SAN FRANCISCO DPT DEPARTMENT OF PARKING & TRAFFIC

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SAN FRANCISCO BICYCLE PLAN: NETWORK IMPROVEMENT DOCUMENT

Catergory: C.iv.b Bicycle Circulation/Safety

PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM

DRAFT JANUARY 2005

Prepared for the
San Francisco County Transportation Authority

Prepared by the
Department of Parking and Traffic
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1.0 Introduction

In November 2003, San Francisco voters approved Prop K, reauthorizing the ½ cent sales tax for transportation improvements and approving a new 30-year Expenditure Plan. The Expenditure Plan determines eligibility for Prop K funds through a list of specific projects (e.g. Central Subway) and programs (e.g. pedestrian circulation/safety and signals and signs). It also sets caps for the maximum amount of Prop K funds that will be available for specific projects and programs over the next 30 years, totaling an estimated $2.82 billion. In order to fully fund the projects and programs, the Expenditure Plan assumes that the Prop K dollars will leverage (or match) another $9.6 billion in other federal, state, regional, and local funds. Some of those leveraged funds will be available to San Francisco through funding allocation formulas. The City will have to compete for non-formula (discretionary) funds.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs as a condition for receiving allocations in each programmatic (i.e., not project-specific) category in the Expenditure Plan. This requirement applies to about 20 programs such as street resurfacing, new signals and signs, traffic calming, and transit enhancements.

The Prioritization Programs are intended to provide a stronger link between project selection and expected project performance, and to support on-time, on-budget project delivery, and timely and competitive use of state and federal matching funds. Specifically, the purpose of the Prioritization Programs is to:

- Establish a clear set of criteria for prioritizing projects,
- Improve agency coordination at the earlier stages of the planning process,
- Allow and ensure public input early and through the planning process, and
- Establish performance measures.

The ideal outcome of the Prioritization Programs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop K, federal, state, and other funds) are available so that the Expenditure Plan can be delivered in a timely and cost effective manner.

Process for Developing Prioritization Programs

This first round of Prioritization Programs covers the five-year period from FY 2004/05 through FY 2008/09. The Prioritization Programs will be updated every three years, in concert with triennial updates of the Prop K Strategic Plan. The Prop K Strategic Plan is the financial tool that guides the timing of allocation of Prop K revenues. The Strategic Plan also

sets policy and provides guidance for the administration of the program, ensuring prudent stewardship of the funds. Finding a balance between the availability of funds and project delivery is an iterative process that requires both examining policy and a functional analysis of department capabilities and fund leveraging opportunities.

The Expenditure Plan established limits on funding and described the types of projects that are eligible for each of the 20 programmatic categories, but did not detail specific projects for funding within each category. While the Strategic Plan provides the long-term road map for managing Prop K revenue, the 5-Year Prioritization Programs ensure that the Authority Board, project sponsors, and the public have a clear understanding of how projects are prioritized for funding within each particular programmatic category.

In cases where a particular programmatic category has multiple potential projects sponsors, the Authority Board designated a lead agency to coordinate the development of the Prioritization Program. The lead agency role is one of facilitator and coordinator, not a veto role.

C. STREETS AND TRAFFIC SAFETY
iii. SYSTEM MAINTENANCE AND RENOVATION
c. Pedestrian and Bicycle Facility Maintenance
Public sidewalk repair and reconstruction citywide. Additional pedestrian facility improvements including stairways, retaining walls, guardrails and rockfall barriers. Upgrades of substandard bicycle lanes; rehabilitation of bicycle paths, and reconstruction of MUNI passenger boarding islands. Includes project development and capital costs. Sponsoring Agencies: DPT, DPW, MUNI. The first $17.4M is Priority 1 and the remainder is Priority 2. Total Funding: $36.8M; Prop K: $19.1M.

iv. BICYCLE AND PEDESTRIAN IMPROVEMENTS
a. Traffic Calming
Programmatic improvements to neighborhood streets to make them more livable and safe to use for all users – pedestrians, cyclists, transit, and autos. Includes strategies to reduce auto traffic speeds and improve pedestrian and bicyclist safety and circulation such as: improvements to bicycle and walking routes (e.g. sidewalk widening, streetscape upgrades including O:\Countywide Plan\Exp Plan03 + EPAC\Exp Plan03\EP LanguageFINAL072903.doc Page 16 of 21 landscaping), speed humps, corner bulb-outs, chicanes and channelization (Priority 1). New or improved pedestrian safety measures such as ladder crosswalks and pedestrian signals (Priority 1). Development of neighborhood and school area safety plans

citywide, including abovementioned strategies and complementary outreach and education programs (Priority 1). New traffic circles, signals and signage including flashing beacons and vehicle speed radar signs (Priority 2). The first $60.8M is Priority 1. The next $7.2M is Priority 2 and the remainder is Priority 3. Includes planning, project development and capital costs. Sponsoring Agencies: DPT, DPW. Total Funding: $142.0M; Prop K: $70.0M.

b. Bicycle Circulation/Safety Programmatic improvements to the transportation system to enhance its usability and safety for bicycles. Infrastructure improvements on the citywide bicycle network, such as new bike lanes and paths. Bicycle parking facilities such as bike racks and lockers. Support for bicycle outreach and education programs. Improvements must be consistent with the city's bicycle plan. The first $27.6M is Priority 1. The next $2.4M is Priority 2 and the remainder is Priority 3. Includes project development and capital costs. Sponsoring Agencies: DPT, DPW, BART, PCJPB. Total Funding: $77.6; Prop K: $56.0M. $33.6M; Prop K: $20.0M.

THE BICYCLE PLAN: POLICY FRAMEWORK AND NETWORK IMPROVEMENT DOCUMENT

There are two major parts to the Bicycle Plan: the Policy Framework and the Network Improvement Document..

POLICY FRAMEWORK

The Policy Framework provides an overview of the policies and components of a successful bicycle program including education, outreach, enforcement and bicycle parking. The goals and objectives (listed in the Executive Summary) for the Policy Framework are based on the goals and objectives in the 1997 San Francisco Bicycle Plan. These updated goals and objectives reflect the City's commitment to improving the quality of life of its residents and expanding the role and importance of bicycle transportation in the City of San Francisco. The goals and objectives were developed and refined based on comments from City staff from numerous departments, the San Francisco Bicycle Coalition (SFBC), the Bicycle Advisory Committee (BAC) and the public. Chapter 2 of the San Francisco Bicycle Plan: Policy Framework outlined the potential projects that will be further developed in the Network Improvement Document.

For more information regarding the Policy Framework, please refer to www.bicycle.sfgov.org

NETWORK IMPROVEMENT

Building on the "Network Blueprint" outlined in Chapter 2 of the Policy Framework, the Network Improvement Document lists " the gaps" of the Bicycle Route Network that have been identified by the public and San Francisco agencies through an involved public process. The Network Improvement Document provides a narrative of the entire Bicycle Route Network; identifies potential improvements; lists generalized opportunities and constraints; lists planning level cost estimates; and provides a prioritization process of when Bicycle Route suggestions should be explored. This document examines issues that need to be resolved prior to project funding, such as the need for demonstrated public support or mitigation of impacts as identified through the environmental review process.

APPROVAL, IMPLEMENTATION, AND INCORPORATION WITHIN THE BICYCLE ROUTE NETWORK

Once the Network Improvement Document is completed, it will be presented to the Municipal Transportation Agency (MTA) Board for approval. The projects identified in the Network Improvement Document will still require environmental review and approval by the BOS prior to implementation. Please refer to the Generalized Steps for Bicycle Facility Implementation found within the Policy Framework, Chapter 2, or on the web at www.bicycle.sfgov.org

The Network Improvement Document should be periodically updated to reflect current changes in funding or Bicycle Route Network priorities. Additionally, periodic updates to the Planning Commission should be undertaken to ensure that the Bicycle Route Network referenced within the Policy Framework, and incorporated in the San Francisco General Plan is up-to-date and accurate.

2.0 PUBLIC OUTREACH

One of the purposes of this 5-Year Prioritization Program is to offer an early opportunity for the public to provide meaningful input regarding the projects that will be funded by Proposition K programmatic categories in the next 5 years. The first public meeting on the overall Bicycle Plan Update was held in February 2003. It kicked off a series of public meetings during the Spring of 2003 that discussed the overall Plan, but focused on potential network improvements and the Supplemental Design Guidelines. (The Supplemental Design Guidelines can be found in the appendix of the San Francisco Bicycle Plan: Policy Framework). These meetings were cosponsored by the SFBC, whose participation was funded by a Caltrans community planning grant focused on public outreach for potential network improvements.

By early 2004, the SFBC began outreach to hundreds of individual community groups, seeking input and comments on the "top priority project" concepts[1] that were developed by the consultants. The SFBC then held five highly advertised citywide meetings through the spring of 2004, again focusing on network improvements that were developed by the consultants.

This process involved a high level of public participation. The SFBC's extensive public outreach resulted in:

- A series of citywide and neighborhood-specific workshops to solicit suggestions for improving the Bicycle Route Network;
- Surveys designed to solicit City residents' input on potential Bicycle Route Network improvements, network maintenance needs, bicycle parking needs, and policy and program needs;
- Follow up workshops to present proposed network improvements to the
- neighborhoods; and
- Extensive citywide outreach on specific project proposals to solicit input from merchants, neighborhood groups, and generally interested citizens.

This process involved about 5,000 comments resulting in over 2,800 specific street improvement suggestions, and nearly 2,000 comments related to bicycle policy improvements in San Francisco. The SFBC outreach efforts and summaries can be found in Appendix 9b.

[1] Summaries of the SFBC's work and the Consultant's work can be found in the Appendix of this document.

The Authority hosted two public workshops to seek input on the 5-Year Prioritization Programs, one in November 2004 and one in February 2005
In addition, DPT Bicycle Program will present this prioritization program to the Bicycle Advisory Committee (BAC) and its oversight commission, the Municipal Transportation Agency (MTA) Board.

3.0 PRIORITIZATION CRITERIA

The Prop K Expenditure Plan requires that the 5-Year Prioritization Programs include a prioritization mechanism to rank projects within the program. The intent of this requirement is to provide the Authority Board, the public, and Prop K project sponsors with a clear understanding of how projects are prioritized for funding within a particular programmatic category. Having a transparent and well-documented prioritization methodology in place allows for an open, inclusive and predictable project development process, that will hopefully result in a steady stream of projects that are ready to compete for Prop K and other implementation funding. It also offers an opportunity to take advantage of coordination opportunities with other transportation projects funded by Prop K, and with other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

Public input from the first series of public meetings mentioned above was utilized to generate a list of potential Bicycle Route Network improvements. This list was combined with other existing project lists (remaining recommendations from the 1997 Plan, projects previously recommended by bicycle advocates or members of the public, and improvements recommended through DPT staff analysis). By mid-summer 2003, a prioritization matrix (Table 3.1) was created and applied to rank this combined recommended project list.

These were ranked by members of a Technical Advisory Committee (Table 3.2) which then:

- assembled all individual project rankings and averaged them per project;
- selected the top 50 ranked projects,
- mapped the top 50 projects using GIS,
- grouped projects by corridor and geographic area, and
- adjusted for regional equinity and came to an agreement among TAC members of approximately 20 potential projects that a consultant team would further develop.

TABLE 3.1 Prioritization Ranking Criteria

San Francisco Bike Projects - Ranking Criteria
June 3, 2003 Version

Disclaimer Note: these draft rankings are not meant as an absolute ranking, rather as an indication of their relative importance only. The goal will be to develop three tiers of project priorities so that the City may apportion available funding to the highest priority projects. Medium and long-term projects should also be considered important. In fact, some medium and long-term projects may be implemented as part of a development or public works project. The ranked lists should be considered a "living document" and should be frequently reviewed to ensure they reflect current San Francisco priorities.

Project scores should be based on the information obtained from site visits and field work, City staff, and from the public

Ranking Criteria	Point Range	Max points	
Land Use	0 to 10	10	A project that provides or promotes connections or access to multiple land uses (e.g. primary generators such as dense residential neighborhoods with high numbers of bicycle commuters with areas of dense employment) will rank favorably according to the land use criteria. Facilities that provide intra- or inter-neighborhood access for shopping trips, access to transit, access to public open space/parks would also rank favorably according to the land use criteria. Longer corridor projects that 'connect' more land uses will tend to rank higher as they are assigned greater points over shorter projects that do
Current Bicyclist Demand	0 to 10	10	Higher points for those projects that currently have significant usage, based on land uses, population, corridor aesthetics, etc. Justification for this criteria is that corridors or spot locations currently receiving high demand may or may not be optimally designed and additional improvement would benefit a large number of existing
Latent Bicyclist Demand	0 to 10	10	Higher points for those projects likely to generate significant usage, based on land uses, population, corridor aesthetics, etc. If safety or functionality is improved, even high use facilities may increase in use levels.
Regional Equality	0 to 5	5	Higher points for areas without a bikeway project within last 5 years, areas that are poorly served by transportation options, areas with higher concentration of economically-disadvantaged residents
Technical ease of Implementation	0 to 10	10	Fewer points for large engineering structures, difficult intersections, etc. Because we may not know the specifics of the projects until it is designed, this number may be adjusted to reflect changed assumptions regarding the preferred engineering solution for the project. Technical ease of implementation focuses on the actual engineering challenges of a project, emphasizing the point that typical physical requirements of San Francisco bicycle projects such as parking removal, traffic lane removal, or lane restriping are not technically challenging from an engineering perspective. Physical solutions are often readily apparent but may require development of political support, addressed under "Political Ease of Implementation," or that specific operational issues be addressed specifically to demonstrate that no negative impacts will occur to other modes, addressed under "Multi-Modal." This criteria addressed specifically the technical, physical aspects of the engineering solution.
Political ease of Implementation	0 to 10	10	Maximum points are assigned for an easy, popular project. If significant neighborhood opposition is a known factor, if support of local elected official is not anticipated, or if other political opposition to a particular aspect of the assumed engineering solution is anticipated then the project receives fewer points under this criteria. NOTE: Projects that are supported by current or adopted planning efforts by Federal, State, regional or local agencies should receive points under this criteria. In addition, projects that are supported by existing or anticipated funding should receive points under this criteria.
Overcomes Barrier/Connectivity	0 to 15	15	Maximum points should be assigned to recommended facilities that would address a major safety concern for bicyclists using bridges, interchanges, and other environments difficult for bicyclists to navigate. Higher points should be assigned to roadways with high speed, high traffic volume, wide road width, difficult intersections or other obstacles to bicycle travel.
Multi-Modal	-10 to 5	5	Max points for projects that benefit other modes, especially transit and pedestrians. Up to -10 (negative ten) points for project that would harm transit operations. When assessing potential negative impact to transit operations (bus, most specifically) it is necessary to assess potential impacts to lines operating on the specific street in question, as well as adjacent/parallel corridors, in order to capture all potential impacts that may result to lines that operate on multiple streets. NOTE: Benefits to pedestrian circulation/street crossings as a result of narrowing or removing travel lanes/adding bicycle lanes should be considered a multi-modal benefit. To the extent possible at this coarse level of analysis, thought should be given to the following pedestrian safety factors including: crossing distance, crossing visibility, assumed changes to signal timing, etc.
Lack of Parallel Facilities Within 1/4 Mile (1300 ft)	0 to 10	10	Max points for project that has no parallel bikeway within 1000 ft. Five points for a parallel but not ideal bikeway. Zero points if excellent parallel bikeway within 1300 ft.
Public Input	0 to 10	10	The "Total requests" column in the prioritization worksheet is based directly on public input received via the Bicycle Plan Update Neighborhood Public Workshops and surveys. The "Total requests" for each project identified in the public outreach process are based on the following methodology developed by SFBC: (1) Small Group Workshop Priority Lists: 1st priority = 4 points, 2nd priority = 3 points, 3rd priority = 2 points; and, (2) Survey respondent total points per project. For this prioritization exercise, projects are ranked under the "Public Input" criteria as follows: (1) Projects receiving greater than 50 requests receive 5 points; and, (2) Projects receiving fewer than 50 requests are grouped as follows: 49-40Total requests=4 Pts; 39-30 Total requests=3 Pts;
Total Points		**95**	

Table 3.2
Agency Members of the Technical Advisory Committee (TAC)

Association of Bay Area Governments - Bay Trail (ABAG)
Bay Area Air Quality Management District (BAAQMD)
Bay Area Rapid Transit (BART)
Department of Public Works (DPW)
Golden Gate Park Concourse Authority
National Park Service
Planning Department
Police Department
Port of San Francisco
Presidio Trust of San Francisco
Recreation and Park Dept.
Redevelopment Agency
SF Bicycle Advisory Committee (BAC)
SF Bicycle Coalition (SFBC)
SF County Transportation Authority (SFCTA)
SF Department of Parking & Traffic (DPT)
SF Fire Department
SF Municipal Railway (Capital Planning)
SF Municipal Railway (Service Planning)
Treasure Island Development Authority

The top ranking projects were billed the "top priority projects" for the consultant team to work on; and their work on these projects can be found within Appendix 9a. . Subsequent ranked projects were then divided into groups (short, mid term, and long term) dependant on the averaged rank, adjusted for regional equality. These were then compared to the Department of Public Works Paving Schedule, and attempts were made to match fiscal years of project implementation to proposed repaving. Additionally the "short", "mid" and "long" term ranking was applied, respectively placing those projects that were not on the paving schedule into fiscal years 1-2,2-4, and greater than 5 years.

Once placed into a fiscal year group, the fiscal constraints[2] of Proposition K were consulted and a project's placement into a particular fiscal year was adjusted so that the total requests for Proposition K funding did not exceed the allowable debt. An agency prioritization comparison was then undertaken, to further adjust and maximize project delivery through the referencing of other Proposition K projects categories. Table 3.3 reflects this prioritization.

The following tables (3.4, 3.5, and 3.6) are the potential projects that have been identified thought the Bicycle Plan Update process. This Document will further specific recommendations along specific corridors and will prioritize when funding should be sought for specific projects.

[2] Ideally Proposition K projects will not exceed 1/30 of the total category allotment per fiscal year. Proposition K is a 30 year plan, therefore, 1/30 would equal one fiscal year. If project sponsors are willing to pay for interest and fees against that subcategory's limits, then the 1/30 amount can be exceeded.
She also confirmed that if we spent less than 1/30 last year, we can take the "surplus" and use it in next 5 years, as Manito had suggested. Manito and I are planning to do this.

4.0 PERFORMANCE MEASURES

Prop K requires the establishment of performance measures for each programmatic category in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time) and to use the results to inform future project development, allocation of Prop K funds, and programming and prioritization of other funds by the Authority (e.g. Transportation Fund for Clean Air, state Regional Improvement Program funds). The performance measure data will also be critical to support and justify future sales tax reauthorizations, as well as other efforts to identify new revenue sources for transportation projects.

Specific Project Performance Measures

A. Conceptual Planning Projects

These projects are intended to vet the issues of multiple design concepts to the point where they can be evaluated. The concept that survives this evaluation process, can lead to more detailed engineering designs. The purpose of Conceptual Planning and Design is to deliver projects to a funding agency with a well-defined need and a recommended concept.

Projects that are identified as Conceptual Planning Projects will be measured by the completion of a needs and feasibility report.

B. Corridor Planning Projects

These projects were identified within the San Francisco Bicycle Plan: Policy Framework as requiring additional study at the corridor level. These projects may trigger extensive environmental review and must be addressed in a much broader planning context, due to the complexity of the projects and the involvement and responsibilities of numerous City agencies and other jurisdictions.

Projects that are identified as Corridor Planning Projects will be measured by the completion of an Action Plan, similar to that completed by SFCTA for Market Street.

C. Preliminary Design And Engineering Projects

These projects will refine actual design of bicycle improvements. Sufficient engineering will be undertaken to determine whether the project concept can feasibly evolve into an actual project in light of environmental and community constraints and issues. Environmental review should begin at this step. During this phase, a project concept could be determined as being "fatally flawed" due to further analysis, with less obvious, but critical details coming to light. The project could end here or return to the conceptual planning and design phase.

The Performance measure for this type of project will be a report detailing:

- **Environmental Review**
- **Detailed traffic analysis**

- **Refined Cost Estimates**
- **Striping drawing proposals**
- **New traffic signal timing cards**

D. Design and Engineering Projects

At this stage, the concept has become an actual "facility improvement" and could begin working its way through the San Francisco legislative process. Striping drawings and new traffic signal timing cards are modified based upon the staff analysis, public comment, and environmental review. More refined cost estimates and timelines are generated, including Plans, Specifications, and Estimates (PS&Es)**The Performance Measure for Design and Engineering Projects will be the completion of "before and after" bicycle use counts once the Final Design and Engineering[3] is completed and the facility improvement is implemented.**

Programmatic Performance Measures

The unique nature of bicycle projects and bicycle transportation does not easily lend itself to be solely bases on project specific performance measures. Improvements along one street or corridor may still leave gaps throughout the larger bicycle system. (ie. if bicyclists do not have a place to safely park a bike at the end of their trip, or if they have a safe place to park, but can not bike to their desired destination, then the improvement in itself, does not speak to the overall performance of the bicycle program and system) To account for the overall improvement for bicyclists, a programmatic review should also be undertaken. In addition to the specific measures listed above, an indicator on the overall state of bicycle transportation should also be considered, to assist in achieving the overall goal stated in the Bicycle Plan: Policy Framework, "Make bicycling an integral part of the daily life in San Francisco"

The following are Programmatic Performance Measures that should be carried out every other year

- Overall increase of bicycle facilities
- Overall increase of trips by bicyclists

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3 Final Design and Engineering is when the final edits of a striping drawing, or signal timing are made. Environmental review should have occurred by this point and the legislative process should be complete. Changes to the final design could occur based upon recommendations that come out of the public input in the legislative process. A work order is submitted to DPT Paint or Sign Shops; or DPW Construction. (A Work Order can only be generated for bike lane projects if it has been approved by the BOS through a resolution. The BOS can only pass bike lane legislation if the environmental clearance has occurred on a particular project concept.)

