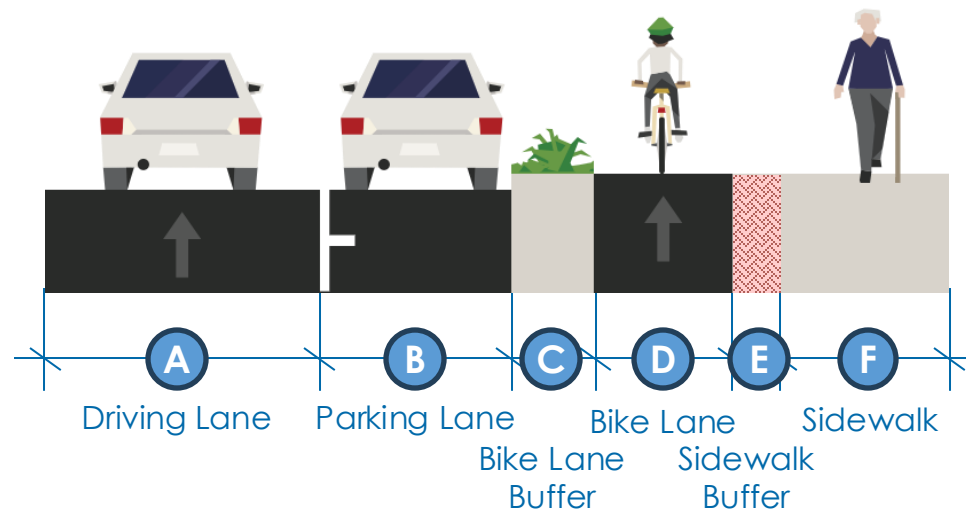


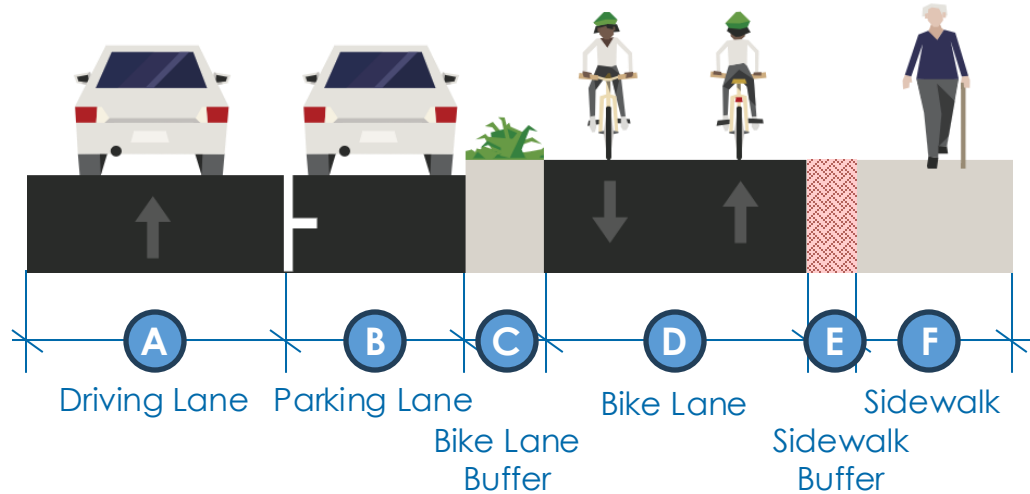
Minimum Dimensions – One Way Class IV Separated Bikeway



Lane	Minimum Dimensions
A Driving Lane	10' minimum 11' minimum if a transit route
B Parking Lane	7' minimum
C Bike Lane Buffer	2' minimum without parking 3' minimum with parking 3' minimum for landscape, 5' preferred
D Bike Lane	5' minimum 7'-8' preferred for side-by-side riding
E Sidewalk Buffer	6" minimum (not shown) 2' preferred
F Sidewalk	5' minimum

Sources: CA MUTCD (minimum), NACTO

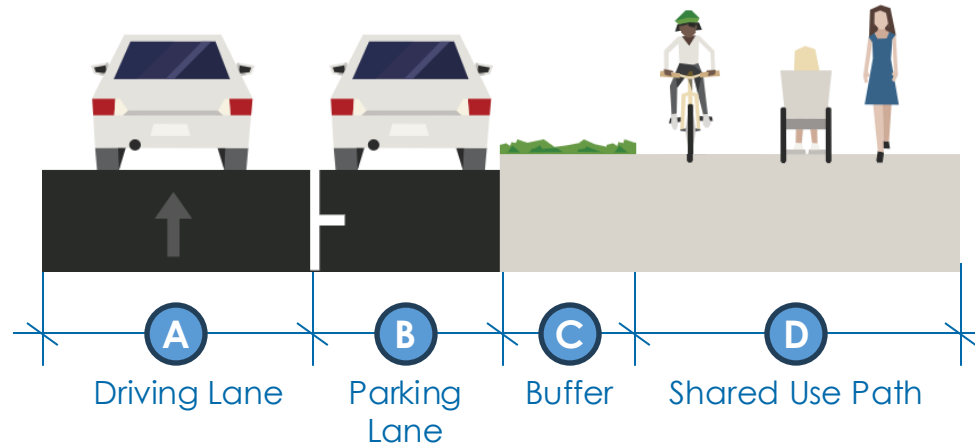
Minimum Dimensions – Two Way Class IV Separated Bikeway



Lane	Minimum Dimensions
A Driving Lane	10' minimum 11' minimum if a transit route
B Parking Lane	7' minimum
C Bike Lane Buffer	2' minimum without parking 3' minimum with parking 3' minimum for landscape, 5' preferred
D Bike Lane	8' minimum 10-12' preferred
E Sidewalk Buffer	6" minimum (not shown) 2' preferred
F Sidewalk	5' minimum

Sources: CA MUTCD (minimum), NACTO

Minimum Dimensions – Class I Shared Use Path

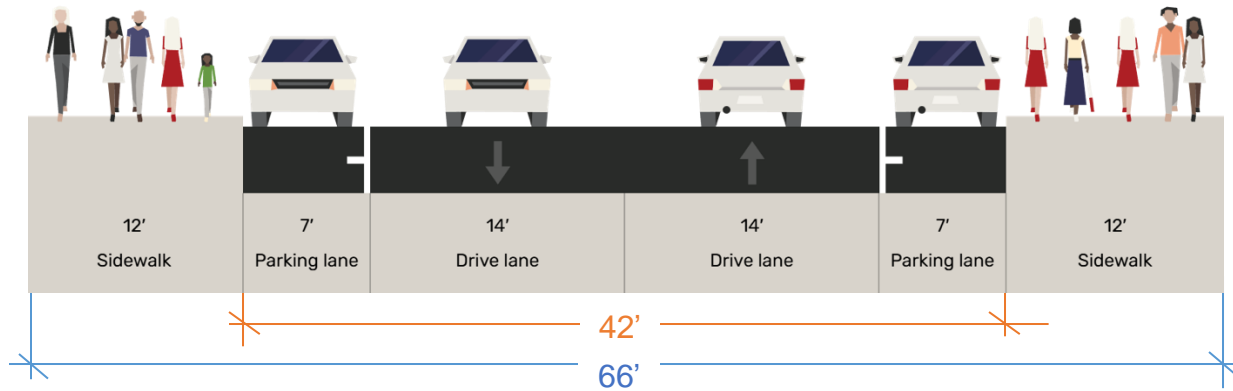


Lane	Minimum Dimensions
A Driving Lane	10' minimum 11' minimum if a transit route
B Parking Lane	7' minimum
C Buffer	5' minimum
D Shared Use Path	8' minimum 12' preferred for user comfort

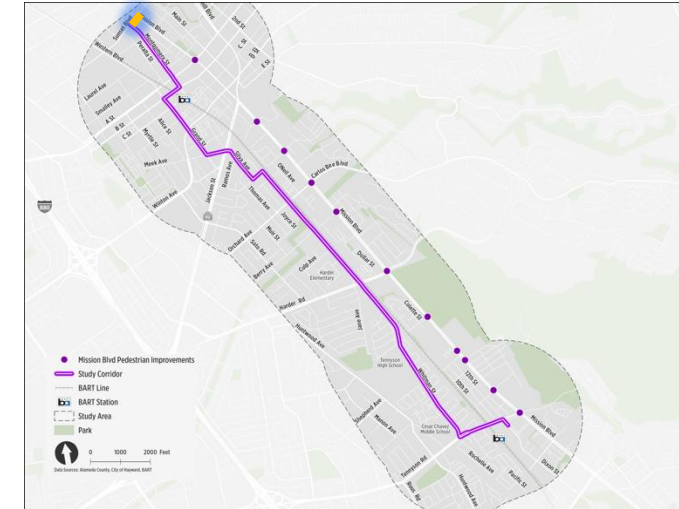
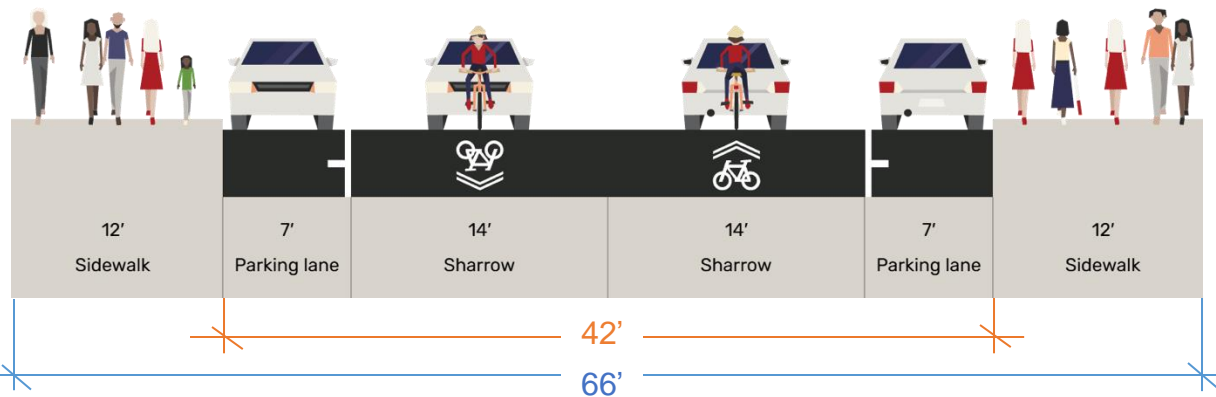
Sources: CA MUTCD (minimum), NACTO

