WHAT DO YOU WANT FOR THE INDIANA STREET BIKEWAY?

ALTERNATIVE 1 ALTERNATIVE 2 ALTERNATIVE 3 ALTERNATIVE 4 CLASS 3 BICYCLE CLASS 2 BICYCLE LANES, TWO-WAY CYCLETRACK, CLASS 2 BICYCLE LANES, **ROUTES** TWO-WAY STREET **ONE-WAY SEGMENT ONE-WAY SEGMENT** (EXISTING CONDITIONS) • Bicycle lanes in both directions between Cesar Chavez Street and Two-way cycletrack (i.e. two-way bikeway physically separated **DESCRIPTION** Maintain existing conditions (sharrows). Bicycle lanes in both directions between Cesar Chavez from vehicle travel lanes) on east side of Indiana Street between Mariposa Street. **ON-STREET** No Change PARKING SUPPLY • Traffic circulation may be affected by one-way southbound Connectivity challenges with bicycle facilities at each end of the corridor (Cesar Chavez Street and Mariposa Street). travel segment • Potential conflicts between bicyclists and vehicles at intersections Potential conflicts between bicyclists and vehicles at intersections, transitioning between one-way and two-way segments especially at intersections transitioning between one-way and · Potential conflicts between bicyclists and vehicles due to contratwo-way segments. flow bicycle lane (northbound) in the one-way southbound vehicle Conflict for passenger and commercial loading vehicles on east travel segment, especially id parking is provided on east side of side of the street. Two-way vehicle travel between 19th Street and Mariposa • Two-way vehicle travel between 19th Street and Mariposa 23rd Street and Mariposa Street. Muni operations may be affected by narrow travel lanes (10 feet) Muni operations may be affected by narrow travel lanes (10 Muni operations may be affected by narrow travel lanes (10 feet) 19th St. One-way southbound vehicle travel between 22nd Street One-way southbound vehicle travel between 22nd Street and 19th Street. and 19th Street. Narrow point (21-feet wide) at 20th Street may be a challenge for SF Fire Department operations. Narrow point (21-feet wide) at 20th Narrow point (21-feet wide) at 20th 20th St. **5** Street may be a challenge for SF Fire Street may be a challenge for SF Fire • Traffic circulation may be affected by Department operations Department operations one-way southbound travel segment.
 2'
 10'
 3'
 5½
 11'
 5½
 2'
 7'
 2'

 Parking lane
 Bike lane
 Drive lane
 Bike lane
 Parking lane
 Parkinglane Rikelane Drivelane Rikelane Perkinglane Schevolk

CONTROL Two-way travel between 23rd Street and 22nd Street. < 22nd St. S Two-way travel between 23rd Street and 22nd Street.
 2'
 17'
 3
 5'
 10'
 10'
 5
 2
 13'

 Perpendicular parking
 Bike lane
 Drive lane
 Drive lane
 Uike lane
 Sidewalk

 13
 2'
 17'
 3'
 5
 10'
 10'
 5'
 2'
 13

 S dewalk
 Perpencicular parking
 Ulke lane
 Drive lane
 Drive lane
 Ulke lane
 S dewalk

 13'
 2'
 16½'
 12'
 8½
 2
 5½'
 5½'
 2'
 13'

 Sidewalk
 Perpencicular parking
 Drive ane
 Drive lane
 Jike lane
 Uike lane
 Sidewalk
 23rd St. 66 One-way northbound vehicle travel from Cesar Chavez One-way northbound vehicle travel from Cesar Chavez One-way northbound vehicle travel from Cesar Chavez One-way northbound mixed vehicle and bicycle travel ("sharrows") Street to 23rd Street. Street to 23rd Street. from Cesar Chavez Street to 23rd Street. Street to 23rd Street. Design challenge at freeway on-ramp, especially for southbound Design challenge at freeway on-ramp, especially for bicycle lane connection southbound bicycle lane connection Check here if this is your preference! Check here if this is your preference! ck here if this is your preference! Comment Box Comment Box Comment Box Comment Box Source: Fehr and Peers (07/2016), sponsored by Avalon Bay; Street sections by SFMTA







CENTRAL

WATERFRONT

DOGPATCH

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