Please refer to the Generalized Steps for Bicycle Facility Implementation found within the Policy Framework, Chapter 2, or on the web at www.bicycle.sfgov.org

- Decrease in bicycle related collisions (five year review)[4]
- Bicyclists Survey (every two years)[5]
- Address Action items within the San Francisco Bicycle Plan: Policy Framework

4 For trends to be adequately reviewed, five year window should be utilized when reviewing collision information. This will

5 A model of this survey should be based on the City of Copenhagen's Bicycle Account http://www.vejpark.kk.dk/byenstrafik/cyklernesby/uk/bicycleaccount2002/

5.0 FUNDING

TABLE 5.1 Bicycle Route Network Improvements, by Street Name

(See Table 5.1 at the end of this document)

TABLE 5.2 Bicycle Route Network Improvements, by Bicycle Route Network Number

(See Table 5.2 at the end of this document)

TABLE 5.3 Bicycle Route Network Improvements, by Fiscal Year

(See Table 5.3 at the end of this document)

6.0 PROGRAM OF PROJECTS

The following pages contain a description of the entire Bicycle Route Network, including potential network improvements that have been identified and ranked through the planning process described in "Public Outreach & Prioritization Criteria". The Bicycle Route Network narratives are listed in numeric Bicycle Route Network order. For consistency, the entire Bicycle Route Network has been retained within the narrative. Please consult Tables 5.1, 5.2, and 5.3 to cross reference projects. For some routes, no immediate improvements have been directly identified, while other routes contain segments that were identified as a "top priority projects". Conceptual Design options were developed for "Top Priority Projects" (Table 6.1) and can be found in Appendix 9a.

Table 6.1 Top Priority Projects	
Project Name	**Existing Route**
Second Street	11
Fifth Street	19
Fourteenth Street	30
Sixteenth/Seventeenth Streets Corridor	40/25
19th Avenue	75
Alemany Boulevard	45
Bayshore Boulevard	5
Broadway Tunnel	10/210
Cesar Chavez/ 26th Streets Corridor	60
Fell Street and Masonic Avenue Intersection	30
Illinois Street and Illinois Street Bridge	5
Laguna Honda Boulevard	65
Upper Market Street, Octavia Boulevard to 17th Street	50
Masonic Avenue Corridor	55
Oakdale Street	170/7
Polk Street	25
Portola Drive	50
Townsend Street	36

Table 5.1 lists Bicycle Network Routes with potential network improvements, promoted by street name; Table 5,2 contains the same information as Table 3.3, except promoted by Route Number; while Table 5.3 is promoted by the application of funds' fiscal year.

In addition to suggestions along the existing Bicycle Route Network, suggestions were also received for segments currently not on the Bicycle Route Network. Conceptual Planning and Design should be developed for these potential projects to determine if they "fill a gap" within the existing Bicycle Route Network.
The most practical time to address these potential new segments is when work is planned by another San Francisco agency. The Department of Public Works' *Five Year Proposed Utility Excavation and Paving Plan* is an excellent starting point for prioritization, for it outlines when streets will excavated and repaved. A repaving of a street generally also involves a restriping of a street, which is a good time to explore potential bicycle facilities. Planning Level cost estimates have been developed and are include within Tables 5.1, 5.2, and 5.3

Program of Projects Narrative

ROUTE 2: NORTH BEACH TO THE PRESIDIO

Network Improvement Project Location(s):

- Marina Boulevard, from Laguna Street to Lyon Street
- North Point Street, from the Embarcadero to Van Ness Avenue

Current Route Description:
Northpoint Street/Marina Boulevard/Old Mason Street

This signed route on Northpoint Street begins at The Embarcadero and connects with the existing path along the north edge of Fort Mason via Van Ness Avenue. From Fort Mason, the route connects to Marina Boulevard then continues through the Presidio on Old Mason Street and Mason Street to Crissy Field Avenue. Due to the one-way segment of Crissy Field Avenue, the east and westbound routes then diverge. Westbound, the route continues via Crissy Field Avenue and Lincoln Boulevard to Merchant Road. The eastbound route is via Lincoln Boulevard, Cowles Street, McDowell Avenue, and Crissy Field Avenue. Connections can be made between Lincoln Boulevard and the Golden Gate Bridge walkways via Routes 95, 202 or 295.

Generalized Opportunities:

- Marina Boulevard, from Laguna Street to Lyon Street
  - Fort Mason Planning Efforts can be found at http://www.nps.gov/goga/admin/planning/pdf/foma-webquality.pdf. In addition, The San Francisco County Transportation Authority (SFCTA) has applied for funding its planned Northern Waterfront pedestrian/Bicycle Study.
  - Improved bicycle facilities should be considered as part of the Muni E-Line planning efforts currently underway: See both the *Market Street Railway*

(MSR) E-Line at http://www.streetcar.org/tomorrow/vision/index.html and Muni's *A Vision for Rapid Transit in San Francisco* at: http://www.sfmuni.com/cms/rptpub/repuindx.htm.

- This bicycle facility is identified as part of the Bay Trail Network. For more information: www.baytrail.abag.ca.gov.
- This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

- North Point Street, from the Embarcadero to Van Ness Avenue
  - Bay Trail Planning Efforts
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. Visit the following website for more information: www.mtc.ca.gov.

Generalized Constraints:

- Marina Boulevard, from Laguna Street to Lyon Street
  - Existing paved-over railroad track under existing path has protected historic status and walls at west portal of Fort Mason may also have protected historic status.
  - This project is located along a transit route and transit vehicle operations will need to be considered. Please consult the San Francisco Bicycle Plan: Policy Framework Document's Bicycle and Transit Policy in Chapter 2 for guidance.
  - This project is located in a commercial district. Any parking changes should consider impacts to adjacent property owners.
  - Neighborhood's long history of activism and concern about changes.
  - Potential new light rail E-Line (now under study) connecting Fisherman's Wharf, Fort Mason, and the Presidio. See E-Line: Market Street Railway (MSR) at www.streetcar.org/tomorrow/vision/index.html and Muni's *A Vision for Rapid Transit in San Francisco* at: www.sfmuni.com/cms/rptpub/repuindx.htm.
  - Existing Yacht Harbor parking.
  - Multi-jurisdictional coordination (DPT, DPW, Recreation and Park Department, Port of San Francisco, Golden Gate National Recreation Area, and Association of Bay Area Governments (Bay Trail).

- North Point Street, from the Embarcadero to Van Ness Avenue
  - Neighborhood's long history of activism and concern about changes.
  - This project is located in a commercial district. Any parking changes should consider impacts to adjacent property owners.

Improvement Options:

- Marina Boulevard, from Laguna Street to Lyon Street
  - From the 1997 Plan , two facilities are recommended.

        - On-street bike lanes should be considered, given the existing curb lane widths between Webster Street and Baker Street. However, due to public support for pedestrian improvements, such as median refuges, there may not be enough street width for bike lanes, these options should be considered in a public forum.
        - Given the high demand for access to the waterfront and an off-street facility, the existing multi-use path just north of Marina Boulevard should be improved through striping and/or widening from Laguna to Baker Streets. A separate bicycle path adjacent to the sidewalk can be provided between Buchanan and Scott Streets. Path widening is needed between Laguna and Buchanan Streets and between Scott and Baker Streets. The existing path from Fort Mason should be widened where it joins Laguna Street. The paths within Fort Mason should be resurfaced and signed as necessary.
    - This potential project was identified as a Study Area within the Bicycle Plan: Policy Framework. Funds should be sought to develop conceptual designs and plans along this corridor.
- North Point Street, from the Embarcadero to Van Ness Avenue
    - This potential project was identified as a Study Area within the Bicycle Plan: Policy Framework. Funds should be sought to develop conceptual designs and plans along this corridor.

ROUTE 4: POLK STREET TO THE PRESIDIO

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process.

Current Route Description:
This route provides access for the residents of the Marina to the Presidio, the Golden Gate Bridge, and Route 25 (Polk Street) via Francisco and Bay Streets. From Polk Street, cyclists can access Route 2 (North Point Street), which connects to Route 5 (The Embarcadero) and Downtown. The existing bike lanes on Bay Street from Laguna Street to Webster Streets provide bicycle access north of the Moscone Recreation Center. Francisco Street (Octavia to Polk Street) has been restriped to remove the downhill westbound bike lane and install a more appropriate uphill eastbound bike lane. (There is not enough width for bike lanes in both directions an uphill bike lane is more important as uphill cyclists are traveling more slowly.) West of Lyon Street, this route continues to the Golden Gate Bridge via Lombard Street, Presidio Boulevard, and Lincoln Boulevard.

Generalized Opportunities
- This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Generalized Constraints:

- Many stop signs along route east of the Presidio.
- This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

ROUTE 5: THE EMBARCADERO AT NORTHPOINT STREET TO THE SAN MATEO COUNTY LINE

Network Improvement Project Location(s):

- Third Street, from China Basin to Cargo Way
- Third Street, from Cargo Way to Bayshore Boulevard
- Bayshore Boulevard, from Third Street to San Mateo County line.
- Illinois Street, from China Basin to Cargo Way
- The Embarcadero Promenade, Northpoint Street to King Street

Current Route Description:

The Embarcadero/Third & Illinois Street Corridor/Bayshore Boulevard

Route 5 is accommodated by on-street bicycle facilities along The Embarcadero. One of San Francisco's innovated design treatments, "Floating Bike Lanes" can be found along portions of The Embarcadero. King Street connects The Embarcadero with the Third Street. Bridge crossing the China Basin channel. Route 5 then continues along Terry A. Francois Boulevard and joins Illinois Street. This route previously followed Third Street, but now follows Illinois Street from Terry A. Francois Boulevard to Cargo Way. (*As part of the Third Street Light Rail Project, the bike route has been moved to Illinois Street. Additional accommodations must be provide on the Third Street Light Rail Vehicles (LRV) to allow bicyclists to bring their bicycles on the LRVs, per the Environmental Impact Report mitigation measures for bicyclists)*

From Cargo Way, Route 5 follows Third Street to Bayshore Boulevard, and Bayshore Boulevard to the San Mateo County line.

Generalized Opportunities:

- Third Street, from China Basin to Cargo Way
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

  - This bicycle facility is identified as part of the Bay Trail Network. For more information, go to http://baytrail.abag.ca.gov.
- Third Street, from Cargo Way to Bayshore Boulevard
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Bayshore Boulevard, from Cesar Chavez Street to the San Mateo County line.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Illinois Street, from China Basin to Cargo Way
  - See summary Illinois Street Summary Sheet in Appendix 9a
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- The Embarcadero Promenade, Northpoint Street to King Street
  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.

Generalized Constraints:

- Third Street, from China Basin to Cargo Way
  - Third Street LRVs
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Third Street, from Cargo Way to Bayshore Boulevard
  - Third Street LRVs
  - This project is located along a truck route. Lane widths, truck traffic volumes, and traffic speeds will need to be considered.
  - This project is located in a commercial district. Any parking changes should consider impacts to adjacent property owners.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Bayshore Boulevard, from Cesar Chavez Street to the San Mateo County line.

  - Any design should consider possible Bus Rapid Transit (BRT) along this Corridor Please refer to the Bayshore Boulevard Summary Sheets in Appendix 9a.
  - This project is located along a transit route and transit vehicle operations will need to be considered. Please consult the San Francisco Bicycle Plan: Policy Framework Document's Bicycle and Transit Policy in Chapter 2 for guidance.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Illinois Street, from China Basin to Cargo Way
  - Please refer to the Illinois Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- The Embarcadero Promenade, Northpoint Street to King Street
  - Port of San Francisco Code currently prohibits bicyclists from riding along The Embarcadero Promenade
  - Impacts on pedestrians, especially those on senior citizens or the mobility impaired, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
  - Adjacent property owners and other stake holders need to be consulted. Mills Corporation Pier 27-29 development activity creates specific considerations for this corridor. Loading docks, driveways, and on-street parking impacts need to be considered.
  - This project is located along a truck route. Lane widths, truck traffic volumes, and traffic speeds will need to be considered.

Improvement Options:

- Third Street, from China Basin to Cargo Way
  - Move the Bicycle Route Network from Third Street to Illinois Street. Stripe bicycle lanes along Illinois Street. Please refer to the Illinois Street Summary Sheets in Appendix 9a.
  - This segment was identified as a change to the existing Bicycle Route Network within the Bicycle Plan: Policy Framework.

- Third Street, from Cargo Way to Bayshore Boulevard
  - Install Shared Lane Pavement Marking, "Sharrows". Explore relocating the Bicycle Route Network along alternative routes through the Bayview and Hunter's Points neighborhoods.
  - This segment was identified as a change to the existing Bicycle Route Network within the Bicycle Plan: Policy Framework.
- Bayshore Boulevard, from Cesar Chavez Street to the San Mateo County line.

- Please refer to Route 25 and the Bayshore Boulevard Summary Sheets in Appendix 9a.

- Illinois Street, from China Basin to Cargo Way
  - This segment was identified as a recommended change to the existing Bicycle Route Network within the Bicycle Plan: Policy Framework.
  - Illinois Street was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff has pursued funding to provide bicycle lanes without changing sidewalk widths. This is a combination of several options presented in the Summary Sheets in the Appendix Additionally, the Port of San Francisco and the Better Neighborhood Plans recommend that bicycle lanes not be striped in front of loading zones. Please refer to the Illinois Street Summary Sheets in Appendix 9a.

- The Embarcadero Promenade, Northpoint Street to King Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework. One improvement that has been suggested is a dedicated Class I facility along the Promenade. Please see next bullet.
  - Explore working with the Port of San Francisco to better accommodate bicycle circulation on The Embarcadero Promenade. Bicycles are not currently permitted on the Promenade, which is under the Port of San Francisco's jurisdiction. If the Port Commission determines that bicycles and pedestrians could be safely accommodated on the Promenade, the Port could revise the Port's Harbor Traffic Code to permit bicycling on the Promenade in the future. To avoid precluding future bicycle use of the Promenade, it is recommended that the amount of clear space on the Promenade be maximized. Installations, such as kiosks and luminaries, should be placed as close to the curb as possible. Given the variety and large number of users of the Promenade, adding bicycling to the current mix of uses could be problematic for the Port of San Francisco.

ROUTE 6: RUSSIAN HILL TO THE PRESIDIO (VIA GREENWICH)

Network Improvement Project Location(s):

- Greenwich Street, from Lyon Street to Van Ness Avenue

Current Route Description:
Green Street/Octavia Street/Greenwich Street

This route connects Polk Street to the Presidio via Cow Hollow. Access is provided to Route 2 (North Point Street) via: Route 106 (Octavia Street), Route 4 (Francisco Street), and Route 25 (Polk Street). For access to southbound Route 25 (Polk Street), Octavia and Green Streets avoid the steep hill on Greenwich Street between Van Ness Avenue and Polk Street. At the western end, this route connects to Route 4 at Lyon and Lombard Streets, providing access to the Presidio.

:

- Greenwich Street, from Lyon Street to Van Ness Avenue
  - Limited Muni Service along Greenwich Street (Baker Street to Lyon Street)
  - Expand Bicycle Route Network on Greenwich Street (Van Ness Ave. to Octavia Street)
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Generalized Constraints:

- Greenwich Street, from Lyon Street to Van Ness Avenue
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.
  - Large number of STOP signs
  - On-Street Parking
  - Topography: Octavia, Gough, Franklin Streets. Van Ness Avenue.
  - One-Way Streets: Gough and Franklin Streets.
  - High Traffic Volume: Van Ness Avenue.

Improvement Options:

- Greenwich Street, from Lyon Street to Van Ness Avenue
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Explore expanding Bicycle Route Network on Greenwich Street (Van Ness Ave. to Octavia Street)
  - Improve Bicycle Route Signage
  - Explore striping bike lanes along Greenwich Street
  - Explore installing Shared Lane Pavement Markings "Sharrows" along Greenwich Street

ROUTE 7: MISSION BAY TO BAYVIEW NEIGHBORHOOD

Network Improvement Project Location(s):

- Indiana Street, from Twenty-Third Street to Cesar Chavez Street

Current Route Description:

Indiana Street/Illinois Street/Phelps Street/Palou Avenue/Keith Street

This route was originally designed to provide an alternative to Route 5 (Third Street) between Mariposa Street and Carroll Avenue. This route provides access to the 22nd Street Caltrain Station. It provides additional inter-route connections and additional neighborhood access, however its necessity should be re-examined after Illinois Street is striped with Bicycle Lanes.
Route 7 begins at Route 5 (Illinois Street) and continues via Mariposa and Indiana Streets to Cesar Chavez Street (Route 60). Southbound cyclists are routed from Indiana Street via 23rd and Minnesota Streets to Cesar Chavez Street.

The route continues east on Cesar Chavez Street to Illinois Street. Illinois Street (Route 5) is used between Cesar Chavez and Phelps Street so that Islais Creek can be crossed via the new Islais Creek Bridge. Route 7 continues via Phelps Street (that also connects Route 68 (Evans Street) with Routes 70 and 170 (Palou Avenue). The route then continues southeast on Palou Avenue to Keith Street and again connects to Route 5 (Third Street) via Carroll Avenue (Route 805). Connections are made here to Route 5 (Third Street/Bayshore Boulevard) to San Mateo County or Route 805 (Carroll Avenue) to 3Com Park.

Generalized Opportunities:

- Indiana Street, from Twenty-Third Street to Cesar Chavez Street
  - Bicycle Lanes along Illinois Street could improve the overall corridor
  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.

Generalized Constraints:

- Indiana Street, from Twenty-Third Street to Cesar Chavez Street
  - Adjacent property owners and other stake holders need to be consulted. Industrial/ Commercial activity creates specific considerations for this corridor. Loading docks, driveways, on-street parking impacts need to be considered.

Improvement Options:

- Indiana Street, from Twenty-Third Street to Cesar Chavez Street

- This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
- With the addition of Illinois Street to the Bicycle Route Network, Indiana Street's (from Mariposa Street to Cesar Chavez) necessity should be explored, with potential removal from the Bicycle Route Network

ROUTE 10: THE EMBARCADERO TO SUTRO HEIGHTS

Network Improvement Project Location(s):

- Lake Street, from Third Avenue to Arguello Boulevard
- Pacific Avenue, from Mason to Polk Streets

Current Route Description:
This route provides direct access across the City from The Embarcadero to the Cliff House. Beginning at The Embarcadero (Route 5), Broadway is the flattest route to Webster Street. The Broadway Tunnel, which provides a less challenging grade, presents other challenges. (For more information on See Route 210).

To avoid the Broadway Tunnel, Route 10 follows Pacific Avenue in the eastbound direction from Polk to Mason Streets The westbound route uses the Broadway Tunnel north sidewalk.

Generalized Opportunities:

- Lake Street, from Third Avenue to Arguello Boulevard
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Pacific Avenue, from Polk to Mason Streets
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
  -

Generalized Constraints:

- Lake Street, from Third Avenue to Arguello Boulevard
  - Parking along Lake Street
  - Traffic volumes are high along this corridor. Impacts to the overall traffic capacity need to be mitigated.
  - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.
  - This project is located along a truck route. Lane widths, truck traffic volumes, and traffic speeds should be considered.
  - Adjacent property owners and other stake holders need to be consulted. Commercial/ Residential activity creates specific

considerations for this corridor. Driveway and on-street parking impacts need to be considered.
    - This project should involve DPW
    - Impacts on pedestrians, especially those on senior citizens or the mobility impaired, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
- Pacific Avenue, from Polk to Mason Streets
    - Liability to construct a Skykelheis Bicycle Lift

Improvement Options:

- Lake Street, from Third Avenue to Arguello Boulevard
    - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
    - Intersection improvements at Lake Street and Arguello Boulevard
    - Stripe Sharrows on Lake Street (between 3rd Avenue and Arguello Boulevard)
- Pacific Avenue, from Polk to Mason Streets
    - Skykelheis Bicycle Lift, similar to Trondheim , Norway- - $1,000,000

ROUTE 11: FISHERMAN'S WHARF TO SBC PARK AND THE CALTRAIN DEPOT

Network Improvement Project Location(s):

- Second Street, from Market Street to King Street
- Columbus Avenue, from Washington Street to Beach Street

Current Route Description:

Columbus Avenue/Sansome Street/Battery Street/Second Street

This route connects Aquatic Park and Fisherman's Wharf with North Beach, the Financial District, and the South of Market Area including the SBC Park and the Caltrain Depot. The route follows Columbus Avenue from Northpoint Street to the Washington Street/Clay Street one-way couplet, which connects to the Sansome Street/Battery Street one-way couplet to provide access to the Financial District. It continues south of Market Street via Second Street to Route 5(King Street/The Embarcadero) and also connects with Route 36 (Townsend Street).