Sunset Boulevard from Mission Blvd to Montgomery St (looking eastbound)

Existing Conditions



Draft Recommendation

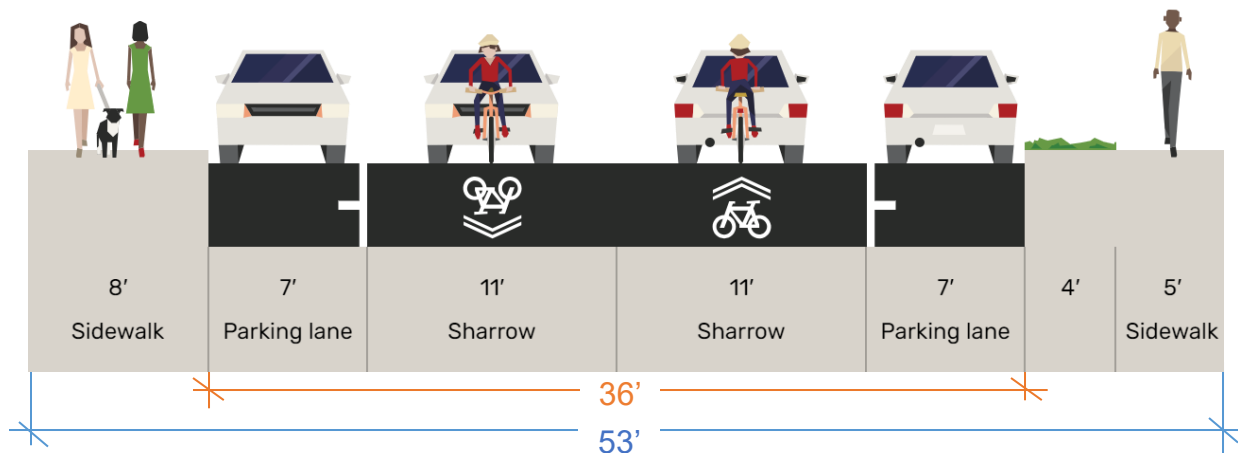


Bicycle Boulevard + Traffic Calming

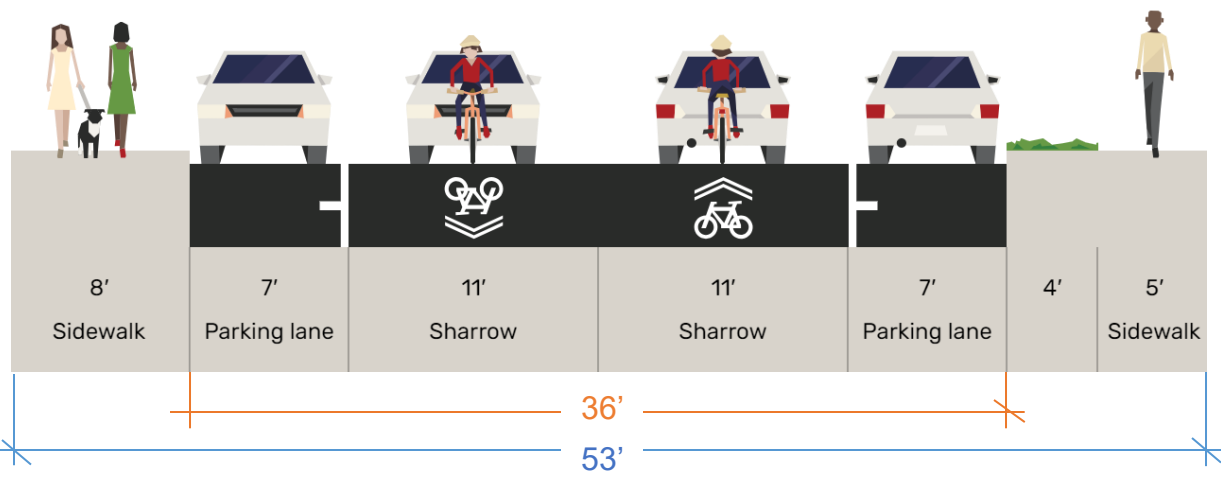
- Additional traffic calming treatments recommended to keep vehicle volumes low and reduce vehicle speeds to 20 MPH or less

Montgomery Avenue from Sunset Blvd to B St (looking northbound)

Existing Conditions



Draft Recommendation

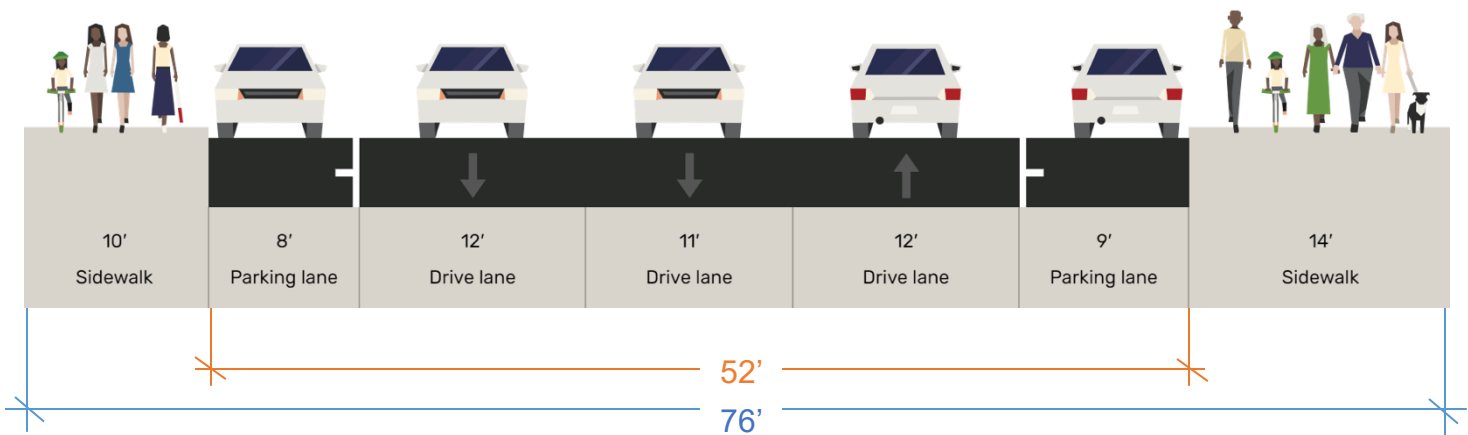


Bicycle Boulevard + Traffic Calming

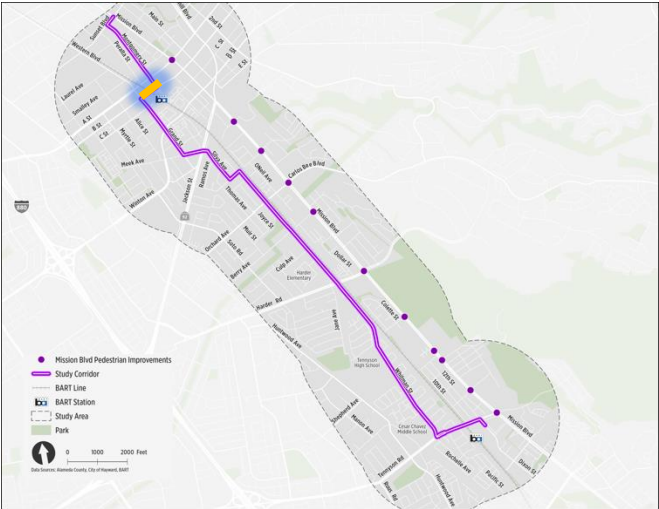
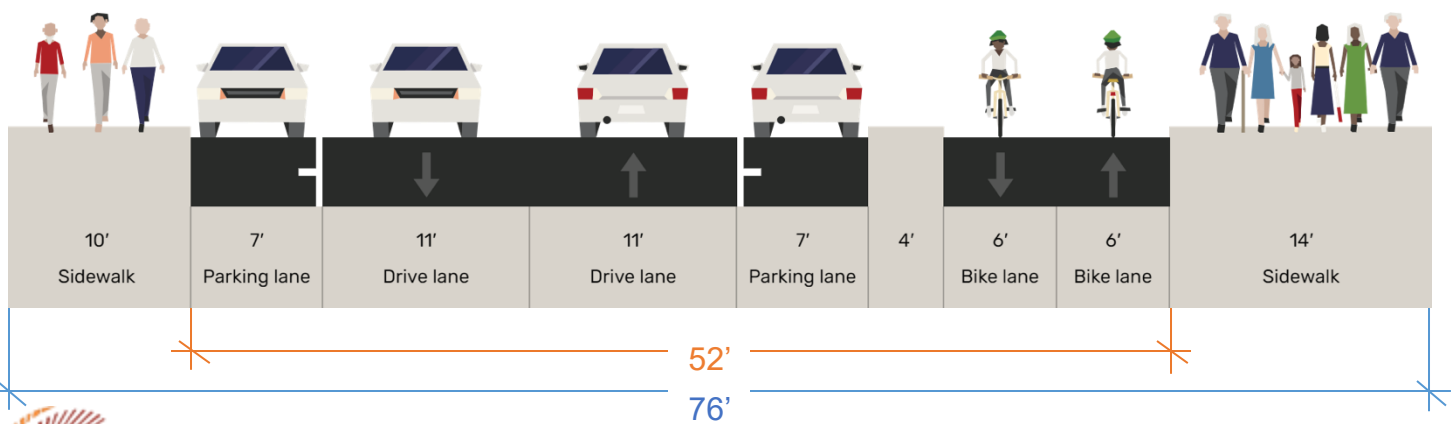
- Additional traffic calming treatments recommended to keep vehicle volumes low and reduce vehicle speeds to 20 MPH or less

