

Projects Advanced by the Task Force

The projects below were determined to advance in the previous task force meeting. These projects span the Ocean Ave corridor.

- Pedestrian Safety on Ocean to improve visibility of pedestrians (small project)
- Speed Management on Ocean to slow speeds and reduce illegal left turns and u-turns (small project)
- K Ingleside Muni Forward to improve transit reliability, capacity, and access (large project)
- Shared pedestrian and Bike path with the removal of the pedestrian bridge (large project)

Projects for Consideration

- 1 Bike connectivity improvements via Holloway
- 2 Geneva Multimodal Improvements

Bike Connectivity Improvements via Holloway

Would provide an alternative east-west connection between Balboa BART station and Junipero Serra. There are 4 distinct components to the corridor:

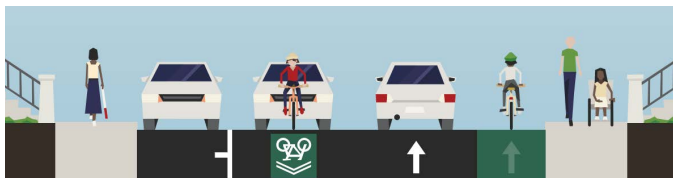
1a West Holloway (Ashton - Junipero Serra)

The western portion of Holloway has a striped bike lane (no parking) on one side of the street and a parking lane with sharrows on the other side of the street. Many of the intersections are asymmetrical and have wide curb radii, enabling faster turns onto/off of Holloway.

Project elements:

- Traffic circles to slow speeds at intersections
- Traffic diverters to prevent drivers from using Holloway as a cut-through street and to reduce vehicle volumes on Holloway
- Pedestrian Safety Zones / sidewalk extensions to shorten crossing distances and slow speeds of turning vehicles
- Added crosswalks to alert drivers of pedestrian activity and help slow speeds
- There are two options for bike treatments:

1. Street configuration can **stay as is** with added green treatments to have a green bike lane (no parking) in one direction and green sharrows in the other.



2. Parking could be removed to create bike lanes in both directions. About 60 - 80 parking spaces would be removed.



The width of the road does not allow for protected bike lanes.



1b East Holloway (Lee - Ashton)

The eastern portion of Holloway has sharrows and curb extensions at most intersections, with parking mid-block. The curb extensions do not allow for bike lanes.

Project Elements:

- Green sharrows to improve visibility
- Traffic circles to slow speeds at intersections
- Traffic diverters to prevent drivers from using Holloway as a cut-through street and to reduce vehicle volumes on Holloway

1c Lee Ave

Lee Ave is the first opportunity to make a left from Ocean and connect to Holloway. In the future, Lee Ave will connect to the bike network north of Ocean, being developed as part of the Balboa Reservoir project.

Project Elements:

- Green bike lane, sharrows, and /or bike boxes between Ocean and Holloway to create a high-quality connection to Holloway
- Two-stage left turn from Ocean onto Lee

Tradeoffs:

- Angled parking on southbound Lee would be restriped to accommodate a bike lane and would result in a reduction of ~5 spaces
- A bike lane on northbound Lee would result in a reduction of ~20 spaces; this curb space may be frequently blocked due to curb access needs.

1d The Balboa BART Station and Ocean Ave to Lee

This is a challenging crossing and key connection from the BART station to City College, Businesses, and residential areas. Many bicyclists do not make this crossing and instead travel in the wrong direction on the wrong side of the street to travel westbound on Ocean.

Improvements to this section would align with the planned quickbuild improvements to the FOG intersection and long-term projects to create a shared pedestrian and Bike path adjacent to City College.

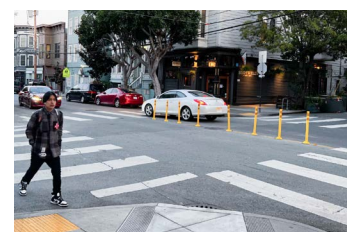
Project element:

- Facilitated left turn with bike markings and a green bike line across the overpass
- Green sharrows between I-280 and Lee Ave., in both directions