Generalized Opportunities:

- Second Street, from Market Street to King Street
    - Please refer to the Second Street Summary Sheets in Appendix 9a.

- This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Columbus Avenue, from Washington Street to Beach Street
  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
  - Traffic volumes are high along this corridor. Impacts to the overall traffic capacity need to be mitigated.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This project is located in a commercial district. Any parking changes should consider impacts to adjacent property owners.

Generalized Constraints:

- Second Street, from Market Street to King Street
  - Please refer to the Second Street Summary Sheets in Appendix 9a.

- Columbus Avenue, from Washington Street to Beach Street
  - Dense commercial zone with a high demand for parking and high parking turnover.
  - Several Muni routes, including a cable car line.
  - Traffic volumes are high along this corridor. Impacts to the overall traffic capacity need to be mitigated.
  - This project is located along a transit route and transit vehicle operations will need to be considered. Please consult the San Francisco Bicycle Plan: Policy Framework Document's Bicycle and Transit Policy in Chapter 2 for guidance.
  - This project is located in a commercial district. Any parking changes should consider impacts to adjacent property owners.

Improvement Options:

- Second Street, from Market Street to King Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Second Street was identified as a "Priority Project" during this planning process. Therefore, there was additional development of conceptual

options that received public input and feedback. Taking this into consideration, the San Francisco County Transportation Authority (SFCTA) is pursuing hiring a consultant and an additional staff member to continue work on this project. The SFCTA has not made a determination as to which Second Street option should be pursued. Please refer to the Second Street Summary Sheets in Appendix 9a.

- Depending on the outcome of SFCTA's review, an EIR may be necessary for this project

- Columbus Avenue, from Washington Street to Beach Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Install "Sharrows", BIKES ALLOWED USE OF FULL LANE (BAUFL) signage, and explore better pavement markings for the cable car tracks.

ROUTE 16: MARKET STREET TO PRESIDIO AVENUE

Network Improvement Project Location(s):

- Post Street, from Steiner Street to Market Street
- Sutter Street, from Market Street to Steiner Street

Current Route Description:

(Route 16) travels the Sutter Street (westbound)/Post Street(eastbound) couplet between Market (Route 50) and Steiner Street and bi-directionally on the Post Street Bike Lanes from Steiner to Presidio Avenue (Route 55). High traffic volumes on parallel streets designated as major thoroughfares, such as Geary, Pine, and Bush Streets, make Post/Sutter the preferred bicycle route. (Route 16) also provides connections with several north-south routes:(Route 17) Stockton Street, (Route 25) Polk Street, (Route 345) Webster Street, and (Route 45) Steiner Street.

Generalized Opportunities:

- Post Street, from Steiner Street to Market Street
  - Re-paving (from Market to Powell), is estimated to begin on 1/1/05 per tentative DPW schedule.
  - The combined resources resulting form the DPT/Muni merger give MTA a unique opportunity to create a showcase example of the City's Transit First Policy by integrating transit, pedestrians, and bicycles access along this important transportation corridor.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and

integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Sutter Street, from Market Street to Steiner Street

  - Matching potential installation of shared bus/bike lanes with DPW's repaving schedule could offer significant cost savings. Some of the starting dates, per DPW's tentative schedule, for re-pavement on the Bicycle Route Network include:
    - Post Street (Market to Powell): 01/01/05.
    - Sutter Street (Market to Powell): 01/01/05
    - Jersey Street (Castro to Douglas): 02/01/05
    - North Point Street (Embarcadero to Van Ness) 04/01/05
  - The combined resources resulting form the DPT/Muni merger give MTA a unique opportunity to create a showcase example of the City's Transit First Policy by integrating transit, pedestrians, and bicycles access along this important transportation corridor.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Generalized Constraints:

- Post Street, from Market Street to Steiner Street
  - Before the bus-only lanes can be converted to shared lanes, DPT will work with Muni as described within the *Bicycle Plan: Policy Framework*
  - The Japantown Neighborhood has repeatedly stated in very strong terms that they oppose bicycle lanes along Post Street.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Sutter Street, from Market Street to Steiner Street
  - Before the bus-only lanes can be converted to shared lanes, DPT will work with Muni as described within the *Bicycle Plan: Policy Framework*
  - The Japantown Neighborhood has repeatedly stated in very strong terms that they oppose bicycle lanes along Post Street.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

- Post Street, from Steiner Street to Market Street

  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Shared Bus/Bike Lanes along Post and Sutter
  - "Sharrows" combined with lane reductions, from three narrow travel lanes, to two travel lanes.

- Sutter Street, from Market Street to Steiner Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Shared Bus/Bike Lanes along Post and Sutter
  - "Sharrows" combined with lane reductions, from three narrow travel lanes, to two travel lanes.

ROUTE 17: NORTH BEACH TO UNION SQUARE (VIA STOCKTON STREET)

Network Improvement Project Location(s):

- Stockton Street, from Broadway to Market Street

Current Route Description:

Route 17 serves North Beach, Chinatown, the Union Square shopping district, and the Financial District. The Stockton Tunnel provides realitively flat access through Nob Hill, not available on parallel streets. Cyclists cannot access northbound Route 17 from eastbound Route 16 (Post Street), since Stockton Street is one-way southbound between Sutter and Market Streets. Northbound Route 17 follows Post Street, Grant Avenue, Sutter Street, to Stockton Street.

Generalized Opportunities:

- Stockton Street, from Broadway to Market Street
  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Generalized Constraints:

- Stockton Street, from Broadway to Market Street
  - Confined right-of-way within the Stockton Tunnel
  - Frequent Muni bus service along Stockton Street

- Dense commercial zone with a high demand for parking and high parking turnover.
- Deliveries, double parking, and pedestrians walking in the narrow street in Chinatown.
- Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
- Traffic volumes are high along this corridor. Impacts to the overall traffic capacity need to be mitigated.
- This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

- Stockton Street, from Broadway to Market Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - DPT Recommends Conceptual Planning and Design to:
    - Further improve Cycling Conditions within the Stockton Tunnel; As recommended in the 1997 Bicycle Plan. , DPT re-striped the Stockton Tunnel to create the existing northbound (uphill) bike lane. In the uphill direction, cyclists generally travel slower than motor vehicles and therefore greatly benefit from this bike lane. In the southbound (downhill) direction, most cyclists should be able to travel at speeds comparable to motor vehicles and the need for a bike lane is less crucial. However, removing one of the two southbound travel lanes in the tunnel so that a southbound bike lane can be striped should be studied.
    - Explore a Contra-flow Bike Lane on Stockton Street between Sutter Street and Post Street;
    - Explore Striping Bike Lanes on Stockton Street, from Broadway to Market Street; or
    - Explore installing "Sharrows" on Stockton Street, from Broadway to Market Street

ROUTE 19: MARKET STREET TO CALTRAIN DEPOT

Network Improvement Project Location(s):

- Fifth Street, from Market Street to Townsend Street

Current Route Description:
Cyclists on Route 19 can connect to Market Street (Route 50) and Townsend Street (Route 36). This is an important connection within the SOMA neighborhood, and is one of the primary connectors of the Mission Bay Development to Downtown. Route 19 continues along 4th Street and connects to Third Street.

Generalized Opportunities:

- Fifth Street, from Market Street to Townsend Street
  - Please refer to the Fifth Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Generalized Constraints:

- Fifth Street, from Market Street to Townsend Street
  - Please refer to the Fifth Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - The General Plan's Transportation Element classifies 4th Street between Townsend Street and 3rd Street as an important truck route, a Transit Important Street in the Transit Priority Streets Network, and a Major Arterial. Provisions will be made to accommodate bicycles without interfering with the operation of the other primary transportation modes on this segment of 4th Street.

Improvement Options:

- Fifth Street, from Market Street to Townsend Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Fifth Street was identified as a "Priority Project" during this planning process. Therefore, there was additional development of conceptual options that received public input and feedback. Taking this into consideration, the SFCTA is pursuing hiring a consultant and an additional staff member to continue work on this project. The SFCTA has not made a determination as to which Fifth Street option should be pursued. Please refer to the Fifth Street Summary Sheets in Appendix 9a.
  - Depending on the outcome of SFCTA's review, an EIR may be necessary of this project

- Fourth Street, from Townsend Street to Third Street; and Mission Rock, from Third Street to Terry A Francois Boulevard.
    - DPT Recommends Conceptual Planning and Design to extend Route 19 to Illinois Street.

ROUTE 20: MARKET STREET TO OCEAN BEACH

Network Improvement Project Location(s):

- Golden Gate Avenue, from Parker Avenue to Baker Street
- Parker Avenue, from Turk Street to Golden Gate Avenue
- Mc Allister Street, from Market Street to Baker Street
- Mc Allister Street, from Baker Street to Polk Street
- Grove Street, from Van Ness Avenue to Octavia Boulevard

Current Route Description:

McAllister Street /Turk Street/Fulton Street/Cabrillo Street

This cross-town route provides access for cyclists traveling on Route 50 (Market Street) and Route 23 (7th and 8th Streets) to the Western Addition and the Richmond District, ending at the Great Highway (Route 95). It intersects many north-south routes, offering connections to many parts of the City, including the Civic Center, the University of San Francisco, and Golden Gate Park.

(Westbound route): Starts at Market Street, travels along McAllister Street through the Western Addition to Baker Street. At this point, westbound and eastbound Route 20 travel along the same streets: Baker Street, Golden Gate Avenue, Parker Avenue, Turk Street, Arguello Boulevard, and Cabrillo Street.

(Eastbound route): Starts along Cabrillo Street and travels along the route above in reverse, but diverges along Baker Street where it turns east on Fulton Street to Octavia Street, then to Grove Street, and finally to Market Street where it ends.

This route was modified from the route described in the 1997 Bicycle Plan for a number of reasons. First, when Golden Gate Avenue was repaved, it provided an opportunity to remove a motor vehicle lane on a portion of the street and add bicycle lanes. Also, bike lanes were added on Baker Street between McAllister Street and Golden Gate Avenue. While the original Route 20 required cyclists to make a somewhat difficult left turn from Masonic Avenue onto McAllister Street, the new route does not, making it easier to navigate. Finally, this reroute takes cyclists off a portion of McAllister Street which is a Secondary Transit Street.

Further modification of this route could take place at its east end. If the outbound Market Street to eastbound Grove Street connection can be improved, it would be

possible to reroute eastbound Route 20 from McAllister to Grove Street, thereby allowing both eastbound and westbound cyclists to travel along Grove Street from Market Street to Octavia Street.

Generalized Opportunities:

- Golden Gate Avenue, from Parker Avenue to Baker Street
- Parker Avenue, from Turk Street to Golden Gate Avenue
- McAllister Street, from Market Street to Baker Street

- Grove Street, from Van Ness Avenue to Octavia Boulevard
    - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Generalized Constraints:

- Golden Gate Avenue, from Parker Avenue to Baker Street
- Parker Avenue, from Turk Street to Golden Gate Avenue
- McAllister Street, from Market Street to Baker Street
    - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
    - It is acknowledged that the General Plan's Transportation Element classifies McAllister Street between Central Avenue and Market Street as a Secondary Transit Street in the Transit Priority Streets Network. Provisions will be made to accommodate bicycles without interfering with the operation of transit on this segment of McAllister Street.
- Mc Allister Street, from Baker Street to Polk Street
    - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
    - It is acknowledged that the General Plan's Transportation Element classifies McAllister Street between Central Avenue and Market Street as a Secondary Transit Street in the Transit Priority Streets Network. Provisions will be made to accommodate bicycles without interfering with the operation of transit on this segment of McAllister Street.
- Grove Street, from Van Ness Avenue to Octavia Boulevard
    - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

- Golden Gate Avenue, from Parker Avenue to Baker Street
  - This segment was identified as a recommended change to the existing Bicycle Route Network within the Bicycle Plan: Policy Framework.
- Grove Street, from Van Ness Avenue to Octavia Boulevard
  - This segment was identified as a recommended change to the existing Bicycle Route Network within the Bicycle Plan: Policy Framework.
- McAllister Street, from Market Street to Baker Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
- Parker Avenue, from Turk Street to Golden Gate Avenue
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.

ROUTE 23: MISSION BAY (MARIPOSA STREET) TO CIVIC CENTER

Network Improvement Project Location(s):

- Mariposa Street, from Pennsylvania Avenue to Indiana Street

Current Route Description:

7th Street & 8th Street Couplet/Mississippi Street/Mariposa Street

North of Townsend Street, the 7th Street/8th Street one-way couplet connects South of Market, China Basin and Potrero Hill. South of Townsend Street, Route 23 continues via the two-way portion of 7th Street, Mississippi Street, and Mariposa Street, where it ends at Route 7 (Indiana Street).

Generalized Opportunities:

- Mariposa Street, from Pennsylvania Avenue to Indiana Street
  - DPT has obtained grant funds to stripe and sign bike lanes on Mississippi Street from 16th to Mariposa Streets.

Generalized Constraints:

- Mariposa Street, from Pennsylvania Avenue to Indiana Street
  - It is acknowledged that the General Plan's Transportation Element classifies 8th Street between Market Street and Townsend Street as an important truck route and a Major Arterial. However, Action 8.3 of this Bicycle Plan's Policy Framework calls for amending the Transportation Element so that Area Plans are consistent with goals of the Bicycle Policy Framework. Intra- and interdepartmental discussions should be undertaken with the goal of safely accommodating bicycles without interfering with the operation of the other primary transportation modes on this segment of 8th Street.

Improvement Options:

- Mariposa Street, from Pennsylvania Avenue to Indiana Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - DPT has obtained grant funds to stripe and sign bike lanes on Mississippi Street from 16th to Mariposa Streets

ROUTE 25: AQUATIC PARK (POLK STREET) TO VISITATION VALLEY (BAYSHORE BOULEVARD)

Network Improvement Project Location(s):

- Polk Street, from Mc Allister Street to Grove Street
- Polk Street, from Grove Street to Lech Walesa Street
- Polk Street, Lech Walesa Street to Hayes Street
- Polk Street, from Hayes Street to Market Street
- Eleventh Street, from Market Street to Mission Street
- Potrero Avenue, from Division Street to 17th Street
- Potrero Avenue, from 17th Street to Cesar Chavez Street
- Bayshore Boulevard Cesar Chavez Street to US 101 Off ramp
- Bayshore Boulevard US 101 Off ramp to Industrial Street
- Jerrold Avenue, from Bayshore Boulevard to Barneveld Avenue (southbound)
- Barneveld Avenue Jerrold Avenue to Loomis Street (southbound)
- Loomis Street Barneveld Avenue to Industrial Street (southbound)
- Industrial Street Loomis Street to Bayshore Boulevard (southbound)
- Bayshore Boulevard Industrial Street to Silver Avenue
- Bayshore Boulevard Silver Avenue to Fitzgerald Avenue
- Bayshore Boulevard Fitzgerald Avenue to Paul Avenue
- Bayshore Boulevard Paul Avenue to Mansell Street
- Bayshore Boulevard Mansell Street to Hester Avenue

Current Route Description:

Polk Street/10th Street/Howard Street/11th Street/Harrison Street/17th Street/Potrero Avenue/Bayshore Boulevard/San Bruno Avenue

Route 25 connects Aquatic Park, Civic Center, the Mission District, Bernal Heights, Bay View and Visitacion Valley. It begins at Route 2 (Northpoint Street) and proceeds south on Polk Street to Route 50 (Market Street). Larkin Street is designated the northbound route between Grove and Market Streets, since Polk Street is one-way southbound, between Grove and Market Street. Northbound cyclists are routed along 11th Street, while southbound are routed to 10th Street to Howard Street back to 11th Street. The route continues from 11th Street to Harrison Street. From Harrison Street the route continues to Potrero Avenue via 17th Street (also Route 40). From Potrero Avenue the

route continues to 17th Street and its intersection with Cesar Chavez Street and Bayshore Boulevard at US 101.

The connection between Potrero Avenue and Bayshore Boulevard is important for the continuity of this route, which serves the City's eastern industrial districts as well as Bayview, Hunters Point and Candle Stick Stadium. The Potrero Avenue/Cesar Chavez Street/Bayshore Boulevard/US 101 interchange is a major challenge for cyclists. To continue on Route 25 in either direction through this interchange, cyclists must weave across several lanes of fast moving traffic onto raised ramps, overcrossings and off-ramps. Another alternative is Route 525 (Twenty Third Street/Kansas Street).

From Potrero Avenue, Route 25 continues via Bayshore Boulevard to Route 5 (Third Street), which continues south to San Mateo County. Until bicycle related improvements are made at the Bayshore Boulevard/ Third Street/US 101 intersection, the following interim route is recommended: Bayshore Boulevard, Paul Avenue, and San Bruno Avenue to Route 5 (Bayshore Boulevard).

Generalized Opportunities:

- Polk Street, from Mc Allister Street to Grove Street
  - Please refer to the Polk Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Polk Street, from Grove Street to Lech Walesa Street
  - Please refer to the Polk Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Polk Street, Lech Walesa Street to Hayes Street
  - Please refer to the Polk Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Polk Street, from Hayes Street to Market Street
- Polk Street, from Market Street to Mc Allister Street
  - Please refer to the Polk Street Summary Sheets in Appendix 9a.

  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Eleventh Street, from Market Street to Mission Street
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Potrero Avenue, from Division Street to 17th Street
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov
- Potrero Avenue, from 17th Street to Cesar Chavez Street
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov
- Bayshore Boulevard Cesar Chavez Street to US 101 Off ramp
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Bayshore Boulevard US 101 Off ramp to Industrial Street
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Jerrold Avenue, from Bayshore Boulevard to Barneveld Avenue (southbound).
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

- Barneveld Avenue Jerrold Avenue to Loomis Street (southbound)
    - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Loomis Street Barneveld Avenue to Industrial Street (southbound)
    - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Industrial Street Loomis Street to Bayshore Boulevard (southbound)
    - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
    - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Bayshore Boulevard Industrial Street to Silver Avenue
    - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
    - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Bayshore Boulevard Silver Avenue to Fitzgerald Avenue
- Bayshore Boulevard San Bruno Avenue to Cesar Chavez
    - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
    - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Bayshore Boulevard Fitzgerald Avenue to Paul Avenue
- Bayshore Boulevard San Bruno Avenue to Cesar Chavez
    - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
    - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Bayshore Boulevard Paul Avenue to Mansell Street
    - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Bayshore Boulevard Mansell Street to Hester Avenue
  - Please refer to the Bayshore Boulevard Summary Sheets in Appendix 9a.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Potrero Avenue, from Division Street to 17th Street
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

  This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov

Generalized Constraints:

- Polk Street, from Mc Allister Street to Grove Street
  - Please refer to the Polk Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework
- Polk Street, from Grove Street to Lech Walesa Street
  - Please refer to the Polk Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework
- Polk Street, Lech Walesa Street to Hayes Street
  - Please refer to the Polk Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework
- Polk Street, from Hayes Street to Market Street
  - Please refer to the Polk Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework
- Eleventh Street, from Market Street to Mission Street

- Potrero Avenue, from Division Street to 17th Street
  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
  - Traffic volumes are high along this corridor. Impacts to the overall traffic capacity need to be mitigated.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - Any parking changes should consider impacts to adjacent property owners.
  - Adjacent property owners and other stake holders need to be consulted. Commercial and Residential activity creates specific considerations for this corridor. Driveway and on-street parking impacts need to be considered
- Potrero Avenue, from 17th Street to Cesar Chavez Street
  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
  - Traffic volumes are high along this corridor. Impacts to the overall traffic capacity need to be mitigated.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework
- Bayshore Boulevard Cesar Chavez Street to US 101 Off ramp
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Bayshore Boulevard US 101 Off ramp to Industrial Street
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Jerrold Avenue, from Bayshore Boulevard to Barneveld Avenue (southbound)
- Barneveld Avenue Jerrold Avenue to Loomis Street (southbound)
- Loomis Street Barneveld Avenue to Industrial Street (southbound)
- Industrial Street Loomis Street to Bayshore Boulevard (southbound)
  - Please refer to the Bayshore Boulevard Summary Sheets in Appendix 9a.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework
- Bayshore Boulevard Industrial Street to Silver Avenue
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and

integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Bayshore Boulevard Silver Avenue to Fitzgerald Avenue
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Bayshore Boulevard Fitzgerald Avenue to Paul Avenue
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Bayshore Boulevard Paul Avenue to Mansell Street
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Bayshore Boulevard Mansell Street to Hester Avenue
  - Please refer to the Bayshore Boulevard Summary Sheets in Appendix 9a.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

- Polk Street, from Mc Allister Street to Grove Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Polk Street was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends the exploration of installing contra-flow bike lanes, however some outreach still needs to occur and PS&Es still need to be developed.
- Polk Street, from Grove Street to Lech Walesa Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Polk Street was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends the exploration of installing contra-flow bike lanes, however some outreach still needs to occur and PS&Es still need to be developed.
- Polk Street, Lech Walesa Street to Hayes Street

  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Polk Street was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends the exploration of installing contra-flow bike lanes, however some outreach still needs to occur and PS&Es still need to be developed.
- Polk Street, from Hayes Street to Market Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Polk Street was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends the exploration of installing contra-flow bike lanes, however some outreach still needs to occur and PS&Es still need to be developed.
- Eleventh Street, from Market Street to Mission Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
- Potrero Avenue, from Division Street to 17th Street
- Potrero Avenue, from 17th Street to Cesar Chavez Street
- Bayshore Boulevard Cesar Chavez Street to US 101 Off ramp
  - This potential project was identified as a Study Area within the Bicycle Plan: Policy Framework.
  - Bayshore Boulevard was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends: Option 1 be explored for section A, option 1 for section B, option 1 for section C, and option 1 for section D. For section E, staff recommends that the narrowing of the median be explored to accommodate the northbound direction, while the southbound direction will utilize Loomis Street. Section F requires Preliminary Design and Engineering to be developed and should be coordinated with improvements to the Cesar Chavez Street/Potrero Street/ 101 interchange improvements. These options were selected with the understanding that parking removal would better accommodate a bicycle facility and Muni BRT plans. Please refer the Bayshore Boulevard Summary Sheets in Appendix 9a.
- Bayshore Boulevard US 101 Off ramp to Industrial Street
  - This potential project was identified as a Study Area within the Bicycle Plan: Policy Framework.
  - Bayshore Boulevard was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends: Option 1 be explored for section

A, option 1 for section B, option 1 for section C, and option 1 for section D. For section E, staff recommends that the narrowing of the median be explored to accommodate the northbound direction, while the southbound direction will utilize Loomis Street. Section F requires Preliminary Design and Engineering to be developed and should be coordinated with improvements to the Cesar Chavez Street/Potrero Street/ 101 interchange improvements. These options were selected with the understanding that parking removal would better accommodate a bicycle facility and Muni BRT plans. Please refer the Bayshore Boulevard Summary Sheets in Appendix 9a.

