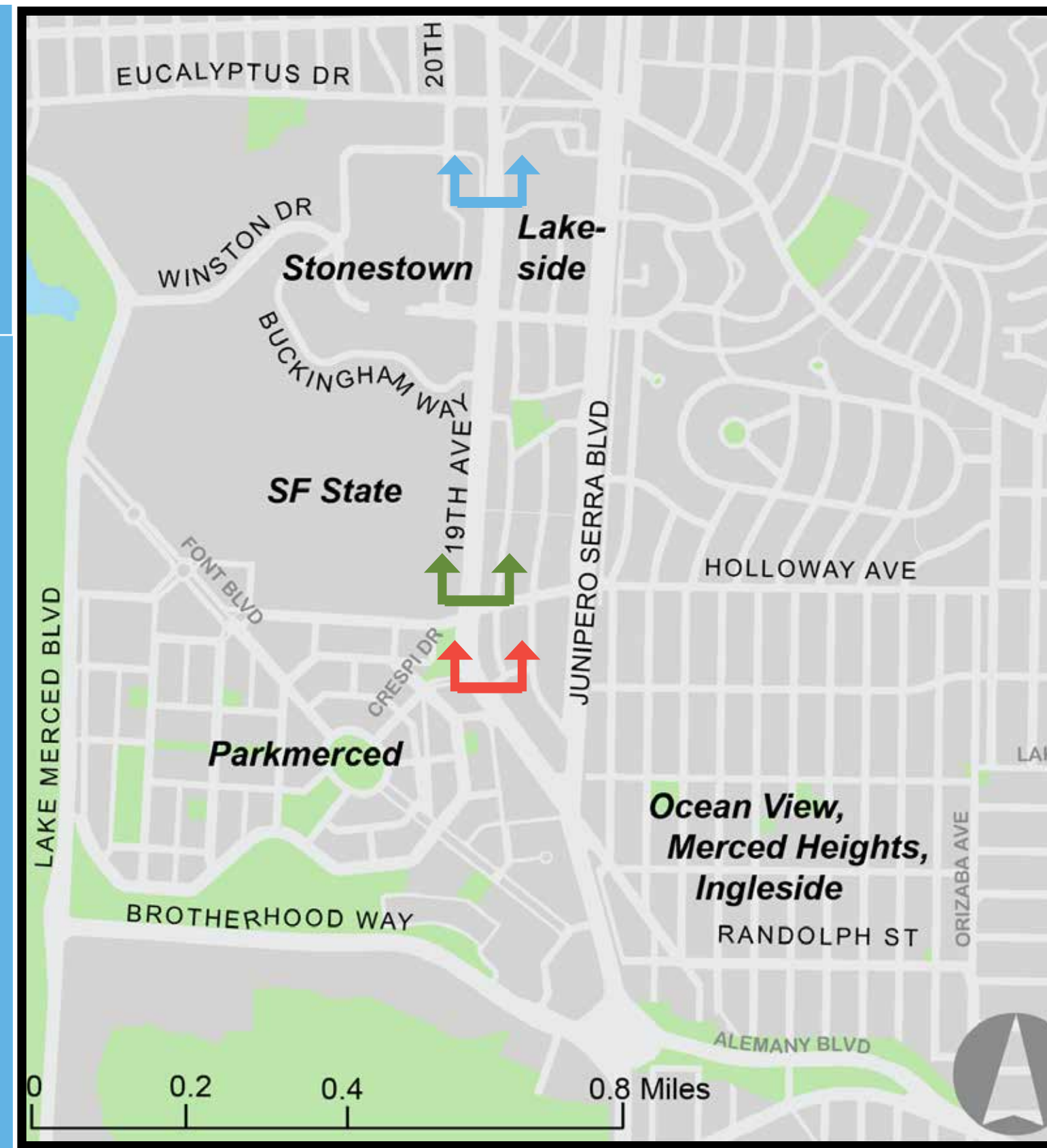