B Street from Montgomery Ave to Grand St (looking eastbound)

Existing Conditions



Draft Recommendation

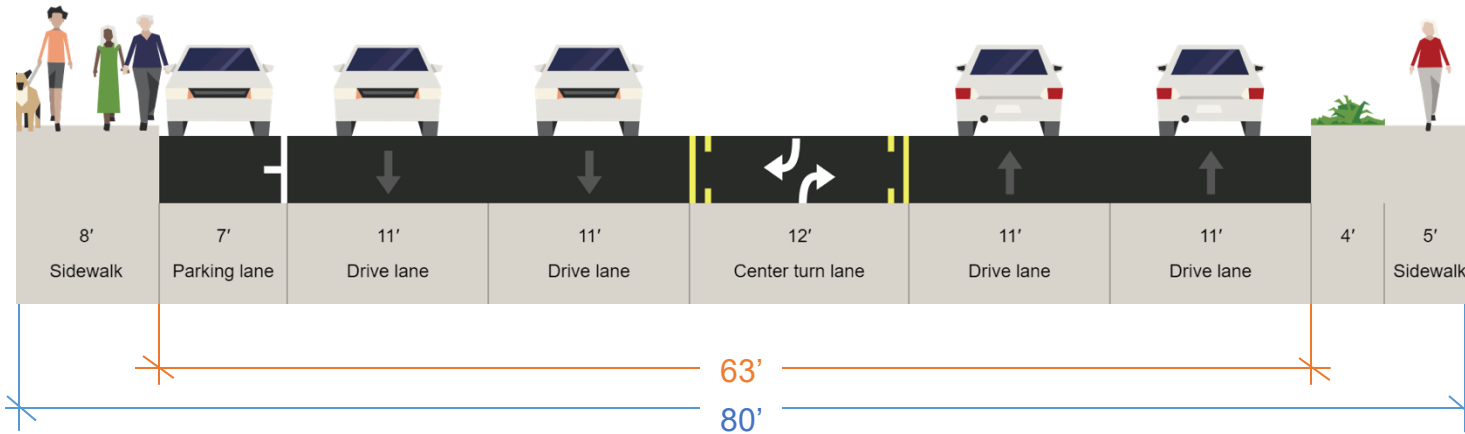


Two-Way Class IV Bikeway

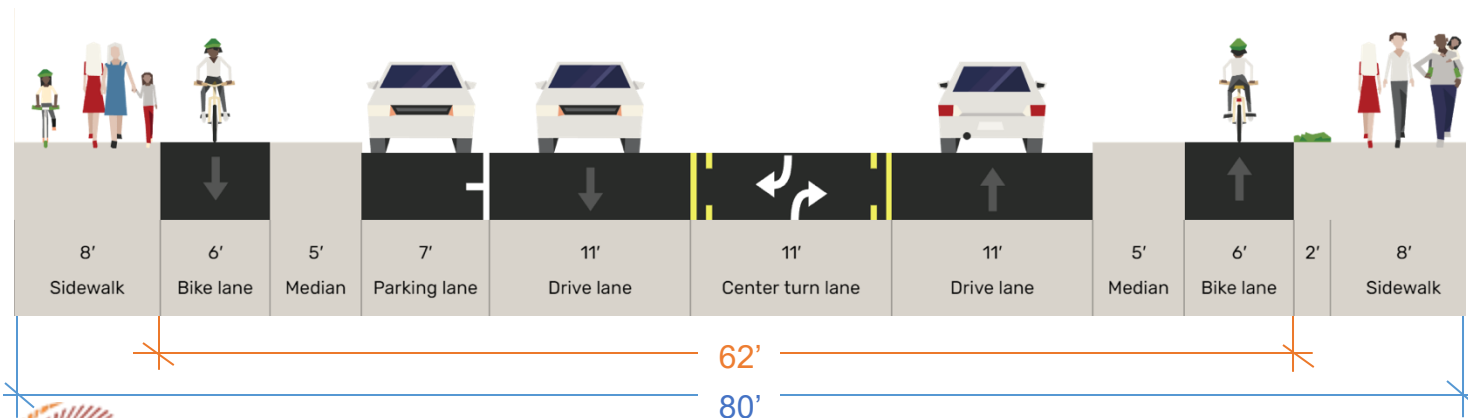
- Bikeway on south side of street next to BART station

Grand Street from B St to Meek Ave (looking northbound)

