

STREET TYPE: RESIDENTIAL THROUGHWAY

Bryant Street Road Diet

Building on traffic calming improvements from the 1970s, Bryant Street between 23rd St and Cesar Chavez would be traffic calmed by reducing capacity from 4 to 2 lanes to discourage neighborhood cut-throughs. Left-turn pockets would be provided at 24th Street and Cesar Chavez. Excess space would be given to significant bulb-outs, perpendicular parking, planted medians, and a gateway median element at Cesar Chavez. The existing number of on-street parking spaces would be maintained on all blocks.

POLICY C1
CREATE NEW COMMUNITY SPACES BY RE-USING EXCESS PORTIONS OF RIGHT-OF-WAY, SUCH AS OVERLY WIDE LANES AND UNUSED STREET SPACE.

POLICY C2
UTILIZE TRAFFIC CALMING GATEWAYS, SUCH AS TRAFFIC CIRCLES OR MEDIAN ISLANDS, AT NEIGHBORHOOD ENTRANCES OR WHERE STREET CHARACTER CHANGES TO SIGNAL TO DRIVERS TO DRIVE WITH CARE



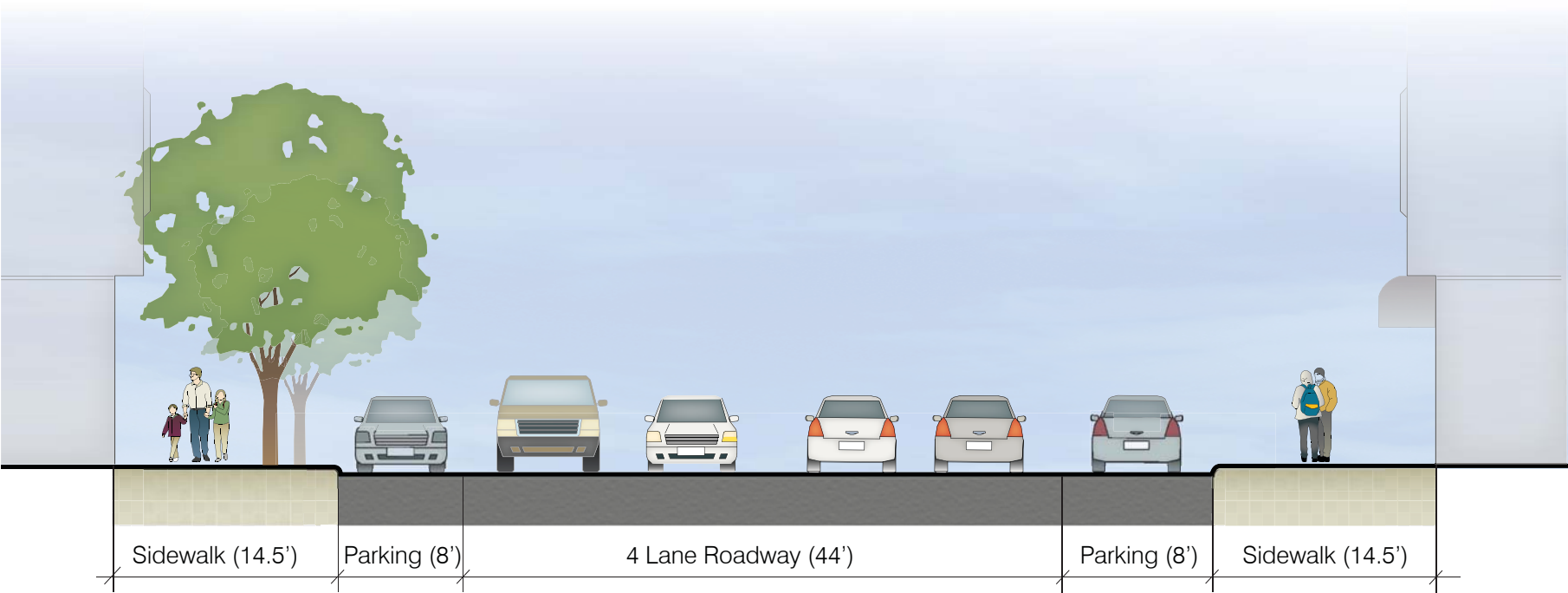
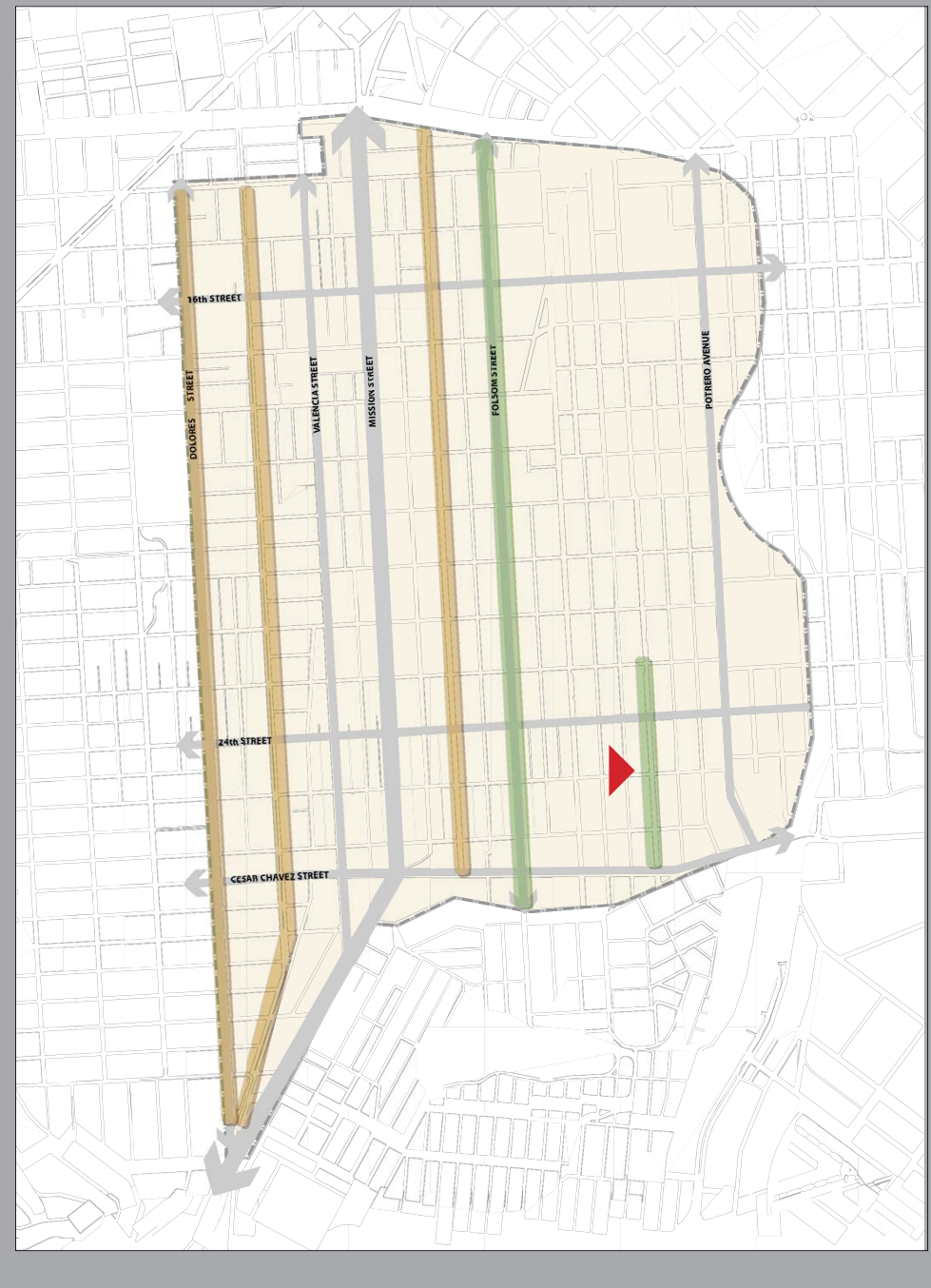
BRYANT STREET LOOKING SOUTH FROM 25TH STREET

PROJECT SELECTION CRITERIA:

- Excess road capacity
- Desire to enhance pedestrian safety
- Connections to open space
- Ability to create distinctive district identity