Pedestrian safety zone



Traffic diverter



Green sharrow



Traffic circle



Bike lane

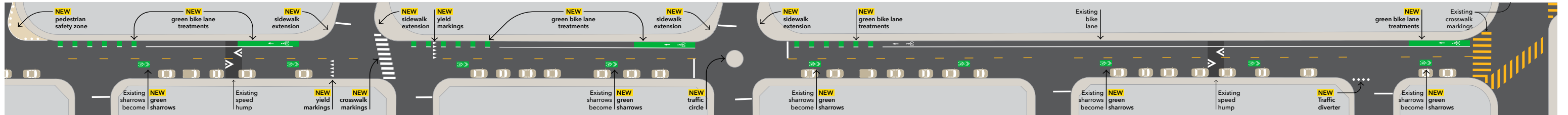


Two-stage left turn

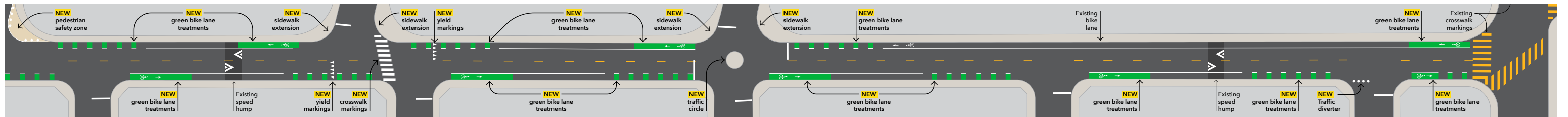


Bike Connectivity Improvements via Holloway – Sample Street Designs

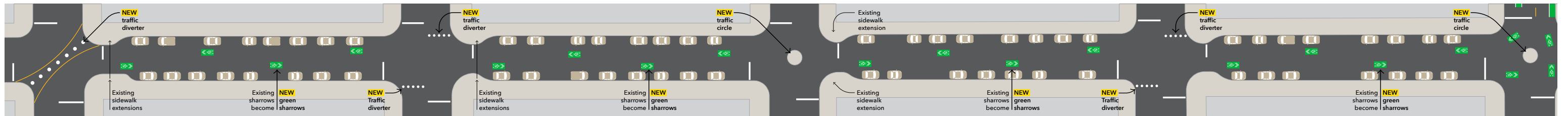
1a West Holloway (Ashton - Junipero Serra) Maintain bike lane in one direction



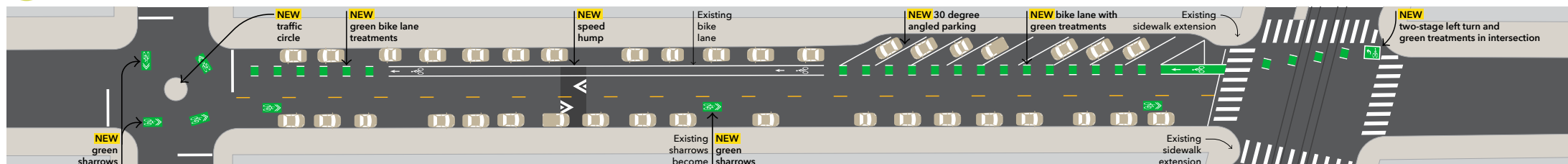
Create bike lanes in both directions



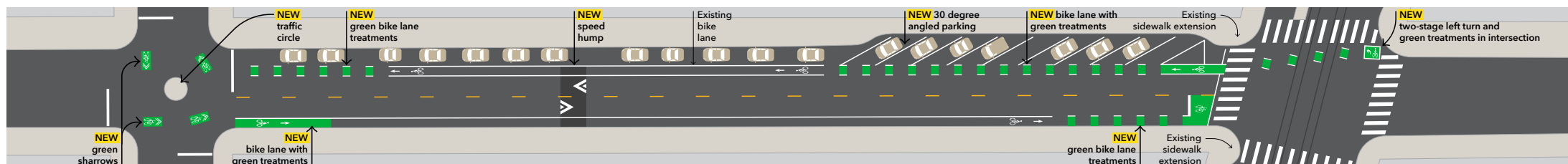
1b East Holloway (Lee - Ashton) Traffic calming improvements



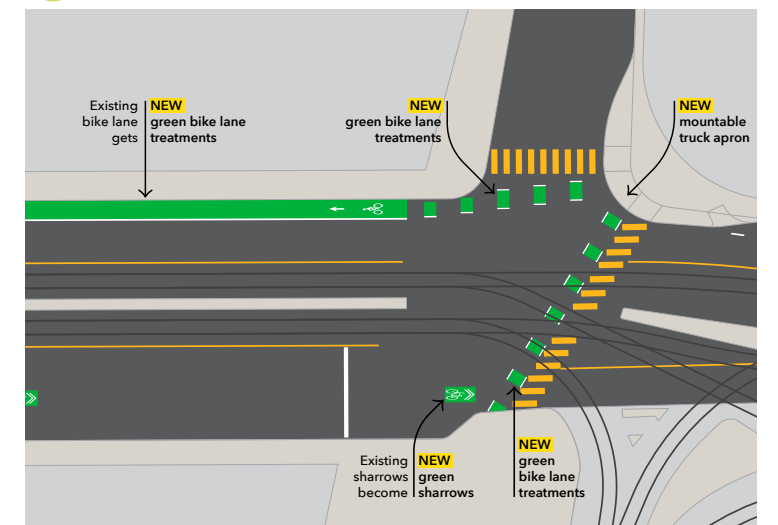
1c Lee Ave Extend bike lane in one direction