Existing Conditions

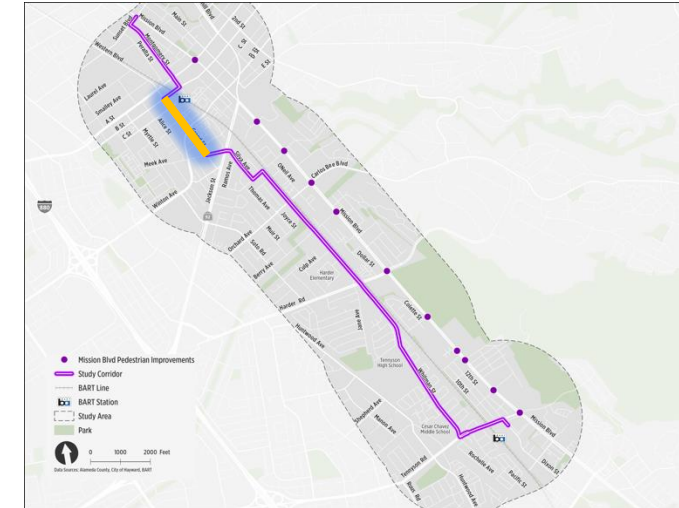


Draft Recommendation



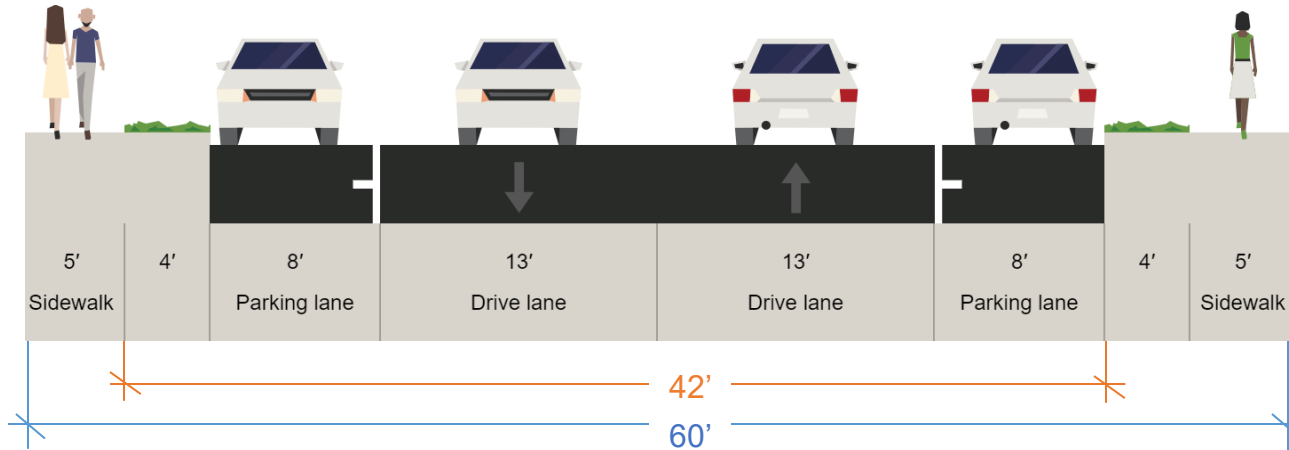
One-Way Class IV Bikeway

- Road diet from 5 lanes to 3
- On-street parking maintained

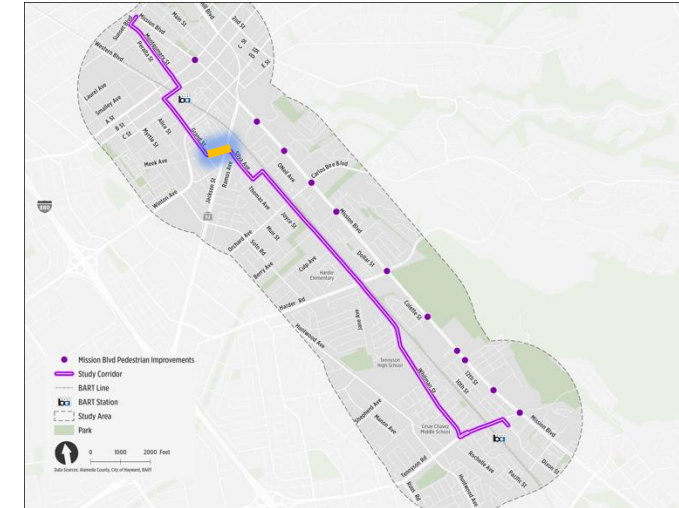
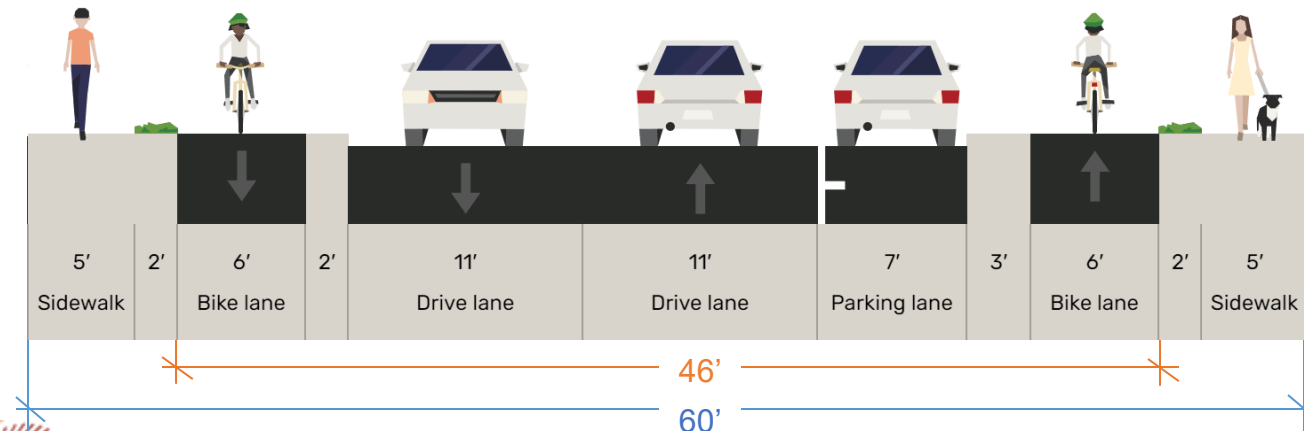


Meek Avenue from Grand St to Silva Ave (looking westbound)

Existing Conditions



Draft Recommendation

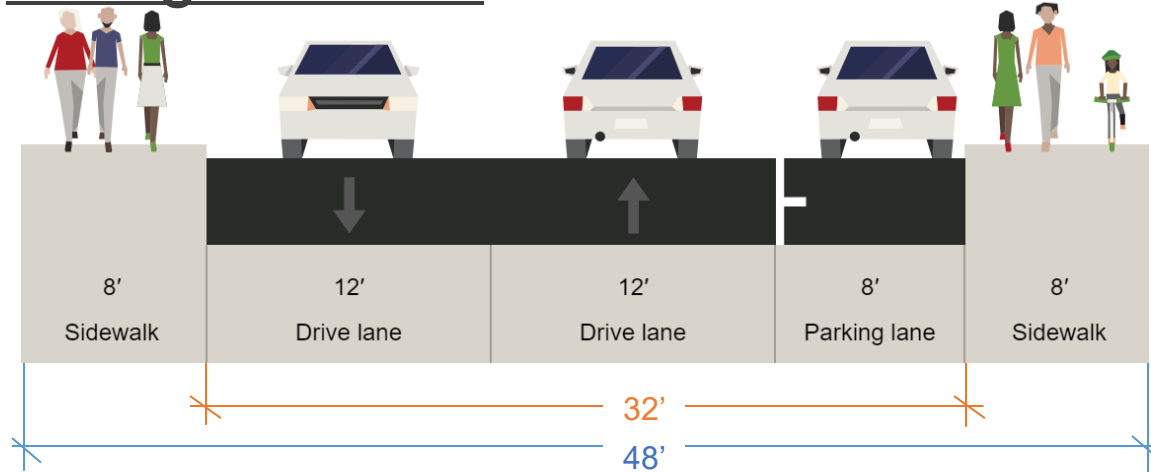


One-Way Class IV Bikeway

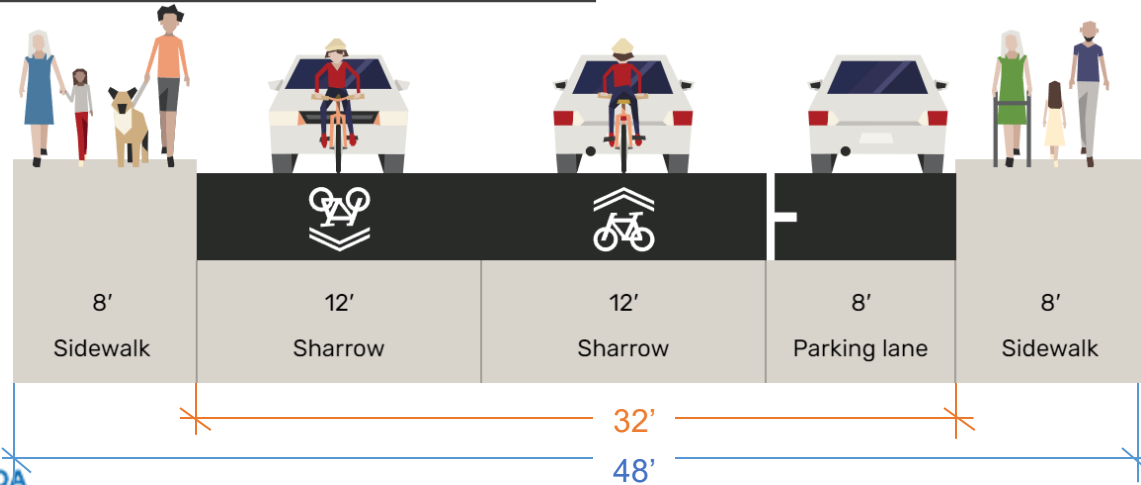
- Removes on-street parking on one side

Silva Avenue from Jackson St to Sycamore Ave (looking northbound)

Existing Conditions



Draft Recommendation

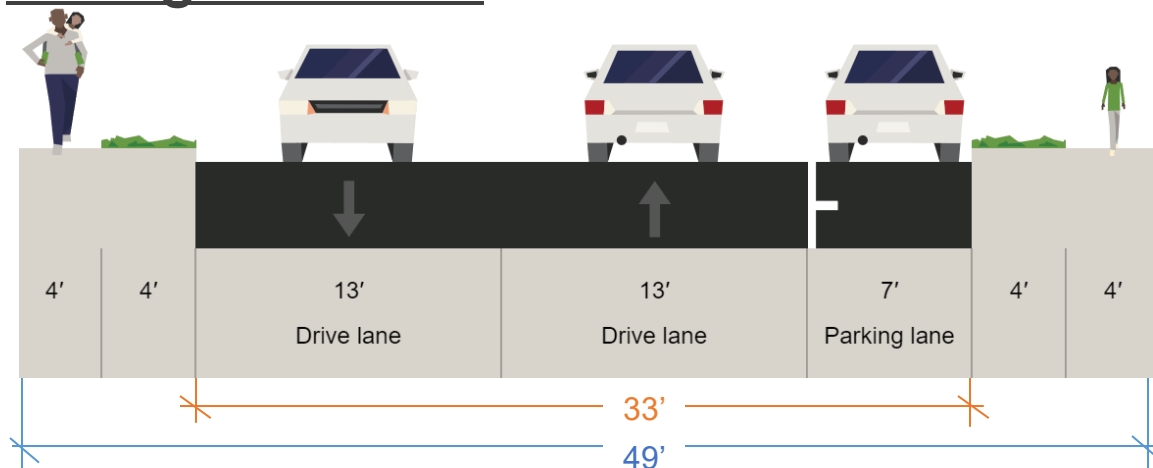


Bike Boulevard + Traffic Calming

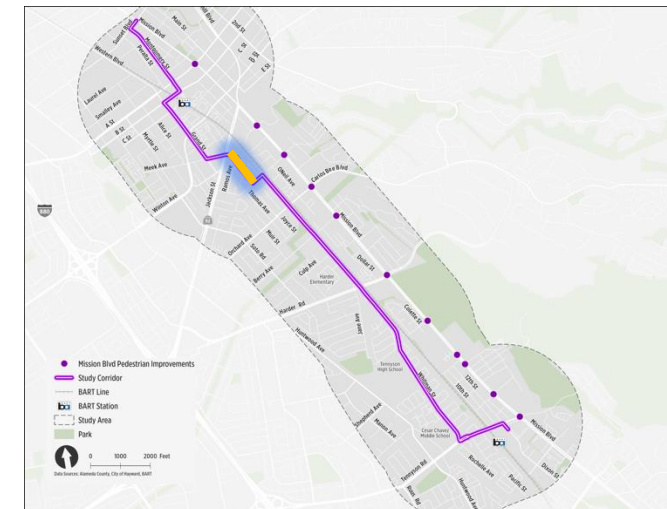
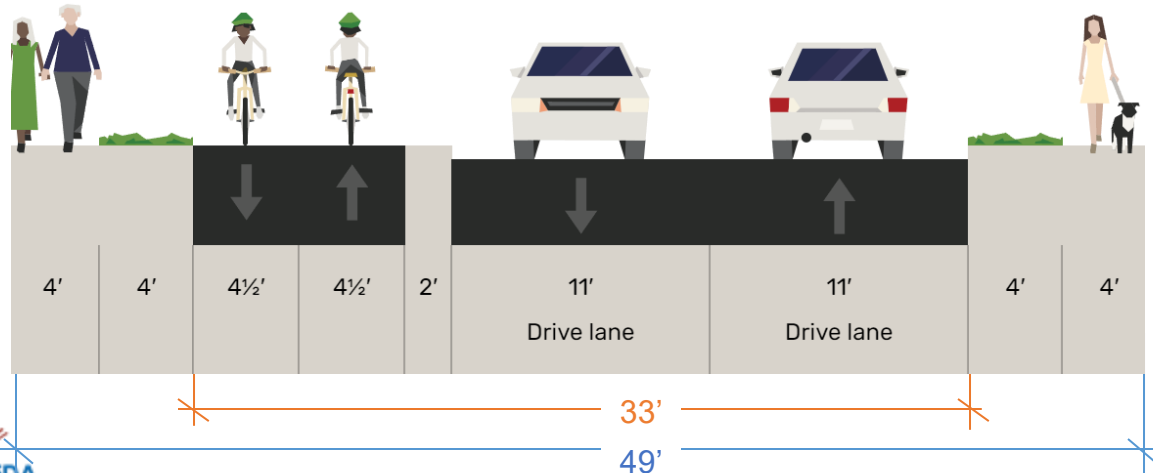
- Pinch point north of Leighton St. to restrict through traffic but allow for bus service
- On-street parking maintained
- Additional traffic analysis and community engagement needed in next phases of project