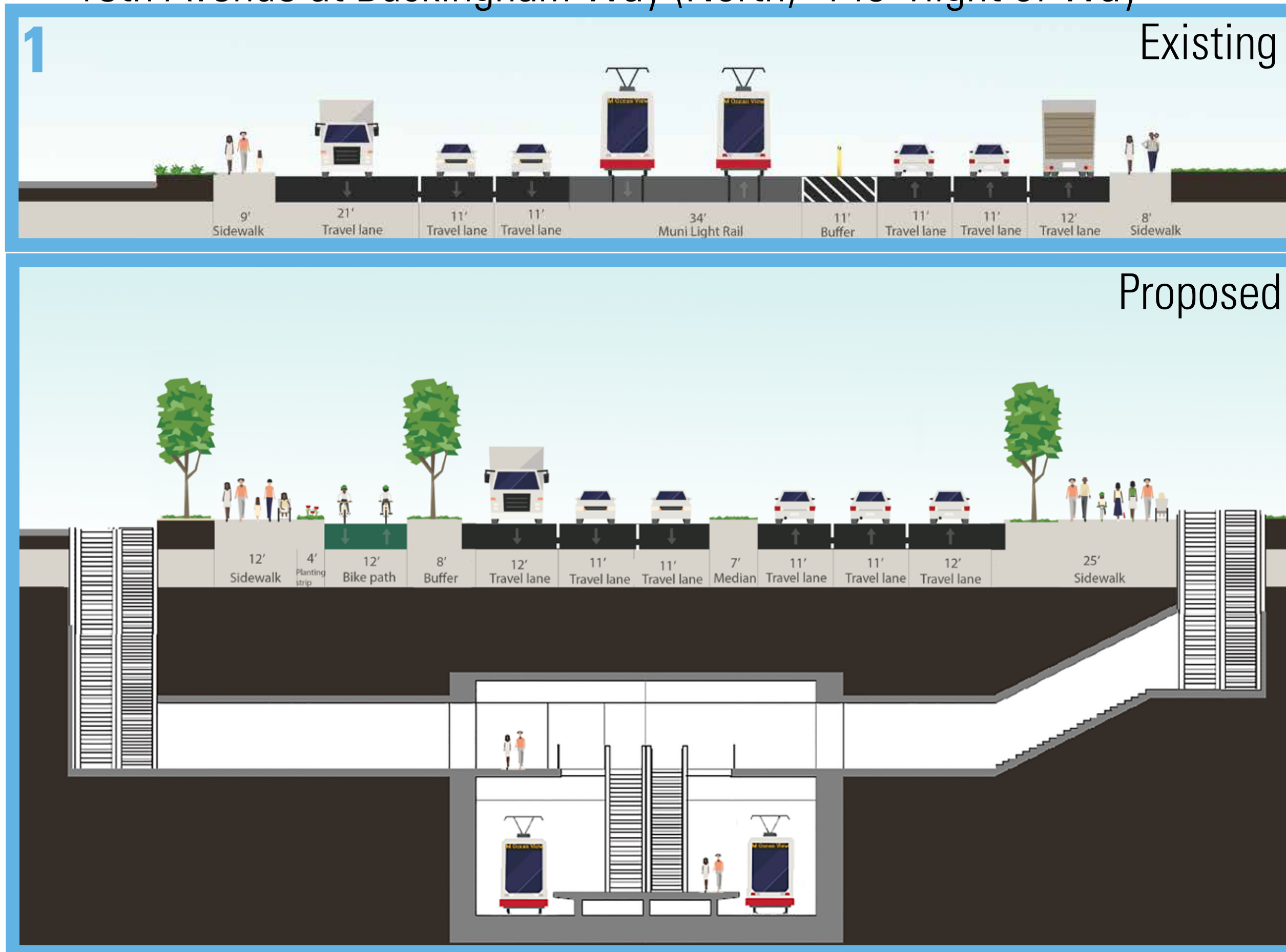


