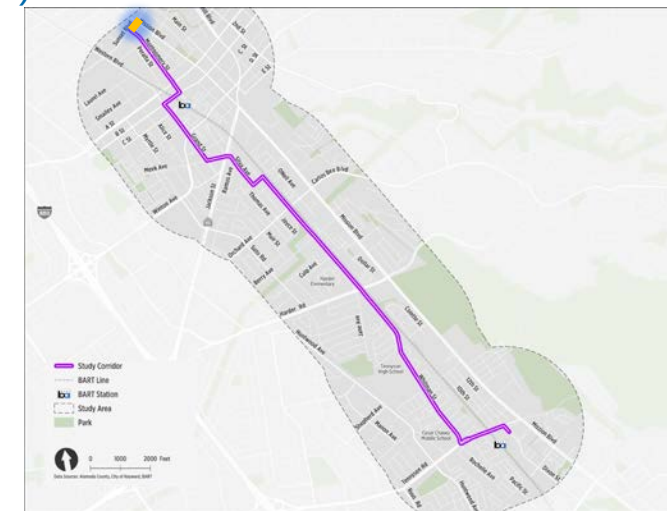
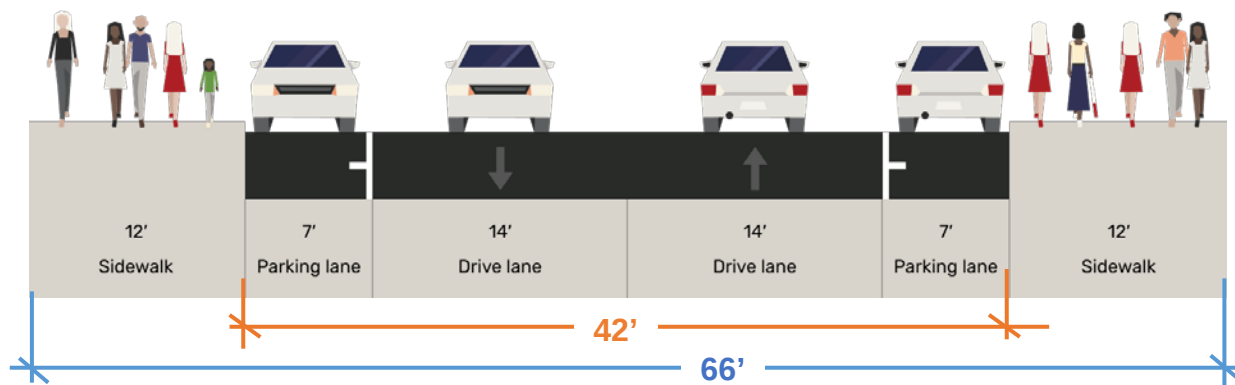


Attachment A: Existing & Proposed Sections

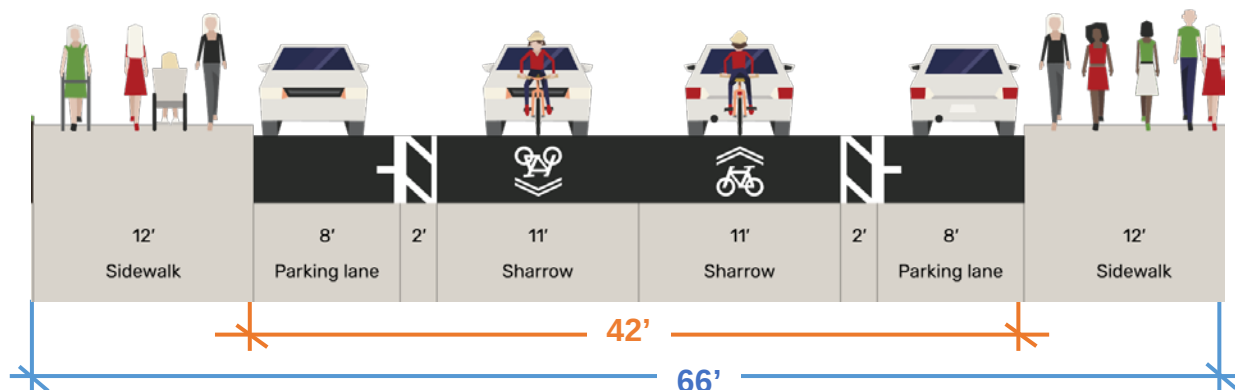


Sunset Boulevard from Mission Blvd to Montgomery St (looking eastbound)

Existing Conditions



Draft Recommendation (no change from Oct 2024)



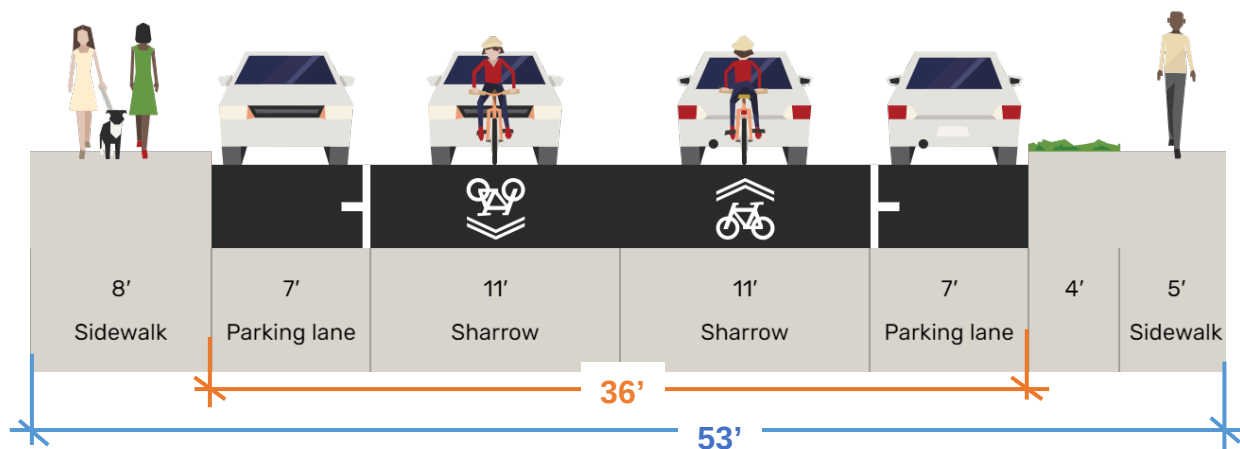
Bicycle Boulevard + Traffic Calming

- Reduces vehicle travel lane width
- Maintains on-street parking
- Places speed humps every 250 – 300' &

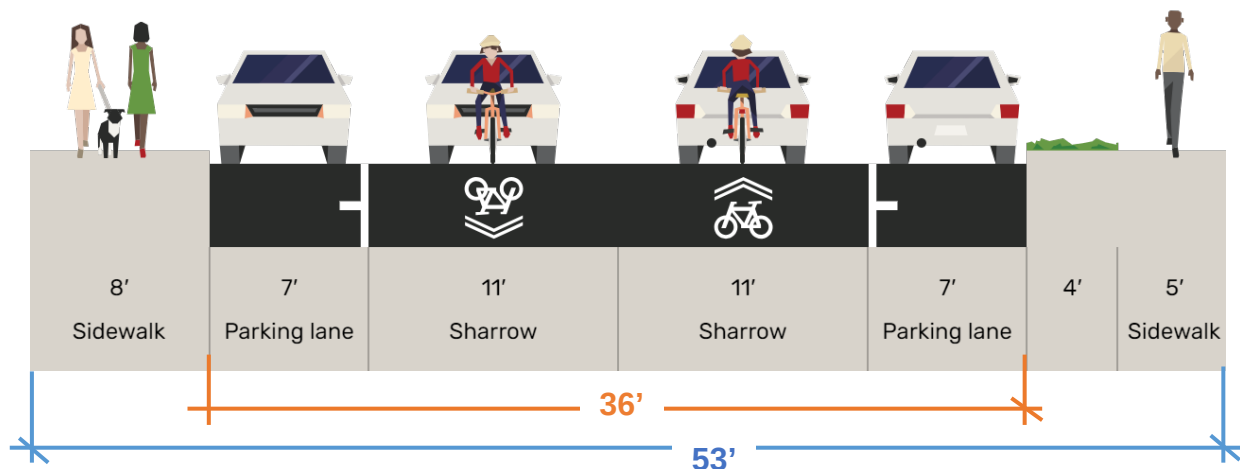
Employs additional traffic calming treatments to keep vehicle volumes low and reduce vehicle speeds to 20 MPH

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

Existing Conditions



Draft Recommendation (no change from Oct 2024)