Sycamore Avenue from Silva Ave to Whitman St (looking eastbound)

Existing Conditions



Draft Recommendation

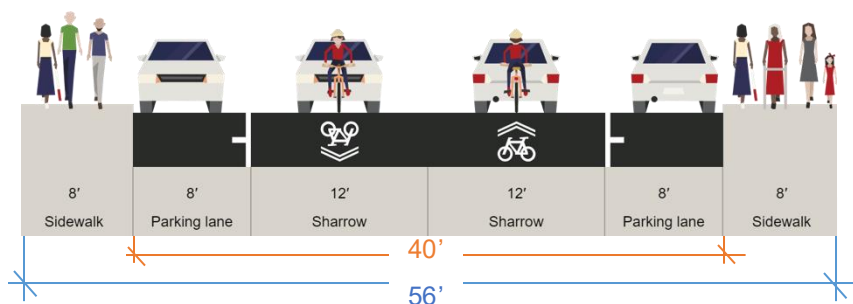


Two-Way Class IV Bikeway

- Bikeway on north side of street
- Provides continuous bike facility around curve to Whitman St
- On-street parking removed

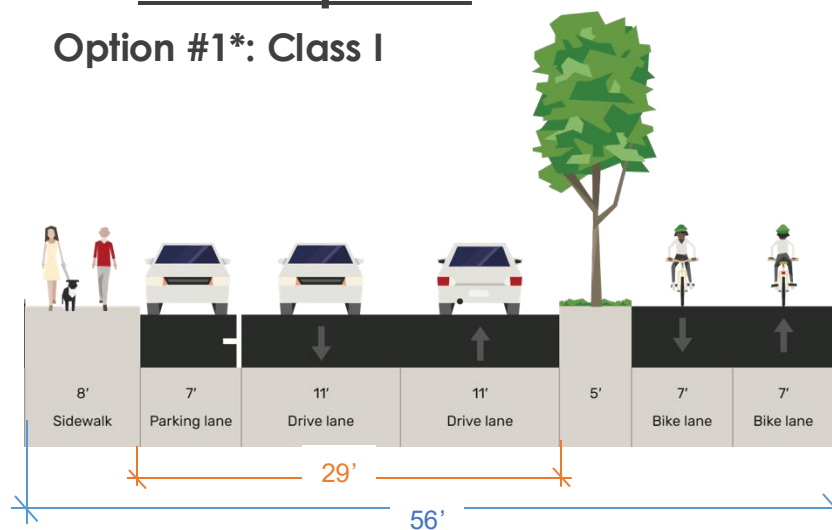
Whitman Street from Sycamore Ave to Orchard Ave (looking northbound)

Existing Conditions

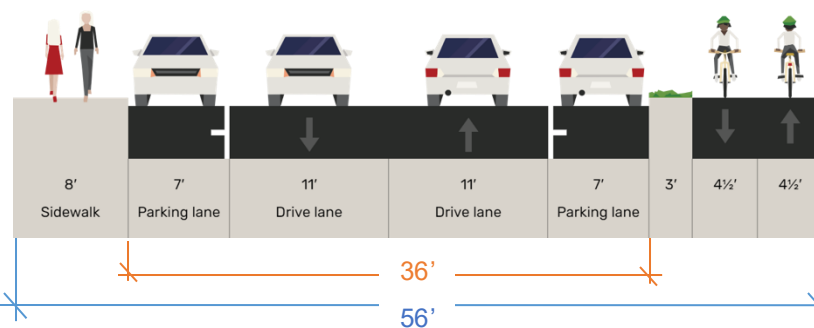


Draft Options

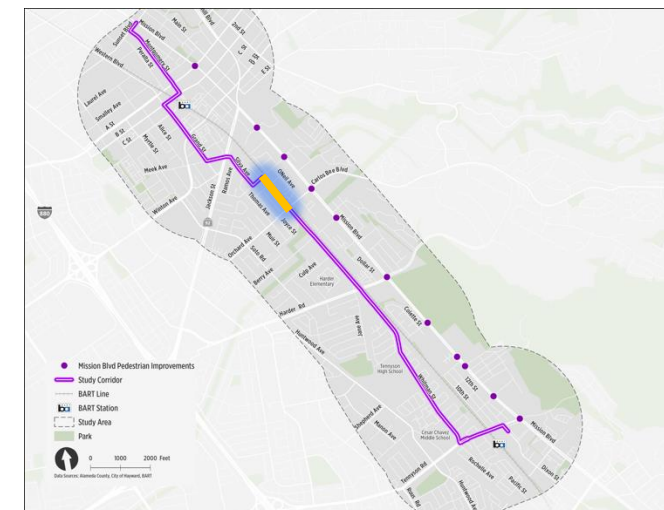
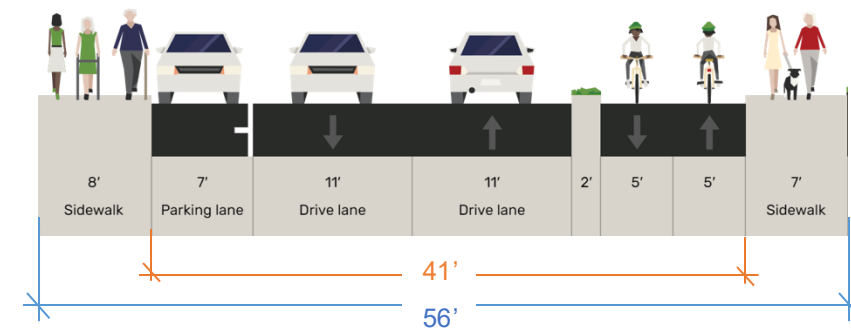
Option #1*: Class I