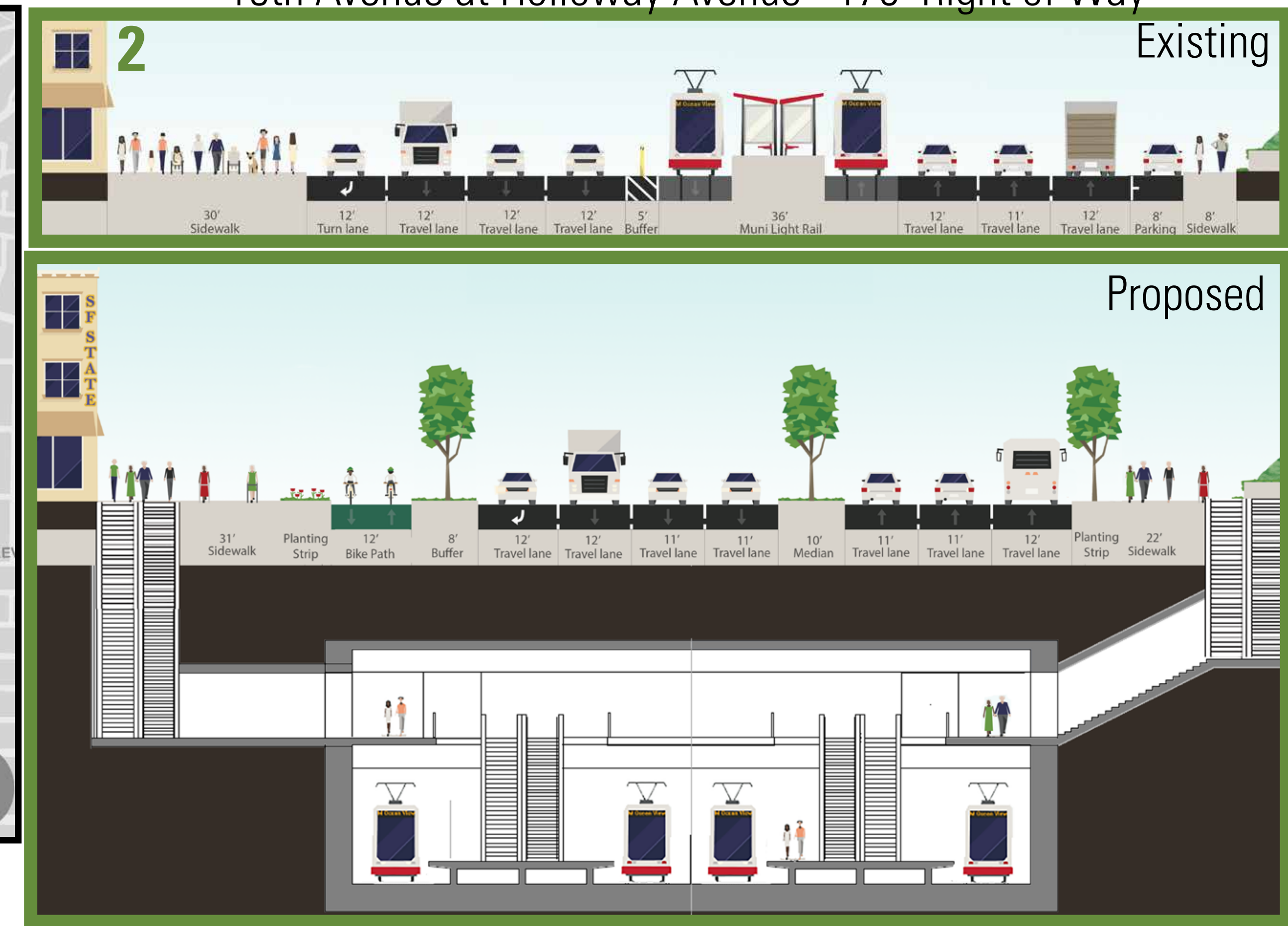
# 19th Avenue Re-design

Undergrounding the M-line means the median tracks are no longer needed on 19th Avenue. The proposed re-design concepts below would re-use this space to make the street safer and greener.

