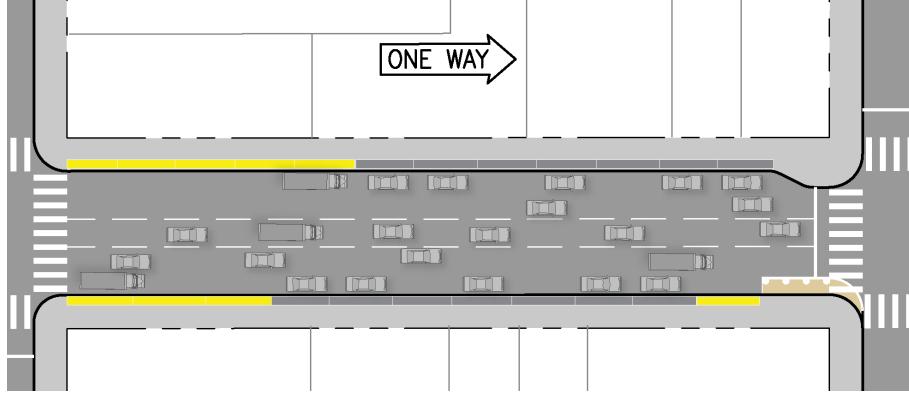


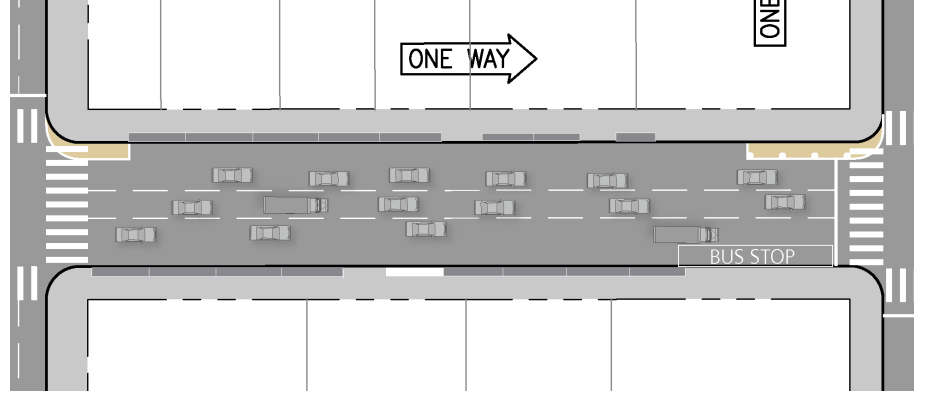
# LEAVENWORTH QUICK-BUILD EXISTING CONDITIONS AND PROPOSED DESIGN OPTIONS (REPRESENTATIVE BLOCKS)

## EXISTING CONDITIONS

Leavenworth Representative Block (Commercial Area)



Leavenworth Representative Block (Residential Area)



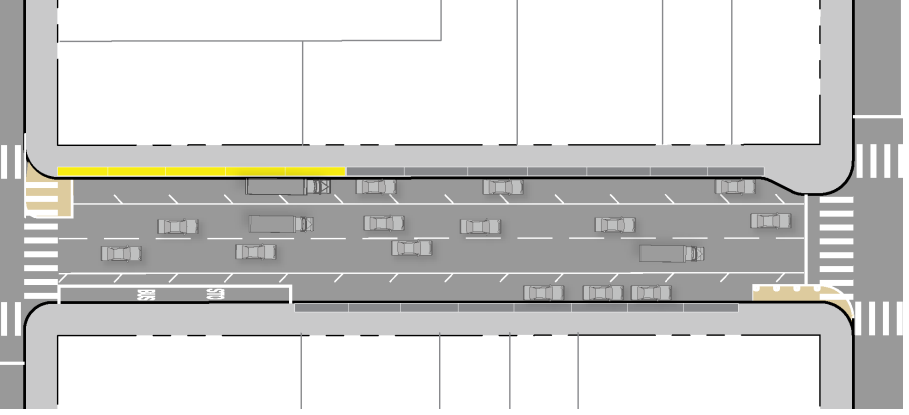
## PROPOSED DESIGN OPTIONS

Please note that all design options will require additional review by SF Fire Department and other city agencies.