Option #2: Class I



Option #3: Class IV

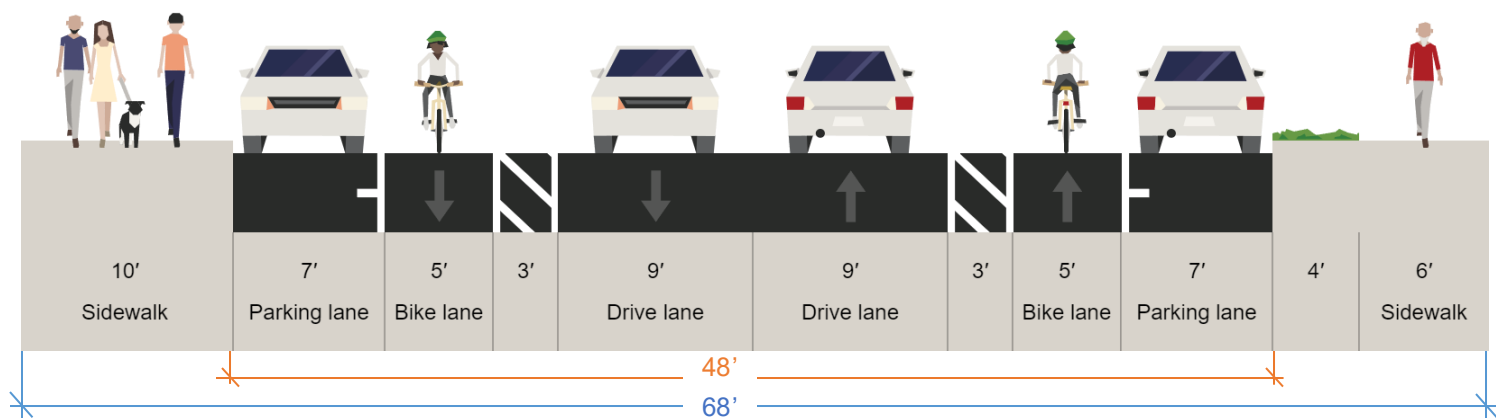


*Recommended Option: Class I along rail line

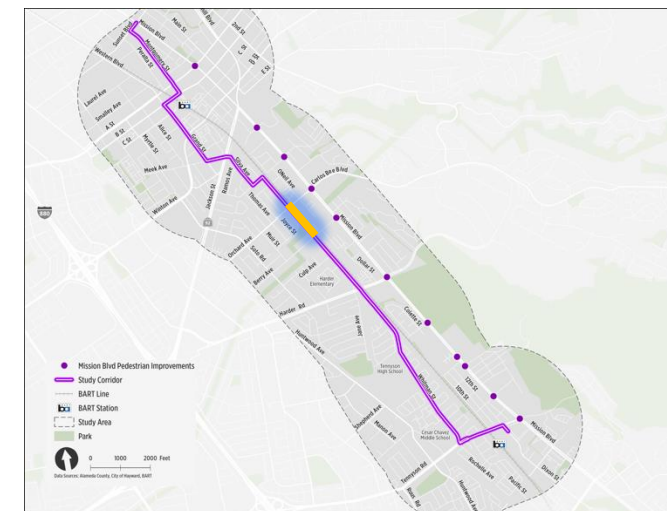
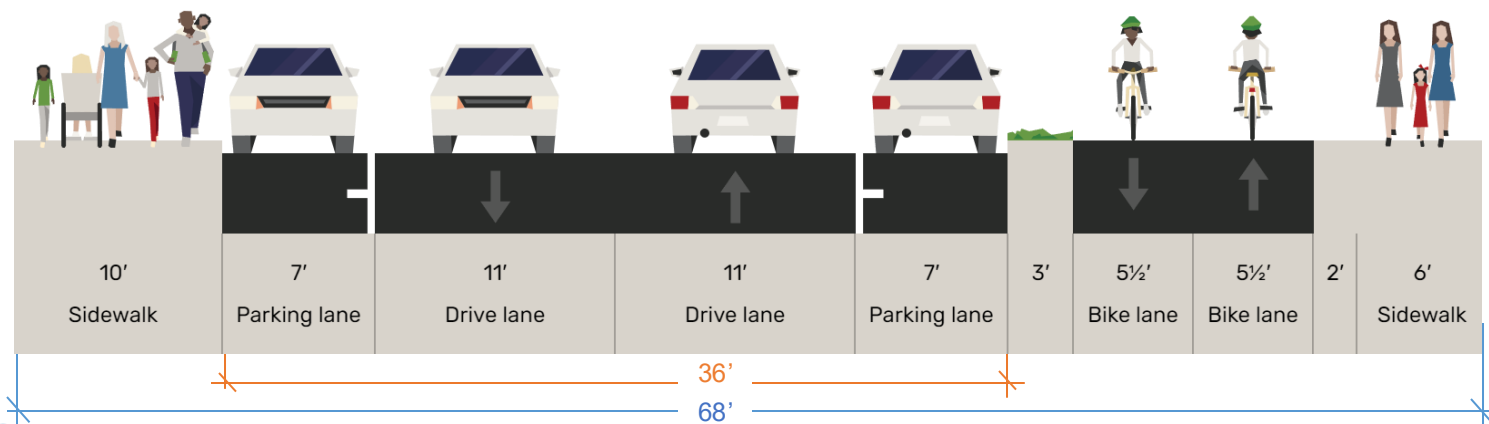
Note: Design exception required to allow 3' buffer. 9' class I does not meet minimum standards. 11' minimum lanes provided to allow bus route.

Whitman Street from Orchard Ave to Berry Ave (looking northbound)

Existing Conditions



Draft Option: Class I

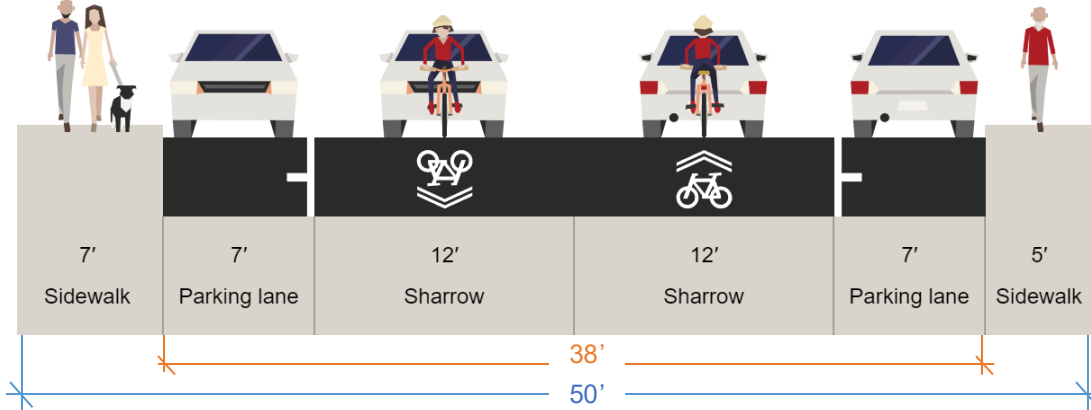


Recommended option: Class I along rail line. 11' minimum lanes provided to allow bus route.

Whitman Street

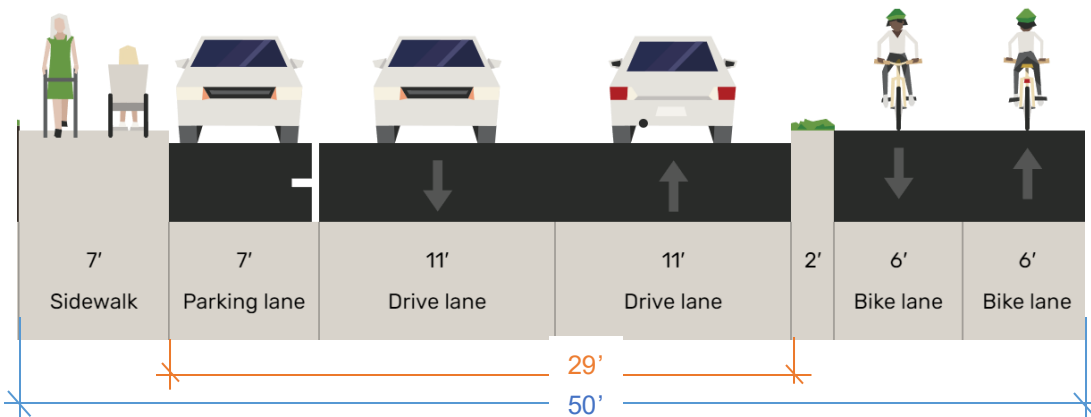
from Berry Ave to Harder Rd (looking northbound)

Existing Conditions

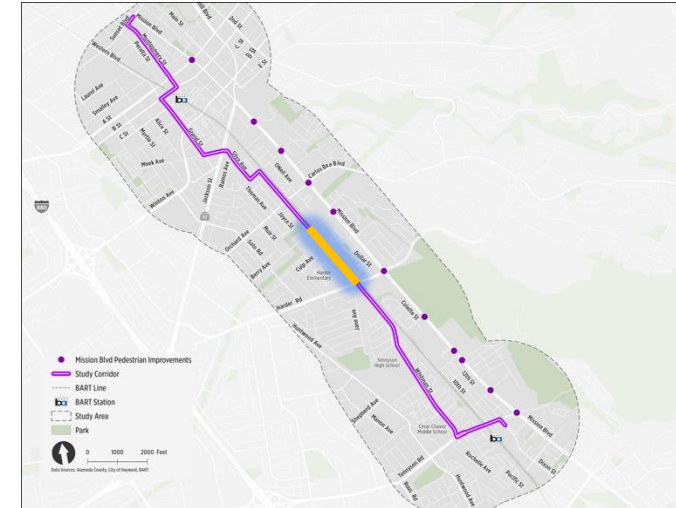


Draft Options

Option #1: Class I

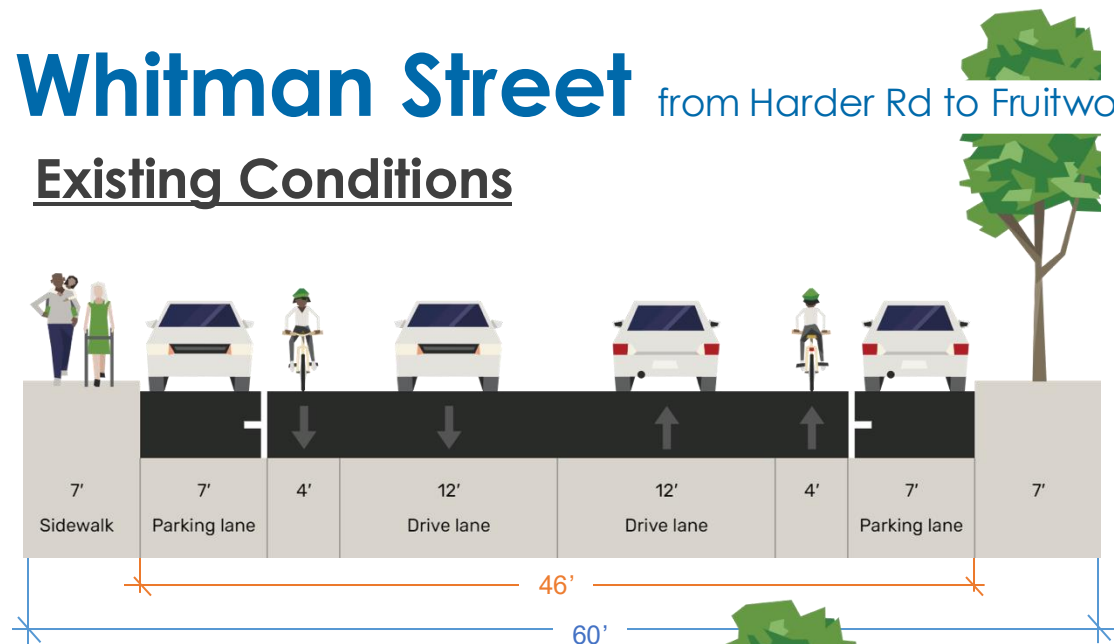


***Note:** Class I along rail line. Design exception required to allow 2' buffer. 11' minimum lanes provided to allow bus route.