Bicycle Boulevard + Traffic Calming

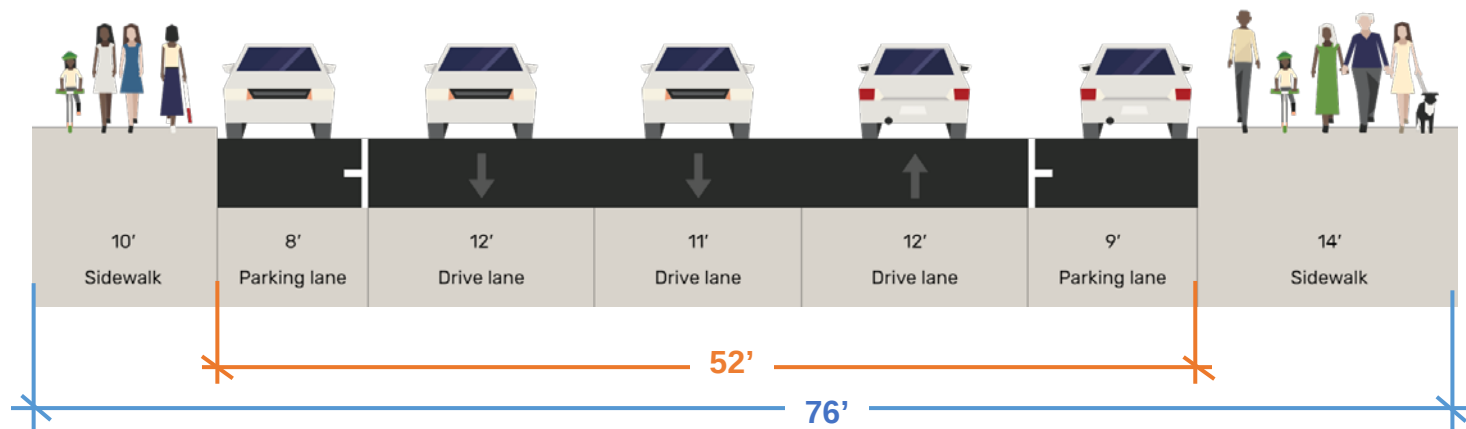
- Maintains on-street parking
- Maintains existing cross section
- Places speed humps every 250 – 300'

&

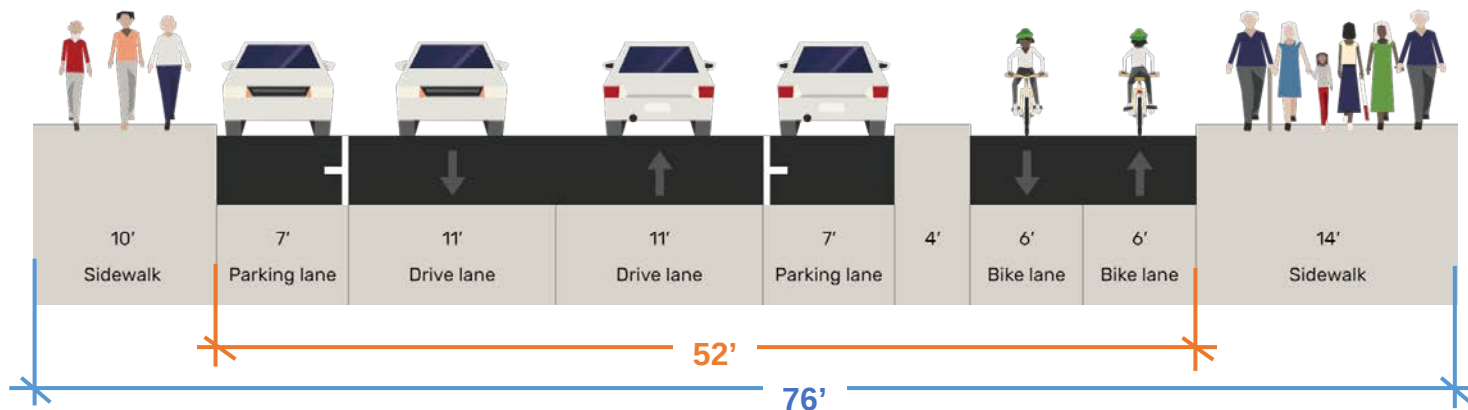
Employs additional traffic calming treatments recommended to keep vehicle volumes low and reduce vehicle speeds to 20 MPH

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

Existing Conditions



Draft Recommendation (no change from Oct 2024)

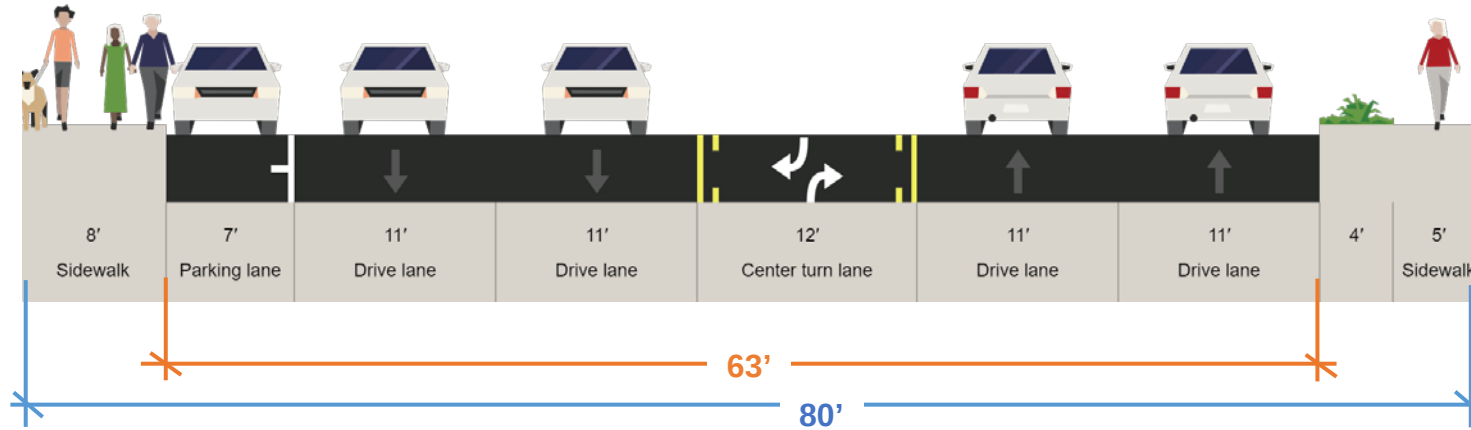


Two-Way Class IV Bikeway

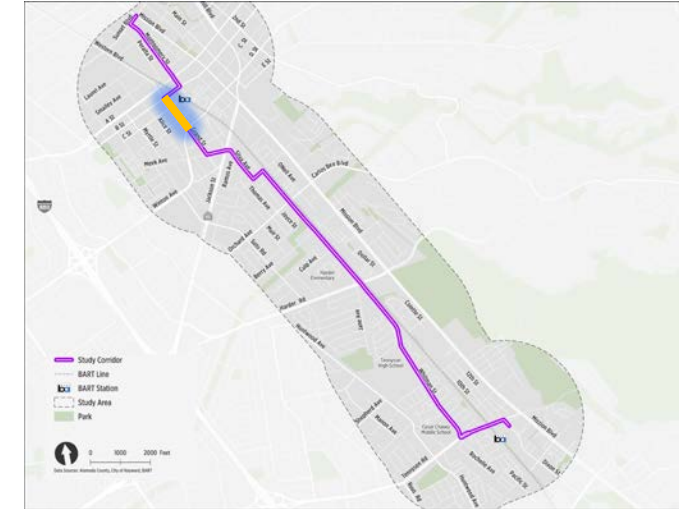
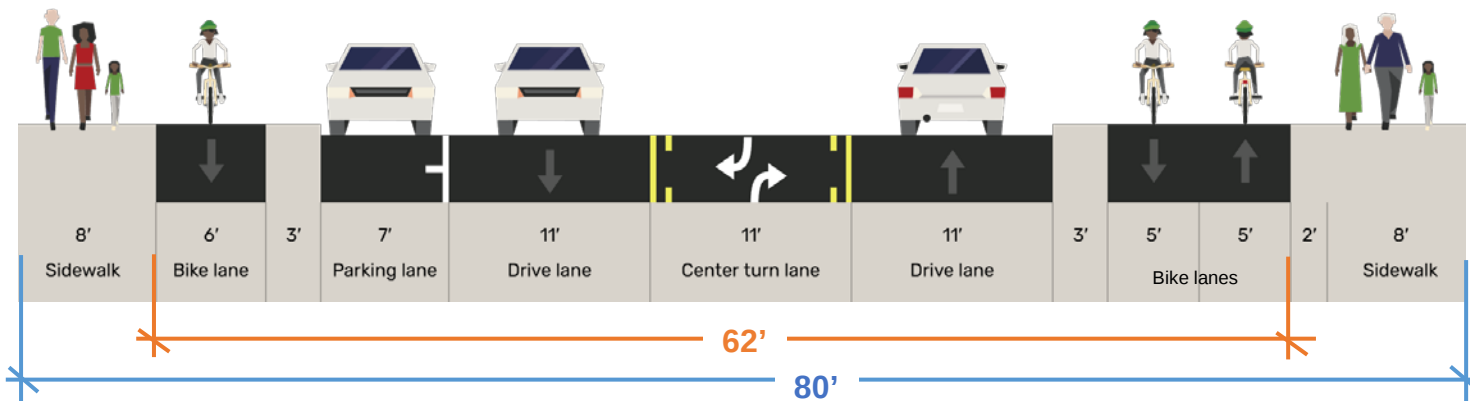
- Employs road diet from 3 lanes to 2
- Maintains on-street parking
- Introduces two-way Class IV bikeway on south side, next to BART station

Grand Street from B St to D St (looking northbound)

Existing Conditions



Draft Recommendation (July 2025)