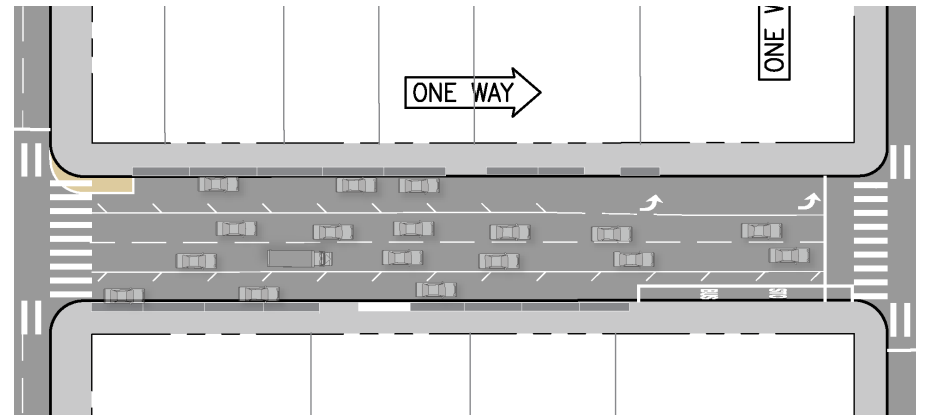
### IDEA A: ROAD DIET WITH WIDE BUFFERS ON BOTH SIDE OF THE ROAD

This proposal involves a lane reduction (from three lanes to two) that accommodates pre-COVID traffic volumes and encourages safer travel speeds. The painted buffers also provide more flexibility for parking and loading and a space to pull over for emergency response vehicles.

Leavenworth Representative Block (Commercial Area)



Leavenworth Representative Block (Residential Area)



#### Considerations and Tradeoffs:

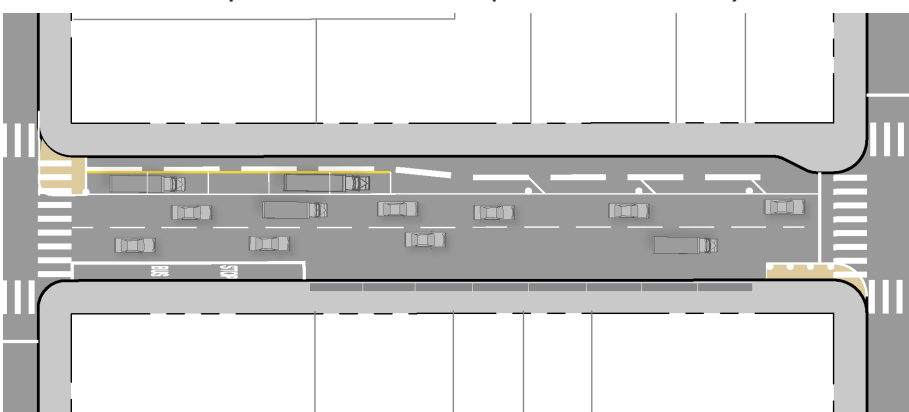
- Speed reduction benefits by removing one lane of traffic
- Reduces points of conflict between people driving and walking
- Reduces overtaking
- Narrow buffers allow vehicles to pull aside for emergency vehicles
- Minimal parking impacts

### IDEA B: ROAD DIET WITH ADDITIONAL SPACE FOR PHYSICAL DISTANCING ON TARGETED BLOCKS

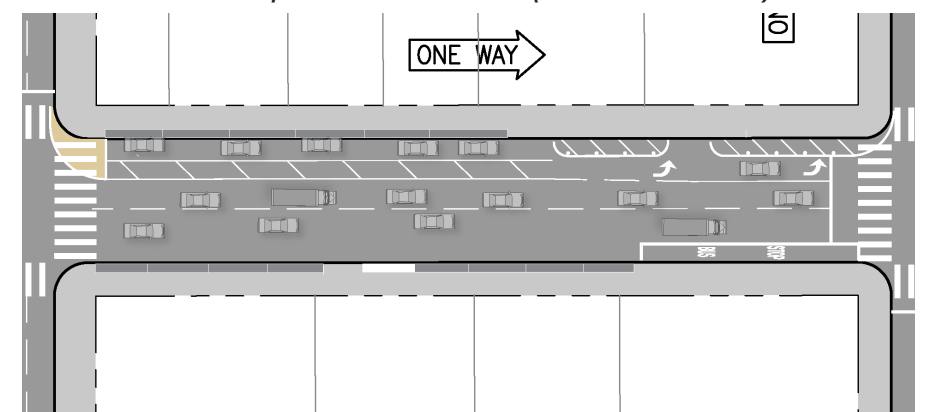
Similar to the previous design (Idea A), this proposal involves a lane reduction (from three lanes to two). One travel lane and parking lane would be re-purposed to provide the a new physical distancing lane on the west side of the street, protected by a concrete barrier - similar to the design on Jones Street today. Please note the additional physical distancing lanes would be considered on blocks that have more pedestrian activity such as blocks between Ellis to McAllister streets.