- Jerrold Avenue, from Bayshore Boulevard to Barneveld Avenue (southbound)
  - These segments were identified as a recommended change to the existing Bicycle Route Network within the Bicycle Plan: Policy Framework.
  - Include Loomis Street, from Oakdale to Industrial Street, on the Bicycle Network.
  - Install " Sharrows" and BIKES ALLOWED USE OF FULL LANE (BAUFL) signage
  - Install Bike Lanes
- Barneveld Avenue Jerrold Avenue to Loomis Street (southbound)
  - These segments were identified as a recommended change to the existing Bicycle Route Network within the Bicycle Plan: Policy Framework.
  - Include Loomis Street, from Oakdale to Industrial Street, on the Bicycle Network.
  - Install " Sharrows" and BIKES ALLOWED USE OF FULL LANE (BAUFL) signage
  - Install Bike Lanes
- Loomis Street Barneveld Avenue to Industrial Street (southbound)
  - These segments were identified as a recommended change to the existing Bicycle Route Network within the Bicycle Plan: Policy Framework.
  - Include Loomis Street, from Oakdale to Industrial Street, on the Bicycle Network.
  - Install " Sharrows" and BIKES ALLOWED USE OF FULL LANE (BAUFL) signage
  - Install Bike Lanes
- Industrial Street Loomis Street to Bayshore Boulevard (southbound)
  - These segments were identified as a recommended change to the existing Bicycle Route Network within the Bicycle Plan: Policy Framework.
  - Include Loomis Street, from Oakdale to Industrial Street, on the Bicycle Network.
  - Install " Sharrows" and BIKES ALLOWED USE OF FULL LANE (BAUFL) signage
  - Install Bike Lanes
- Bayshore Boulevard Industrial Street to Silver Avenue
  - This potential project was identified as a Study Area within the Bicycle Plan: Policy Framework.
  - Bayshore Boulevard was identified as a "Priority Project", therefore during the planning process there was additional development of

conceptual options that received public input and feedback. Taking this into consideration, staff recommends: Option 1 be explored for section A, option 1 for section B, option 1 for section C, and option 1 for section D. For section E, staff recommends that the narrowing of the median be explored to accommodate the northbound direction, while the southbound direction will utilize Loomis Street. Section F requires Preliminary Design and Engineering to be developed and should be coordinated with improvements to the Cesar Chavez Street/Potrero Street/ 101 interchange improvements. These options were selected with the understanding that parking removal would better accommodate a bicycle facility and Muni BRT plans. Please refer the Bayshore Boulevard Summary Sheets in Appendix 9a.

- Bayshore Boulevard Silver Avenue to Fitzgerald Avenue
    - This potential project was identified as a Study Area within the Bicycle Plan: Policy Framework.
    - Bayshore Boulevard was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends: Option 1 be explored for section A, option 1 for section B, option 1 for section C, and option 1 for section D. For section E, staff recommends that the narrowing of the median be explored to accommodate the northbound direction, while the southbound direction will utilize Loomis Street. Section F requires Preliminary Design and Engineering to be developed and should be coordinated with improvements to the Cesar Chavez Street/Potrero Street/ 101 interchange improvements. These options were selected with the understanding that parking removal would better accommodate a bicycle facility and Muni BRT plans. Please refer the Bayshore Boulevard Summary Sheets in Appendix 9a.
- Bayshore Boulevard Fitzgerald Avenue to Paul Avenue
    - This potential project was identified as a Study Area within the Bicycle Plan: Policy Framework.
    - Bayshore Boulevard was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends: Option 1 be explored for section A, option 1 for section B, option 1 for section C, and option 1 for section D. For section E, staff recommends that the narrowing of the median be explored to accommodate the northbound direction, while the southbound direction will utilize Loomis Street. Section F requires Preliminary Design and Engineering to be developed and should be coordinated with improvements to the Cesar Chavez Street/Potrero Street/ 101 interchange improvements. These options were selected with the understanding that parking removal would better accommodate a bicycle facility and Muni BRT plans. Please refer the Bayshore Boulevard Summary Sheets in Appendix 9a.
- Bayshore Boulevard Paul Avenue to Mansell Street.

  - This potential project was identified as a Study Area within the Bicycle Plan: Policy Framework.
  - Bayshore Boulevard was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends: Option 1 be explored for section A, option 1 for section B, option 1 for section C, and option 1 for section D. For section E, staff recommends that the narrowing of the median be explored to accommodate the northbound direction, while the southbound direction will utilize Loomis Street. Section F requires Preliminary Design and Engineering to be developed and should be coordinated with improvements to the Cesar Chavez Street/Potrero Street/ 101 interchange improvements. These options were selected with the understanding that parking removal would better accommodate a bicycle facility and Muni BRT plans. Please refer the Bayshore Boulevard Summary Sheets in Appendix 9a.
- Bayshore Boulevard Mansell Street to Hester Avenue.
  - This segment was identified as a Study Area within the Bicycle Plan: Policy Framework.

NOTE – Must move the following 2 items to correct location above:

- Potrero Avenue, from Division Street to 17th Street
  - Add
- Potrero Avenue, from 17th Street to Cesar Chavez Street
  - Add

ROUTE 30: THE EMBARCADERO (SOUTH OF MARKET) TO OCEAN BEACH (VIA GOLDEN GATE PARK)

Network Improvement Project Location(s):

- Ashbury Street, from Page Street to Panhandle Path
- Baker Street, from Page Street to Panhandle Path
- Clayton Street, from Page Street to Panhandle Path
- Duboce Avenue, from Valencia Street to Market Street
- Fourteenth Street, from Market Street to Dolores Street
- Hayes Street, from Scott Street to Baker Street
- John F. Kennedy Drive, from Stanyan Street to Great Highway
- McCoppin Street, from Valencia Street to Market Street
- Panhandle Path, at the intersection of Fell Street and Masonic Avenue
- The "Wiggle", from Duboce Bikeway, to Steiner Street, to Waller Street, to Pierce Street, to Haight Street, to Scott Street, to Fell Street.

Current Route Description:

Howard Street/Folsom Street Couplet/14th Street/Duboce Avenue/ The "Wiggle"[6]/Panhandle Multi-Use Path/John F. Kennedy Drive

Beginning in the east with the Howard Street/Folsom Street one-way couplet, this route provides relatively level access across San Francisco from the South of Market Area (SOMA), through Golden Gate Park, to Ocean Beach. The Howard Street/Folsom Street couplet provides a link between the Central Business District (CBD) and the Mission District connecting Route 25 (Eleventh Street/Harrison Street).

At 11th Street, the eastbound and westbound routes diverge until Sanchez Street. Both directions of route 30 then continue together via the "Wiggle", the Panhandle Multi-Use Path, and John F. Kennedy Drive in Golden Gate Park.

The westbound route from Howard Street is via 11th, Mission, Otis, McCoppin**,** and Market Streets and Duboce Avenue to Sanchez Street. Although Mission Street has heavy bus traffic and its right lane is narrow, it is only used for two blocks.

The eastbound route to Folsom Street is via Sanchez and 14th Streets. The Duboce Bikeway and the "Wiggle" provide an extremely important connection, particularly in the westbound direction, between Market Street and the Panhandle.

From the Duboce Bikeway and Sanchez Street route 30 continues via Steiner, Waller, Pierce and Scott Streets. It is coincident with and connects with Route 47 (Scott, Waller, and Sanchez Streets). Due to the significant grades (greater than 15 percent) on Page and Haight Streets, the route continues on Fell Street for three blocks between Scott and Baker Streets.

Route 30 continues on the Panhandle Multi-Use Path to Golden Gate Park. The intersection of this path and Masonic Avenue should be improved and has been studied as part of the 2004 Bicycle Plan Update planning process.

At the intersection of Fell and Shrader Streets, a bicycle and pedestrian signal phase has been installed, dubbed the "Shrader Valve"[2], because it eases path user congestion at the end of the Panhandle Path at Stanyan Street by diverting westbound cyclists to a bike lane on Fell Street. In Golden Gate Park, the route follows John F. Kennedy Drive to the Great Highway (Route 95).

Generalized Opportunities:

- Ashbury Street, from Page Street to Panhandle Path

[6] The "Wiggle" is the name local bicyclists have given to the routes which connect Upper Market to the Panhandle and avoid the major hills.

[2] A Shrader Valve is a valve typically found on a mountain bike tube. The path entrance to a bicycle lane that leads into Golden Gate Park occurs at Shrader Street.

  - Golden Gate Park Master Plan
- Baker Street, from Page Street to Panhandle Path
  - Golden Gate Park Master Plan
- Clayton Street, from Page Street to Panhandle Path
  - Golden Gate Park Master Plan
- Duboce Avenue, from Valencia Street to Market Street
- Fourteenth Street, from Market Street to Dolores Street
  - Please refer to the 14th Street Summary Sheets in Appendix 9a.
- Hayes Street, from Scott Street to Baker Street
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- JFK Drive, from Stanyan Street to Great Highway
  - This bicycle facility has been identified within the MTC Regional Bikeway System. Refer to the following MTC web link for more information: www.mtc.ca.gov.
- Mc Coppin Street, from Valencia Street to Market Street
- Panhandle Path, at the intersection of Fell Street and Masonic Avenue
  - Please refer to the Fell and Masonic Intersection Summary Sheets in Appendix 9a.
  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
  - Traffic volumes are high along this corridor. Impacts to the overall traffic capacity need to be mitigated.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility has been identified within the MTC Regional Bikeway System. Refer to the following MTC web link for more information: www.mtc.ca.gov
- The "Wiggle", from Duboce Bikeway, to Steiner Street, to Waller Street, to Pierce Street, to Haight Street, to Scott Street, to Fell Street.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility has been identified within the MTC Regional Bikeway System. Refer to the following MTC web link for more information: www.mtc.ca.gov.

Generalized Constraints:

- Ashbury Street, from Page Street to Panhandle Path
  - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.

- Baker Street, from Page Street to Panhandle Path
    - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.

- Clayton Street, from Page Street to Panhandle Path
    - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.

- Duboce Avenue, from Valencia Street to Market Street
    - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.
    - Traffic volumes are high along this corridor. Impacts to the overall traffic capacity need to be mitigated.

- Fourteenth Street, from Market Street to Dolores Street
    - Please refer to the 14th Street Summary Sheets in Appendix 9a.
- Hayes Street, from Scott Street to Baker Street
    - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.
    - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- JFK Drive, from Stanyan Street to Great Highway
    - This project should involve Department of Recreation and Park

- Mc Coppin Street, from Valencia Street to Market Street
- Panhandle Path, at the intersection of Fell Street and Masonic Avenue
    - Please refer to the Fell and Masonic Intersection Summary Sheets in Appendix 9a.
    - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
    - Traffic volumes are high along this corridor. Impacts to the overall traffic capacity need to be mitigated.
    - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- The "Wiggle", from Duboce Bikeway, to Steiner Street, to Waller Street, to Pierce Street, to Haight Street, to Scott Street, to Fell Street.
    - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.
    - Traffic volumes are high along this corridor. Impacts to the overall traffic capacity need to be mitigated.
    - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and

integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

- Clayton Street, from Page Street to Panhandle Path
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
- Ashbury Street, from Page Street to Panhandle Path
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Improve path and signage between the Panhandle Path and Page Street to allow for a better connection to Page Street.
- Baker Street, from Page Street to Panhandle Path
  - Improve path and signage between the Panhandle Path and Page Street to allow for a better connection to Page Street. Clayton Street, from Page Street to Panhandle Path
  - Improve path and signage between the Panhandle Path and Page Street to allow for a better connection to Page Street..
- Duboce Avenue, from Valencia Street to Market Street
  - Uphill Bike Lanes (westbound), and a bicycle box at the intersection of Duboce Avenue and Market Street to provide a better connection to the Duboce Bikeway.
- Fourteenth Street, from Market Street to Dolores Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - DPT recommends Option B be pursued for Preliminary Design and Engineering to stripe and sign a new bike lane by converting the street from two-way to one-way operation (eastbound) that includes concrete island removal and pavement restoration). DPT has obtained grant funds for the Preliminary Design and Engineering. Please refer to the Fourteenth Street Summary Sheets in Appendix 9a.
- Hayes Street, from Scott Street to Baker Street
  - This segment was identified as a recommended change to the existing Bicycle Route Network within the Bicycle Plan: Policy Framework.
  - DPT recommends removing this portion of Hayes Street from the Bicycle Route Network. The 1997 Bicycle Plan specified that this portion of the route was temporary until bike lanes could be striped on Fell Street (that has been done).
- JFK Drive, from Stanyan Street to Great Highway
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - The Golden Gate Park Traffic Calming Concept Plan (approved by the Golden Gate Park Concourse Authority (GGPCA) and its EIR certified by the Planning Commission) includes striped bike lanes on JFK Drive.[8]

[8] Bicycle improvements along JFK Drive have been part of planning for Golden Gate Park for quite some time. The 1998 Golden Gate Park Master Plan included a multi-use bicycle and pedestrian path along JFK

With GGPCA funds as a local match, DPT applied for funds for the fist phase of these 1.5 mile bike lanes (striping and signing between Stanyan Street/Kezar Dr. and Transverse Drive, including ADA/safety improvements at seven crosswalks, and associated signage). Bike lanes west of Crossover Drive to The Great Highway are recommended, but no additional GGPCA funds are available until the GGPCA garage debt is paid off. DPT will pursue other funding options.

- Mc Coppin Street, from Valencia Street to Market Street
  - Mc Coppin Street from Valencia Street to Market Street has been closed to motor vehicle traffic since the construction of Octavia Boulevard. A multi-use path is proposed at this location. Safety, signing, and lighting issues should be adequately explored.
- Panhandle Path, at the intersection of Fell Street and Masonic Avenue
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - DPT recommends Option A be pursued for Preliminary Design, Engineering, and Construction at this time. This option involves removing approximately three on-street parking spaces on Fell Street to increase visibility of the Panhandle path, instituting an advance walk traffic signal phase to allow bicyclists and pedestrians to get a "head start" on motor vehicles, striping a high-visibility "ladder" crosswalk, relocating the stop limit line for northbound Masonic Street, and installing additional "Yield to Bikes and Peds" signage. DPT has obtained grant funds for the Preliminary Design, Engineering, and Construction of Option A. Part of the work scope for these funds requires that DPT evaluate the effectiveness of Option A in improving cyclists' safety before considering Options B or C, suggested in Fell and Masonic Intersection Street Summary Sheets. Please refer to the Fell and Masonic Intersection Street Summary Sheets in Appendix 9a.
- The "Wiggle", from Duboce Bikeway, to Fell Street via Steiner, Waller , Pierce , Haight , and Scott Streets.
  - These segments were recommended for improvements within the Bicycle Plan: Policy Framework.
  - DPT recommends an improved signage and that a marking program be implemented to highlight this unique and important "center hub" of the Bicycle Route Network.

ROUTE 32: VAN NESS AND MARKET TO GOLDEN GATE PARK (VIA PAGE)

Network Improvement Project Location(s):

- Page Street, from Stanyan Street to Market Street

Drive. This concept was changed to on-street bicycle lanes on the existing roadway in response to input from bicycle stakeholder groups during development of the 2002 Golden Gate Park Transportation Improvement Program (TIP).

- Intersection of Page Street and Stanyan Street, path crossing.

Current Route Description:
Page Street/Golden Gate Park

Page Street provides an excellent route to and from Market Street to Golden Gate Park. For eastbound bicyclists, Page Street is a wonderful downhill to Market Street. Once in Golden Gate Park, Route 32 connects with Route 365 (Kezar Drive Path) and with Route 30 (JFK Drive) via multi-use paths.

Generalized Opportunities:

- Page Street, from Stanyan Street to Market Street
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Intersection of Page Street and Stanyan Street, path crossing.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Generalized Constraints:

- Page Street, from Stanyan Street to Market Street
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Intersection of Page Street and Stanyan Street, path crossing.

  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

- Page Street, from Stanyan Street to Market Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Install "Sharrows" for the entire length of Page Street.
  - Intersection of Page Street and Stanyan Street, path crossing.
  - Signalize the intersection of Page and Stanyan Streets. (DPT analysis
  - determined that this intersection meets signalization warrants, but funds need to identified.)

  - Redesign the east end of the existing path in Golden Gate Park allow more convenient straight bicycle through access (while maintaining bicycle safety and ADA compliance)
  - Install new signs with both pedestrian and bicycle warning symbols and a "PED XING" logo in advance of the crosswalk.

- Intersection of Page Street and Stanyan Street, path crossing
  - Traffic signal and signs $175,000 - $200,000

ROUTE 33: HARRISON STREET

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process.

Current Route Description:
Harrison Street
This route provides cyclists traveling on Route 25 (11th Street/Harrison Street) the opportunity to remain on Harrison Street south of 17th Street to Cesar Chavez Street.

Generalized Opportunities:
Generalized Constraints:

- Stripe bike lanes between 22nd and 26th Streets.
  - A travel lane would need to be eliminated between 22nd and 26th Streets.
  - Extensive angle parking exists on these blocks and parking is in high demand in this dense residential neighborhood.

Improvement Options:

- From the 1997 Plan, Explore striping bike lanes between 22nd and 26th Streets.

ROUTE 34: MIDDLE DRIVE/MARTIN LUTHER KING JR. DRIVE

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process.

Current Route Description:
Middle Drive/Martin Luther King Jr. Drive
Stemming off Route 75 (Transverse Drive), Route 34 provides access from the Western half of Golden Gate Park. The route begins on West Drive and connects with the multi-use path on Middle Drive to Martin Luther King Jr. Drive. Cyclists may proceed on Martin Luther King Jr. Drive or divert to Route 30 (JFK Drive to Fulton Street).

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 36: TOWNSEND STREET/DIVISION STREET

Network Improvement Project Location(s):

- Townsend Street, from The Embarcadero to 2nd Street
- Townsend Street, from 2nd Street to 4th Street
- Townsend Street, from 4th Street to Division Street
- Division Street, from Townsend Street to 11th Street

Current Route Description:

Townsend Street is an important route since it serves the Caltrain Depot. Starting at The Embarcadero, the route follows Townsend, Division, and 13th Streets, where it connects with Route 25 (Harrison Street). It continues south two blocks on Harrison Street and west one block on 14th Street to eastbound Route 30 (14th and Folsom Streets).

Generalized Opportunities:

- Townsend Street, from The Embarcadero to 2nd Street
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

- Townsend Street, from 2nd Street to 4th Street
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
  - The SFCTA has offered to hire a consultant to assist the DPT Bicycle Program. Townsend Street is a recommended project for the SFCTA's consultant to work on. Please refer to the Townsend Street Summary Sheets in Appendix 9a.