Two-Way + One-Way Class IV Bikeway

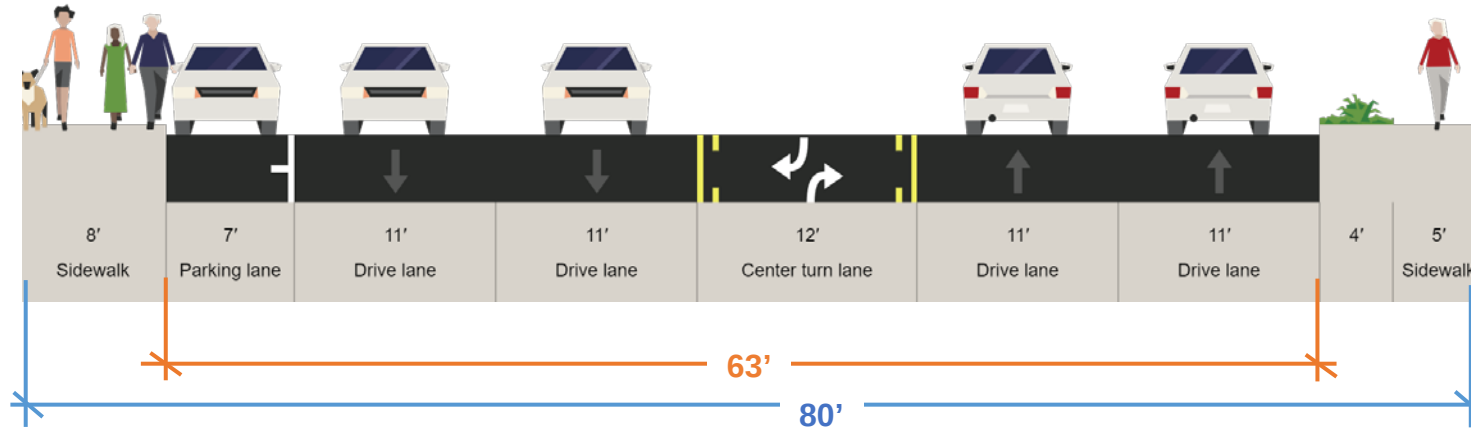
- Employs road diet from 5 lanes to 3
- Maintains on-street parking
- Introduces two-way Class IV on east side near BART (changed from one-way Class IV per BART's and ATWG's requests)

&

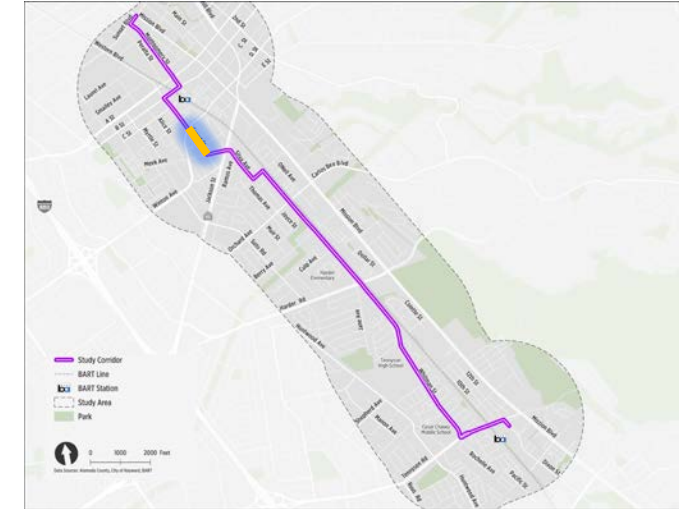
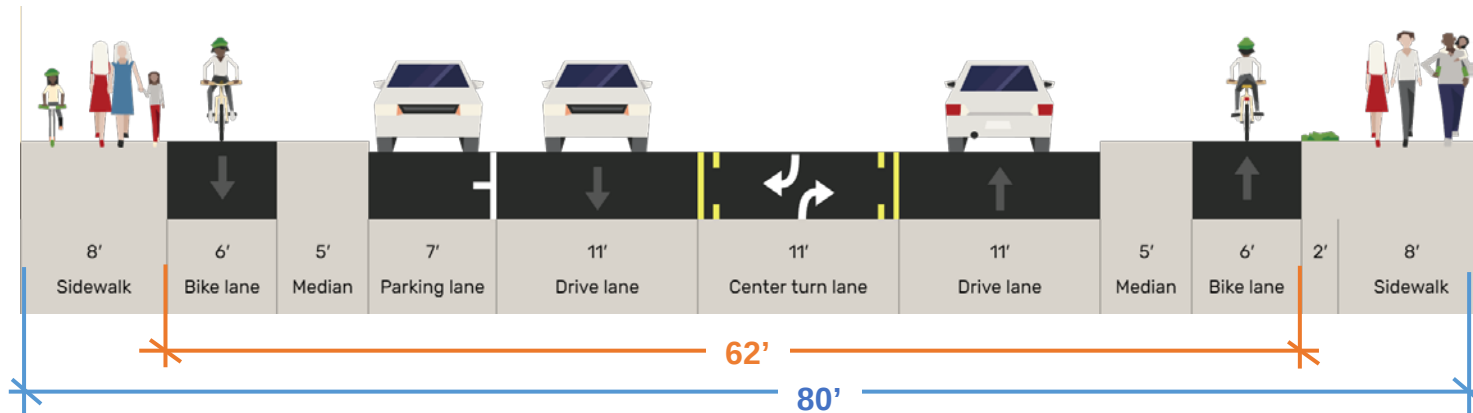
One-way Class IV on west side (retained previously recommended, per ATWG's request)

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

Existing Conditions



Draft Recommendation (no change from Oct 2024)

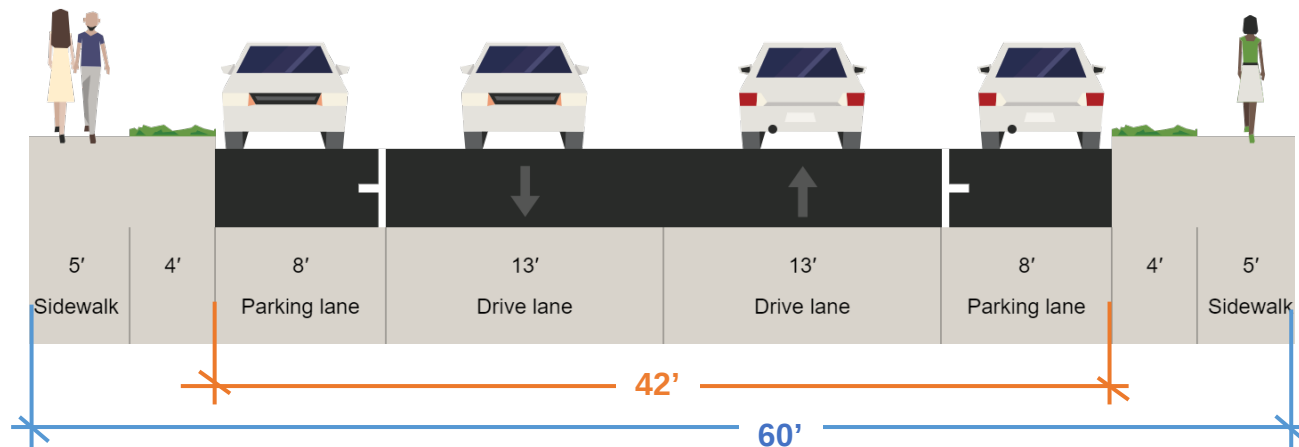


One-Way Class IV Bikeway

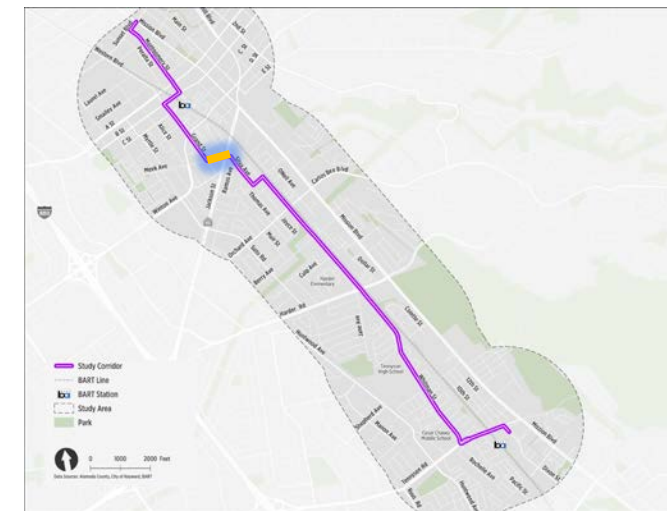
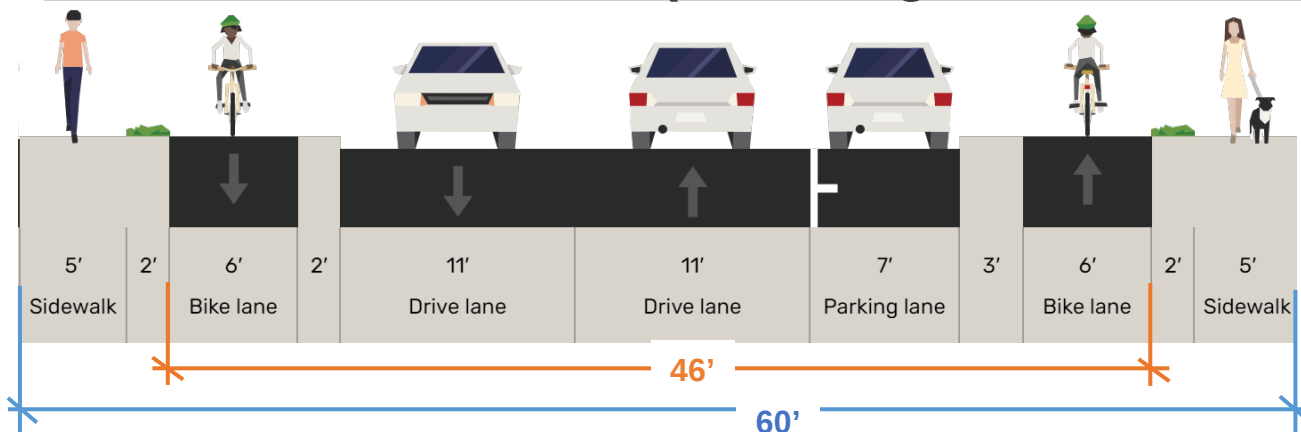
- Employs road diet from 5 lanes to 3
- Maintains on-street parking
- Introduces one-way Class IV on both sides