A larger buffer on the west side of the street would be installed on blocks that are not repurposed to provide new physical distancing space, similar to Idea C (below). The buffer provides flexibility for parking and loading and extra space to pull over in the event an emergency vehicles needs to pass.

Leavenworth Representative Block (Commercial Area)



Leavenworth Representative Block (Residential Area)



#### Considerations and Tradeoffs:

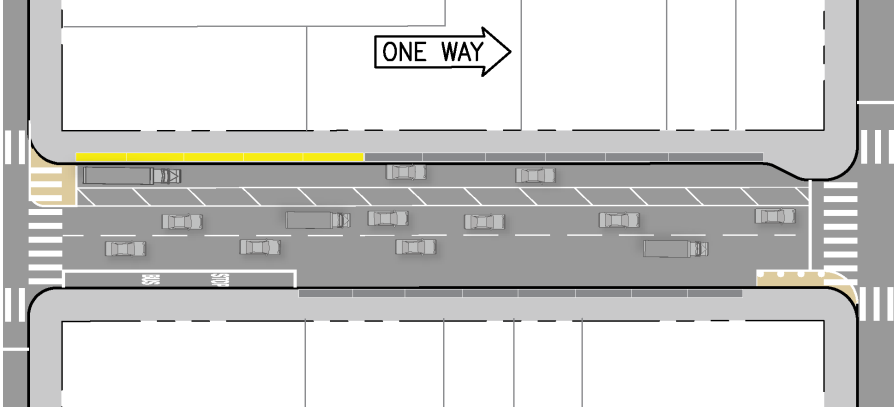
- Speed reduction benefits by removing one lane of traffic
- Reduces points of conflict between people driving and walking
- Reduces overtaking
- Provides additional walking and physical distancing space in high pedestrian volume areas
- Small buffer against K-rail provides spaces for west lane to pull aside for emergency vehicles
- Reduces double parking from travel lane on west side (where K-rail is not applicable)
- Parking impact between McAllister and Ellis streets

## PROPOSED DESIGN OPTIONS (CONTINUED)

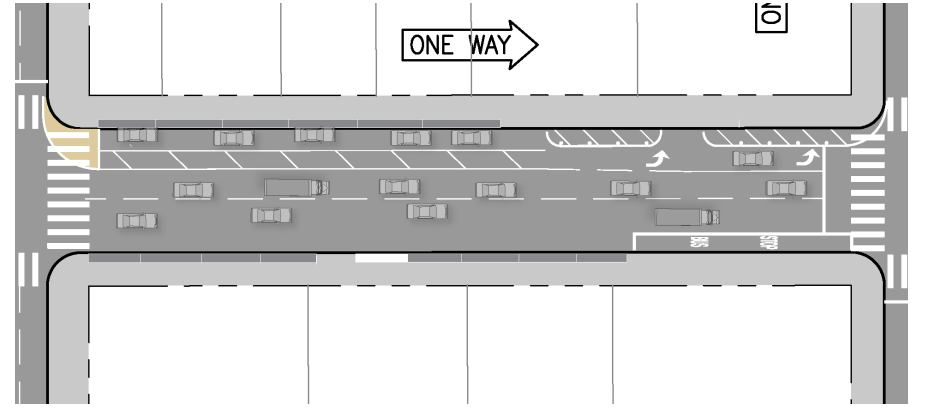
### IDEA C: ROAD DIET WITH BUFFER ON WESTSIDE OF THE ROAD

Similar to the previous designs, this option would also involve a lane reduction (from three lanes to two). A larger buffer would be installed on the west side of the street to provide flexibility for parking and loading and extra space to pull over in the event an emergency vehicles needs to pass.

*Leavenworth Representative Block (Commercial Area)*







*Leavenworth Representative Block (Residential Area)*



#### Considerations and Tradeoffs:

- Speed reduction benefits by removing one lane of traffic
- Reduces points of conflict between people driving and walking
- Reduces overtaking
- Reduces double parking from travel lane on west side
- Widened buffer provides spaces for vehicles in west lane to pull aside for emergency vehicles
- Minimal parking impacts

#### Color Curb Legend

 Commercial loading (yellow zone) - 30 minute metered commercial loading. Up to 3 minute passenger loading	 General meter parking	 Passenger loading (white zone) - 5 minute passenger loading. Driver must be in vehicle	 Red zone, no parking
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