- Townsend Street, from 4th Street to Division Street
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
  - DPT applied for Regional Bicycle and Pedestrian Program funds to stripe bike lanes

- Division Street, from Townsend Street to 11th Street
  - The ongoing interest in a conceptual Mission Creek Bikeway could lead to on-road improvements.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

Generalized Constraints:

- Townsend Street, from The Embarcadero to 2nd Street
  - Please refer to the Townsend Street Summary Sheets in Appendix 9a.

- Townsend Street, from 2nd Street to 4th Street
  - Please refer to the Townsend Street Summary Sheets in Appendix 9a.

- Townsend Street, from 4th Street to Division Street
  - Please refer to the Townsend Street Summary Sheets in Appendix 9a.

- Division Street, from Townsend Street to 11th Street
  - This project is located in a commercial district. Any parking changes should consider impacts to adjacent property owners.
  - This project is located along a truck route. Lane widths, truck traffic volumes, and traffic speeds will need to be considered.
  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
  - Adjacent property owners and other stake holders need to be consulted. Industrial/ Commercial/ activity creates specific considerations for this corridor. loading docks, driveways, on-street parking impacts need to be considered.
  - This project will involve Caltrans. Project limits fall within Caltrans jurisdiction

Improvement Options:

- Townsend Street, from The Embarcadero to 2nd Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Improve signage and install "Sharrows".

- Townsend Street, from 2nd Street to 4th Street
  - Townsend Street was identified as a "Priority Project" during this planning process. Therefore, there was additional development of conceptual options that received public input and feedback. Taking this into consideration, the SFCTA is pursuing hiring a consultant and an additional staff member to continue work on this project segment. The SFCTA has not made a determination as to which Townsend Street option should be pursued. Since the section of Townsend Street from 2nd to 4th Streets requires the elimination of one travel lane to provide room for bike lanes and Muni has expressed strong concerns, bike lanes on Townsend Street from 2nd to 4th Streets have been separated into a second phase of this project. This has allowed the first phase (bike lanes from 4th to Division

Streets) to proceed at this time (pending receipt of funding). Please refer to the Second Street Summary Sheets in Appendix 9a.

- Townsend Street, from 4th Street to Division Street
  - With support of the BAC and SFBC, DPT applied for funds to design, stripe, and sign bike lanes on Townsend Street from 4th to Division Streets.

- Division Street, from Townsend Street to 11th Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Explore Striping Bike Lanes.
  - Improve signage and install "Sharrows".

ROUTE 40: OCEAN BEACH TO ILLINOIS STREET (VIA KIRKHAM AND 17TH/16TH STS.)

Network Improvement Project Location(s):

- Seventeenth Street, from Market Street to Kansas Street
- Sixteenth Street, from Kansas Street to Bryant Street
- Kirkham Street, from 6th Avenue to Great Highway
- Kirkham Path, from Lower Great Highway to Great Highway
- Corbett Avenue, from Clayton Street to 17th Street
- Seventeenth Street, from Corbett Avenue to Market Street

Current Route Description:

16th Street/17th Street/Corbett Avenue/Clayton Street/Parnassus Avenue/Kirkham Street

In the eastern portion of Route 40, 17th Streets provides an important connection through the Mission District and to the 16th Street BART Station. Route 40 also utilizes the Sixteenth Street bike lanes to bridge Illinois Street (Route 5) to both Kansas Street (Route 123) and to Mississippi Street (Route 23), which within a few blocks connects with (Route 7), thereby connecting Division, 11th, 5th, and Townsend Streets in the north to the 22nd Street Caltrain Station..
Traveling west, Route 40 continues via Kansas Street, 17th Street, and Corbett Avenue and the Route 50 junction allowing cyclists to turn south toward West Portal and Stern Grove. From Corbett Avenue, Route 40 then continues via Clayton Street, Parnassus Avenue, 6th Avenue, and then down Kirkham Street to Ocean Beach. Kirkham Street provides east-west access to the northern sunset as well as connections to Golden Gate Park and to San Francisco State University via Route 65 (7th Avenue), Route 75 (20th Avenue), Route 85 (34th Avenue), and Route 95 (the Great Highway).

Generalized Opportunities:

- Seventeenth Street, from Market Street to Kansas Street
  - Please refer to the 16th/ 17th Streets Corridor Summary Sheets in Appendix
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Sixteenth Street, from Kansas Street to Bryant Street
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - The scope of work for the SFCTA Strategic Analysis Report (SAR) for 16th Street Corridor Transportation Issues was approved by SFCTA Board in March 2002. Work on the SAR was on hold, but has resumed and SFCTA staff expect to release it in March 2005. The scope of work includes an analysis of potential transportation improvements that will develop a general paradigm for transportation investment along the corridor, develop preliminary estimates of cost for potential improvements, and analyze funding prospects. The SAR may recommend follow up analyses, and other specific actions. The DPT Bicycle Program has referred SFCTA staff to the work of the Bicycle Plan Update on the 16th Street/17th Street Corridor. Please refer to the 16th/ 17th Streets Corridor Summary Sheets in Appendix 9a.
- Kirkham Street, from 6th Avenue to Great Highway
  - This project is located in both residential and commercial districts. Any parking changes should consider impacts to adjacent property owners.
  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
  - Adjacent property owners and other stake holders need to be consulted. Commercial/ Residential activity creates specific considerations for this corridor. Driveways, and on-street parking impacts need to be considered.

- Kirkham Path, from Lower Great Highway to Great Highway
  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.

- Corbett Avenue, from Clayton Street to 17th Street
  - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Seventeenth Street, from Corbett Avenue to Market Street
  - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.

- This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Generalized Constraints:

- Seventeenth Street, from Market Street to Kansas Street
  - Please refer to the 16th/ 17th Streets Corridor Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Sixteenth Street, from Kansas Street to Bryant Street
  - Please refer to the 16th/ 17th Streets Corridor Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Kirkham Street, from 6th Avenue to Great Highway
  - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.
- Kirkham Path, from Lower Great Highway to Great Highway
- Corbett Avenue, from Clayton Street to 17th Street
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Seventeenth Street, from Corbett Avenue to Market Street
  - Limited right-of-way
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

- Seventeenth Street, from Market Street to Kansas Street
  - This segment was identified as a Study Area within the Bicycle Plan: Policy Framework.
  - Seventeenth Street was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends: option 1 for Market Street to Harrison Streets, option 2 for Harrison Street to Potrero Avenue, option 1 for Potrero Avenue to Kansas Street.
  - Please refer to the 17th Street Intersection Summary Sheets in Appendix 9a.

- Sixteenth Street, from Kansas Street to Bryant Street
  - This segment was identified as a Study Area within the Bicycle Plan: Policy Framework.
  - Sixteenth Street was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. However, a lot of work still remains for 16th Street. Option 1 is recommended, which suggests additional study for 16th Street from Market Street to Bryant Street, and bike lanes from Bryant Street to Henry Adams Street. Staff recommends that a comprehensive planning project, similar to that undertaken by the SFCTA for Market Street, be undertaken for 16th Street to determine improvements for all modes, including bicycles.

- Kirkham Street, from 6th Avenue to The Great Highway
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Explore installing improved signage and "Sharrows"
  - Explore striping bike lanes

- Kirkham Path, from The Lower Great Highway to The Great Highway
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Improve path connection

- Corbett Avenue, from Clayton Street to 17th Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Explore improving signage and "Sharrows"
  - Explore intersection improvements

- Seventeenth Street, from Corbett Avenue to Market Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Explore improving signage and "Sharrows"
  - Explore intersection improvements

ROUTE 44: GENERAL HOSPITAL TO UPPER MARKET

Network Improvement Project Location(s):

- Twenty-Second Street , from Chattanooga Street to Potrero Avenue
- Romain Overpass at Market Street

Current Route Description:

22nd Street/Chattanooga Street/Jersey Street/Diamond Street/Eureka Street/Romain Street

This route connects San Francisco General Hospital, the Mission District, Noe Valley and Upper Market. At San Francisco General Hospital at Potrero Avenue (Route 25), a connection can be made from Cesar Chavez Street (Route 60) from the east. From Potrero Avenue, Route 44 follows 22nd, Chattanooga, and Jersey Streets to Noe Valley. The route continues via Diamond, 23rd, Eureka, and 21st Streets, Grand View Avenue, and Romain Streets. The route crosses Market Street via an existing non-motor vehicle over-crossing at Romain Street. The route ends at Corbett Avenue, where cyclists can take Route 55 to the Haight and Richmond (connecting to Route 40 to the Sunset) or Route 50 to West Portal and Stern Grove.

Generalized Opportunities:

- Twenty-Second Street , from Chattanooga Street to Potrero Avenue
  - This is the flattest route to Noe Valley from the Mission Neighborhood
- Romain Overpass at Market Street
  - Provides an auto-free crossing of upper Market Street

Generalized Constraints:

- Twenty-Second Street , from Chattanooga Street to Potrero Avenue
- Romain Street Overpass at Market Street
  - American Disability Act may prevent minor adjustments to this overpass without a complete rebuild
  - Cost to rebuild overpass bridge

Improvement Options:

- Twenty-Second Street , from Chattanooga Street to Potrero Avenue
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Explore improving signage and "Sharrows"
  - Explore intersection improvements
  - Explore striping bike lanes
- Romain Overpass at Market Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Explore options to rebuild and improve bridge overpass

ROUTE 45: MARINA TO DALY CITY (VIA VALENCIA STREET & ALEMANY BOULEVARD)

Network Improvement Project Location(s):

- Chenery Street, from 30th Street to Diamond Street

    - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Ottawa Avenue, from Alemany Boulevard to Cayuga Avenue
- Cayuga Avenue, from Ottawa Avenue to Still Street
- Alemany Boulevard, from Geneva Avenue to Bayshore Boulevard
- Lyell Street, from Alemany Boulevard to Bosworth Street
- San Jose Avenue, from Randall Street to 29th Street
    - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information, go to: www.mtc.ca.gov.
- Thirtieth Street, from Dolores Street to Sanchez Street
- Twenty-ninth Street, from Dolores Street to Sanchez Street
- Dolores Street, from 29th to San Jose Avenue
- McCoppin Bikeway, from Market Street to Valencia Street
- Octavia Boulevard, from McCoppin Bikeway to Hayes Green

Current Route Description:

Steiner Street/Webster Street/Octavia Street/Valencia Street/Chenery Street/Cayuga Avenue/Alemany Boulevard/San Jose Avenue

This route provides the least steep southbound ascent of Pacific Heights and crosses San Francisco to connect the Marina with the Daly City BART Station and San Mateo County It begins as a signed route on Steiner Street at Greenwich Street (Route 6) and continues south through Pacific Heights and the Western Addition, merging with Route 20 (the Turk Street/Golden Gate Avenue one-way couplet). Steiner Street avoids the steep hills between Sutter and Clay Streets. The route continues south via Webster Street (see Route 345 description). To connect to Valencia Street, avoiding hills, the route continues via Fulton Street and Octavia Boulevard. A path, adjacent to the freeway, is being built as part of the Central Freeway/Octavia Boulevard Project that will connect the southern end of Octavia Boulevard to Valencia Street.

Valencia Street provides a connection to the heart of the Mission and Bernal Heights Districts, as it is the first flat street east of Twin Peaks and has bike lanes. South of Route 60 (Cesar Chavez Street), access to the southwest part of the City is via Tiffany Avenue and 29th, Dolores, 30th, Chenery and Diamond Streets. From Diamond Street cyclists can connect with westbound Route 70 (Circular Avenue/Monterey Boulevard) to Saint Francis Wood, Stern Grove, and San Francisco State University, eastbound Route 70 (Silver Avenue) to the Bay View District, or continue on Route 45 to the Daly City BART Station and San Mateo County via Cayuga Avenue, Ottawa Avenue, Alemany Boulevard, and San Jose Avenue.

Generalized Opportunities:

- Chenery Street, from 30th Street to Diamond Street

  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Ottawa Avenue, from Alemany Boulevard to Cayuga Avenue
- Cayuga Avenue, from Ottawa Avenue to Still Street
- Alemany Boulevard, from Geneva Avenue to Bayshore Boulevard
  - Please refer to the Alemany Boulevard Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Lyell Street, from Alemany Boulevard to Bosworth Street
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- San Jose Avenue, from Randall Street to 29th Street
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Thirtieth Street, from Dolores Street to Sanchez Street
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Twenty-ninth Street, from Dolores Street to Sanchez Street
- Dolores Street, from 29th to San Jose Avenue
- McCoppin Bikeway, from Market Street to Valencia Street
  - Will be constructed with as part of the new Freeway touchdown
- Octavia Boulevard, from McCoppin Bikeway to Hayes Green
  - Will be constructed with as part of the new Freeway touchdown

Generalized Constraints:

- Chenery Street, from 30th Street to Diamond Street
  - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.
- Ottawa Avenue, from Alemany Boulevard to Cayuga Avenue
- Cayuga Avenue, from Ottawa Avenue to Still Street
- Alemany Boulevard, from Geneva Avenue to Bayshore Boulevard
  - Please refer to the Alemany Boulevard Summary Sheets in Appendix 9a.
- Lyell Street, from Alemany Boulevard to Bosworth Street
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- San Jose Avenue, from Randall Street to 29th Street
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Thirtieth Street, from Dolores Street to Sanchez Street
  - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Twenty-ninth Street, from Dolores Street to Sanchez Street
  - This project is located in a residential district. Parking changes should consider impacts to adjacent property owners.
- Dolores Street, from 29th to San Jose Avenue
  - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.
- McCoppin Bikeway, from Market Street to Valencia Street
  - DPT is concerned about long term maintenance and user safety of this facility
- Octavia Boulevard, from McCoppin Bikeway to Hayes Green
  - High turning volumes with a design that encourages cyclists to be on the frontage road, rather than on the boulevard.

Improvement Options:

- Chenery Street, from 30th Street to Diamond Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Reclassify Chenery Street as Route 66 to better access the Bernal Heights neighborhood. The Miguel Street bridge is one of the few crossings of the Bernal Cut (San Jose Avenue)
- Ottawa Avenue, from Alemany Boulevard to Cayuga Avenue
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Move Bicycle Route Network and route signs from Ottawa Avenue to Alemany Boulevard
- Cayuga Avenue, from Ottawa Avenue to Still Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Move Route Network and route signs from Cayuga Avenue to Alemany Boulevard
- Alemany Boulevard, from Geneva Avenue to Bayshore Boulevard
  - This segment was identified as a recommended change to the existing Bicycle Route Network within the Bicycle Plan: Policy Framework.
  - Include

- Lyell Street, from Alemany Boulevard to Bosworth Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
- San Jose Avenue, from Randall Street to 29th Street
  - This segment was identified as a recommended change to the existing Bicycle Route Network within the Bicycle Plan: Policy Framework.
- Thirtieth Street, from Dolores Street to Sanchez Street
- Twenty-ninth Street, from Dolores Street to Sanchez Street
  - This segment has been identified as a potential inclusion to the San Francisco Bicycle Route Network.
- McCoppin Bikeway, from Market Street to Valencia Street
  - Ensure regular maintenance. Explore allowing a left turn from Valencia Street on to Market Street for bicyclists.
- Octavia Boulevard, from McCoppin Bikeway to Hayes Green
  - Explore other alternatives for cyclists than the Octavia Boulevard frontage road.

ROUTE 47: SCOTT STREET/SANCHEZ STREET

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process.

Current Route Description:

Scott Street/ "The Wiggle"/Sanchez Street
Route 47 connects the Western Addition and Eureka Valley neighborhoods. It begins at Route 20 (the Turk Street/Golden Gate Avenue couplet) and continues via Scott, Waller, and Sanchez Streets. The portion of Route 47 south of Oak Street and north of Duboce Avenue is coincident with Route 30 (the "Wiggle"). Route 47 also provides connections to Route 32 (Page Street), Golden Gate Park, and Route 50 (Market Street) to Downtown and the Castro. It ends at Route 40 (17th Street), which provides a connection to the Mission District and Potrero Hill.

Generalized Opportunities:

- This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Generalized Constraints:

- This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

ROUTE 49: THE CASTRO TO NOE VALLEY TO SAN JOSE AVENUE

Network Improvement Project Location(s):

- Thirtieth Street, from Chenery Street to Sanchez Street
- Sanchez Street, from 30th Street to 29th Street
- Twenty-ninth Street, from Sanchez Street to Dolores Street
- Church Street, from 29th Street to 30th Street

Current Route Description:

Eureka Street/Jersey Street/Sanchez Street
To connect the Castro, Noe Valley and Bernal Heights neighborhoods, this route uses Eureka, 23rd, Diamond, Jersey, Sanchez, and 30th Streets. In the northbound direction, cyclists are routed from Eureka Street to Corbett Avenue via Market and Douglass Streets because the northernmost block of Eureka Street is one-way southbound. Note that Route 49 is coincident with Route 44 (22nd Street/Chattanooga Street/Jersey Street/Diamond Street/ Eureka Street/Romain Street) between Sanchez Street /Jersey Street intersection and the Eureka Street/21st Street intersection).

Generalized Opportunities:

- Thirty Street, from Chenery Street to Sanchez Street
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Twenty-ninth Street, from Sanchez Street to Dolores Street
  - Rationalize the Bicycle Route Network around 29th Street, to coincide with potential improvements along San Jose Avenue. Currently, Route 45 turns off of San Jose Ave and on to 29th Street. This portion of 29th Street would remain part of the Bike Route Network, but would change designation to Route 49, extending to Sanchez Street.
- Church Street, from 29th Street to 30th Street
  - Include on the Bicycle Route Network.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

- Sanchez Street, from 30th Street to 29th Street

Generalized Constraints:

- Thirty Street, from Chenery Street to Sanchez Street
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance

published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

- Sanchez Street, from 30th Street to 29th Street

- Twenty-ninth Street, from Sanchez Street to Dolores Street
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

- Church Street, from 29th Street to 30th Street
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

Improvement Options:

- Twenty-ninth Street, from Sanchez Street to Dolores Street
  - Include on the Bicycle Route Network as Route 49
- Thirty Street, from Chenery Street to Sanchez Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Remove the Route Network
- Sanchez Street, from 30th Street to 29th Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Remove the Route Network
- Church Street, from 29th Street to 30th Street
  - Include on the Bicycle Route Network.

ROUTE 50: FERRY BUILDING TO GREAT HIGHWAY

Network Improvement Project Location(s):

- Market Street, from Steuart Street to Octavia Boulevard
- Market Street, from Octavia Boulevard to 17th Street
- Portola Drive, from Corbett Avenue to Sloat Boulevard
- Sloat Boulevard, from 19th Avenue to La Playa Street

Current Route Description:
Market Street/17th Street/Corbett Avenue/Portola Drive/Sloat Boulevard

Route 50 begins at Justin Herrman Plaza and follows Market Street up to the intersection of 17th and Castro Streets. In the westbound direction 17th Street is utilized from Castro Street to Corbett Avenue. In the eastbound direction, the route uses Corbett Avenue, 17th Street, and Eureka Street to Market Street because 17th Street is one-way westbound east of Eureka Street.

From Corbett Avenue, the route continues on Portola Drive. Portola Drive provides access to Golden Gate Park via Route 65 (Laguna Honda Boulevard) using Route 60 as a connector. From Portola Drive Route 50 continues to Sloat Boulevard, ending at the Great Highway (Route 95). Sloat Boulevard provides access to San Francisco State University via Route 75 (20th Avenue) and to Lake Merced and western Golden Gate park via Route 85 (34th Avenue).

Eastbound Route 50 cyclists can avoid the complicated triple left turn lane at the intersection of Sloat Boulevard and Portola Drive (Saint Francis Circle) by continuing east onto St. Francis Boulevard and turning left at San Fernando Way (coincident with Route 70) and then right onto Portola Drive.

Generalized Opportunities:

- Market Street, from Steuart Street to Octavia Boulevard
  - Please refer to the SFCTA's Market Street Study on the web at: www.sfcta.org/marketstreet.htm
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

- Market Street, from Octavia Boulevard to 17th Street
  - Please refer to the Market Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
- Portola Drive, from Corbett Avenue to Sloat Boulevard
  - Please refer to the Portola Drive Summary Sheets in Appendix 9a.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

- Sloat Boulevard, from 19th Avenue to La Playa Street
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

Generalized Constraints:

- Market Street, from Steuart Street to Octavia Boulevard
  - Please refer to the SFCTA's Market Street Study on the web at: www.sfcta.org/marketstreet.htm
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
  - Adjacent property owners and other stake holders need to be consulted. Market Street is San Francisco's "Main Street"

- Market Street, from Octavia Boulevard to 17th Street
  - Please refer to the Market Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Portola Drive, from Corbett Avenue to Sloat Boulevard
  - Please refer to the Portola Drive Summary Sheets in Appendix 9a.
- Sloat Boulevard, from 19th Avenue to La Playa Street
  - Traffic volumes are high along this corridor. Impacts to the overall traffic capacity need to be mitigated.
  - This project is located along a transit route and transit vehicle operations will need to be considered. Please consult the San Francisco Bicycle Plan: Policy Framework Document's Bicycle and Transit Policy in Chapter 2 for guidance.
  - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.

- Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
- This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

- Market Street, from Steuart Street to Octavia Boulevard
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Please refer to the SFCTA's Market Street Study on the web at: www.sfcta.org/marketstreet.htm
- Market Street, from Octavia Boulevard to 17th Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Market Street was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommended the treatments that would provide the most continuous bike lanes along this segment of Market Street. Please refer to the Market Street Summary Sheets in Appendix 9a.

- Portola Drive, from Corbett Avenue to Sloat Boulevard
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Portola Drive was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends: option 2 for section A, option 2 for section B, option 2 for section C, option 2 for section D, option 2 for section E, option 1 for section F, option 1 for section G.. Please refer to the Portola Drive Summary Sheets in Appendix 9a.
- Sloat Boulevard, from 19th Avenue to La Playa Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - DPT has obtained grant funds to stripe and sign bike lanes on Sloat Boulevard from The Great Highway to Skyline Boulevard.

ROUTE 55: CRISSY FIELD TO UPPER MARKET STREET AND GLEN PARK BART

Network Improvement Project Location(s):

- Bosworth Street/O'Shaughnessy Boulevard, from San Jose Avenue to Portola Drive

- Masonic Avenue, from Page Street to Geary Boulevard
- O'Shaughnessy Path, from Portola Drive to Bosworth Street
- Presidio Boulevard, from Pacific Avenue to Geary Boulevard

Current Route Description:

Presidio Boulevard & Avenue/Masonic Avenue/Downey Street/ Ashbury Street/Corbett Avenue/Portola Drive/O'Shaughnessy Boulevard

This route provides a connection between the Presidio, the Geary Boulevard shopping district, the Panhandle, Upper Market and Glen Park. Beginning at the intersection of Presidio Boulevard and Lombard Street (Route 4), the route traverses the Presidio, runs between Pacific Heights and Laurel Heights to the Panhandle via Presidio and Masonic Avenues. It connects with Route 10 (Sutter Street/Post Street one-way couplet) to the Financial District and via Route 20 (Turk Street) to the University of San Francisco.

The route continues south on Presidio Avenue and connects with Masonic Avenue at Geary Boulevard. This routing was selected because it avoids the heavily trafficked and channelized intersection of Geary at Masonic. In addition, there is an existing all-way STOP at Presidio Avenue and Geary Boulevard that helps bicyclists cross Geary Boulevard.

From the Panhandle, the route continues via Downey Street (southbound) and Ashbury Street (northbound), Clayton Street, and Corbett Avenue to Portola Drive. Cyclists destined for Stern Grove or Ocean Beach can connect with Route 50 on Portola Drive. Those bound for Saint Francis Wood or San Francisco State University can branch off on Route 65 (Santa Clara Avenue).

Route 55 continues on O'Shaughnessy Boulevard and Bosworth Street, past Glen Canyon Park to the Glen Canyon neighborhood, where access is provided to northbound Route 45 (Chenery Street), southbound Route 45 (Cayuga Avenue), and Route 70 (Hearst Avenue/Monterrey Boulevard).

O'Shaughnessy Boulevard is especially important to cyclists and was included in the route network because it is the only street directly connecting the Glen Park BART Station, the Glen Park shopping district, School of the Arts, Glen Canyon Park, and the Glen Park and Mount Davidson/Twin Peaks neighborhoods. While O'Shaughnessy Boulevard is used by some, generally experienced cyclists, many others to use the sidewalk bicycle path along its north side.

Generalized Opportunities:

- Bosworth Street/O'Shaughnessy Boulevard, from San Jose Avenue to Portola Drive

  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
  - Adjacent property owners and other stake holders need to be consulted. Commercial/ Residential activity creates specific considerations for this corridor. Driveways and on-street parking impacts need to be considered.
  - This project should involve Caltrans
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

- Masonic Avenue, from Page Street to Geary Boulevard
  - Please refer to the Masonic Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework
- O'Shaughnessy Path, from Portola Drive to Bosworth Street

Generalized Constraints:

- Bosworth Street/O'Shaughnessy Boulevard, from San Jose Avenue to Portola Drive
  - Traffic volumes are high along this corridor. Impacts to the overall traffic capacity need to be mitigated.
  - This project is located along a transit route and transit vehicle operations will need to be considered. Please consult the San Francisco Bicycle Plan: Policy Framework Document's Bicycle and Transit Policy in Chapter 2 for guidance.
  - This project is located in both residential and commercial districts. Any parking changes should consider impacts to adjacent property owners.
  - Adjacent property owners and other stake holders need to be consulted. Commercial/ Residential] activity creates specific considerations for this corridor. Driveways, on-street parking impacts need to be considered.
  - This project should involve Caltrans

- Masonic Avenue, from Page Street to Geary Boulevard
  - Please refer to the Masonic Street Summary Sheets in Appendix 9a.
- O'Shaughnessy Path, from Portola Drive to Bosworth Street
  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.

- Presidio Boulevard, from Pacific Avenue to Geary Boulevard
    - This project is located in both residential and commercial districts. Any parking changes should consider impacts to adjacent property owners.
    - Adjacent property owners and other stake holders need to be consulted. Muni bus yard activity creates specific considerations for this corridor. Driveways, on-street parking impacts need to be considered.

Improvement Options:

- Bosworth Street/O'Shaughnessy Boulevard, from San Jose Avenue to Portola Drive
    - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
    - DPT has funds to design improvements to the 1.3-mile bicycle/pedestrian path on the north side of O'Shaughnessy Boulevard (Portola Drive to Elk Street), including replacement of sections of cracked asphalt, a safety shoulder, slurry sealing of entire asphalt section of the path, striping for improved safety, and vegetation pruning for improved visibility. As many path obstacles as possible (such as a MUNI bus shelter and various signs) will be relocated to widen the path's clear space.
- Masonic Avenue, from Page Street to Geary Boulevard
    - This potential project was identified as a Study Area within the Bicycle Plan: Policy Framework.
    - Masonic Avenue was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Public feed back was supportive, but there are still traffic capacity issues that need to be addressed. Staff recommends that a comprehensive planning project, similar to that undertaken by the SFCTA for Market Street, be undertaken for Masonic. Planning efforts should coordinate with SFgo, since Integrated Transportation Management Systems (ITMS) will most likely be a strong component of bicycle facility improvements. Please refer to the Masonic Street Summary Sheets in Appendix 9a.
- O'Shaughnessy Path, from Portola Drive to Bosworth Street
    - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
    - DPT has obtained grant funds to design improvements to the 1.3-mile bicycle/pedestrian path/sidewalk on the north side of O'Shaughnessy Boulevard (Portola Drive to Elk Street). This includes replacement of sections of cracked asphalt, slurry sealing of entire asphalt section of the path, striping some sections for improved safety, and significant vegetation pruning for improved visibility well as a safety shoulder. As many path obstacles as possible (such as a MUNI bus shelter and various signs) should be relocated to widen the path's clear space for all users, including cyclists, pedestrians, and the disabled. Some minor path relocation and/or widening of some sections should be considered if necessary.

- Presidio Boulevard, from Pacific Avenue to Geary Boulevard
    - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.

ROUTE 60: GREAT HIGHWAY TO 3RD STREET (VICENTE STREET/CLIPPER STREET/ CHAVEZ CESAR STREET)

Network Improvement Project Location(s):

- Cesar Chavez Street, from Mississippi Street (I-280) to Kansas Street (US 101)
- Cesar Chavez Street, from Kansas Street (US 101) to Guerrero Street
- Cesar Chavez Street, from Guerrero Street to Sanchez Street
- Woodside Avenue, from Portola Drive to Laguna Honda Boulevard
- Vicente Path, from Lower Great Highway to Great Highway

Current Route Description:
Cesar Chavez Street/Clipper Street/Vicente Street
Route 60 connects Route 5 (Third Street) with Vicente Street, via Cesar Chavez, Sanchez Street, Clipper Street, Laguna Honda Boulevard, Woodside Avenue, and Portola Drive. This crosstown route intersects many north-south routes, offering connections to many parts of the City.

To provide a connection to Vicente Street, Woodside Avenue (westbound), Dewey Boulevard, Taraval Street, Forest Side Avenue, Ulloa Street, and 16th Avenue are used. In the eastbound direction, Laguna Honda Boulevard is used instead of Woodside Avenue since its lower traffic volumes and less steep grade are more suitable for uphill cycling. In addition the left turn at Portola Drive is more easily made from Laguna Honda Boulevard (a T intersection).

West of 16th Avenue, Vicente Street, which serves the Lower Sunset on the north Side of Stern Grove is recommended, since it is flatter than Ulloa Street. It has no street car tracks and less traffic compared to Taraval Street.

Generalized Opportunities:

- Cesar Chavez Street, from Mississippi Street (I-280) to Kansas Street (US 101)
    - DPT applied for Regional Bicycle and Pedestrian Program funds to remove north side parking to provide room to stripe bike lanes
    - Please refer to the Cesar Chavez Street Summary Sheets in Appendix 9a.
    - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Cesar Chavez Street, from Kansas Street (US 101) to Guerrero Street
    - Please refer to the Cesar Chavez Street Summary Sheets in Appendix 9a.

  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Cesar Chavez Street, from Guerrero Street to Sanchez Street
  - Please refer to the Cesar Chavez Street Summary Sheets in Appendix 9a.

- Woodside Avenue, from Portola Drive to Laguna Honda Boulevard
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Vicente Path, from Lower Great Highway to Great Highway
  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.

Generalized Constraints:

- Cesar Chavez Street, from Mississippi Street (I-280) to Kansas Street (US 101)
  - Please refer to the Cesar Chavez Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Cesar Chavez Street, from Kansas Street (US 101) to Guerrero Street
  - Please refer to the Cesar Chavez Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Cesar Chavez Street, from Guerrero Street to Sanchez Street
  - Please refer to the Cesar Chavez Street Summary Sheets in Appendix 9a.

- Woodside Avenue, from Portola Drive to Laguna Honda Boulevard
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.
  - Adjacent property owners and other stake holders need to be consulted. Laguna Honda Hospital activity creates specific considerations for this corridor. Driveways and on-street parking impacts need to be considered.

- Vicente Path, from Lower Great Highway to Great Highway
  - Consult Rec and Park Department

Improvement Options:

- Cesar Chavez Street, from Mississippi Street (I-280) to Kansas Street (US 101)
  - Cesar Chavez Street was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends: option 1 for section A, option 2 for section B (highly dependant on the affect to transit and pedestrians), and option 1 for section C (which DPT has applied for funds for and is implementing with the support of the SFBC and BAC).
  - Please refer to the Cesar Chavez Summary Sheets in Appendix 9a.

- Cesar Chavez Street, from Kansas Street (US 101) to Guerrero Street
  - This potential project was identified as a Study Area within the Bicycle Plan: Policy Framework.
  - Cesar Chavez Street was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends: option 1 for section A, option 2 for section B (highly dependant on the affect to transit and pedestrians), and option 1 for section C (which DPT has applied for funds for and is implementing with the support of the SFBC and BAC).
  - Please refer to the Cesar Chavez Summary Sheets in Appendix 9a.

- Cesar Chavez Street, from Guerrero Street to Sanchez Street
  - This potential project was identified as a Study Area within the Bicycle Plan: Policy Framework.
  - Cesar Chavez Street was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends: option 1 for section A, option 2 for section B (highly dependant on the affect to transit and pedestrians), and option 1 for section C (which DPT has applied for funds for and is implementing with the support of the SFBC and BAC).
  - Please refer to the Cesar Chavez Summary Sheets in Appendix 9a.

- Woodside Avenue, from Portola Drive to Laguna Honda Boulevard
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.

- Vicente Path, from Lower Great Highway to Great Highway
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.

- Laguna Honda Boulevard, from Portola Drive to Woodside Avenue

- This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
- DPT has obtained grant funds to stripe and sign bike lanes on Laguna Honda Boulevard from Portola Drive to Woodside Avenue.

ROUTE 61: ARGUELLO BOULEVARD/SHERIDAN AVENUE (IN THE PRESIDIO)

Network Improvement Project Location(s):
Please refer to the *Presidio Trust Master Plan* and the Presidio Trust's *Trails and Bikeways Master Plan* available on the web at:
www.presidio.gov/TrustManagement/TrustDocuments/EnvironmentalPlans/

Current Route Description:
Arguello Boulevard and Sheridan Avenue are the bicycle routes in the Presidio to connect Route 4 (Lincoln Boulevard) and Route 65 (Washington Boulevard).

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 65: THE PRESIDIO/GOLDEN GATE PARK/LAGUNA HONDA HOSPITAL/WEST PORTAL/JUNIPERO SERRA BOULEVARD

Network Improvement Project Location(s):

- Seventh Avenue, from Kirkham Street to Lawton Street
- Fifth Avenue Path, from Martin Luther King Jr. Drive to Lincoln Way
- Conservatory Drive West, from Arguello Boulevard to JFK Drive
- Laguna Honda Boulevard, from Plaza Street to Dewey Boulevard

Current Route Description:
Washington Boulevard/Arguello Boulevard/7th Avenue/Laguna Honda Boulevard/Dewey Boulevard/Santa Clara Avenue
Route 65 will provides a route parallel to and east of Route 75 (23rd Avenue/20th Avenue) to SF State University. From Lincoln Boulevard (Routes 2 and 95) in the Presidio, the southbound route is via Ralston, Greenough, and Kobbe Avenues, Harrison Boulevard to Washington Boulevard. The northbound route within the Presidio follows Arguello, Washington, and Lincoln Boulevards, to Merchant Road and through the toll plaza undercrossing.

Heading southbound, Route 65 continues via Washington and Arguello Boulevards, then Conservatory Drive (in Golden Gate Park), connecting the Golden Gate Bridge and Golden Gate Park.

In the park, the route continues via Bowling Green Drive and exits via a short path to Lincoln Way at 5th Avenue. The route continues on Hugo Street, then south on 6th Avenue. At Parnassus Avenue, Route 40 takes bicyclists east to the UC Medical Center, the Castro, Mission, and Potrero Hill. From 6th Avenue Route 65 jogs west on Kirkham Street, and continues south on 7th Avenue. The route continues via Laguna Honda Boulevard, Dewey Boulevard, Claremont Boulevard, jogs on Portola Drive to Santa Clara Avenue, jogs on Monterey Boulevard to San Benito Way, jogs on Ocean Avenue to Cerritos Avenue, and ends at Route 75 (Lunado Way) at Mercedes and Lunado Ways. It provides access to San Francisco State University from the Haight, areas north of the Haight and the inner Richmond.

Generalized Opportunities:

- Seventh Avenue, from Kirkham Street to Lawton Street
    - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
    - DPT Livable Streets will do a traffic calming study of the 7th Avenue Corridor within the next five years that could consider bike lanes on 7th Avenue between Lawton Street and Lincoln Way.

- Fifth Avenue Path, from Martin Luther King Jr. Drive to Lincoln Boulevard
    - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.
    - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.
    - This project should involve Department of Recreation and Park

- Conservatory Drive West, from Arguello Boulevard to JFK Drive
    - This project should involve Department of Recreation and Park
    - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

- Laguna Honda Boulevard, from Plaza Street to Dewey Boulevard
    - Please refer to the Laguna Honda Boulevard Summary Sheets in Appendix 9a.
    - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

Generalized Constraints:

- Seventh Avenue, from Kirkham Street to Lawton Street
  - There is not sufficient width on 7th Avenue to Stripe bike lanes without removal of a traffic lane or parking.
- Fifth Avenue Path, from Martin Luther King Jr. Drive to Lincoln Boulevard
  - Golden Gate Park Master Plan
- Conservatory Drive West, from Arguello Boulevard to JFK Drive
  - Golden Gate Park Master Plan
- Laguna Honda Boulevard, from Plaza Street to Dewey Boulevard
  - Please refer to the Laguna Honda Boulevard Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

Improvement Options:

- Seventh Avenue, from Kirkham Street to Lawton Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Depending on the outcome of Livable Streets' traffic calming study, bike lanes may be able to be striped on all or part of Seventh Avenue between Lawton Street and Lincoln Way.
  - If bike lanes cannot be striped, Shared Lane Pavement Markings "Sharrows" should be installed.
- Fifth Avenue Path, from Martin Luther King Jr. Drive to Lincoln Boulevard
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
- Conservatory Drive East, from Arguello Boulevard to JFK Drive
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Conservatory Drive East, a one-way northbound street, is part of northbound Bicycle Route 65 that connects Arguello Boulevard to the Panhandle Path. A southbound 0.3 miles contra-flow bike lane (separated by a double-yellow line) can be striped and signed without reducing travel lanes as the necessary width for this bike lane currently exists and there is no parking on its side of the street. It shortens the southbound bicycle trip distance by approximately 0.3 mile as compared to the current route via Conservatory Drive West and JFK Drive. It would also improve safety as some cyclists now ride the wrong way on one-way Conservatory Drive East. DPT has obtained grant funds for this project.

- Laguna Honda Boulevard, from Plaza Street to Dewey Boulevard
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Laguna Honda Boulevard was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff has applied for and obtained funds to develop PS&Es to increase the width of Laguna Honda Boulevard to improve conditions for bicycles, while maintaining the left turn pocket into the hospital.
  - Construction Estimates will be generated from the PS&Es

ROUTE 66: FARMER'S MARKET/BERNAL HEIGHTS

Network Improvement Project Location(s):

No new network improvements were identified in the 2004 Planning Process.

Current Route Description:

Route 66 accesses the popular Alemany Farmer's Market. Branching off Route 45, it continues via Richland Avenue, Lesse Street and Crescent Avenue, providing this much needed connection.

Generalized Opportunities:

- This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

- Although the 1997 proposes this route as a dead end route, there is an opportunity to extend the route into Bernal Heights

Generalized Constraints:

- Topography of Bernal Heights
- Narrow lane widths
- Muni Route
- Commercial Parking
- This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

Improvement Options:

- Extend Route 66 along Peralta Avenue to Cortland Avenue. Southbound cyclists would turn left on to Mission Street (signalized intersection), right on Santa Marina Street, and right again on to the proposed San Jose Bike Lanes.

ROUTE 68: EVANS AVENUE

Network Improvement Project Location(s):

- Evans Street, from 3rd Street to Cesar Chavez Street

Current Route Description:

Until general access is permitted to the Hunters Point Naval Shipyard site, Route 68 will begin at the gate at Innes Avenue and Donahue Street.

Outside the shipyard, the Route follows Innes Avenue, Hunters Point Boulevard, and Evans Avenue reaching Route 60 (Cesar Chavez Street). Route 7 (Phelps Street) is a major connector between Route 68 and route 70 (Palou Avenue).

Generalized Opportunities:

- Evans Street, from 3rd Street to Cesar Chavez Street
  - This route will serve future development of the Hunters Point Naval Shipyard site. Given its potential for redevelopment, it is extremely important to plan for good bicycle access and to incorporate needed improvements into the required transportation infrastructure. Route 68 will eventually form a loop through the shipyard site by connecting with Route 70.
  - Coordination with the Bay Trail Project
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

Generalized Constraints:

- Evans Street, from 3rd Street to Cesar Chavez Street
  - Care needs to be taken to minimize potential truck-bicycle conflicts on Evans Avenue and further study is needed to determine whether potential truck-bicycle conflicts can be adequately minimized on this route.

Improvement Options:

- Evans Street, from 3rd Street to Cesar Chavez Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Stripe Bike Lanes between 3rd and Cesar Chavez Streets
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

ROUTE 69: BATTERY CAULFIELD ROAD/15TH AVENUE/FUNSTON AVENUE

Network Improvement Project Location(s):

No new network improvements were identified in the 2004 Planning Process.

Current Route Description:

This route provides a connection between Route 65 (Washington Boulevard) in the Presidio and Route 30 (JFK Drive in Golden Gate Park). From Washington Boulevard in the Presidio, this route follows Battery Caulfield Road, Wedemeyer Street, 15th Avenue, Cabrillo Street, Funston Avenue, and the existing path in Golden Gate Park. This route serves the Inner Richmond District by providing access to both San Francisco State University via Route 75 (20th Avenue) and to the Golden Gate Bridge and Marin County via Route 65.

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 70: HUNTER'S POINT TO EXCELSIOR (VIA SILVER AVE.) TO GLEN PARK TO WEST PORTAL

Network Improvement Project Location(s):

- Monterey Boulevard , from San Jose Avenue to Junipero Serra Boulevard
- Silver Avenue, from Alemany Boulevard to Oakdale Avenue
- Palou Avenue, from 3rd Street to Phelps Street
- Phelps Street, from Oakdale Avenue to Palou Avenue

Current Route Description:

Palou Avenue/Silver Avenue/Hearst Avenue/Monterey Boulevard
Until general access to the shipyard site is opened along this route, Route 70 starts at Griffith Street. It continues via Palou Avenue, jogging onto Oakdale Avenue via Phelps Street and then continuing southeast via Silver Avenue. Connections are provided to Route 7 (Keith Street/Palou Avenue/Phelps Street), Route 5 (Third Street), Route 170 (Oakdale Avenue), Route 25 (Bayshore Boulevard), and Route 45 (Cayuga Avenue). It provides access for the residents of Bayview and Hunters Point to the shipyard site, Glen Park BART Station, City College, and the West Portal District.