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

Existing Conditions



Draft Recommendation (no change from Oct 2024)

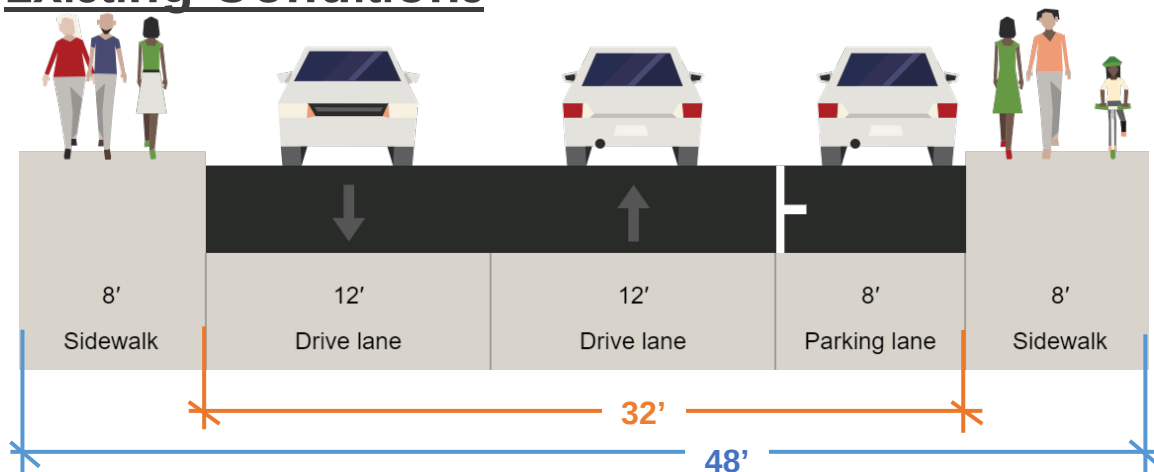


One-Way Class IV Bikeway

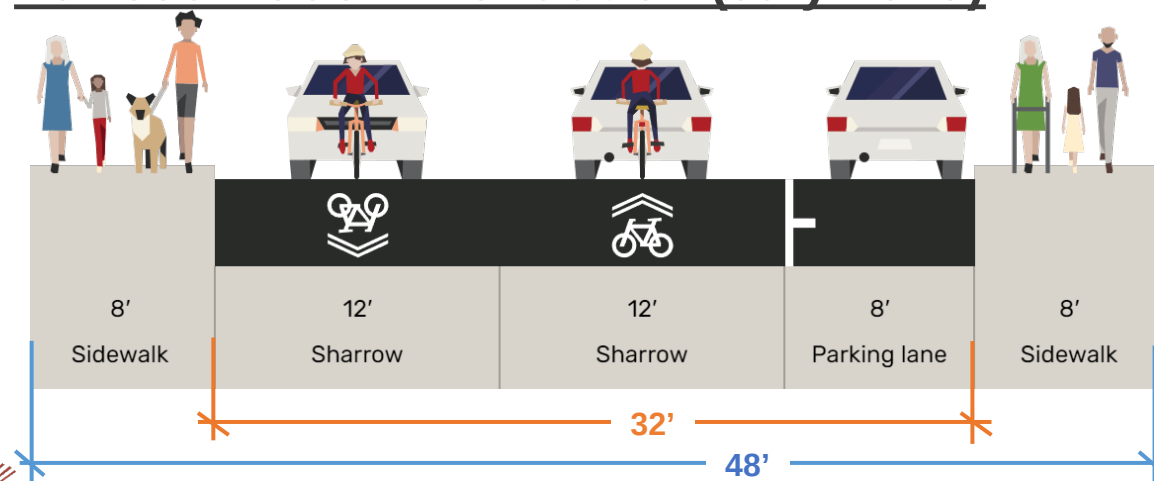
- Removes on-street parking on west side (68% utilization) (~11 spaces)
- Introduces one-way Class IV on both sides

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

Existing Conditions



Revised Recommendation (July 2025)



Bike Boulevard + Traffic Calming

- Maintains on-street parking
- Places speed humps every 250 – 300 feet

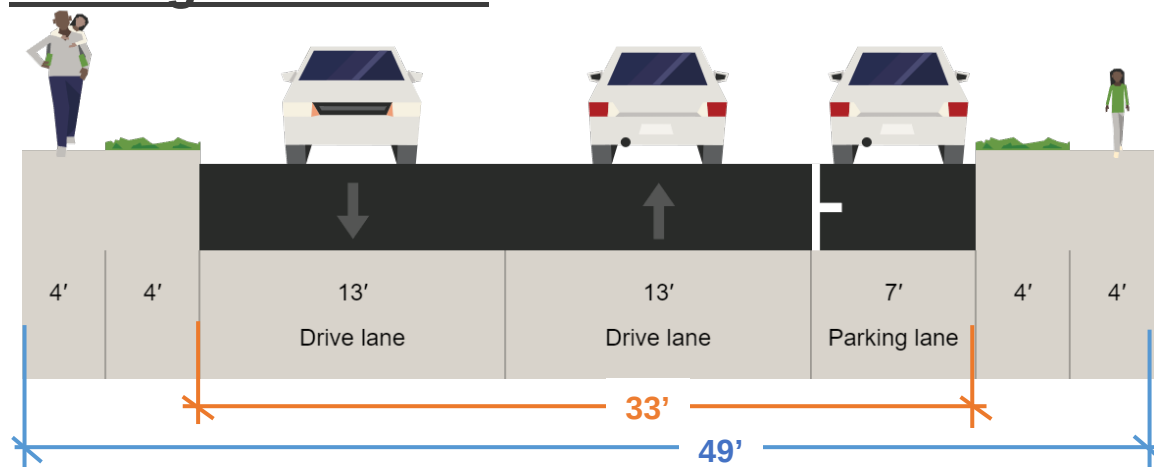
&

Employs additional traffic calming treatments to keep vehicle volumes low and reduce vehicle speeds to 20 MPH

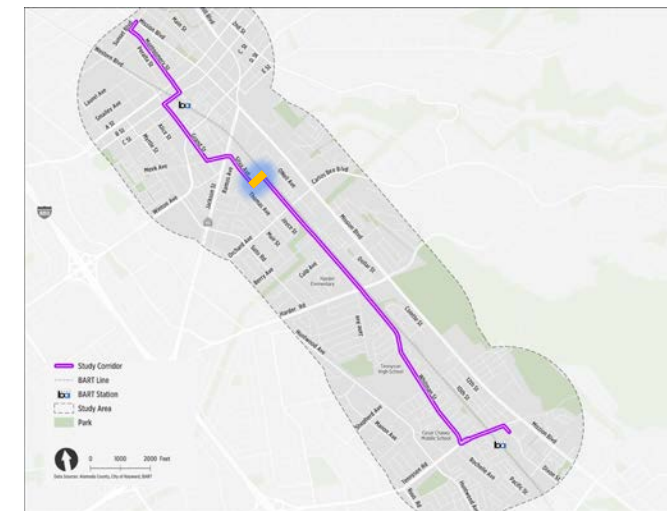
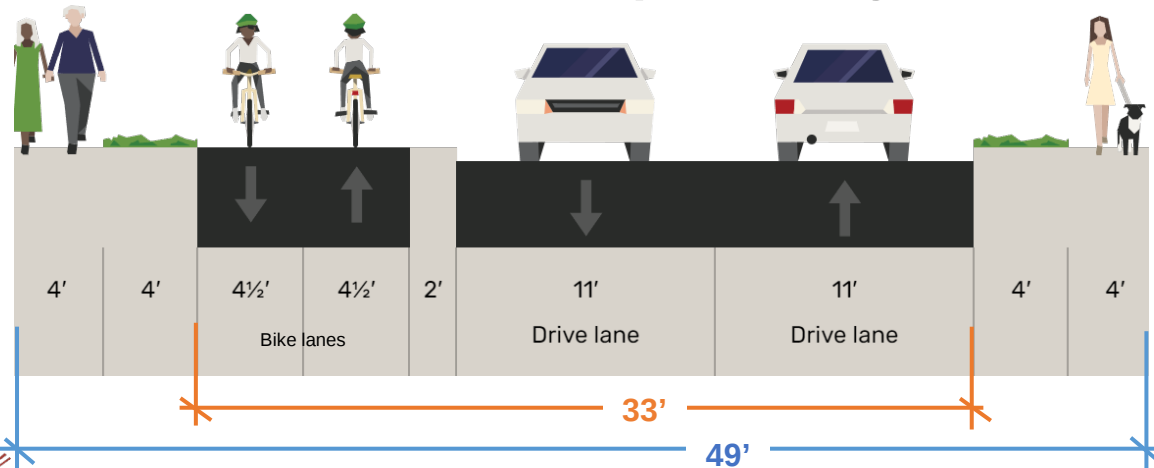
- Notes:
- 1) Previously recommended “pinch point” will not work due to excessive traffic
 - 2) Facility will not meet All Ages and Abilities (AAA) Criteria due to traffic volume generated within is over 5,000 vpd vs. 2,000 vpd to meet AAA Criteria