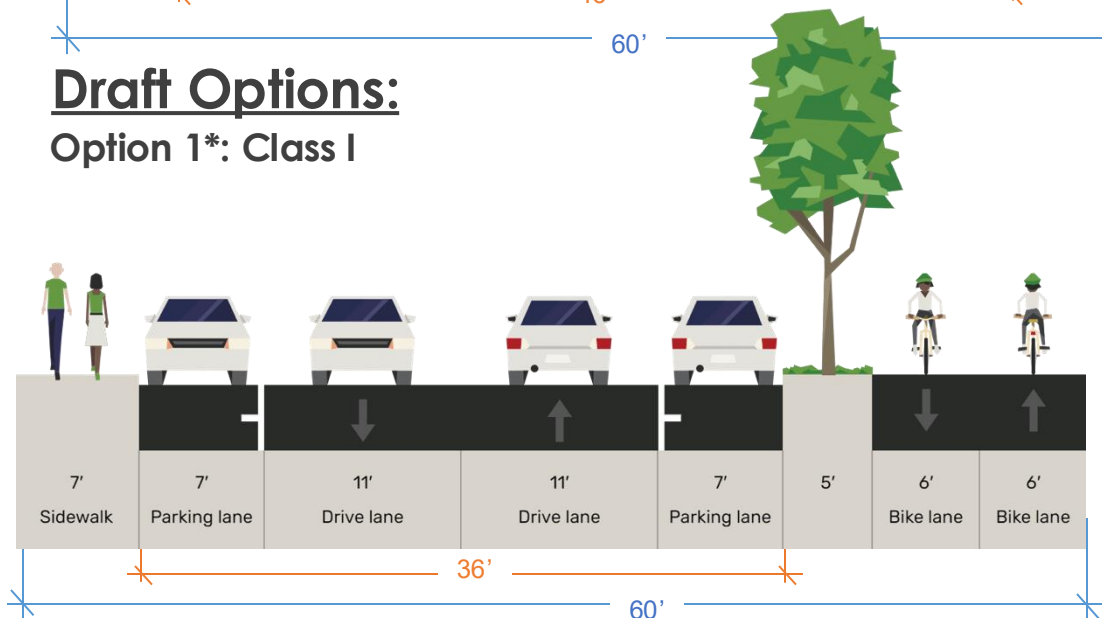
Whitman Street from Harder Rd to Fruitwood Wy (looking northbound)

Existing Conditions



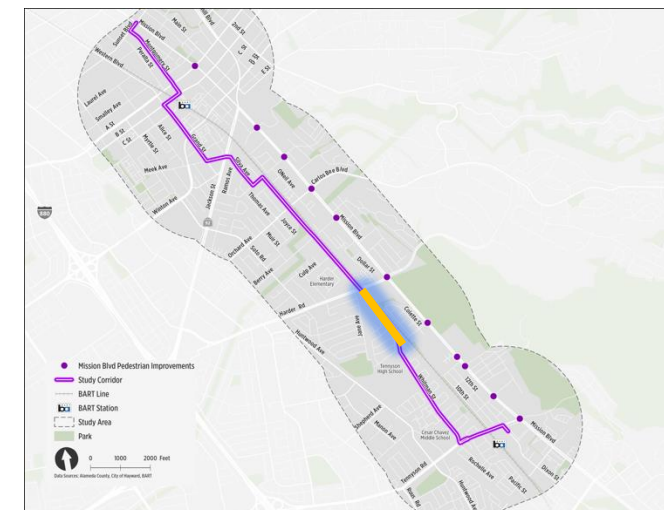
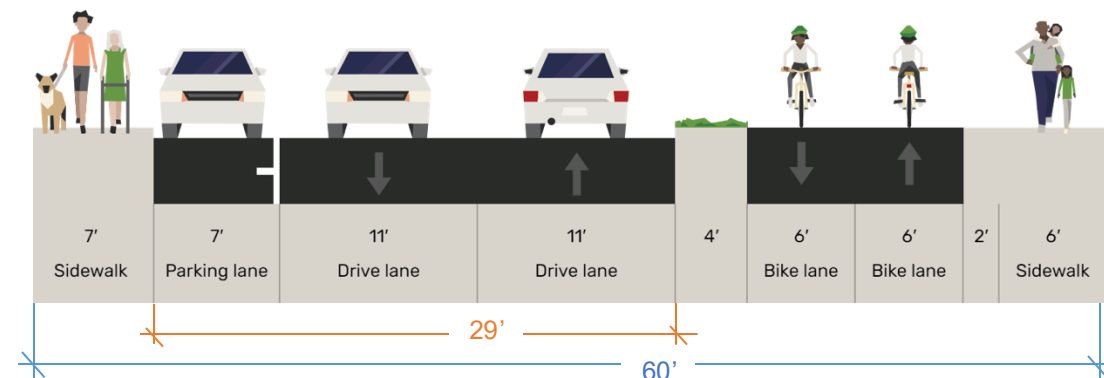
Draft Options:

Option 1*: Class I



*Recommended Option: Class I along rail line. Maintains parking.

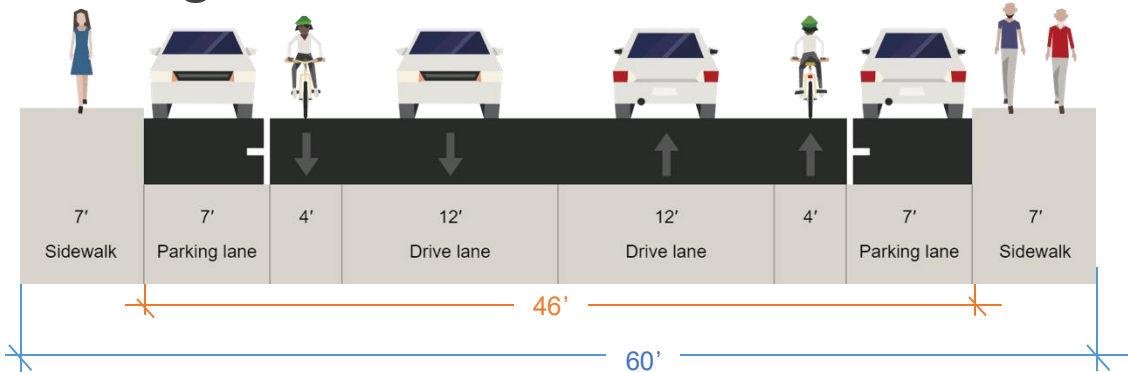
Option 2: Class I



Whitman Street

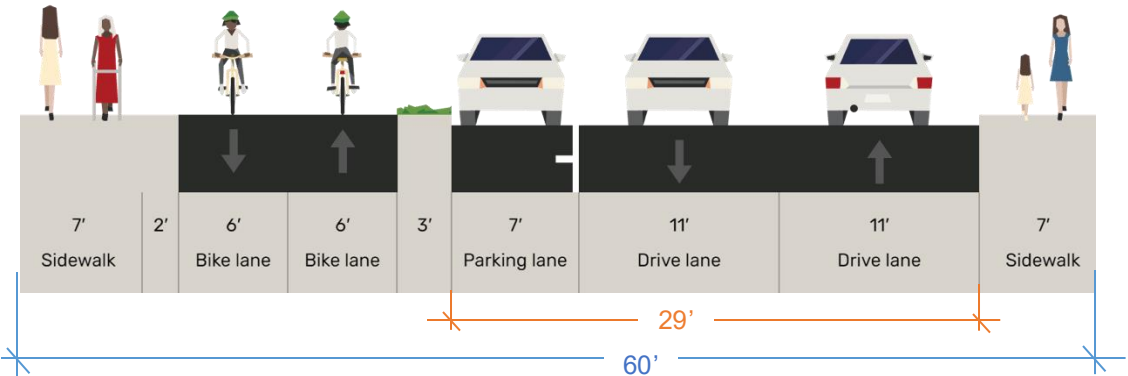
from Fruitwood Wy to Tennyson Rd (looking northbound)

Existing Conditions

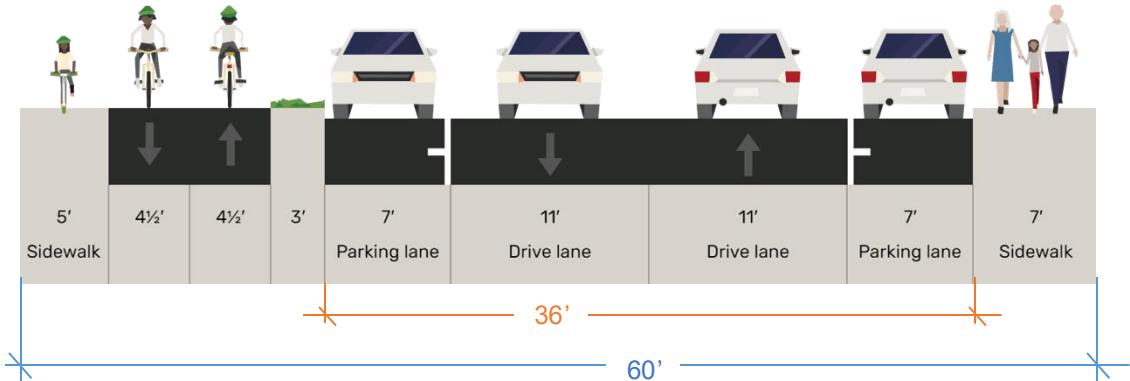


Draft Options:

Option #1*: Class IV



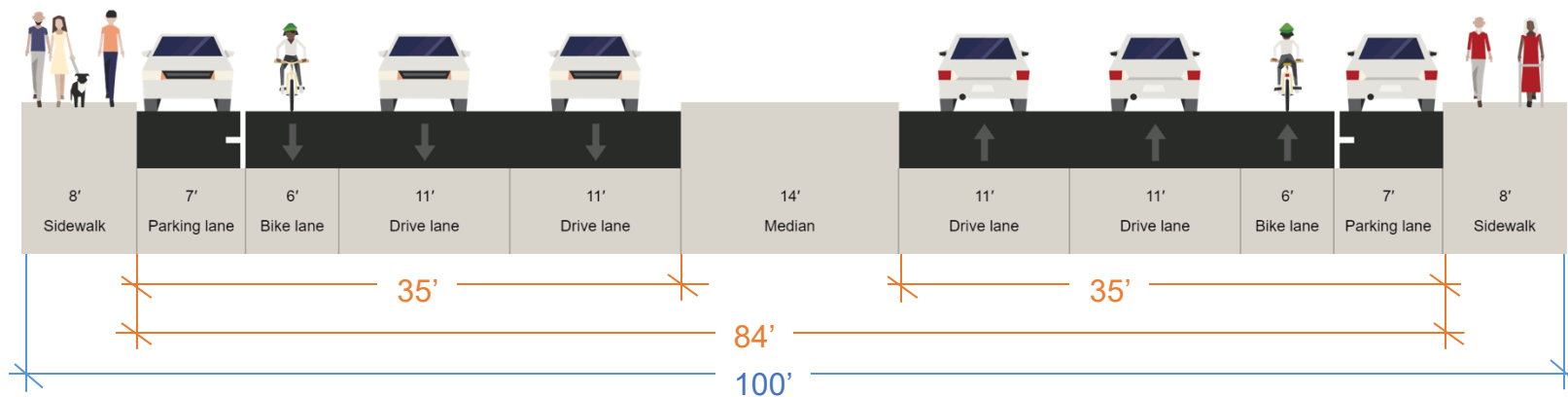
Option 2: Class IV



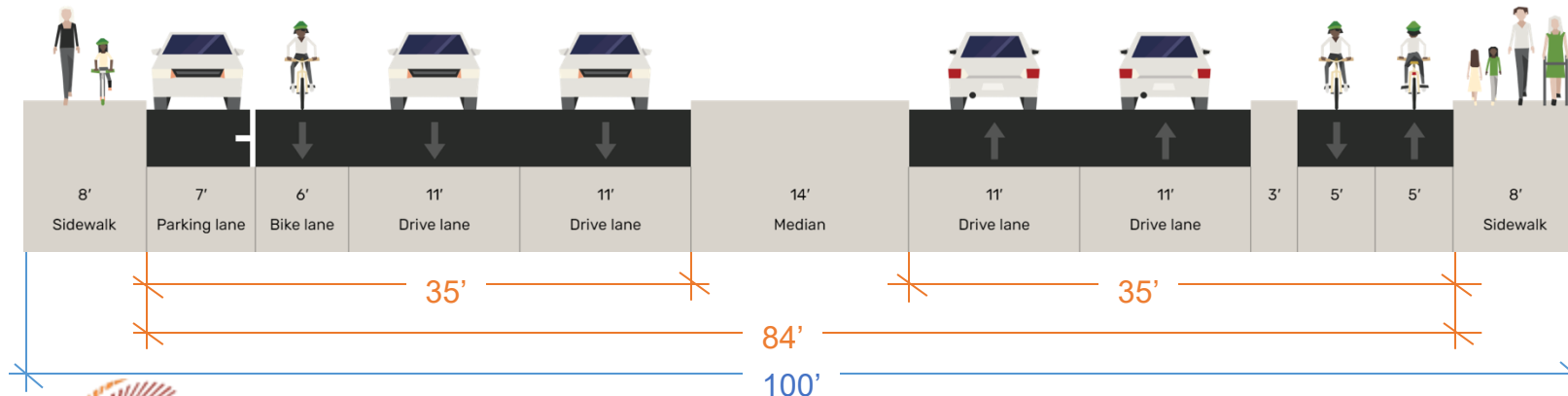
***Recommended Option:** Class IV along west side with preferred facility widths

Tennyson Road from Whitman St to Dixon St (looking eastbound)

Existing Conditions



Draft Recommendation



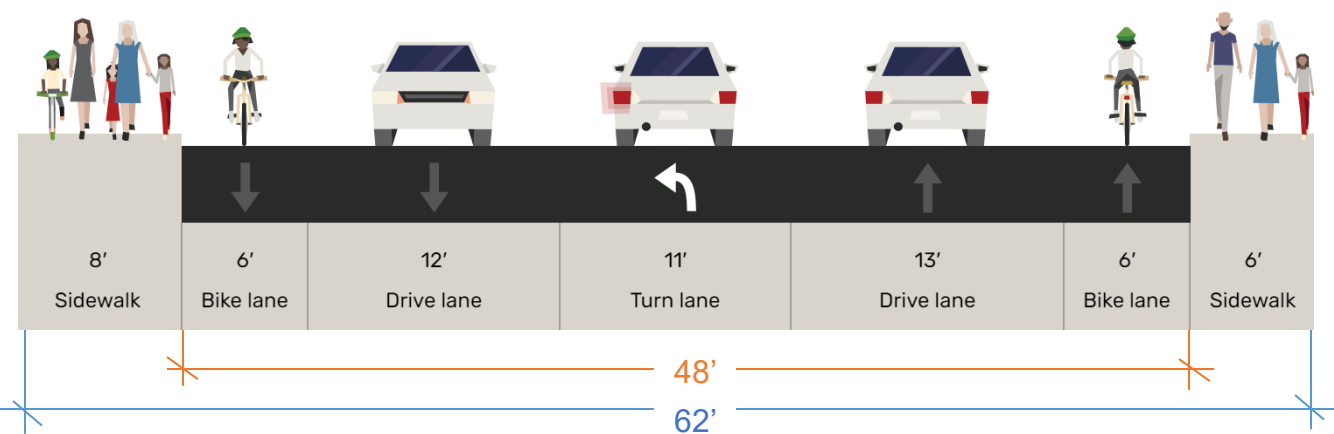
Two-Way Class IV Bikeway

- Bikeway on south side of street next to BART station
- Existing westbound bike lane to remain
- On-street parking removed on south side

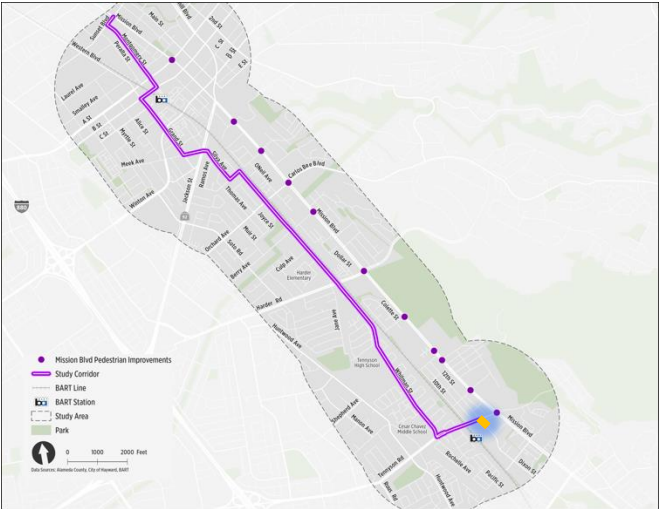
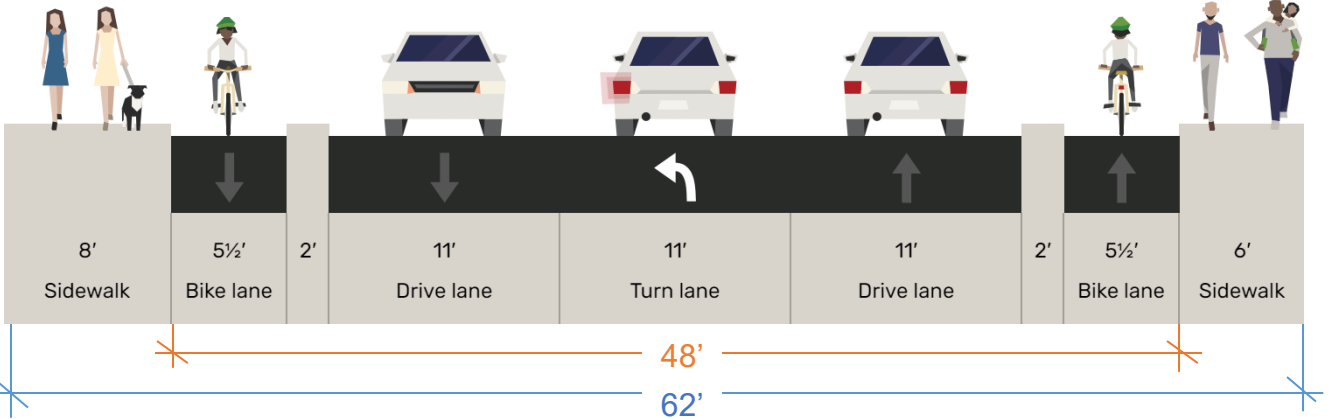
Dixon Street

from Tennyson Rd to BART (looking northbound)

Existing Conditions



Draft Recommendation



One-Way Class IV Bikeway

- Travel lanes narrowed to 11 feet