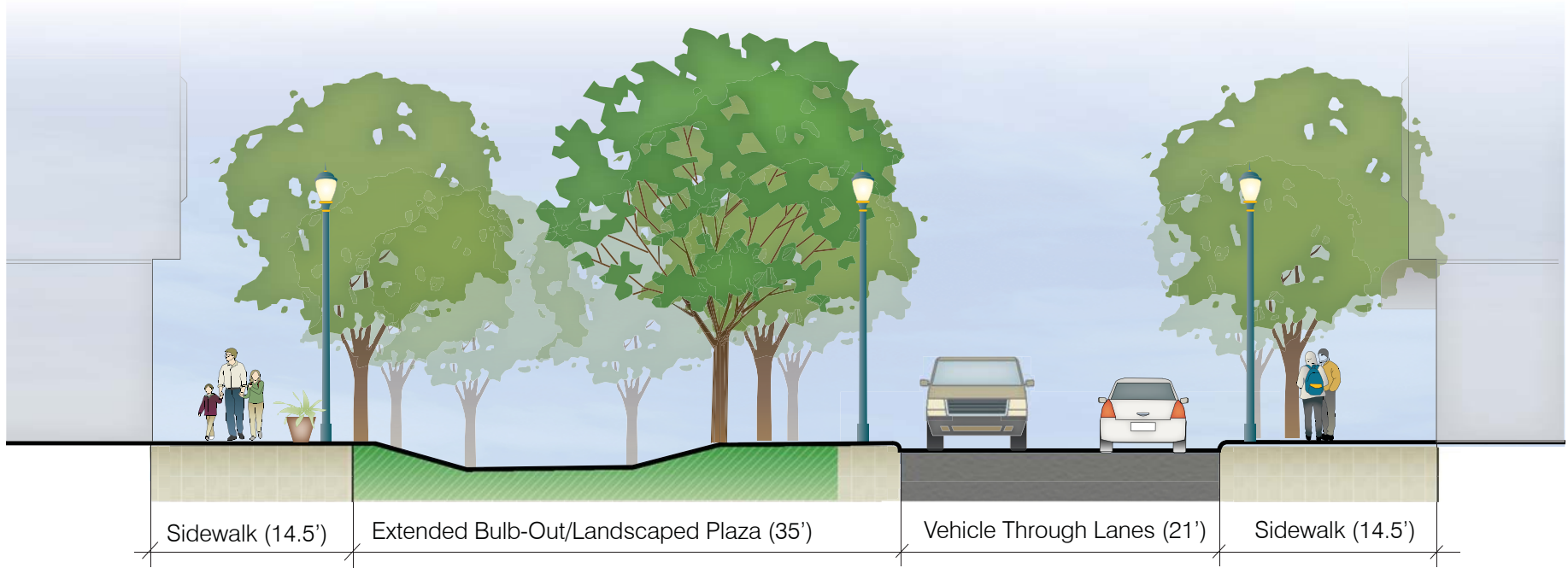
PROJECT LIST:

- DOLORES STREET
- FOLSOM STREET
- ▶ BRYANT STREET
- GUERRERO STREET
- SAN JOSE AVENUE
- SOUTH VAN NESS AVE

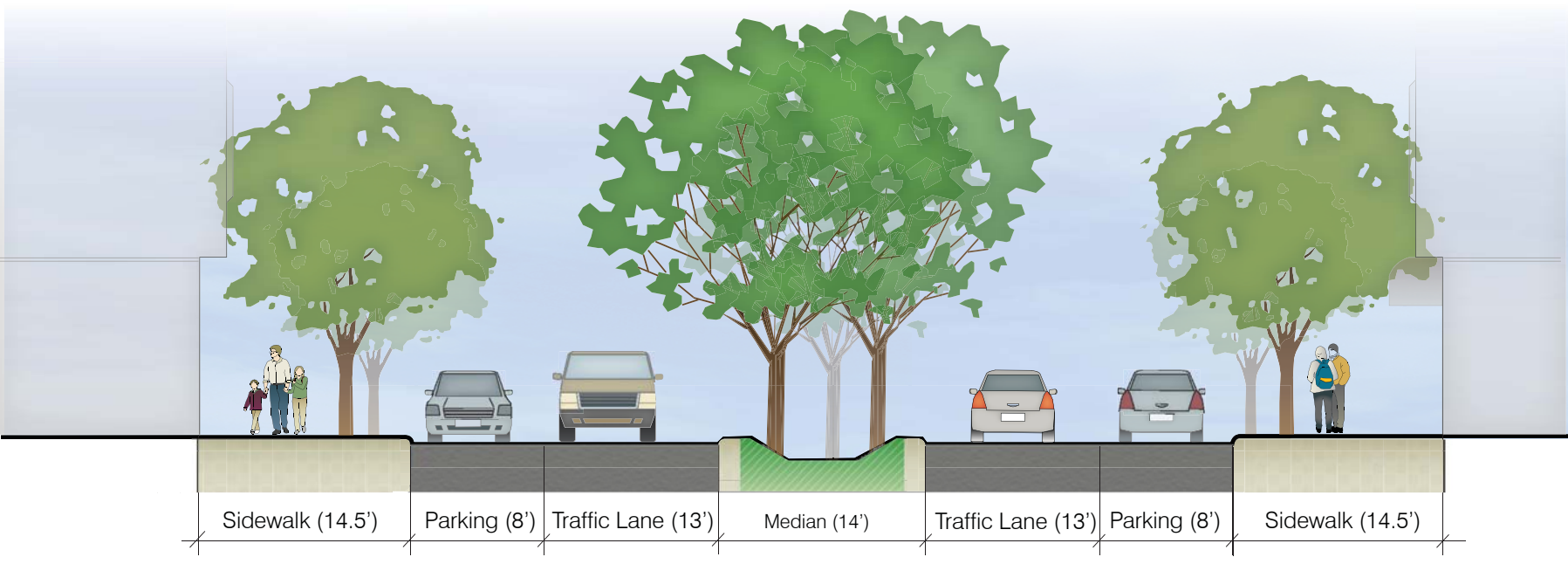


Existing Street Section

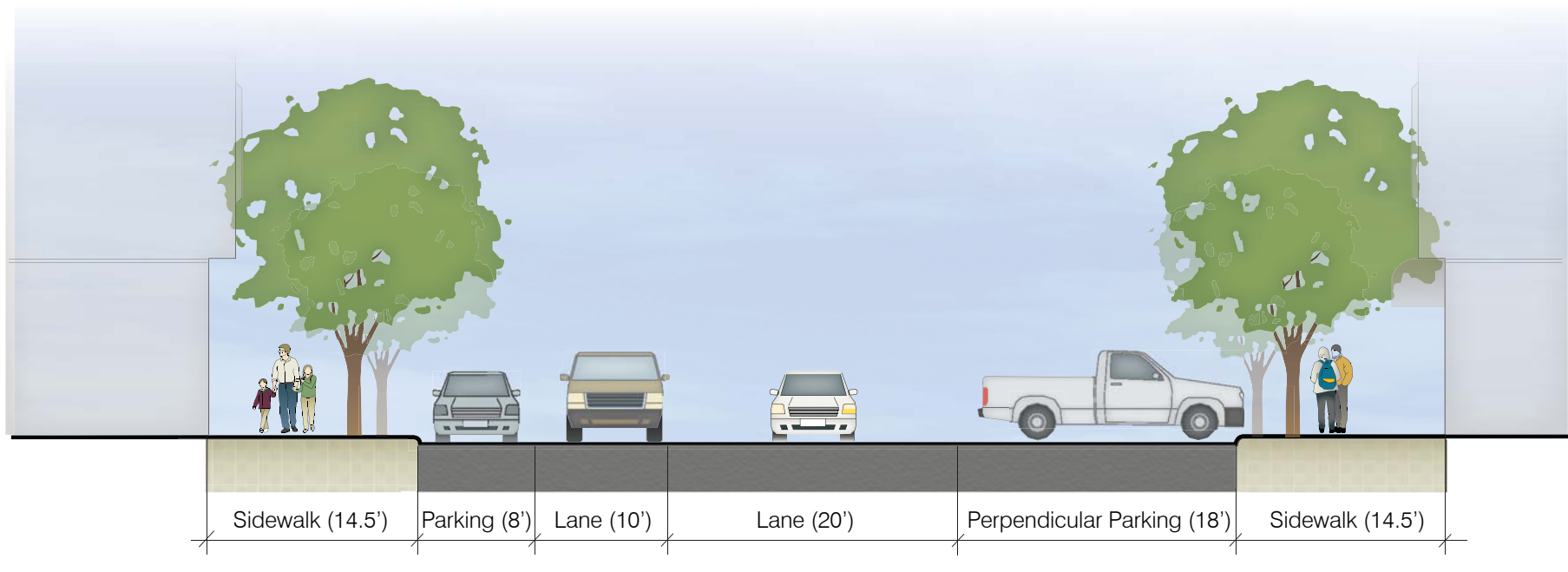
Section A: Extended Bulb-Out/Landscaped Plaza Segment



Section B: Planted Median Segment



Section C: Perpendicular Parking Segment



Proposed Bryant Street conversion from 4 to 2 lanes with left turn pockets at key intersections