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

Existing Conditions



Draft Recommendation (no change from Oct 2024)

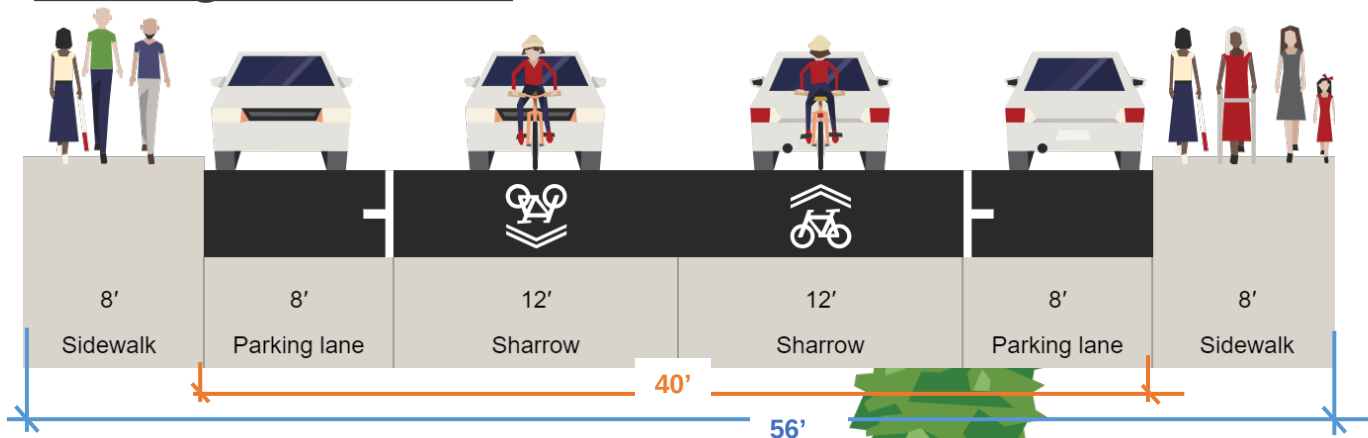


Two-Way Class IV Bikeway

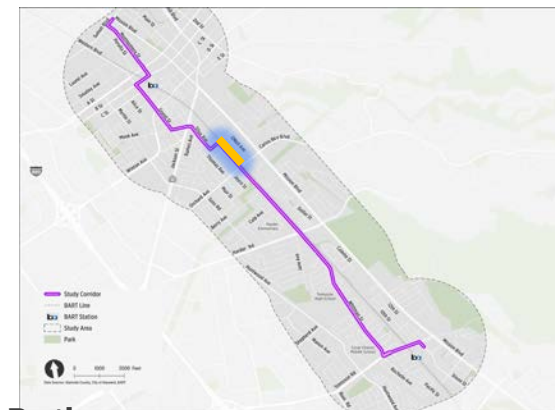
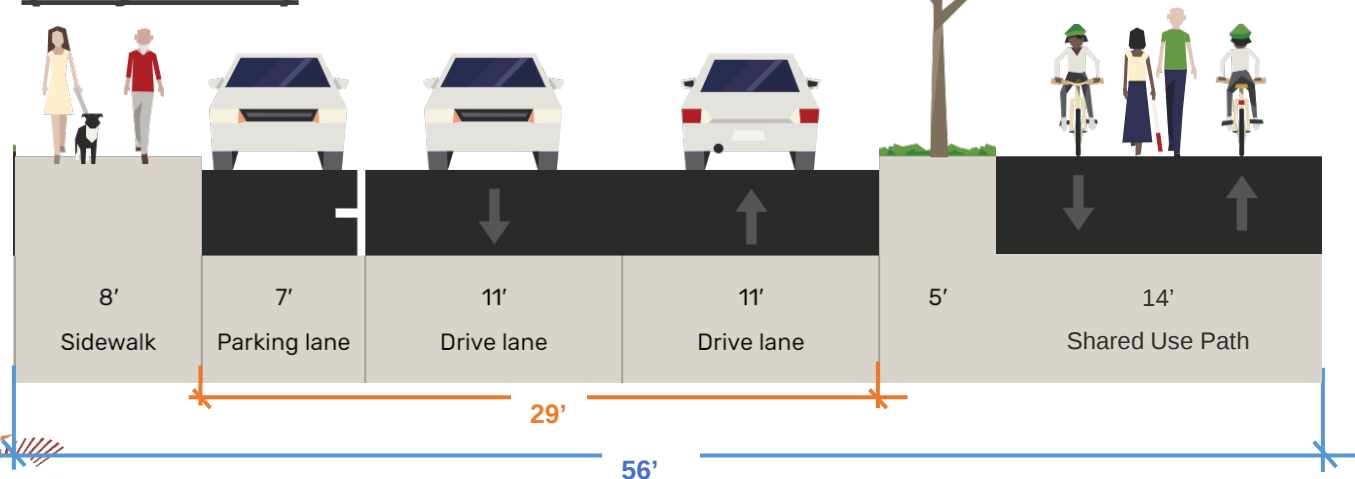
- Removes on-street parking (49% utilization, ~7 spaces)
- Introduces two-way Class IV on north side of street
- Provides continuous two-way Class IV facility around curve to Whitman St

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

Existing Conditions



Revised Recommendation (July 2025)

