

Jefferson Street Design: TAYLOR TO POWELL

EXISTING



Current Conditions:

- One lane for historic streetcars
- Two auto lanes with parking on south side
- No clear bike route
- No designated truck loading zones

PROPOSED: OPTION A*



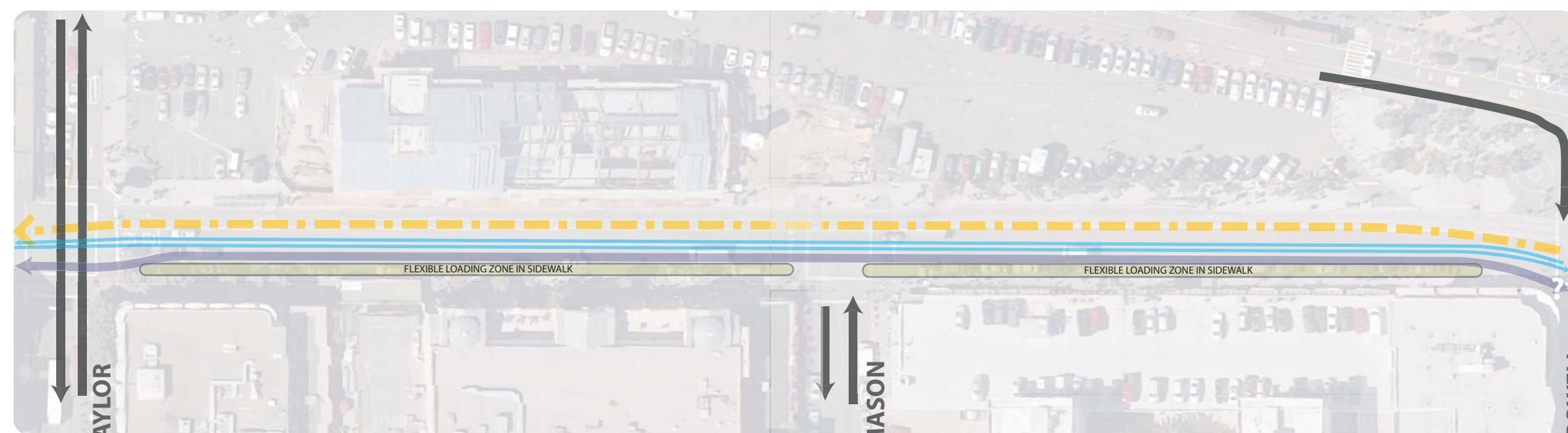
Improvements:

- Maintain existing northern sidewalk and historic streetcar lane
- Two-way bike path with 2' wide ramped median buffer zone
 - Existing driveways extended across bike-path and median.
 - Median designed with occasional cut-thrus to allow hand-truck delivery to north side of street.
- One auto lane. (Two alternatives, east or westbound)
- Widened southern sidewalk with designated loading/flexible zones.

Benefits of Option A:

- Increased protection for cyclists via median buffer.
- Narrowed roadway for ease of pedestrian crossing.
- Trucks do not have to cross bike traffic to access flexible loading zones in widened sidewalk.
- Median helps to prevent truck loading from interfering with flow of bike or pedestrian traffic.