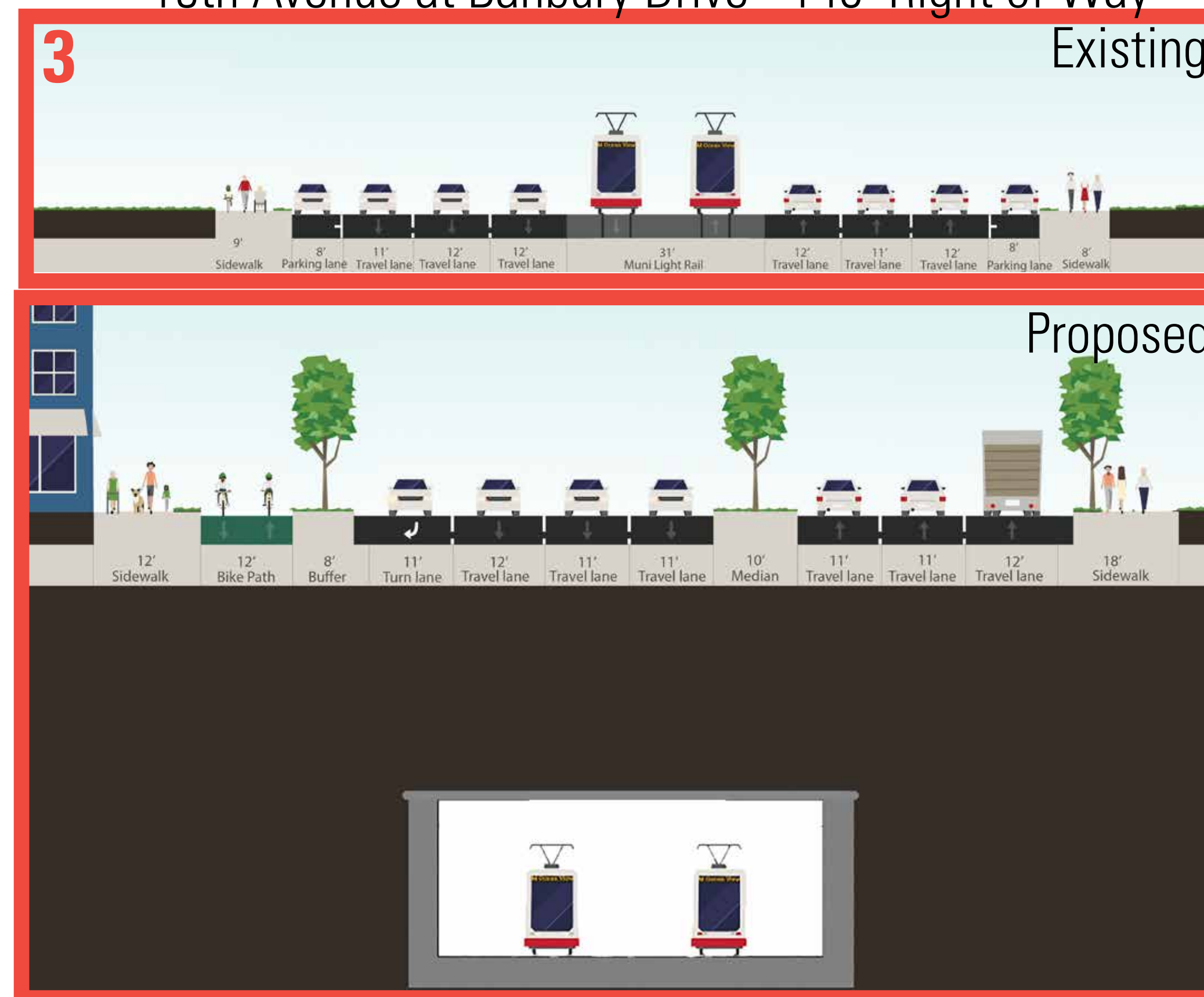
19th Avenue at Buckingham Way (North) - 140' Right of Way



19th Avenue at Holloway Avenue - 170' Right of Way



19th Avenue at Banbury Drive - 140' Right of Way



Dimensions of all elements are preliminary and will be refined in the environmental review phase.

What do you think? What do you like? Dislike?

Complete street roadway elements:

- West side two way separated bike path
- Wider sidewalks
- Landscaped median
- Shorter pedestrian crossing distances

## 19th Avenue/M Ocean View Project

All aspects of the proposed project presented are preliminary and subject to refinement. Next steps would include environmental review, project approvals by regulatory agencies, identifying full funding, detailed design and others. Any potential construction activities would not happen for many years in the future.