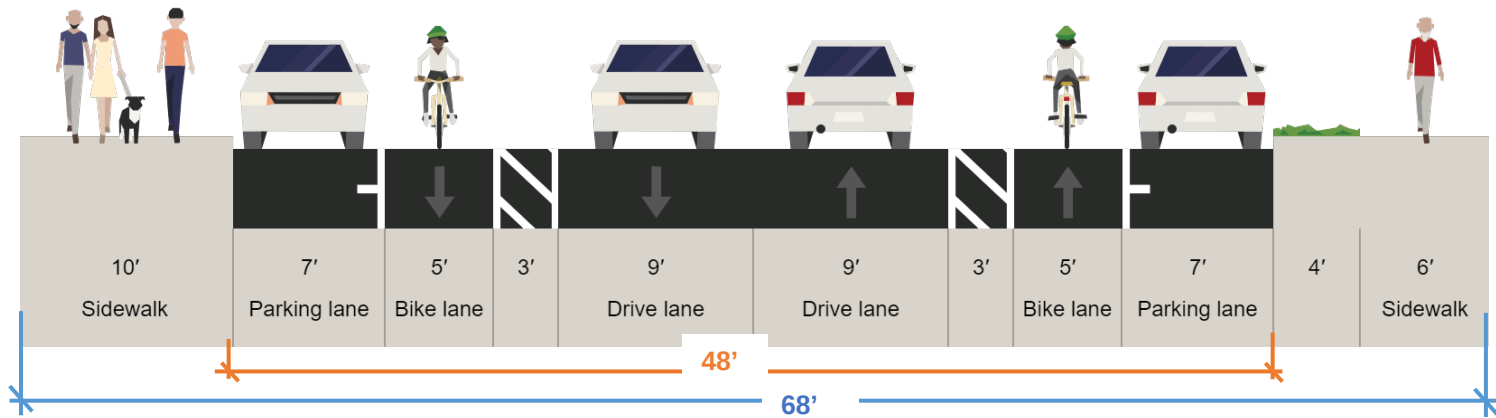


Class I Shared Use Path

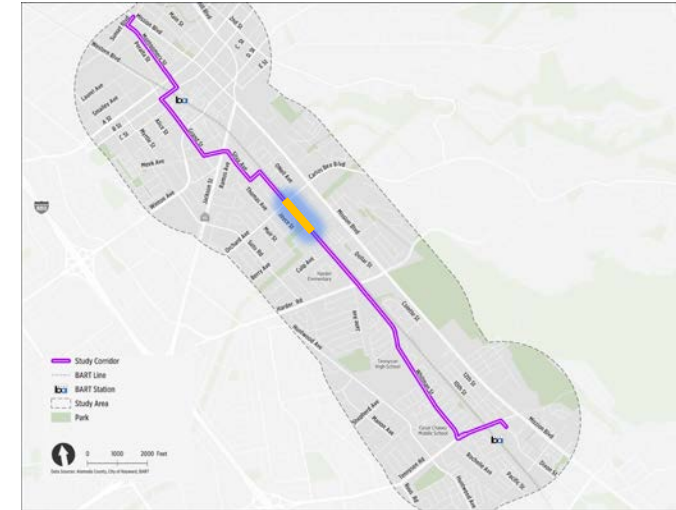
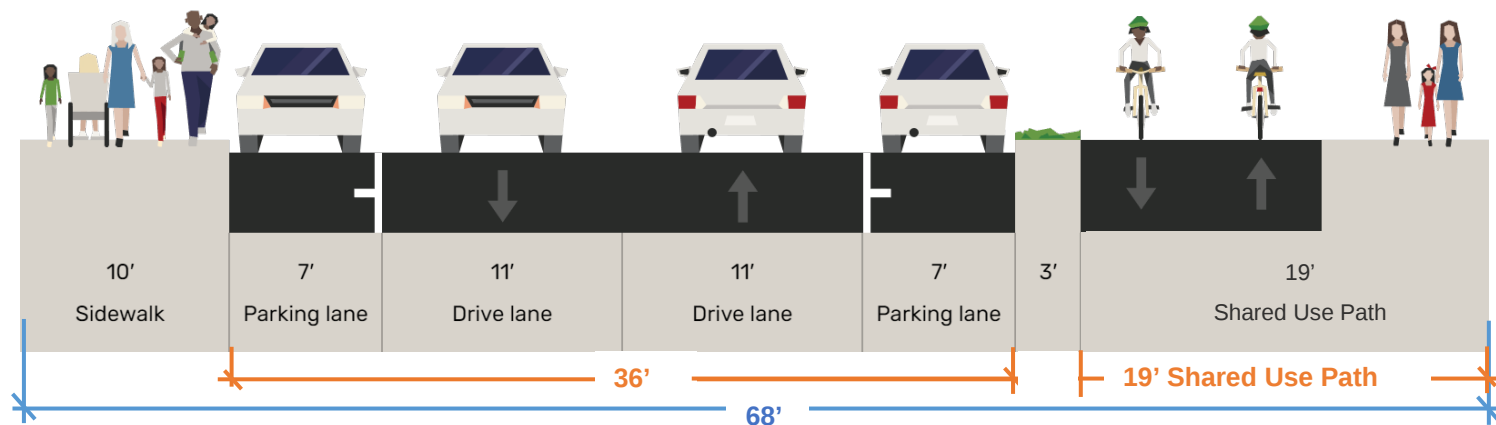
- Reduces lane width from 12 to 11 feet (and maintains bus route)
- Removes on-street parking on east side only (49% utilization, ~55 spaces) (changed from previously recommended removal from both sides)
- Introduces Class I shared use path on east side within city R/W, near rail line (fewer bike/ped/driveway conflicts) (per city's request, changed from previously recommended two-way Class IV bikeway & sidewalk)
- Employs traffic calming treatments to reduce vehicle speeds to posted speed limit of 25 MPH
- Provides room for landscaping (city's request)

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

Existing Conditions



Revised Recommendation (July 2025)

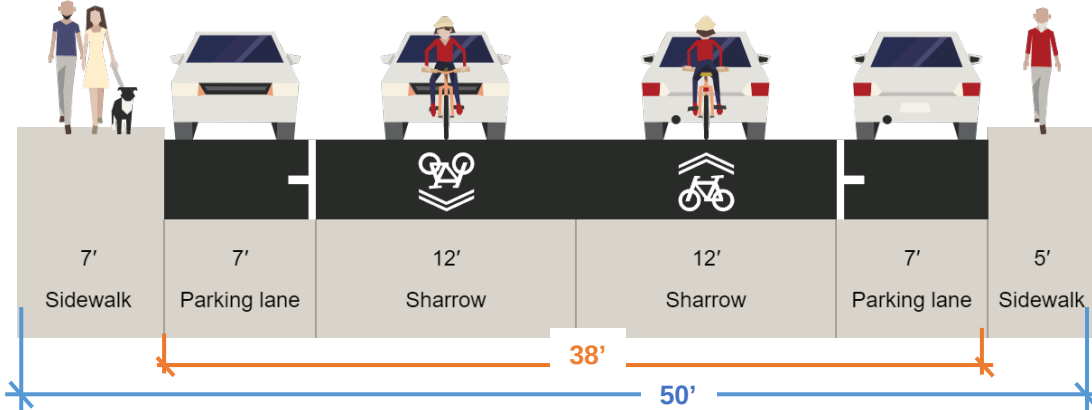


Class I Shared Use Path

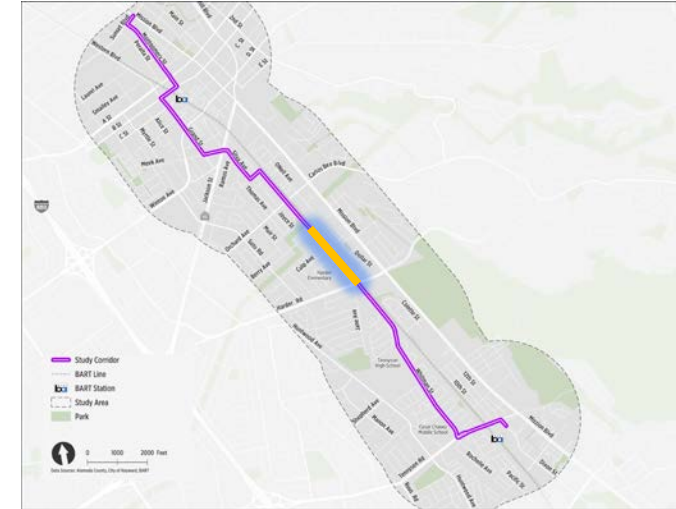
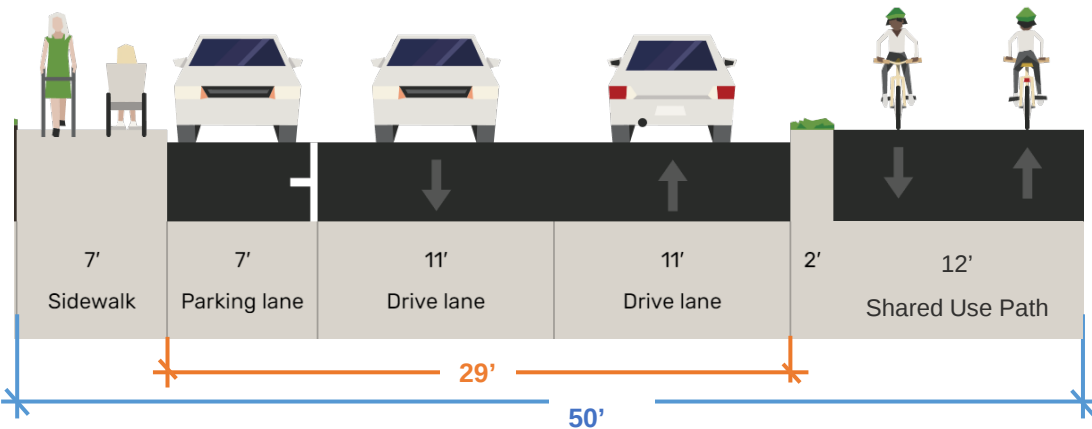
- Maintains on-street parking on both sides
- Introduces Class I shared use path on east side within city R/W, near rail line (changed from previously recommended two-way Class IV bikeway & sidewalk)
- Employs traffic calming treatments to reduce vehicle speeds
- Provides room for landscaping

Whitman Street from Berry Ave to Harder Rd (looking northbound)

Existing Conditions



Revised Recommendation (July 2025)

