; possible parklet removal for emergency vehicle access

Removal of all parking on one-side of street for blocks with 15 ft. sidewalks

Signal separation for bikes and vehicles not required - separation of through bikes and right turning vehicles may disrupt green wave timing for bikes

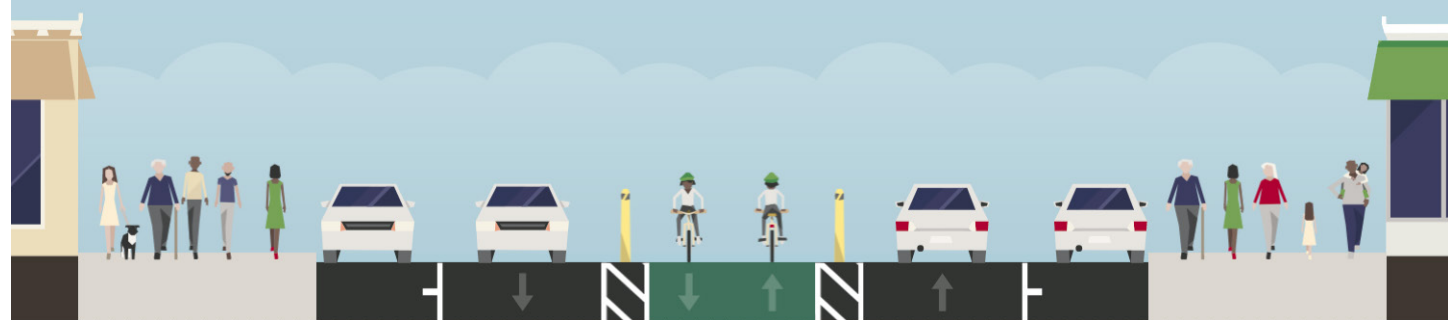
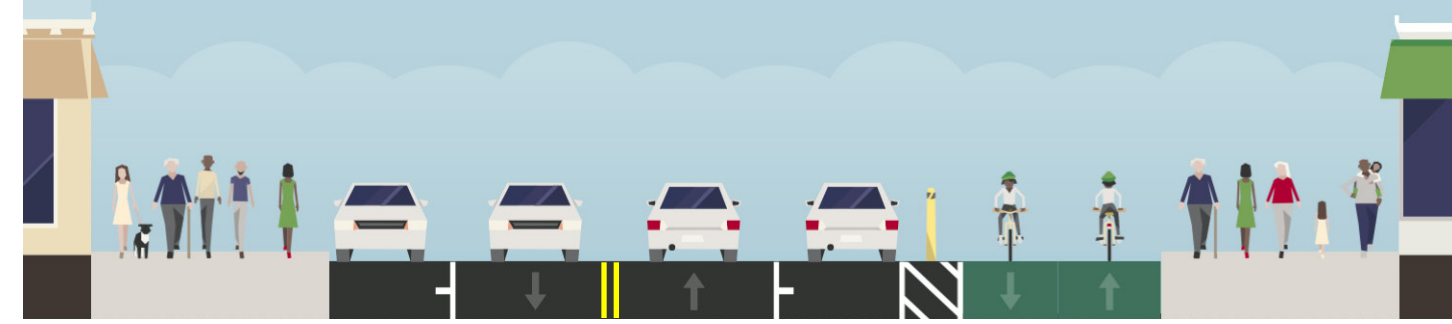
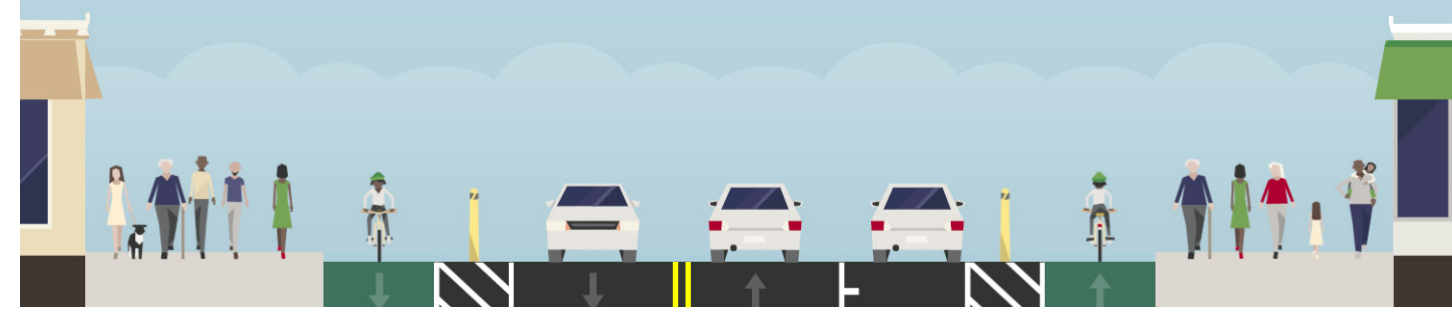
Option to widen 10 ft. sidewalks would require further parking loss

New conflict point between bikes and people accessing parked vehicles

No center turn lane



BIKEWAY ALTERNATIVES TRADEOFFS

	CENTER RUNNING TWO-WAY	CURBSIDE TWO-WAY	PARKING PROTECTED
			
PARKLET AND MIDBLOCK BULBOUTS	Parklets and midblock bulbouts will likely not be impacted.	Additional parking removal required to maintain parklets. Possible removal of parklets and midblock bulbs for emergency vehicle access.	Additional parking removal required to maintain parklets. Possible removal of parklets and midblock bulbs for emergency vehicle access.
INTERSECTION/CORNER BULBOUTS	Possible corner bulb removal to accommodate turns on and off Valencia.	Possible corner bulb removal to accommodate turns on and off Valencia.	Possible corner bulb removal to accommodate turns on and off Valencia.
SIDEWALK WIDENING	Option to widen 10 ft. sidewalks.	Option to widen 10 ft. sidewalks.	Option to widen 10 ft. sidewalks, but would further parking loss.
LEFT TURN VEHICLE RESTRICTIONS	No left turns at Valencia intersections or midblock.	No left turns across bikeway. If the curbside bikeway is on the east side of the roadway, the southbound left turns will be restricted. If it's on the west side, the northbound left turn will be restricted.	None
PARKING IMPACTS	Possible parking removal for turn pockets, improved visibility and turns on and off Valencia.	Possible parking removal for turn pockets, improved visibility and turns on and off Valencia.	Between 15th and 19th (where the blocks have 15ft. sidewalks) half of the parking will be removed at a minimum. Possible parking removal for turn pockets, improved visibility and turns on and off Valencia.
PROTECTED BIKE LANES	Yes, but there may be new conflict points between bikes and vehicles.	Yes, but there will be new conflict points between bikes and people accessing parked vehicles.	Yes, but there will be new conflict points between bikes and people accessing parked vehicles.
BIKE TURNS AND ACCESS	Potential impact to turns off of Valencia and midblock access for bikes.	Potential impact to midblock access for bikes accessing the sidewalk not adjacent to the bikeway.	No impact to midblock access for bikes.
CENTER TURN LANE REMOVAL	Yes	Yes	Yes
SIGNAL TIMING SPECIFIC TO EACH MODE	No bike signals required except at ends of bikeway. Option to add pedestrian "head start" signal timing.	Bike signals required at every intersection. Option to add pedestrian "head start" signal timing at intersections. Signal separation for bikes and vehicles and pedestrian "head start" may disrupt green wave timing.	No bike signals required but could separate through bikes and right turning vehicles at intersections. Option to add pedestrian "head start" signal timing may disrupt green wave timing.