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# Envisioning a Safe & Accessible 19th Avenue

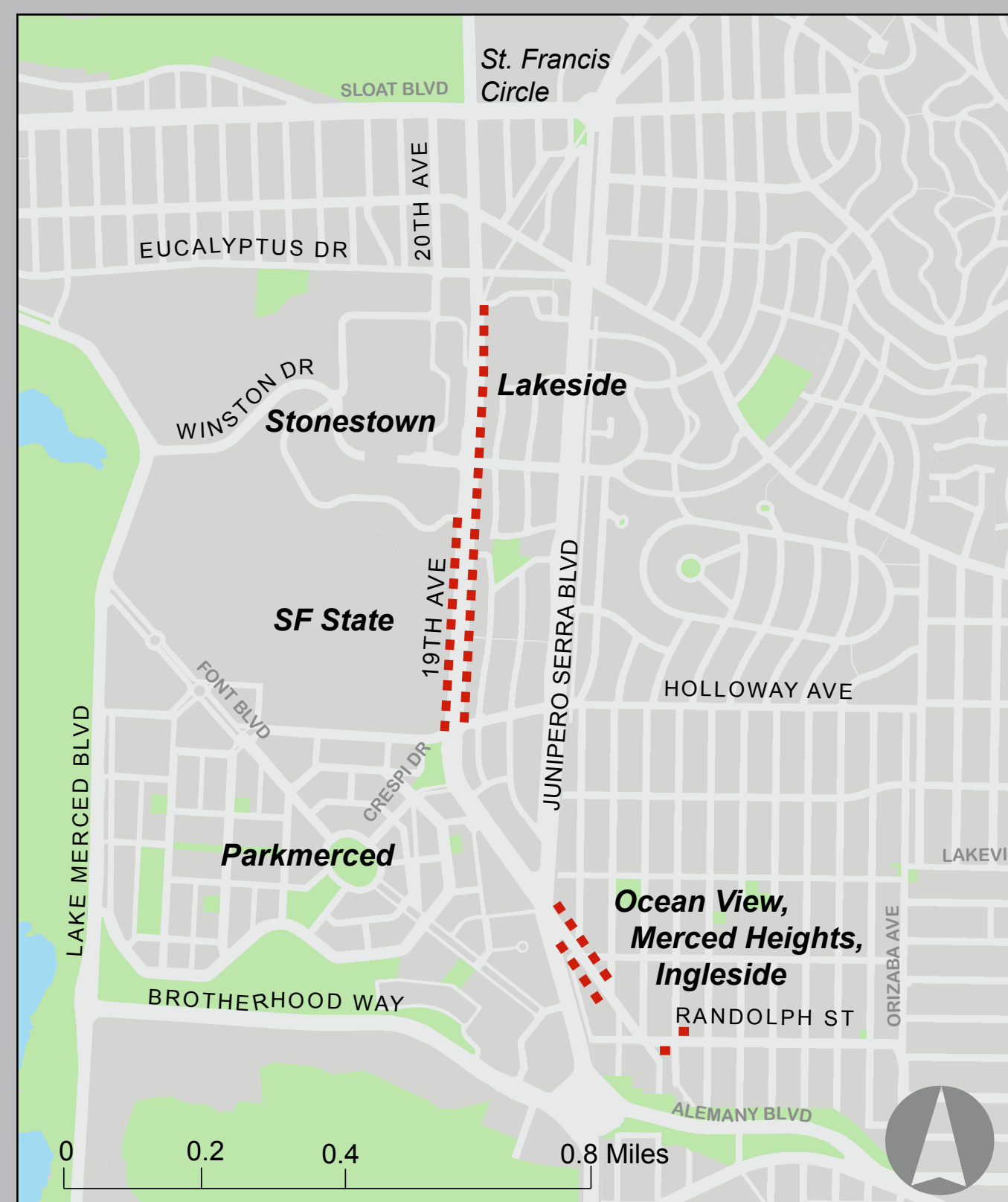
Street re-design proposal includes wider sidewalks, a new bike path, trees, landscaping, new bus stop configurations and removal of some on-street parking.