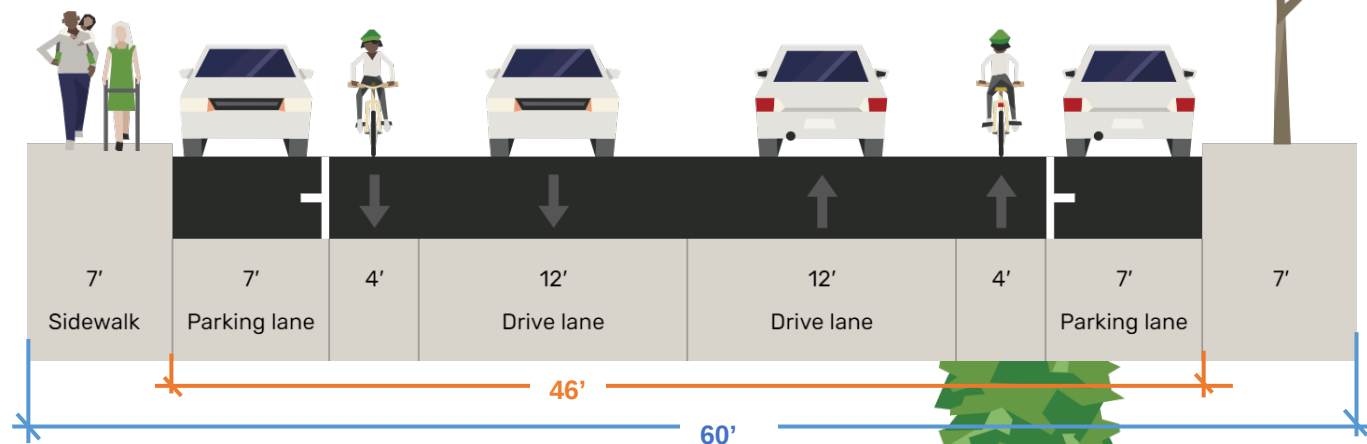


Class I Shared Use Path

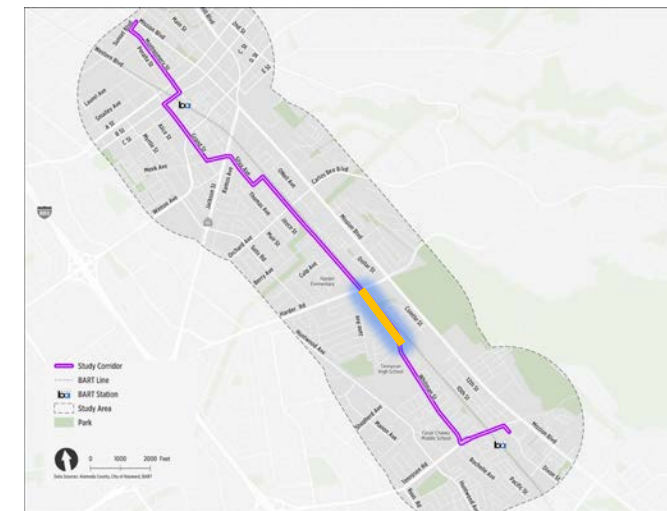
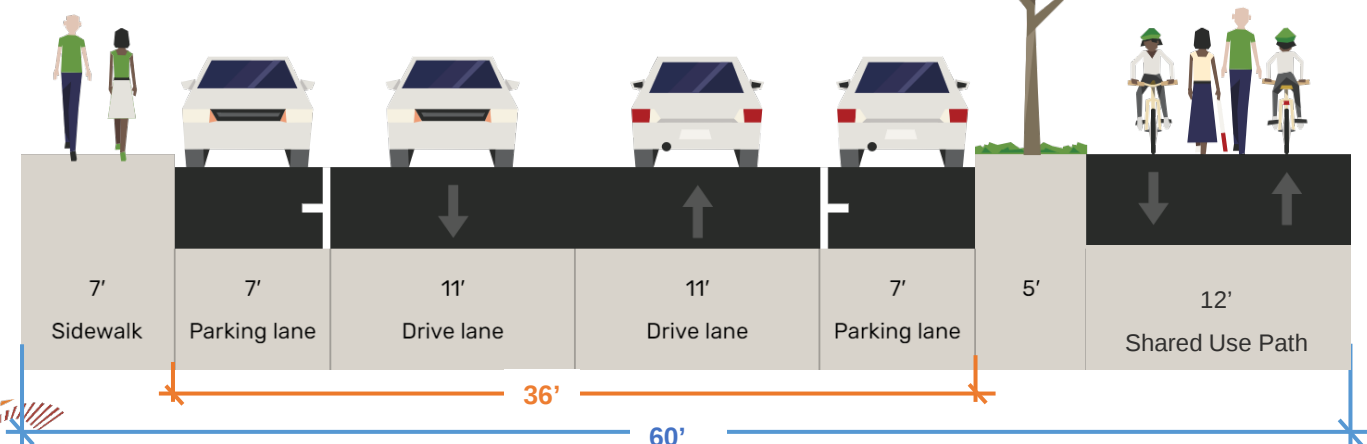
- Removes on-street parking on east side only (50% utilization, ~77 spaces)
- Introduces Class I shared use path on east side within city R/W, near rail line (changed from previously recommended two-way Class IV bikeway & separate sidewalk)
- Employs traffic calming treatments to reduce vehicle speeds

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

Existing Conditions



Draft Recommendation (July 2025)

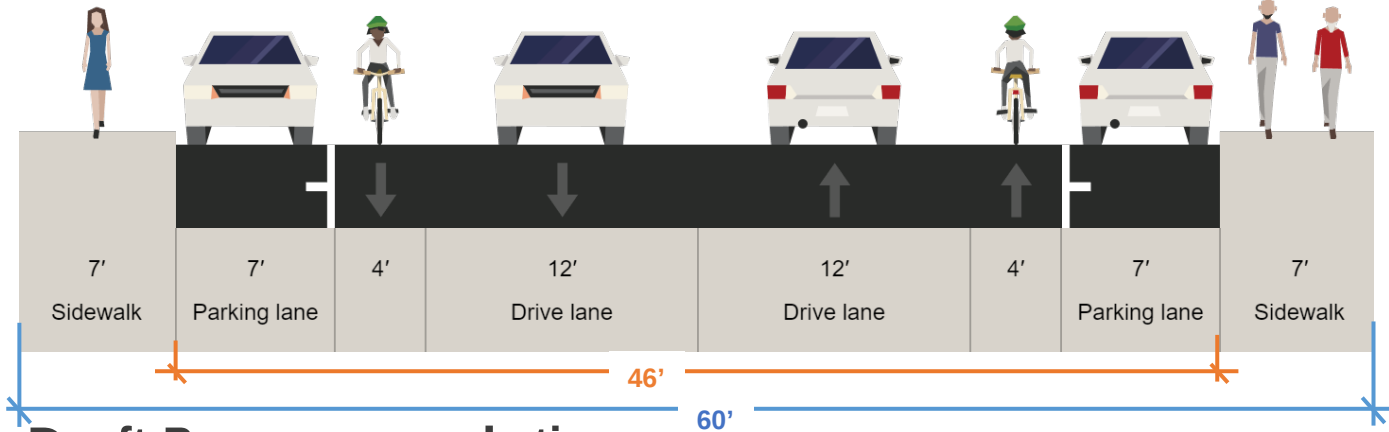


Class I Shared Use Path

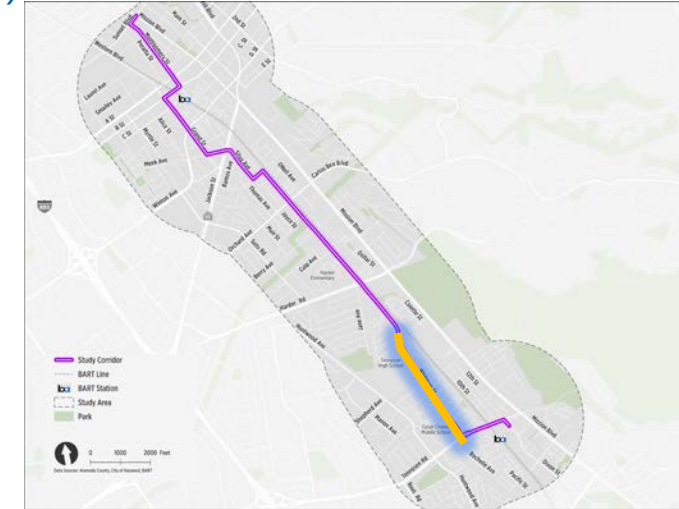
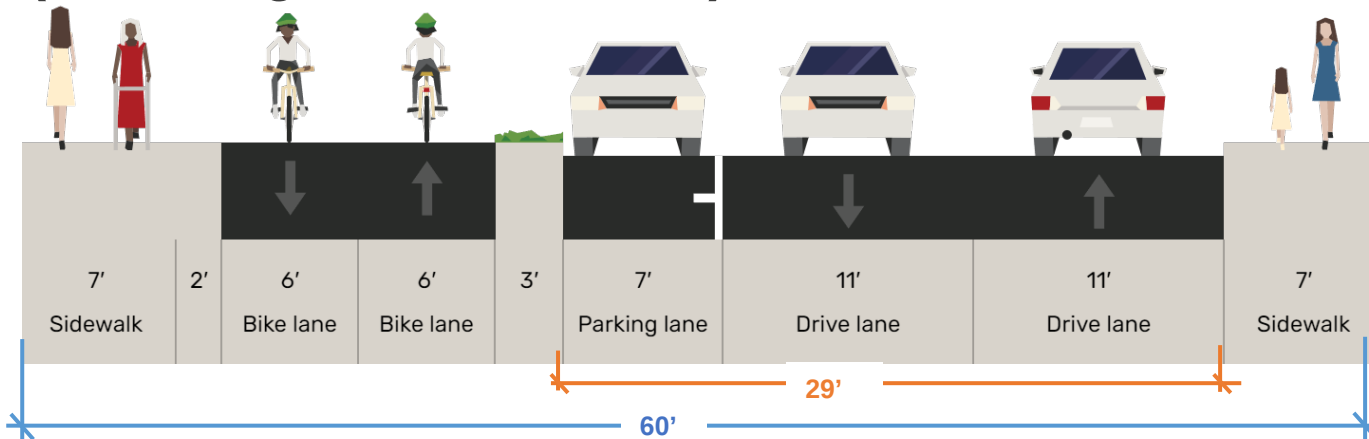
- Maintains on-street parking
- Introduces Class I shared use path on east side within city R/W, near rail line (changed from previously recommended two-way Class IV bikeway & separate sidewalk)
- Employs traffic calming treatments to reduce vehicle speeds
- Provides room for landscaping (city's request)

Whitman Street from Fruitwood Way to Tennyson Road (looking northbound)

Existing Conditions



Draft Recommendation (no change from Oct 2024)