Create bike lane in both directions



1d BART - Ocean Ave Connection

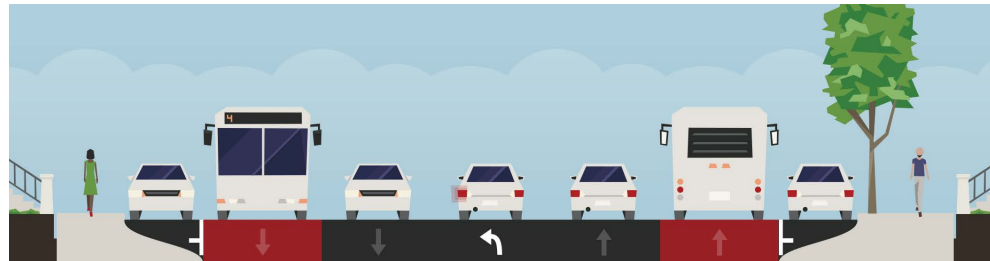


Geneva Multimodal Improvements

The options for this project vary to include a combination of pedestrian, transit priority, and bike improvements. Geneva accommodates the 8, 8BX, 43, and 91 (Owl) Muni routes.



Option 1: Transit and Pedestrian Improvements

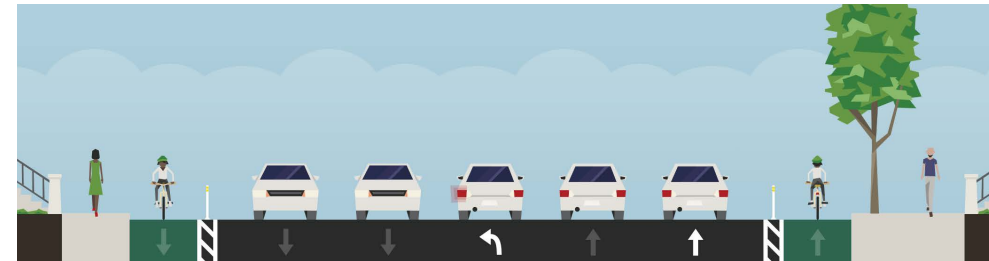


GOAL	GOAL ALIGNMENT
Transit efficiency, reliability and accessibility	high
Pedestrian and bike safety	high (ped)
Improve livability, economic vitality and quality of life	low
Manage congestion	unknown

Project Elements:

- Transit only lane, which would be made by converting a general travel lane
- Pedestrian Safety Zones / sidewalk extensions to shorten crossing distances and slow speeds of turning vehicles
- Daylighting at intersection on Geneva and cross streets to improve visibility of pedestrians

Options 2: Bike and Pedestrian Improvements

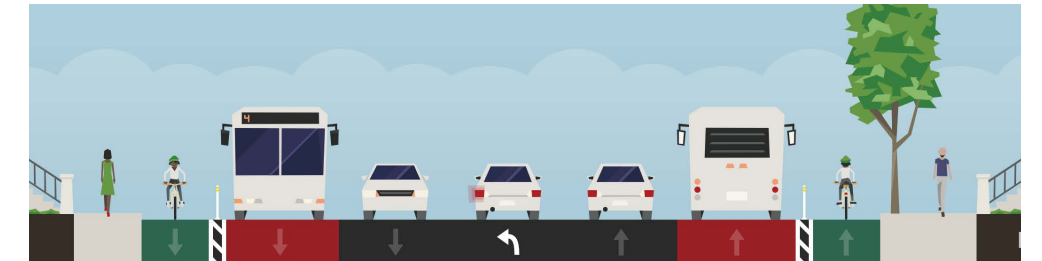


GOAL	GOAL ALIGNMENT
Transit efficiency, reliability and accessibility	no change
Pedestrian and bike safety	high (bike), low (ped)
Improve livability, economic vitality and quality of life	low
Manage congestion	no change

Project Elements:

- Protected Bike lane on full corridor or uphill segments. Adding bike lanes would result in a parking loss of 50 - 100 parking spaces depending on the length of the lanes. The school loading for Seventh Day Adventist Elementary School may need to be relocated.
- Daylighting at intersections on Geneva and cross streets to improve visibility of pedestrians
- Travel lanes remain unchanged with 2 vehicle lanes in each direction; there is no transit lane.

Options 3: Transit, Bike, and Pedestrian Improvements



GOAL	GOAL ALIGNMENT
Transit efficiency, reliability and accessibility	high
Pedestrian and bike safety	high (bike), low (ped)
Improve livability, economic vitality and quality of life	low
Manage congestion	unknown

Project Elements:

- Transit only lane, which would be made by converting a general travel lane
- Protected Bike lane on full corridor or uphill segments. Adding bike lanes would result in a parking loss of 50 - 100 parking spaces depending on the length of the lanes. The school loading for Seventh Day Adventist Elementary School may need to be relocated.
- Daylighting at intersection on Geneva and cross streets to improve visibility of pedestrians

Transit only lane



Sidewalk extension



Pedestrian safety zone



Daylighting at intersection



Protected bike lane