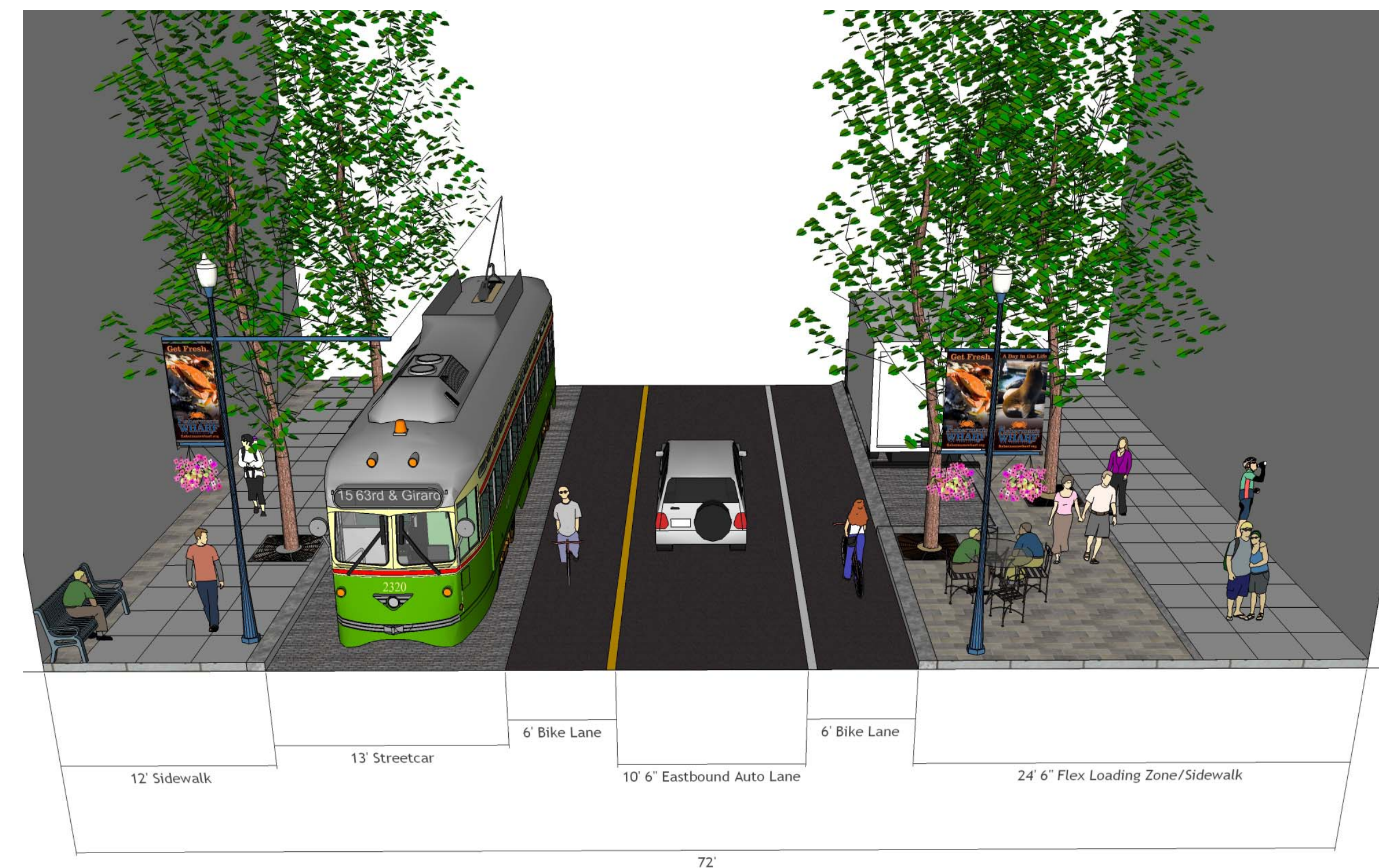
PLAN VIEW OPTION A*



***Option A Alternatives:**

- A1 - Westbound traffic on Jefferson
(Maintains existing access from The Embarcadero)
- A2 - Eastbound traffic on Jefferson
(Diverts Embarcadero traffic to Beach and North Point - only local traffic on Jefferson Street.)

PROPOSED: OPTION B



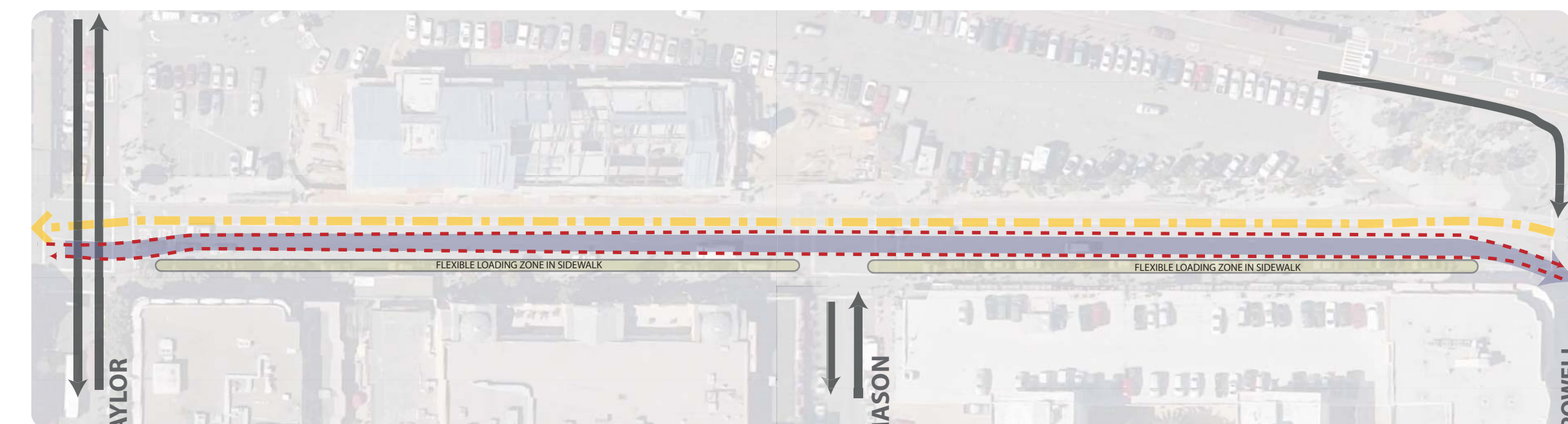
Improvements:

- One eastbound auto lane with striped bike lanes.
- Widened southern sidewalk with designated loading/flexible zones.

Benefits of Option B:

- Southern sidewalk 2' wider than Option A.

PLAN VIEW OPTION B



PLAN VIEW KEY

- Jefferson Street Auto Lane
- ↔ Two-Way Bike Path
- Striped Bike Lane
- ↓ Other street or driveway
- █ Expanded sidewalk