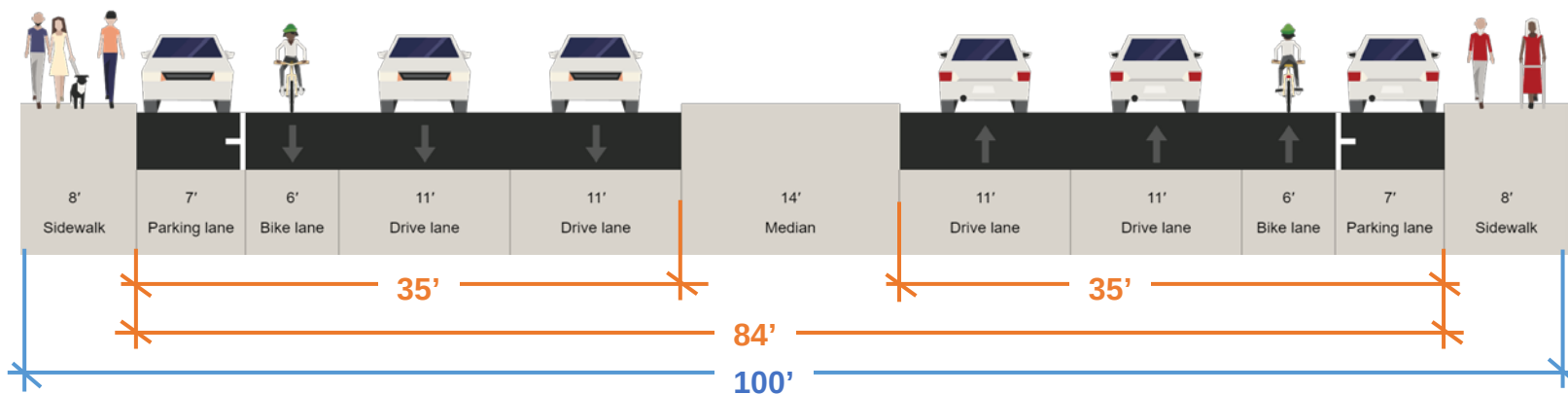


Two-Way Class IV Bikeway

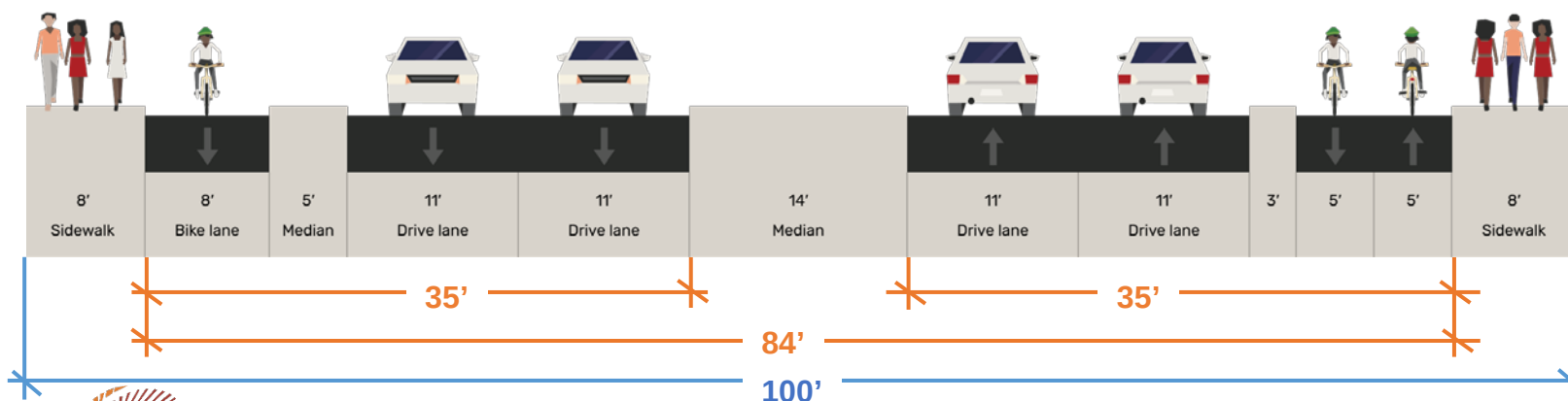
- Removes on-street parking on east side (students preferred option, 43% utilization, ~60 spaces)
- Introduces two-way bikeway (transitions to west side from Roadway north of, next to middle and high schools to enhance safe school access)
- Employs traffic calming treatments to reduce vehicle speeds

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

Existing Conditions



Draft Recommendation (August 2025)

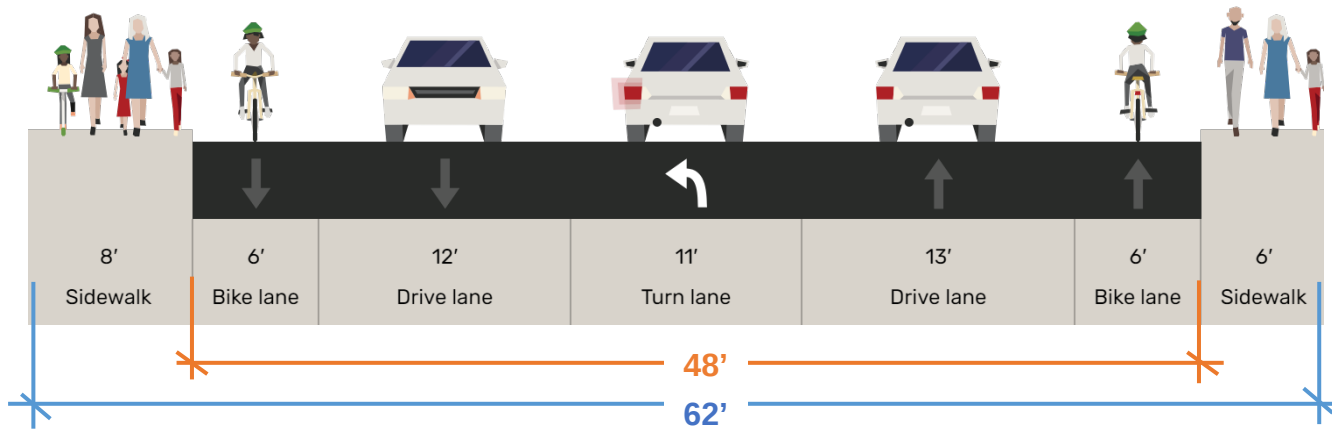


Two-Way + One-Way Class IV Bikeway

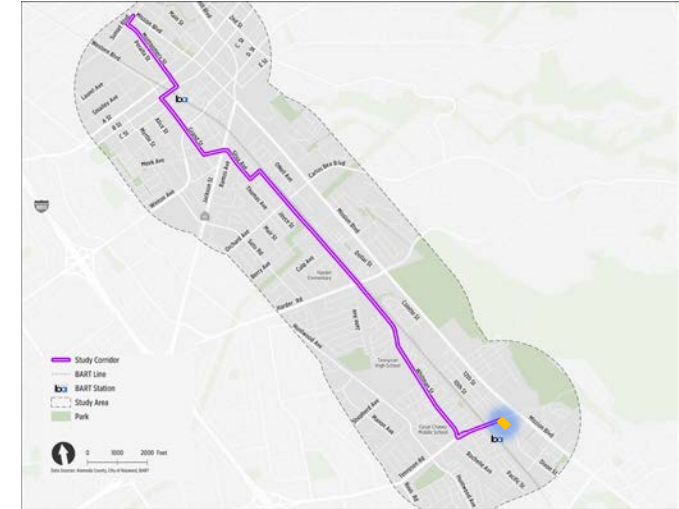
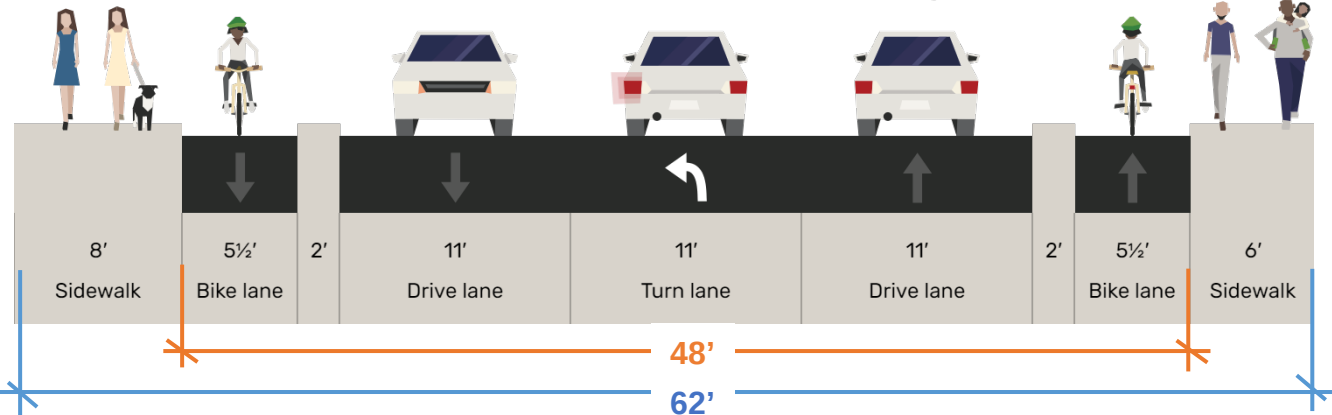
- Removes on-street parking on both sides (21% utilization)
- Introduces two-way Class IV bikeway on south side of street next to BART station
- Converts existing westbound Class II bike lane to Class IV bike lane (as requested by ATWG, changed from previous recommendation to leave as is)

Dixon Street from Tennyson Rd to BART (looking northbound)

Existing Conditions



Draft Recommendation (no change from Oct 2024)



One-Way Class IV Bikeway

- Reduces travel lane widths to 11 feet
- Converts Class II bike lanes to Class VI on both sides