## BICYCLE NETWORK



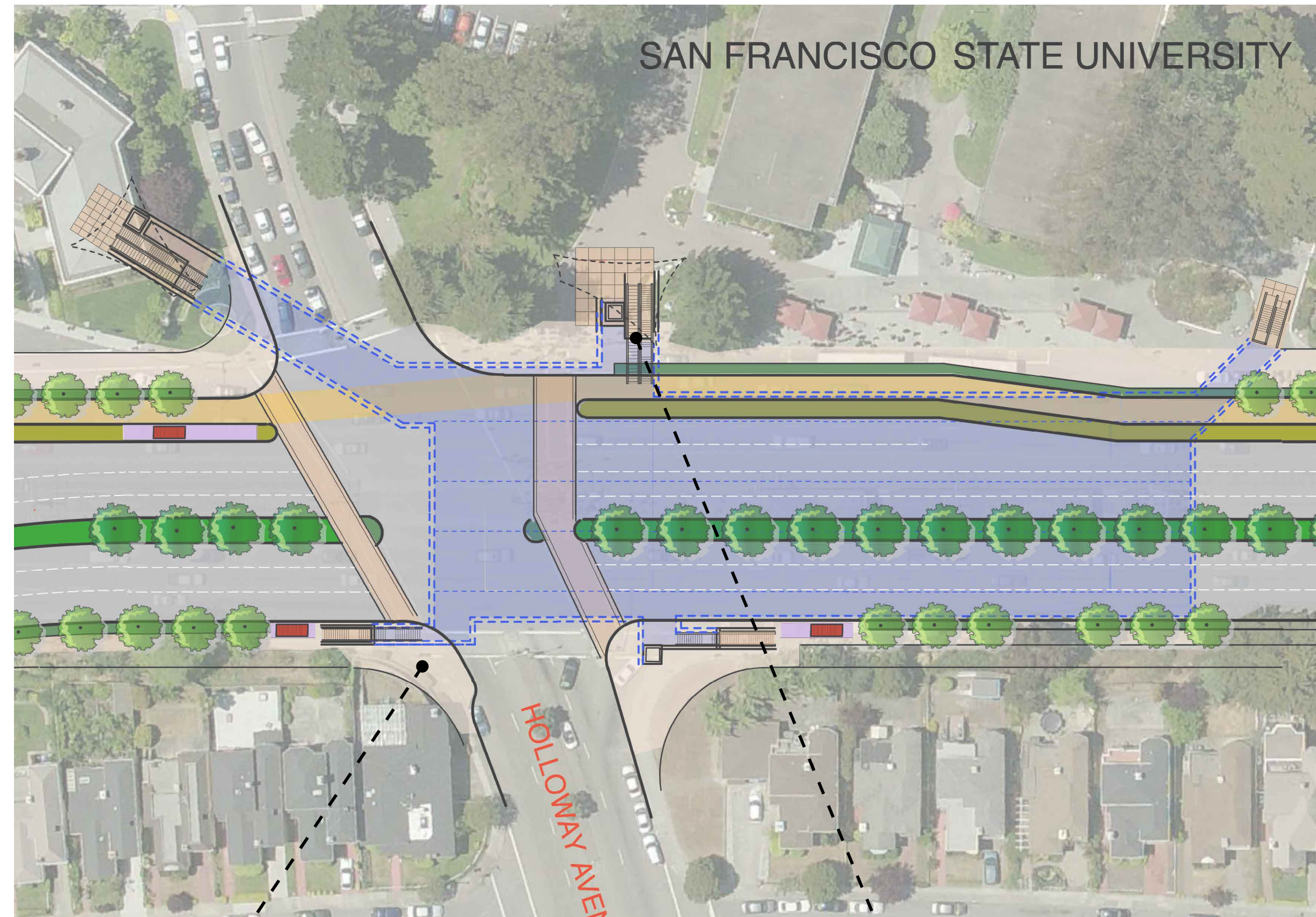
- Existing Class I (Off-Street) Multi-Use Path
- - - Proposed Class I (Off-Street) Multi-Use Path
- Existing Class II (On-Street) Bike Lane
- Existing Class III Bike Route

## ON-STREET PARKING



- - - Proposed On-Street Parking Removal

PLEASE NOTE: This map captures the proposed 19th Avenue two-way bike path only. Future streetscape improvements—especially those in the Parkmerced development—will include bicycle facilities.