At Cayuga Avenue, this route is coincident with Route 45 to Diamond Street in Glen Park, where it intersects Route 55 (Bosworth Street/O'Shaughnessy Boulevard). The route continues via Circular and Hearst Avenues to Gennessee Street. City College is served by connecting Route 770 (Gennessee Street/Phelan Avenue). Route 70 then continues as a signed Class III route via Monterey Boulevard, Santa Clara Avenue, and Saint Francis Boulevard to Saint Francis Circle. From the Saint Francis Wood area, cyclists can access northeast/west Route 50 (Portola Drive/Sloat Boulevard) and north/south Route 65 (Santa Clara Avenue).

Generalized Opportunities:

- Monterey Boulevard , from San Jose Avenue to Junipero Serra Boulevard
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Silver Avenue, from Alemany Boulevard to Oakdale Avenue

  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Palou Avenue, from 3rd Street to Phelps Street
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

  - Coincident with the Bay Trail Project
- Phelps Street, from Oakdale Avenue to Palou Avenue
  - Coincident with the Bay Trail Project
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Generalized Constraints:

- Monterey Boulevard , from San Jose Avenue to Junipero Serra Boulevard
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Silver Avenue, from Alemany Boulevard to Oakdale Avenue
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Palou Avenue, from 3rd Street to Phelps Street
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Phelps Street, from Oakdale Avenue to Palou Avenue

- This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

- Monterey Boulevard , from San Jose Avenue to Junipero Serra Boulevard
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
- Silver Avenue, from Alemany Boulevard to Oakdale Avenue
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
- Palou Avenue, from 3rd Street to Phelps Street
  - This segment was identified as a recommended change to the existing Bicycle Route Network within the Bicycle Plan: Policy Framework.
  - Explore striping Bike Lanes
- Phelps Street, from Oakdale Avenue to Palou Avenue
  - This segment was identified as a recommended change to the existing Bicycle Route Network within the Bicycle Plan: Policy Framework.
  - Explore striping Bike Lanes

ROUTE 75: SEACLIFF TO GGP TO STERN GROVE TO DALY CITY BART

Network Improvement Project Location(s):

- Nineteenth Avenue, from Holloway Avenue to Buckingham Way
- Buckingham Way, from 19th Avenue to 20th Avenue
- Twentieth Street, from Sloat Boulevard to Buckingham Way
- Twentieth Street, from Wawona Street to Lincoln Way

Current Route Description:
25th Avenue/23rd Avenue/Transverse Drive/20th Avenue/ Lunado Way/Beverly Street/Daly City BART Station

This route serves the Richmond District, Golden Gate Park, Inner Sunset, Parkside, Stern Grove, San Francisco State University (SFSU), Ingleside, and the Daly City BART Station. A spur, Route 775 (San Francisco State University), provides a connection to SFSU.

Beginning with bike lanes on 25th Avenue between El Camino del Mar and Lake Street, the route jogs east via the Lake Street bike lanes, then south via 23rd Avenue. The route jogs east on Fulton Street and south into Golden Gate park via a new path constructed in 2001. It continues via Transverse Drive to a rehabilitated path connecting to 20th Avenue at Lincoln Way, where a traffic signal was installed to facilitate cyclists crossing Lincoln Way. Twentieth Avenue is recommended since 23rd Avenue is not a through

street south of Sloat Boulevard. Twentieth Avenue is preferred to 19th Avenue since it has much less traffic but is just as direct. However, 20th Avenue has many two-way STOP signs. Traffic calming techniques could be pursued to reduce the number of stops along 20th Avenue.

For travel through Stern Grove, the existing path was rehabilitated and modifications were made to the north gate for round the clock access. The southbound route continues west on Sloat Boulevard, south on 21st Avenue (either from the left lane or using the crosswalk), and east on Ocean Avenue to 20th Avenue. The northbound from continues on 20th Avenue, then east on Sloat Boulevard, accessing the Stern Grove path by crossing Sloat Boulevard at 19th Avenue using the west crosswalk.

The route continues couth via 20th Avenue, through the Stonestown Shopping Center, east on Winston Drive and Mercedes Way, south on Lunado Way, Beverly Street, 19th Avenue, and Saint Charles Avenue. In 2002 major improvements were made to the two paths connecting the two dead-end segments of Saint Charles Avenue to Brotherhood Way and a traffic signal was installed to facilitate cyclists crossing Brotherhood Way, thus providing a much more direct bicycle route south along Saint Charles Avenue to the Daly City BART Station.

Generalized Opportunities:

- Nineteenth Avenue, from Holloway Avenue to Buckingham Way
  - Please refer to the 19th Avenue Summary Sheets in Appendix 9a.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
- Buckingham Way, from 19th Avenue to 20th Avenue
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

- Twentieth Street, from Buckingham Way to Sloat Boulevard
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

- Twentieth Street, from Wawona Street to Lincoln Way
  - Identified within the Metropolitan Transportation Commission (MTC) Regional Bicycle Plan
  - Impacts on pedestrians, especially on senior citizens and people with mobility impairments, should be considered. Bicycle improvements along this corridor could potentially improve pedestrian safety.

- This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

Generalized Constraints:

- Nineteenth Avenue, from Holloway Avenue to Buckingham Way
  - Please refer to the 19th Avenue Summary Sheets in Appendix 9a.
- Buckingham Way, from 19th Avenue to 20th Avenue
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework
- Twentieth Street, from Wawona Street to Lincoln Way
  - This project is located in a residential district. Any parking changes should consider impacts to adjacent property owners.

Improvement Options:

- Nineteenth Avenue, from Holloway Avenue to Buckingham Way
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Nineteenth Avenue was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Taking this into consideration, staff recommends option 2, PS&Es should be developed for this option
- Twentieth Avenue, from Wawona Street to Irving Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Explore striping bike lanes.
- Buckingham Way, from 19th Avenue to 20th Avenue
  -

ROUTE 84: OCEAN AVENUE

Network Improvement Project Location(s):

- Ocean Avenue, from Mission Street to Junipero Serra Boulevard

Current Route Description:

This route serves as a connection between the Excelsior District and Stern Grove. From Route 45 (Cayuga Avenue), Ocean Avenue provides access to the Balboa Park BART Station and to Route 50 (Sloat Boulevard), via Route 75 (20th Avenue). Route 84 east of Phelan Avenue provides a more direct connection to northbound Route 45 than Geneva Avenue (Route 90). However, Ocean Avenue is a desirable route because in combination with Geneva Avenue (Route 90) it forms a direct link between the southeast part of the City and Stern Grove.

Generalized Opportunities:

- Ocean Avenue, from Mission Street to Junipero Serra Boulevard
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

Generalized Constraints:

- Ocean Avenue, from Mission Street to Junipero Serra Boulevard
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

- Ocean Avenue, from Mission Street to Junipero Serra Boulevard
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.

ROUTE 85: LEGION OF HONOR DRIVE/34TH AVENUE/LAKE MERCED BOULEVARD

Network Improvement Project Location(s):

- Thirty-Fourth Avenue Path, from Polo Field Path to Lincoln Way
- Sunset Path, from Ocean Avenue to Lake Merced Boulevard
- Lake Merced Boulevard, from Skyline Boulevard to John Muir Drive
- Polo Field Path, from Polo Field to 34th Avenue Path

Current Route Description:
This route connects Sea Cliff, Lincoln Park, outer Richmond, Golden Gate Park, Sunset, Parkside, Lake Merced neighborhoods, and San Mateo County, via 34th Avenue and Lake Merced Boulevard. It begins along Legion of Honor Drive at Route 95 (El Camino del Mar) in Lincoln Park and continues on 34th Avenue.

Route 85 jogs to 36th Avenue at Cabrillo Street (Route 20). From 36th Avenue it is a signed route to Route 30 (JFK Drive in Golden Gate Park). It continues south through the park via the north access road to the Polo Field, the Polo Field bicycle track, and a path to Lincoln Way and 34th Avenue. It connects to the Sunset Boulevard path under crossing of Lincoln Way, and Irving Street to 34th Avenue.

Thirty-fourth Avenue and Clearfield Drive should be designated as Bicycle Priority Streets between Lincoln Way and Lake Merced Boulevard.
Between Vicente and Yorba Streets, 34th Avenue becomes one-way southbound. Therefore, the northbound route jogs on Yorba Street and travels on 35th Avenue to Vicente Street then rejoins 34th Avenue. The route continues via 34th Avenue and Clearfield Drive.

From the intersection of Clearfield Drive and Ocean Avenue to Lake Merced Boulevard at Middlefield Drive, the recommended southbound route is Ocean Avenue, the path just west of Sunset Boulevard, and Lake Merced Boulevard. The northbound route is Middlefield Drive, Gellert Drive, and Clearfield Drive. The path west of Sunset Boulevard provides access to either Lake Merced Boulevard or the adjacent multi-use path around Lake Merced (Route 885).

Generalized Opportunities:

- Thirty-Fourth Avenue Path, from Polo Field Path to Lincoln Boulevard
  - Consult Rec and Park Department and the Golden Gate Park Master Plan
- Sunset Path, from Ocean Avenue to Lake Merced Boulevard
  - Consult Rec and Park Department and the Golden Gate Park Master Plan
- Lake Merced Boulevard, from Skyline Boulevard to John Muir Drive
  - Consult Rec and Park Department and the Golden Gate Park Master Plan
- Polo Field Path, from Polo Field to 34th Avenue Path
  - Consult Rec and Park Department and the Golden Gate Park Master Plan

Generalized Constraints:

- Thirty-Fourth Avenue Path, from Polo Field Path to Lincoln Boulevard
  - Consult Rec and Park Department and the Golden Gate Park Master Plan
- Sunset Path, from Ocean Avenue to Lake Merced Boulevard
  - Consult Rec and Park Department and the Golden Gate Park Master Plan
- Lake Merced Boulevard, from Skyline Boulevard to John Muir Drive
  - Consult Rec and Park Department and the Golden Gate Park Master Plan
- Polo Field Path, from Polo Field to 34th Avenue Path
  - Consult Rec and Park Department and the Golden Gate Park Master Plan

Improvement Options:

- Thirty-Fourth Avenue Path, from Polo Field Path to Lincoln Boulevard
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework, consult with Rec and Park Staff to proceed with resurfacing, striping, and signage
- Sunset Path, from Ocean Avenue to Lake Merced Boulevard
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework, consult with Rec and Park Staff to proceed with resurfacing, striping, and signage
- Lake Merced Boulevard, from Skyline Boulevard to John Muir Drive

  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework, consult with Rec and Park Staff to proceed with resurfacing, striping, and signage
- Polo Field Path, from Polo Field to 34th Avenue Path
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework, consult with Rec and Park Staff to proceed with resurfacing, striping, and signage

ROUTE 86: WINSTON DRIVE/LAKE MERCED BOULEVARD

Network Improvement Project Location(s):

- Winston Drive, from Junipero Serra Boulevard to Lake Merced

Current Route Description:

This route connects Route 84 (Ocean Avenue) and Route 91 (John Muir Drive/Skyline Boulevard). It provides access to San Francisco State University, the Stonestown Shopping Center, and Lake Merced. Although there are several MUNI bus routes and the traffic can be heavy on the portion of Winston Drive through the Stonestown Shopping Center, this route also provides direct access to this major destination. The route runs from Ocean Avenue via Cedro Avenue, Mercedes Way, Winston Drive, and Lake Merced Boulevard, to Skyline Boulevard (Route 91). At Lunado Way, the Ingleside District to the south and the Daly City BART Station are accessible via Route 75 (Lunado Way and Beverly Street). At Lake Merced Boulevard, connections can be made with Route 85 south to San Mateo County and north to the Sunset and Richmond districts.

Generalized Opportunities:

- Winston Drive, from Junipero Serra Boulevard to Lake Merced
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

Generalized Constraints:

- Winston Drive, from Junipero Serra Boulevard to Lake Merced
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

Improvement Options:

- Winston Drive, from Junipero Serra Boulevard to Lake Merced
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Improve Bicycle Route Signage
  - Explore striping bike lanes.
  - Explore installing Shared Lane Pavement Markings "Sharrows"

ROUTE 90: LAKE MERCED/CITY COLLEGE/COW PALACE

Network Improvement Project Location(s):

- Geneva Avenue, from Paris Street to Ocean Avenue
- Holloway Avenue, from 19th Avenue to Plymouth Street Avenue
- Plymouth Avenue, from Ocean Avenue to Holloway Avenue

Current Route Description:

Beginning at Route 5 (Bayshore Boulevard/Third Street/The Embarcadero) in San Mateo County, this route runs along Geneva, Harold, and Holloway Avenues, and Font Boulevard. This provides an important route connecting the Balboa Park BART Station with San Francisco State University. Font Boulevard connects this route to Lake Merced Boulevard (Routes 85 and 885). Plymouth Avenue connects Holloway and Ocean Avenues because there is a left-turn prohibition from westbound Ocean Avenue to southbound Harold Avenue. In addition, there are no painted crosswalks at the Harold Avenue/Ocean Avenue intersection. The corresponding left from Ocean to Plymouth Avenues is more easily made since there is a traffic signal at this intersection.

A short spur (Route 990) provides direct access to City College from Geneva Avenue. See Route 990.

Generalized Opportunities:

- Geneva Avenue, from Paris Street to Ocean Avenue
  - Since a portion of this route (as well as portions of Routes 5, 805, 905, 45, 75, 85, and 95) extend into San Mateo County, San Francisco should work with the cities of Daly City and Brisbane to make arrangements for signing these routes within the northern parts of those cities to better direct cyclists.
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

- Holloway Avenue, from 19th Avenue to Plymouth Avenue
  - Connects San Francisco State College and San Francisco State College
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

- Plymouth Avenue, from Ocean Avenue to Holloway Avenue
  - Connects San Francisco State College and San Francisco State College
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

Generalized Constraints:

- Geneva Avenue, from Paris Street to Ocean Avenue
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Holloway Avenue, from 19th Avenue to Plymouth Avenue
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

- Plymouth Avenue, from Ocean Avenue to Holloway Avenue
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

Improvement Options:

- Geneva Avenue, from Paris Street to Ocean Avenue
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Improve Bicycle Route Signage
  - Explore striping bike lanes.
  - Explore installing Shared Lane Pavement Markings "Sharrows"
- Holloway Avenue, from 19th Avenue to Plymouth Avenue
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Improve Bicycle Route Signage
  - Explore striping bike lanes.
  - Explore installing Shared Lane Pavement Markings "Sharrows"
- Plymouth Avenue, from Ocean Avenue to Holloway Avenue
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Improve Bicycle Route Signage
  - Explore striping bike lanes.
  - Explore installing Shared Lane Pavement Markings "Sharrows"

ROUTE 91: SKYLINE BOULEVARD/JOHN MUIR DRIVE

Network Improvement Project Location(s):

- Lake Merced Path, entire path around Lake Merced

Current Route Description:

This route serves the south and west sides of Lake Merced. It connects Route 50 (Sloat Boulevard) with Route 85 (Lake Merced Boulevard) at the San Mateo County Line. It also provides a connection with Route 95 (Skyline Boulevard/The Great Highway).

Route 91 is a signed route on Skyline Boulevard and John Muir Drive. As an alternative to this on-street route south of Lake Merced Boulevard, cyclists can use the paved path along Lake Merced.

Generalized Opportunities:

- Lake Merced Path, entire path around Lake Merced
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

Generalized Constraints:

- Lake Merced Path, entire path around Lake Merced
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

Improvement Options:

- Lake Merced Path, entire path around Lake Merced
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework, consult with Rec and Park Staff to proceed with resurfacing, striping, and signage

ROUTE 95: LINCOLN BOULEVARD/EL CAMINO DEL MAR/GREAT HIGHWAY/SKYLINE BOULEVARD

Network Improvement Project Location(s):

- Point Lobos Avenue, from Great Highway to 48th Avenue
- Great Highway, from Balboa Street to Point Lobos Avenue

Current Route Description:

This major route crosses San Francisco from the Golden Gate Bridge to San Mateo County. It connects the Presidio, Sea Cliff, Outer Richmond, Golden Gate Park, Outer

Sunset, Parkside, and Lake Merced. In addition it is also the San Francisco portion of the Pacific Coast Bicycle Route (a state marked route along the Pacific Coast from Oregon to Mexico), providing connections to Marin County and points north and San Mateo County and points south.

Beginning the Golden Gate Bridge, this route continues via the undercrossing of the toll plaza, Merchant Road and Lincoln Boulevard, El Camino del Mar, Route 10 (30th Avenue/Clement Street/Seal Rock Drive) to the western section of El Camino del Mar, and Point Lobos Avenue to the Great Highway.

The Great Highway offers two routes for cyclists to choose from: an on-street route on the roadway of the Great Highway and a parallel multi-use path between the roadway and the beach. The on-street route is popular with many cyclists due to its location and wide shoulders. It carries high traffic volumes and fast traffic. Sand blown onto the roadway is frequently a problem, causing the road to be closed periodically. Sand build-up is a particular problem on the west side in the area provided for pedestrians (or bicyclists) to wait to cross at the signalized intersections. The adjacent multi-use path is slow and narrow, but is suitable for leisurely cyclists whose purpose is primarily to ride near the ocean.
The route continues to San Mateo County via Skyline Boulevard (State Highway 35). Highway 35 has wide paved shoulders.

Generalized Opportunities:

- Point Lobos Avenue, from Great Highway to 48th Avenue
  - National Park Service and the Cliff House Restoration
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

- Great Highway, from Balboa Street to Point Lobos Avenue
  - National Park Service and the Cliff House Restoration
  - This bicycle facility is identified as part of the Regional Bikeway System within the MTC Regional Bicycle Plan. For more information: www.mtc.ca.gov.

Generalized Constraints:

- Point Lobos Avenue, from Great Highway to 48th Avenue
  - Narrow Lane Widths
  - This bicycle facility is located on both a Muni route and a Transit Preferential Street (TPS). Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

- Great Highway, from Balboa Street to Point Lobos Avenue
  - Narrow Lane Widths
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

Improvement Options:

- Point Lobos Avenue, from Great Highway to 48th Avenue
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Improved Uphill (north bound) shoulder
  - Explore Potential northbound bike lane
- Great Highway, from Balboa Street to Point Lobos Avenue
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Improved Uphill (north bound) shoulder
  - Explore Potential northbound bike lane

ROUTE 98: SAGAMORE STREET/BROTHERHOOD WAY

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process.

Current Route Description:
Route 98 provides a connection between the Excelsior and Ingleside Districts and access between Route 45 (Alemany Boulevard) and Route 75 (Beverley Street), thereby providing access to SFSU, the San Francisco Golf Club, and Lake Merced.

Generalized Opportunities:

- This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

Generalized Constraints:

- This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework

Improvement Options:

ROUTE 106: MARINA (OCTAVIA STREET)

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process.

Current Route Description:

This route connects Route 6 (Greenwich Street/Octavia Street) with 4 (Francisco Street) via Octavia Street. Route 106 provides a connection between Cow Hollow and the Fisherman's Wharf Area. It should receive traffic calming treatment, as recommended for the portions of Routes 4 and 6 that it connects.

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 123: KANSAS STREET

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:

This route connects Route 23 (7th Street/8th Street) and Route 36 (Townsend Street/13th Street) with Route 40 (17th Street), which in turn, connects with Route 25 (Potrero Avenue). It provides access to Potrero Hill from the Civic Center and the CalTrain Depot (via Townsend Street).

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 125: ELEVENTH STREET (SOUTHBOUND - BETWEEN MARKET AND HOWARD STREETS)

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:

This is a two block connector between eastbound Route 50 (Market Street) and southbound Route 25 (11th Street) or eastbound Route 30 (Howard Street).

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 134: MIDDLE DRIVE

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
Southbound cyclists on Route 75 (Transverse Drive) who wish to connect to Route 34 (Middle Drive/Martin Luther King Jr. Drive) can access the Middle Drive Multi-use Path directly without having to use West Drive.

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 130: BAKER STREET

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
This route provides access between the Panhandle Path (Route 30) and Page Street (Route 32). It also provides a more direct routing for Route 30 ("Wiggle") cyclists to connect with the Panhandle Path without out of the way travel via Hayes Street (temporary Route 30).

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 165: JACKSON STREET/CHERRY STREET

Network Improvement Project Location(s):

No new network improvements were identified in the 2004 Planning Process

Current Route Description:
Route 165 provides southbound cyclists on Route 65 (Presidio Avenue) a short-cut to the Pacific Heights and Marina Districts. The route begins off of Route 65 on to Jackson Street and then on to Cherry Street, where a connection is established to Route 10 (Clay Street).

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 170: OAKDALE AVENUE

Network Improvement Project Location(s):

- Oakdale, from Bayshore Boulevard to 3rd Street

Current Route Description:
This route will serve as a connector between Bayview and Bayshore Boulevard. It begins at Route 70 (Silver Avenue/Oakdale Avenue) at Quint Street and continues via Oakdale Avenue to Route 25 (Bayshore Boulevard).

