

EXISTING CONDITIONS



1 Eastbound through KT line shares track lane with left-turning vehicles

3 Driveway access and curb return that enables high-speed right turn

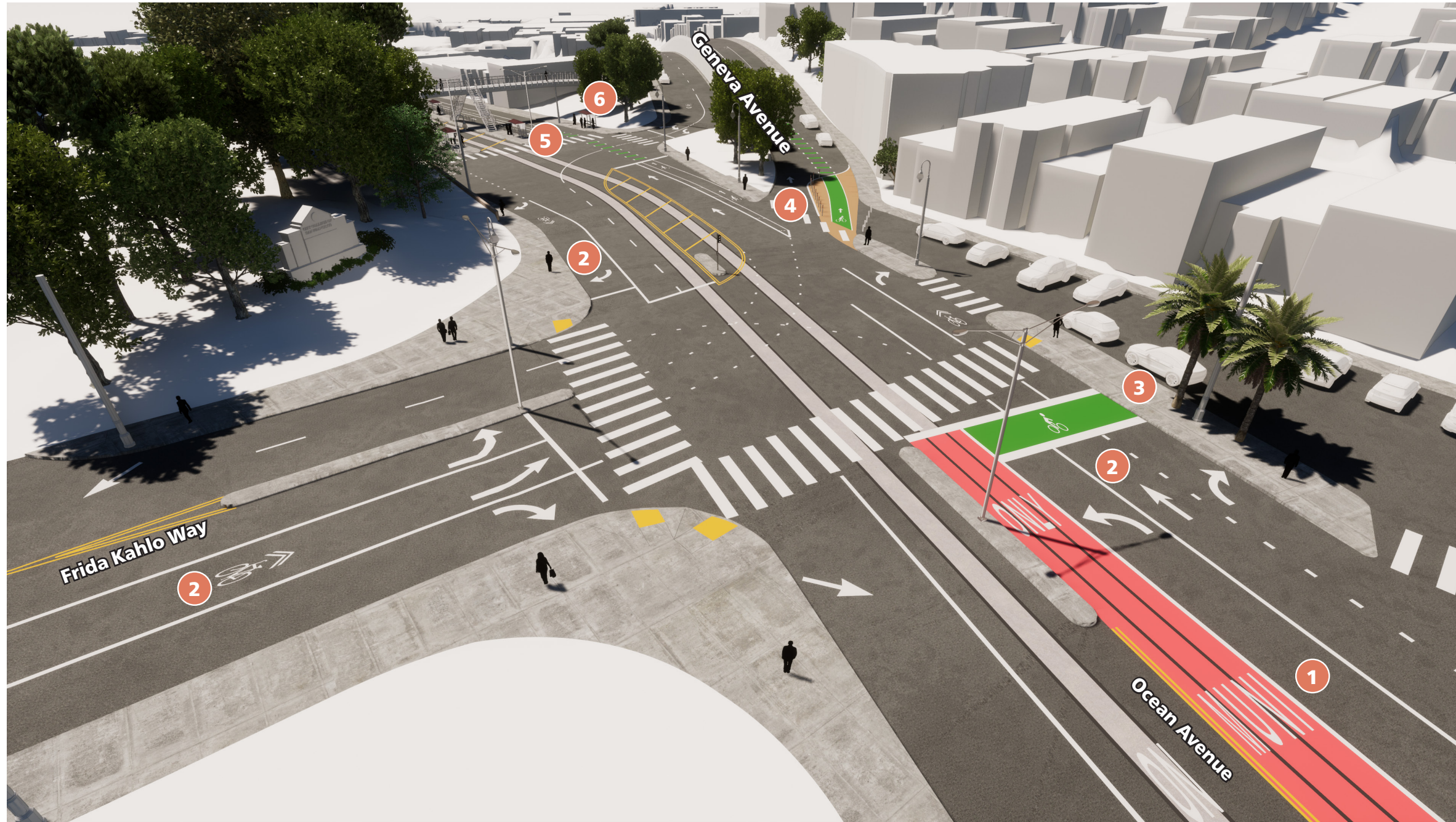
5 Dual southbound lanes for motor vehicles; sharrows for bicyclists traveling uphill

2 Bus stop at curb for 29 & 91 lines

4 Shared left-turn/through lane

6 High proportion of right turns in shared through/right-turn lane

CONCEPT 1 - NEAR-TERM IMPROVEMENTS



1 Provide exclusive lane for Muni vehicles with leading transit interval

2 Revised lane configuration

3 Move existing bus stop east of Geneva Ave

4 Vertical separation for bike lane and to guide right-turning motorists

5 Replace auxiliary through lane with buffered bike lane

6 New bus stop

CONCEPT 2 - LONG-TERM IMPROVEMENTS



1 Widen access for ingress and egress

2 Move existing bus stop east of Geneva Aveop

3 Provide continuous sidewalk by removing driveway

4 Mountable curb to separate bicycle and motor vehicle movements and accommodate emergency vehicles

5 Bicycle ramp to roadway and revised lane configuration

6 Reconstruct retaining wall to provide room for 12' shared-use path with 6' separation from vehicle travel lane and 2' buffer on north side. Minimum desired width is shown.

7 Sidewalk

8 Two-way separated bike lane

9 Possible future bike lane

EXISTING CONDITIONS



1 Dual through lanes

3 Light rail station

2 Retaining wall and 6' sidewalk

4 Pedestrian bridge

CONCEPT 1 - NEAR-TERM IMPROVEMENTS



1 Replace auxiliary through lane with buffered bike lane

3 Revised lane configuration

2 New bus stop

CONCEPT 2 - LONG-TERM IMPROVEMENTS



1 Reconstruct median island to allow space for buses to use center-running lanes

2 Remove pedestrian bridge

3 Shift track centerline south to match existing track spacing to west

4 12' shared-use path with 6' separation from vehicle travel lane and 2' buffer on north side. Minimum desired width is shown.

5 Reconstruct retaining wall

6 Revised lane configuration