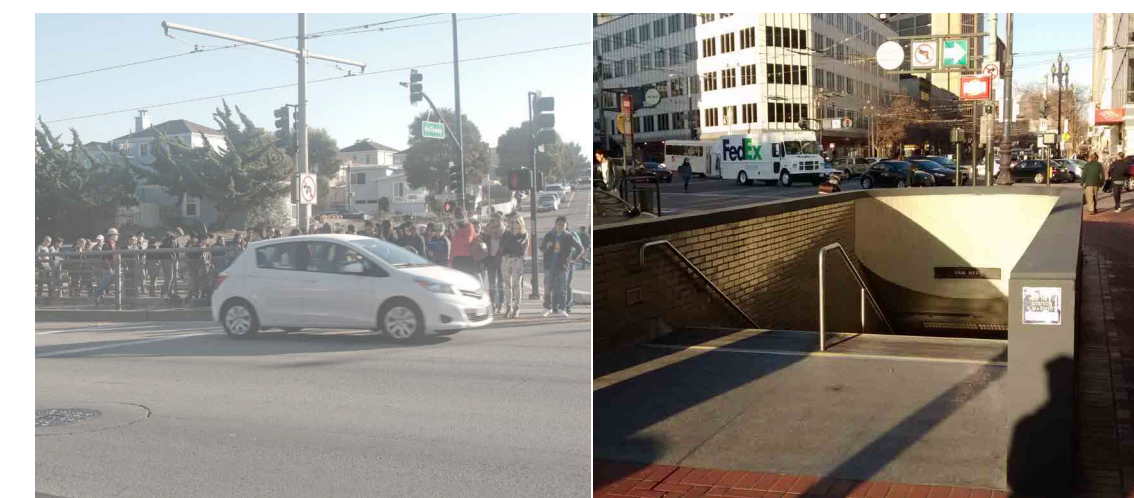


WIDENED SIDEWALKS



Wider sidewalks and undergrounding of M-line would decrease the 19th Avenue crossing distance by about one-third for pedestrians.

STATION ENTRANCES



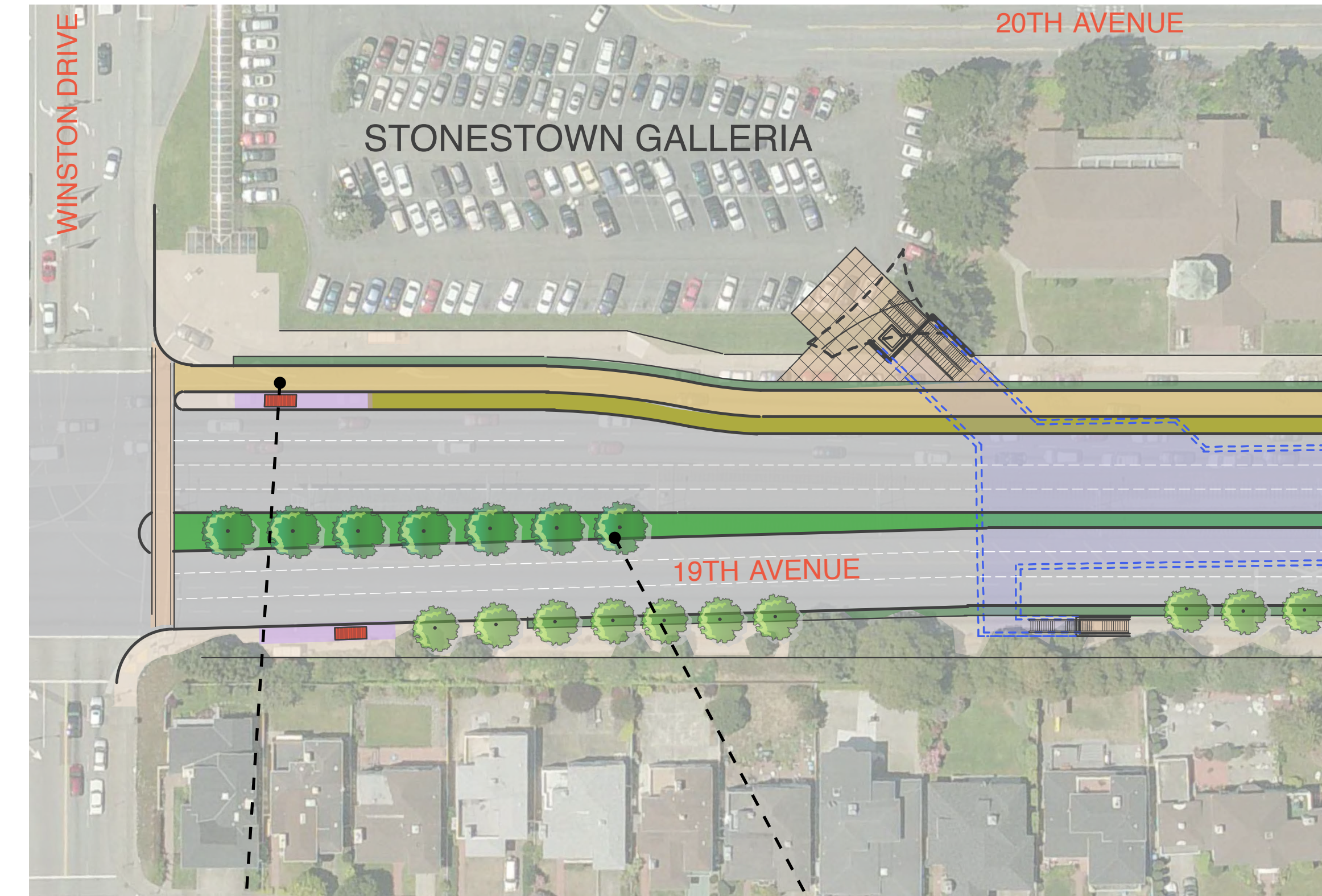
Station entrances will eliminate the need for riders to cross a busy 19th Avenue to get to or from the M-Line. Each station will include multiple entrances with elevators and escalators.