Generalized Opportunities:

- Oakdale, from Bayshore Boulevard to 3rd Street
  - Please refer to the Oakdale Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Generalized Constraints:

- Oakdale, from Bayshore Boulevard to 3rd Street
  - Please refer to the Oakdale Street Summary Sheets in Appendix 9a.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

- Oakdale, from Bayshore Boulevard to 3rd Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Oakdale Street was identified as a "Priority Project", therefore during the planning process there was additional development of conceptual options that received public input and feedback. Please refer to the Oakdale Street Summary Sheets in Appendix 9a.

- DPT has obtained grant funds for Design, Engineering, and Construction have been obtained to stripe and sign new bike lanes on Oakdale Avenue from Bayshore Boulevard to Selby Street.

ROUTE 195: KOBBE AVENUE

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
This is a one block connector between Route 95 (Lincoln Boulevard) and Route 65 (Washington Boulevard).

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 198: GOETHE STREET

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
Route 198 provides a direct route to San Jose Avenue (Route 45) from eastbound Route 98 (Brotherhood Way) via Goethe Street. Route 198 connects the Sunset District to San Jose Avenue and Mission Street in Daly City.

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 202: PRESIDIO (BATTERY EAST ROAD MULTI-USE PATH)

Network Improvement Project Location(s):

- Battery East Path, from Lincoln Boulevard to Golden Gate Bridge

Current Route Description:

This route connects Route 2 (Lincoln Boulevard) and the Golden Gate Bridge walkways (Route 95) via a multi-use path along Battery East Road. It provides an alternative to cycling through the Golden Gate Bridge parking lot roadway (Routes 295).

Generalized Opportunities:

- Battery East Path, from Lincoln Boulevard to Golden Gate Bridge
  - Presidio Trails and Bikeways Master Plan at http://www.nps.gov/goga/admin/planning/trails_bikeways/index.htmidentifies this segment for improvements

Generalized Constraints:

- Battery East Path, from Lincoln Boulevard to Golden Gate Bridge
  - Within the jurisdiction of the National Park Service and the Presidio Trust

Improvement Options:

- Battery East Path, from Lincoln Boulevard to Golden Gate Bridge
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Explore improving path
  - Explore uphill bike lane

ROUTE 210: BROADWAY TUNNEL

Network Improvement Project Location(s):

- Broadway Tunnel - entire length – Larkin to Powell Streets

Current Route Description:
This spur route, for experienced cyclists only, follows Broadway through the tunnel between Mason and Polk Streets. This route provides direct access across the City from The Embarcadero to the Cliff House. Beginning at The Embarcadero (Route 5).

Generalized Opportunities:

- Broadway Tunnel - entire length – Larkin to Powell Streets
  - Please refer to the Broadway Tunnel Summary Sheets in Appendix 9a.

Generalized Constraints:

- Broadway Tunnel - entire length – Larkin to Powell Streets
  - Please refer to the Broadway Tunnel Summary Sheets in Appendix 9a.

Improvement Options:

- Broadway Tunnel - entire length – Larkin to Powell Streets
  - The Broadway Tunnel was identified as a "Priority Project" and, therefore, during the planning process, was explored further with public input and feedback received on the various options developed. Staff recommends Option 1 for a short term option for the tunnel. Public

comments cited Option 4 as desirable. Although Option 4 should also be pursued, it should be noted that Option 4 has significant cost issues and it also may not adequately address some pedestrian and ADA concerns. Please refer to the Broadway Tunnel Summary Sheets in Appendix.

ROUTE 234: MCCLAIN'S BEND

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
Provide access from Route 34 (Martin Luther King Jr. Drive) to Route 30 (JFK Drive.

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 295: GOLDEN GATE BRIDGE PARKING LOT ROADWAY

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
This route connects Route 2 (Lincoln Boulevard) and the Golden Gate Bridge walkways (Route 95) via the Golden Gate Bridge parking lot roadway.

Generalized Opportunities:
- Please refer to the Presidio Trails and Bikeways Master Plan at http://www.nps.gov/goga/admin/planning/trails_bikeways/index.htm

Generalized Constraints:
- Please refer to the Presidio Trails and Bikeways Master Plan at http://www.nps.gov/goga/admin/planning/trails_bikeways/index.htm

Improvement Options:
- Please refer to the Presidio Trails and Bikeways Master Plan at http://www.nps.gov/goga/admin/planning/trails_bikeways/index.htm

Planning Level Cost Estimate:
- Please refer to the Presidio Trails and Bikeways Master Plan at http://www.nps.gov/goga/admin/planning/trails_bikeways/index.htm

ROUTE 310: TAYLOR STREET/CALIFORNIA STREET

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:

This route provides the most gradual, practical assent of Nob Hill and connects Route 10 (Pacific Avenue) and Route 210 (Broadway) with Route 25 (Polk Street). From Pacific Avenue and Taylor Street it follows Taylor and California Streets to Polk Street. Warning signs should be installed at all cable car track crossings. The roadway surface at these crossings is smooth enough to make this a good route.

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 325: ELEVENTH STREET (BETWEEN 13TH AND HARRISON STREETS)

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
This is a one block connector between Routes 25 (11th Street) and 36 (13th Street).

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 330: SEVENTH AVENUE

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
This route connects Route 30 (JFK Drive) and Route 20 (Cabrillo Street) via 7th Avenue. It provides access to Golden Gate Park from the Inner Richmond District. Route 330 is a signed route north of Fulton Street and is a multi-use path south of this point, in Golden Gate Park.

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 345: WEBSTER STREET (DUBOCE TO SUTTER)

Network Improvement Project Location(s):

- Webster Street, from Hermann Street to Grove Street

Current Route Description:
Webster Street provides a connection between Route 16 (Sutter Street/Post Street one-way couplet) and Route 30 (Duboce Avenue).

Generalized Opportunities:

- Webster Street, from Hermann Street t to Grove Street
  - Consult Planning Dept regarding the former UCSF Extension Campus
  - This segment could be an alternative to the Octavia Boulevard if the design proves to be bicycle unfriendly.

Generalized Constraints:

- Webster Street, from Hermann Street to Grove Street
  - Consult Planning Dept regarding the former UCSF Extension Campus

Improvement Options:

- Webster Street, from Hermann Street to Grove Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework.
  - Improve Bicycle Route Signage
  - Explore striping bike lanes.
  - Explore installing Shared Lane Pavement Markings "Sharrows"

ROUTE 350: DUBOCE AVENUE

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
Westbound Duboce Avenue is westbound Route 30. In the eastbound direction, Route 30 uses 14th Street. The eastbound connection from the "Wiggle" to Market Street is Route 350 via Duboce Avenue.

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 365: KEZAR DRIVE MULTI-USE PATH

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
The Kezar Drive Multi-use Path (between JFK Drive and Lincoln Way) provides a very important connection from Market Street and the Haight (via Route 30 (the Panhandle Multi-use Path) or Route 32 (Page Street)) to Route 65 (5th Avenue, Hugo Street and 7th Avenue). Route 65 will provide access to West Portal, SFSU, and via connection with Route 40 (Kirkham Street and Parnassus Avenue) to the Sunset and UC Medical Center.

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 395 EL CAMINO DEL MAR

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
As a scenic alternative to Route 95 between the intersection of El Camino del Mar/30th Avenue and the intersection of Clement Street/34th Avenue, cyclists may wish to continue along El Camino del Mar and Route 85 (Legion of Honor Drive). This route traverses Lincoln Park and passes the Palace of the Legion of Honor. From Legion of Honor Drive cyclists can continue to the Great Highway via Clement Street or continue on Route 85 to Golden Gate Park.

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 525: TWENTY THIRD STREET/KANSAS STREET

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
This route was designed to direct cyclists around the Potrero Avenue/Cesar Chavez Street/Bayshore Boulevard/US 101 interchange. It routes them east of US 101, north of Cesar Chavez Street, and avoids this difficult intersection. The route begins at Route 25 (Potrero Avenue) and crosses US 101 via 23rd Street, continuing via Kansas, 26th, and Vermont Streets to Route 60 (Cesar Chavez Street).

Generalized Opportunities:
- This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Generalized Constraints:
- This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

ROUTE 530: 30TH AVENUE

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
30th Avenue provides access to Route 30 (JFK Drive) in Golden Gate Park from Route 20 (Cabrillo Street).

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 534: MARTIN LUTHER KING JR. DRIVE

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
This is a one block connector between Routes 34 (Martin Luther King Jr. Drive) and 85 (Sunset Boulevard and 34th Avenue).

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 536: THIRD STREET (KING TO TOWNSEND STREETS)

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
This is a one block northbound connector between Routes 5 (Third Street, King Street, The Embarcadero) and 36 (Townsend Street).

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 545: MCCOPPIN STREET/VALENCIA STREET

Network Improvement Project Location(s):

- McCoppin Path, from Valencia Street to Market Street

Current Route Description:
McCoppin Street between Market and Valencia Streets provides a connection between eastbound Route 50 (Market Street) and southbound Route 45 (Valencia Street). Valencia Street between McCoppin and Market Streets provides a connection between northbound Route 45 (Valencia Street) and eastbound Route 50 (Market Street).

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

- McCoppin Path, from Valencia Street to Market Street
    - Monitor Path once completed and make improvements as necessary.

ROUTE 565: MARTIN LUTHER KING JR. DRIVE

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
Provides a spur between Route 65 (Bowling Green Drive) and Route 365 (Kezar Drive Multi-use Path) within Golden Gate Park,

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 705: PAUL AVENUE/ MCLAREN PARK/ OCEAN AVENUE

Network Improvement Project Location(s):

- Mansell Street, from San Bruno Avenue to University Street
- Mansell Street, from University Street to Persia Avenue
- Persia Avenue, from Mansell Street to Ocean Avenue

Current Route Description:
Route 705 is an one-way westbound signed route on Paul Avenue between Third Street (Route 5) and Bayshore Boulevard (Route 25). Northbound Route 5 cyclists remain on 3rd Street. However, southbound Route 5 cyclists are detoured from 3rd Street (Route 5) via Route 705 (Paul Avenue) and Route 25 (San Bruno Avenue) back to southbound Route 5 (Bayshore Boulevard) just north of Arleta Avenue.

Generalized Opportunities:

- Mansell Street, from San Bruno Avenue to University Street
  - Bike lanes exist along this portion of Mansell Street

Generalized Constraints:

- Mansell Street, from University Street Persia Avenue
  - Currently not on the Bicycle Route Network
- Persia Avenue, from Mansell Street to Ocean Avenue
  - Currently not on the Bicycle Route Network

Improvement Options:

- Mansell Street, from San Bruno Avenue to University Street
  - Improve the bicycle facilities along this segement
- Mansell Street, from University Street Persia Avenue

  - Study for inclusion in the Bicycle Route Network
- Persia Avenue, from Mansell Street to Ocean Avenue
  - Study for inclusion in the Bicycle Route Network

ROUTE 730: 43RD AVENUE/CHAIN OF LAKES DRIVE WEST NETWORK IMPROVEMENT PROJECT LOCATION(S):

Network Improvement Project Location(s):

- Chain of Lakes Path, from Fulton Street to JFK Drive

Current Route Description:
Beginning at Route 20 (Cabrillo Street), this route follows 43rd Avenue to the multi-use path on former Chain of Lakes Drive West and continues south of JFK Drive (Route 30) to the Golden Gate Park Bicycle Path (Route 830). Northbound, leaving Golden Gate Park, this route briefly jogs onto Chain of Lakes Drive East to avoid the one-way section of Chain of Lakes Drive West that is open to motor vehicles.

Generalized Opportunities:

- Chain of Lakes Path, from Fulton Street to JFK Drive
  - Consult with Rec and Park Staff and the Golden Gate Park Master Plan

Generalized Constraints:

- Chain of Lakes Path, from Fulton Street to JFK Drive
  - Consult with Rec and Park Staff and the Golden Gate Park Master Plan

Improvement Options:

- Chain of Lakes Path, from Fulton Street to JFK Drive
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework, consult with Rec and Park Staff to proceed with resurfacing, striping, and signage

ROUTE 749: DIAMOND STREET

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
This signed route on Diamond Street connects Route 49 (Jersey Street/Diamond Street) with Route 60 (Clipper Street) and provides a connection from Noe Valley to the Twin Peaks area.

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 760: 14TH AVENUE

Network Improvement Project Location(s):

No new network improvements were identified in the 2004 Planning Process

Current Route Description:

This route provides a connection between Route 60 (Vicente Street) and Route 50 (Portola Drive).

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 765: NORTH-EAST OUTLET PATH, GOLDEN GATE PARK

Network Improvement Project Location(s):

- Horseshoe Court Path, from Fulton Street to Conservatory East Street

Current Route Description:

Route 765 provides access to St. Mary's Hospital, University of San Francisco and Golden Gate Park, and access to Route 65 (West Conservatory Drive) and Route 30 (Panhandle Multi-use Path/JFK Drive).

Generalized Opportunities:

- Horseshoe Court Path, from Fulton Street to Conservatory East Street
  - Golden Gate Park Master Plan
  - Concourse Authority Transportation Improvement Plan (TIP) Please refer: www.goldengateparkconcourse.org/golden_gate/docs/ImplemPlanMatrix_2003.pdf

Generalized Constraints:

- Horseshoe Court Path, from Fulton Street to Conservatory East Street
  - Golden Gate Park Master Plan

Improvement Options:

- Horseshoe Court Path, from Fulton Street to Conservatory East Street
  - This segment was recommended for improvements within the Bicycle Plan: Policy Framework, consult with Rec and Park Staff to proceed with resurfacing, striping, and signage

ROUTE 770: PHELAN AVENUE

Network Improvement Project Location(s):

- Phelan Avenue, from Judson Avenue to Ocean Avenue

Current Route Description:

Gennessee Street and Phelan Avenue provide a connection between Route 70 (Monterey Boulevard and Hearst Avenue) and Route 84 (Ocean Avenue). These streets provide direct access to City College of San Francisco. The route starts at the Gennessee Street/Hearst Avenue intersection and continues via Gennessee Street, Judson Avenue, and Phelan Avenue to Ocean Avenue (Route 84).

Generalized Opportunities:

- Phelan Avenue, from Judson Avenue to Ocean Avenue
  - Pedestrian and Traffic Calming Planning efforts have identified bike lanes along Phelan Avenue
  - DPT has obtained grant funds to stripe and sign bike lanes on Phelan Avenue from Judson to Ocean Avenues.
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Generalized Constraints:

- Phelan Avenue, from Judson Avenue to Ocean Avenue
  - Coordinate with the Pedestrian and Traffic Calming Programs
  - This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

- Phelan Avenue, from Judson Avenue to Ocean Avenue
  - Stripe Bike Lanes – This is funded by a BAAQMD grant and scheduled for completion before January 2007.

ROUTE 775: SAN FRANCISCO STATE UNIVERSITY

Network Improvement Project Location(s):

- Nineteenth Avenue, from Holloway Avenue to Buckingham Way (Please refer to Route 75)

Current Route Description:

South of Eucalyptus Drive, Route 775 follows 20th Avenue and then directs cyclists to the Stonestown Shopping Center parking lot's access road to the southerly part of Buckingham Way. Please refer to Route 75.

Generalized Opportunities:

- Nineteenth Avenue, from Holloway Avenue to Buckingham Way (Please refer to Route 75)
  - Please refer to Route 75 and the 19th Avenue Summary Sheets in Appendix 9a.

Generalized Constraints:

- Nineteenth Avenue, from Holloway Avenue to Buckingham Way (Please refer to Route 75)
  - Please refer to Route 75 and the 19th Avenue Summary Sheets in Appendix 9a.

Improvement Options:

- Nineteenth Avenue, from Holloway Avenue to Buckingham Way (Please refer to Route 75)
  - Please refer to Route 75 and the 19th Avenue Summary Sheets in Appendix 9a.

ROUTE 785: SUNSET BOULEVARD PATH/OCEAN AVENUE

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
This route provides a connection from eastbound Lake Merced Boulevard (Routes 86 and 885) or the Lake Merced Path to northbound Route 85 (Clearfield Drive/34th Avenue). It crosses Lake Merced Boulevard at the marked and signed crosswalk just west of Sunset Boulevard and follows southbound Route 85, but in the opposite direction.

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 805: CANDLESTICK PARK

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
This route serves Monster Park and Candlestick Point State Recreation Area, by connecting to Routes 5 (Third Street), 7 (Keith Street), and 905 (Tunnel Road). The route follows Harney Way, Jamestown Avenue Extension, and the southern part of Hunters Point Expressway. Then the route continues along Carroll Avenue, Fitch Street

(Arelious Walker Drive), Gilman Avenue, Hunters Point Expressway, Alana Way, and Beatty Avenue.

Generalized Opportunities:

Generalized Constraints:

- Carroll Avenue is an important truck route in the General Plan's Transportation Element.

Improvement Options:

ROUTE 830: MARTIN LUTHER KING JR/ MIDDLE PATH, GOLDEN GATE PARK

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
Recreational cyclists who wish to avoid on-street Route 34 (Middle Drive West/Martin Luther King Jr.) and on-street Route 30 (JFK Drive) can use the Route 830 bicycle paths. Route 830 begins at Route 30 across from Lloyd Lake and runs south of Speedway Meadows, the Polo Field, Middle Lake and the Bercut Equitation Field. This path ends at Lincoln Way between 46th and 47th Avenues.

Generalized Opportunities:

- Golden Gate Park Master Plan
  - Concourse Authority Transportation Improvement Plan (TIP) http://www.goldengateparkconcourse.org/golden_gate/docs/ImplemPlanMatrix_2003.pdf

Generalized Constraints:

- Golden Gate Park Master Plan
  - Concourse Authority Transportation Improvement Plan (TIP) http://www.goldengateparkconcourse.org/golden_gate/docs/ImplemPlanMatrix_2003.pdf

Improvement Options:

ROUTE 885: LAKE MERCED BOULEVARD/JOHN MUIR DRIVE/SKYLINE BOULEVARD

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
Route 885 is an on-street loop route around Lake Merced. It consists of parts of Routes 85, 86, 91, and 95. The 885 designation provides a guide for cyclists who wish to circle the lake.

In the clockwise direction, Route 85 follows Lake Merced Boulevard, John Muir Drive, and Skyline Boulevard back to Lake Merced Boulevard. In the counter-clockwise direction, in order to avoid the narrow lanes of Lake Merced Boulevard and the busy intersection of Sunset and Lake Merced Boulevards, Route 885 deviates from the lake at the north end. It is routed via the streets that are used for both northbound and southbound Route 85: Middlefield Drive, Gellert Drive, Clearfield Drive, Ocean Avenue, and the path just west of Sunset Boulevard back to Lake Merced Boulevard.

Generalized Opportunities:

- This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Generalized Constraints:

- This bicycle facility is located on a Muni route. Any improvements should be planned and integrated under the MTA approved guidance published in chapter 2 of the 2004 San Francisco Bicycle Plan: Policy Framework.

Improvement Options:

ROUTE 905: TUNNEL ROAD

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
This signed route provides a low traffic volume alternative to Route 5 (Bayshore Boulevard) via Tunnel Road between its intersection with Bayshore Boulevard and the San Mateo County line.

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 930: 47TH AVENUE/ DUTCH WINDMILL

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
Cyclists from the Outer Richmond District may access Route 30 (JFK Drive) via Route 930 (47th Avenue). The route begins at Route 20 (Cabrillo Street) and ends in Golden Gate Park at Route 30.

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

ROUTE 990: CITY COLLEGE OVERCROSSING OF OCEAN AVENUE

Network Improvement Project Location(s):
No new network improvements were identified in the 2004 Planning Process

Current Route Description:
The route connects westbound Route 90 (Geneva Avenue) with City College via the non-motor vehicle overcrossing of Ocean Avenue. Note that there is no connection from eastbound Route 90 with City College via this overcrossing, as the eastbound and westbound lanes of Geneva Avenue are at different grades and are separated by a wall. Access to city College from the west is via Phelan Avenue (Route 710).

Generalized Opportunities:

Generalized Constraints:

Improvement Options:

7.0 FOR MORE INFORMATION

For more information on Bicycle Circulation/Safety Category:

Visit the San Francisco Bicycle Program's website (www.bicycle.sfgov.org) or Contact:

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25 Van Ness Avenue, Suite 345
San Francisco, CA 94102
(415) 554-2396
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For more information on Prop K or other 5-Year Prioritization Programs:

Visit the Authority's website (www.sfcta.org) and click on "Funding Opportunities" or Contact:

Maria Lombardo, Chief Deputy Director for Programming & Legislation
Email: maria_lombardo@sfcta.org
Phone: 415.522.4802

or
Melissa Pelkey, Transportation Planner
Email: melissa_pelkey@sfcta.org
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8.0 ACKNOWLEDGEMENTS

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FUNDING TABLES

9.0 APPENDIX

a. Consultant Project Summary Sheets

APPENDIX

b. SFBC Outreach Summary