### WHY CONSIDER REMOVING ON-STREET PARKING?

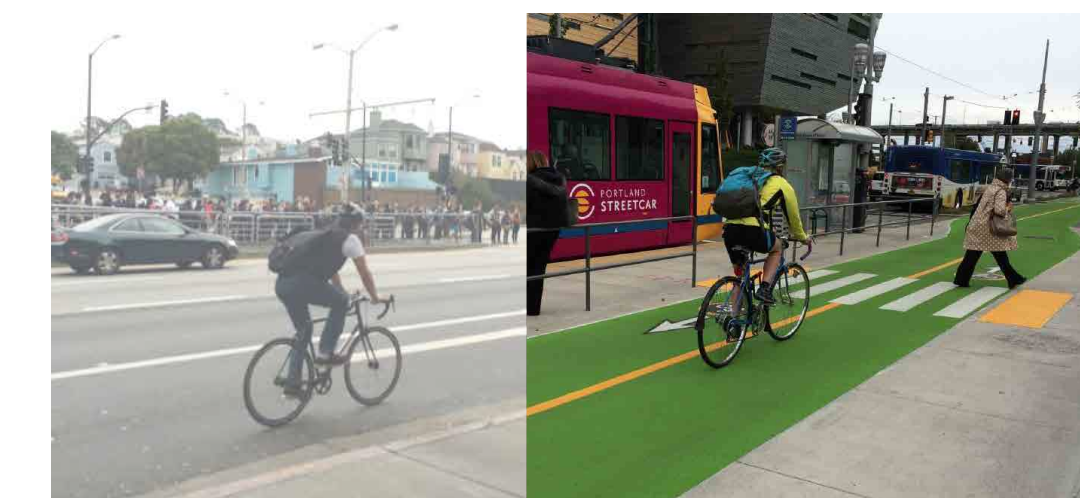
Most people parking along 19th Avenue are SF State visitors, but SF State's transportation surveys show there is ample parking available on-campus. People choose 19th Avenue over SF State parking because it is free.

Removing on-street parking would make room for safety improvements and greenery. It would also remove conflict points between people parallel parking and high-volume through traffic.

On-street parking would also need to be removed where the Ocean View portal and new stop on Randolph Street are proposed due to space constraints.



TWO-WAY BICYCLE PATH



A new two-way bike path would create a safe north-south linkage between Parkmerced, SF State and Stonestown. Conflicts between boarding/alighting bus riders and people on bicycles would be minimized using treatments like the one shown above (Portland, OR).

LANDSCAPING



Trees, landscaping, and a bike path add a buffer between noisy 19th Avenue traffic and pedestrians.

### FUTURE STUDIES:

- Bus stop-bike interaction
- Bike-pedestrian interaction
- Bike-intersection crossings
- Bike-Muni station entrance interaction
- Connectivity to/from new 19th Ave bike path
- Muni station-bus stop interaction

Image sources, from left to right: Liz Brisson, Teresa Boyle, Liz Brisson, Bjorn Gripenburg, Liz Brisson, unl.edu, sfcta.org, cnu.org

SFMTA.COM

## 19th Avenue/M Ocean View Project

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